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**CONFEDERATION OF AUTOSPORT CAR CLUBS
TIME ATTACK RULES
EFFECTIVE JANUARY 1, 2014**

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CACC

Confederation of Autosport Car Clubs

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1. FOREWARD TO 2014 EDITION

Effective January 01, 2014, previous editions of the Time Attack (SoloSprint) Events Rule Book as well as all previous CACC Competition Bulletins are superseded by the following CACC Time Attack Rule Book. CACC reserves the right to revise these rules, to issue supplements to them, and initiate special rulings at any time in an emergency. Changes to these rules will become effective upon the official issuing of a CACC Bulletin and/or publishing of any changes on the CACC website. Questions concerning rules clarifications should be directed to the CACC Time Attack Director.

The rules and regulations set forth herein were established by the CACC and are intended to assist in the orderly conduct of Time Attack events and to further participant and spectator safety.

The text of these regulations was originally drafted in English and may be translated into other languages. In case of a dispute between the English text and that of any other translation, the English text shall prevail. In this Rule Book, any reference to the masculine shall include the feminine, and references to the singular shall include the plural.

Portions of this Rule Book differing from previous editions are denoted by a solid black 'change bar' (as shown at left) which indicates that a rule has been added, amended, or expanded in definition.

By participation in these events, all participants are deemed to have agreed to be bound by the CACC GCR's and this rulebook. The interpretation and determinations of these rules by CACC officials shall be final and binding. In order to maintain a sporting nature, to achieve prompt competition results, and in consideration of the benefits to them, all members, clubs, and officials of CACC hereby agree that:

Determinations by CACC officials are non-litigable;

No litigation shall be initiated against CACC or its members and officials to reverse or modify results of such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and

Where a person initiates or maintains litigation in violation of this provision, that person agrees to reimburse CACC for all costs associated with the legal action.

Additional copies available from CACC, Price: \$15.00 per copy

Competitor Name _____

CACC Competition License Number: 14 - _____

2. TERMINOLOGY

The following definitions are adopted for use in the CACC GCR's, in the Regulations of CACC, in the appendices thereto, in all Supplementary Regulations, and for general use.

ASN:	A National Automobile Club or other National Body recognized by the FIA as sole holder of the sporting power in a country.
AUTOMOBILE:	A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must effect steering and at least two the propulsion.
CACC EXECUTIVE:	A group of four or more individuals responsible for the administration of Time Attack events, and enacting the policies adopted by the membership of CACC.
CACC:	Confederation of Autosport Car Clubs. The governing body for motorsport events in the Province of British Columbia. Its duties and powers include, but are not limited to, assuring that Time Attack events are conducted in accordance with this Rule Book
CLOSED EVENT:	A competition confined solely to the members of the club organizing the competition and invited competitors.
CLUB:	Any body recognized by CACC as a club.
COMPETITION:	A contest, governed by the CACC GCR's and the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
COMPETITOR:	A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
CONTROL LINE:	The line by reference to which an automobile is timed or its performance in a competition is determined.
COURSE:	The route to be followed by a competitor in a competition.
DISCIPLINE:	All CACC competitions are categorized by type of activity or "discipline" (e.g. Race, Rally, Time Attack, AutoSlalom etc.)
DRIVER:	A person nominated as the driver of an automobile in any competition.
ENTRANT:	A person or organization whose entry is accepted for any competition.

EVENT:	A program of one or more competitions.
FIA:	Fédération Internationale de l'Automobile, the International Federation of National Automobile Clubs.
FINISHING LINE:	The last control line on a course.
FISA:	Fédération Internationale du Sport Automobile, the International Automobile Sport Federation, appointed by the FIA, to deal with competition matters.
LAPPING EVENT:	Lapping Event: A non-competition event held on a purpose-built facility in order to engage in practice and testing.
LICENSE:	A certificate of registration issued by CACC or ASN to any person wishing to take part in Time Attack – No Passing, Time Attack - Passing and Hill Climb competitions.
NATIONAL EVENT:	A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by CACC and conducted under the organizing permit issued by CACC or ASN.
NON-SPEED EVENT:	An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, concourse, slalom, autocross, sprint, etc.
OPEN EVENT:	A competition in which participants comprise members of any recognized CACC motor sport club.
ORGANIZER(S):	A person or persons approved by CACC and authorized by promoters, clubs, or other groups to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer shall take the place of such promoters for the purposes of the CACC GCR's and shall be deemed to be the agent of the promoters.
ORGANIZING PERMIT:	The documentary authority to organize and hold a competition granted solely by CACC.
PROGRAM:	A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.
PROMOTER(S):	Any person or body (other than organizers) proposing to hold or holding an event.
REGIONAL EVENT:	An event which is open to members of any CACC Club which CACC regional permit registered competitors within a Region.
REGULATIONS:	A set of regulations in addition to the CACC GCR's which may be issued from time to time by CACC to meet particular situations which might arise outside of the

	CACC GCR's, or to meet a particular problem of a more or less temporary nature.
RESTRICTED COMPETITION:	An event that is confined to persons having some particular qualification.
RUN SESSION:	A uniform block of time where each lap of all competitors in the session is electronically timed.
SANCTIONED EVENT:	Any event or competition authorized and approved by CACC and having the appropriate organizing permit.
TIME ATTACK - NO PASSING EVENT:	An event in which vehicles run individually (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.
STARTING LINE:	The first control line on a course.
SUPPLEMENTAL REGULATIONS:	Regulations drawn up by the organizers of a competition or competitions and approved by CACC with the object of laying down details of such competitions. These are supplementary to the CACC GCR's and the Regulations of CACC.
TIME ATTACK EVENT:	A competition conducted at permanent motorsport facilities or other suitable facility.

3. TIME ATTACK EVENT REGULATIONS

A. GENERAL REGULATIONS

The regulations contained in this section shall apply to all Time Attack events. They were designed to assist in ensuring a safe and enjoyable event. The regulations contained in this section are the minimum acceptable requirements that must be adhered to in all CACC sanctioned Time Attack events. Time Attack events must also fully comply with the regulations contained in the GCRs. Organizers of Time Attack events may elect to specify more comprehensive regulations as necessary.

B. Time Attack Event

An event held under the CACC General Competition Rules (GCR's) and the CACC Time Attack regulations; in which speed may be the determining factor; where vehicle speeds may approach those of racing; where maximum safety protection is afforded to spectators and property; where vehicle requirements may be similar to those used for racing; and in which competitors are required to possess at least a valid CACC Competition License. (The term "Solo I" is a registered trademark of the Sports Car Club of America and is used interchangeable for definition purposes only in this Rule Book).

C. Types of Events:

- i. **Time Attack – No Passing:** A speed competition on a closed circuit with one car at a time running against the clock for fastest time. Multiple cars may be on track at one time. Passing in any session is not allowed. Vehicles compete against the clock one at a time or at sufficient spacing such that there is minimal chance of one vehicle catching another on course during the timed competition.
- ii. **Acceleration Run:** A speed competition to determine the fastest time over a specified straight distance from a standing start. Cars shall compete one at a time.
- iii. **Time Attack - Passing:** A competition conducted at a permanent motorsport facility or other facilities suitable for racing where multiple cars may be on track at one time and passing is allowed in designated passing zones; run sessions based on time are used to determine a competitor's fastest lap time.
- iv. **Hill Climb:** A speed competition between vehicles of one or more classes over a closed circuit having a significant elevation change between the start and finish lines. Vehicles compete against

the clock one at a time or at sufficient spacing such that there is minimal chance of one vehicle catching another on course during the timed competition.

- v. **Lapping Event:** A non-competition event held on a purpose-built facility in order to engage in practice and testing.

- vi. **Time Attack School:** A non-competition event held on a purpose-built facility in which the objective is to learn how to participate in a Time Attack Competition, including how to control a car on such a course.

4. INSURANCE

General Liability insurance is provided under the ASN Canada FIA insurance plan. All CACC affiliated club must be covered by this minimum level of insurance. The policy protects CACC, the affiliated club, property owners, workers and sponsors against claims for injury or property damage brought against them by the general public. A CACC Affiliated club purchasing the annual policy will have all coverage for a twelve month period, March 1st through April 30th. For insurance coverage under the ASN Canada FIA master plan, clubs must apply directly to the CACC for Affiliation. Affiliation with the CACC and General Liability Insurance under the ASN Canada FIA plan are mutually inclusive. The term for CACC Affiliation is January 1st through December 31st.

A. Event Insurance

Clubs organizing and hosting Time Attack events must apply for and receive an Event Permit from the CACC and must apply for and receive appropriate Event Insurance from ASN Canada FIA.

i. Coverage:

All competitors, officials, and workers will be covered against damage to third parties but will be responsible for any deductible amounts. All competitors, officials, workers, and all other persons who are permitted to enter areas normally closed to the general public must sign the insurance waiver before being allowed to participate in the event. Originals of the waiver are available for download from the CACC and/or ASN Canada web sites. Property owners or sponsor names may be added to the club insurance certificate upon request.

ii. Disclosure:

The organizing club of an event must ensure that the Event Permit and Insurance Certificate are posted at the event.

iii. Accident Reports:

All accidents must be reported by forwarding a completed accident report form to the CACC Executive Office within (48) forty-eight hours of the conclusion of the event. The accident report form, is available for download from the CACC and/or ASN Canada web sites, should contain as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, etc. The accident report form must be completed for all accidents whether or not a claim is anticipated.

5. VEHICLE ELIGIBILITY

A. General:

All vehicles must be in a safe condition and pass an inspection to be conducted prior to the event. All items in this section are to be inspected to ensure the vehicle meets all requirements without exception and are subject to the approval of the scrutineer at each event.

B. Minimum Standards:

To qualify as eligible to participate in a Time Attack event, each vehicle must comply with the following minimum requirements:

- I) It must have four road wheels, not in a line, a minimum of two of which must be driven.
- II) It must have a braking system that works on all four wheels simultaneously.
- III) It must have a structure and bodywork that surrounds and protects the driver, at least to his waist level when seated in his normal driving position.
- IV) It must have a minimum wheelbase of 152 cm (60 in), a minimum front and rear track of 107 cm (42 in), and a minimum wheel diameter of 25.4 cm (10 in).

C. Driver Restraints:

All vehicles must be equipped with the required seat belts and drivers and/or passengers must wear the belts securely fastened during the event. The minimum width of all belts is 5 cm (2 in). The material of all straps shall be Dacron or nylon and in new or good condition. All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 5 cm (2 in) and a minimum thickness of 4 mm (0.16 in).

D. Tires:

Tires must be in good condition, having no cord or blemishes showing. Recapped, retread, or remolded tires are not permitted. These are the minimum requirements. Event specific regulations may require higher standards.

E. Loose Items:

All loose articles must be removed from the passenger and luggage compartments while competing.

F. Batteries:

Batteries (on-board power supply) must be securely fastened and the hot terminal shall be insulated. Any wet-cell battery moved from the manufacturer's original location must be in a non-conductive marine type

container or equivalent. All batteries shall be secured to the frame or chassis structure independent of the marine type container. Gel or Dry cell batteries do not require enclosures where applicable.

G. Accessories:

Snap-on hubcaps, wheel discs, and trim rings must be removed unless bolted to the rims.

H. Appearance of Cars:

A. The body condition, paint work and signage (decaling) of a car shall remain intact at all times. Cars will not be permitted to compete in a competition with damage from a previous competition that has not been repaired in a workmanlike manner.

B. Reasonable efforts must be made to restore the appearance of a car damaged during an event prior to the start of a race.

C. A car that is visually unacceptable, in the opinion of the Steward in consultation with the clerk of the course will not be permitted to start a race.

D. A claim for return of entry fees, or any protest or appeal against any action taken by the Steward under this regulation is not allowed.

6. EVENT OFFICIALS AND DUTIES

See CACC GCR Section 9

7. COMMON SENSE AND COURSE DESIGN

A. Guidelines:

The following rules of course design are provided to give organizers proper direction in designing or choosing a course and also to ensure that adequate safety precautions are met.

Organizers are cautioned that participants in Time Attack events may not be covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken. Furthermore, a Time Attack event may be open to a novice Time Attack license holder, in any car that can pass a pre-competition inspection; this should be taken into consideration in designing the course.

Organizing an event that complies with these regulations calls for the exercise of prudent, good judgment and common sense. The protection of life and property shall be the prime factor governing all decisions relating to course design and safety.

Caution and proper attention must be given to the location of property that might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, and stationary objects should all be carefully considered.

First-class paved or stabilized surfaces must be used. Gravel or any type of non-stabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be avoided.

Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes may be used to increase safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or failure to follow the chicanes.

Consideration should be given to competitors' safety when choosing a course. Where possible, locations with curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset the car should be avoided.

Clubs must neither run events that require the competitor to leave the car during a timed run. Nor must the competitor be required to start the event from outside the car.

8. RULES OF THE COURSE

Rules of the course shall be to the full understanding of all participants (drivers, crew, officials) at the event. Failure to fully obey the rules of the course may result in immediate exclusion.

A. Flags:

The following flags may be used at all types of Time Attack events and must be obeyed without question.

Green Flag

- A. Used by the starter to start all track sessions and by corner marshals to indicate that the track is clear.
- B. Some races may be started by using a light system.

Red Flag at Start/Finish and At All Posts

- A. Should a decision be made to stop any track session, including a race, because of an accident or an incident, a red flag will be shown at the start/finish line and simultaneously each corner post will display a red flag.
- B. All drivers are required to come to an immediate controlled stop on the driver's right side of the race track at the next turn station. When released by an official the driver is to proceed cautiously to the pits. Overtaking is not permitted.

Black and White Checkered Flag

Used by the starter to cease all track sessions. The first driver to receive this flag during a race is in most cases the winner. Racing must stop and all

drivers must slow down, complete one more lap and return to the paddock or other designated area.

Black Flag

A. With Car Number Displayed

i. Informs the driver to complete the current lap and stop for consultation in pit lane or at a location previously designated by the steward.

B. With "All" Displayed

i. Informs the driver that a track session has been halted. Drivers shall slow down immediately, no passing and proceed to the pits.

ii. Cars entering the pits must remain in single file and stop in the pit lane away from the working area. If during a qualifying or race session, no work or service shall be performed on any cars until after the track has been reopened, except under the direction of the steward.

Diagonal Black And White Flag With Car Number Displayed

Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending. Flag will only be shown once to any competitor as a warning. Any subsequent infractions will be dealt with using the black flag.

Black Flag With An Orange Disk With Car Number Displayed

Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop in pit lane for consultation at a location previously designated by the steward.

Yellow Flag

A. Any yellow flag is a signal of danger of any nature at or beyond the station displaying the flag.

B. Motionless: Take care, danger, slow down. No passing from the flag until past the emergency area. Note: A driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, slow down, no passing.

C. Waved: Great danger, slow down, be prepared to stop. No passing from the yellow flag until completely past the emergency area(s). Note: At an emergency area, there may be multiple cars involved in an incident. It is the driver's responsibility to not pass until fully past the emergency area(s).

D. Full Course Yellow: Great danger, slow down, no passing, be prepared to get into single file behind the pace car. A full course yellow may be indicated by the displaying of doubled stationary yellow flags by each corner station. Drivers should not rely on this distinction and must exercise appropriate caution if confronted by successive stations displaying single yellow flags, either waving or stationary. Except during a full course

caution, double yellow flags should not be displayed. Yellow flags should be withdrawn when the pace car lights are turned off.

Yellow Flag With Red Stripes

Advise the drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the racing surface.

Blue Flag

- A. Motionless: Another competitor is following very closely.
- B. Waved: A faster competitor is trying to overtake.

White Flag

This flag should be waved, and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point.

B. Procedures for Moving Vehicles:

If for any reason, a driver is forced to stop his car during the event, it shall be his first duty to place his car in such a manner as to cause no danger or obstruction to other participants. During the event, it is expressly forbidden to drive or move a car - at any time under any conditions - in a direction opposite to that in which the course is being run unless the Clerk of the Course so authorizes. Cars may not be moved with the starter motor or pushed while on the course except to remove them from a hazardous position to one of greater safety. Drivers and passengers must remain in the car at all times while on the course unless instructed otherwise by an official.

C. Uninsured Vehicles:

Cars entered without public liability and property damage insurance may only be driven within the areas specified by the Chief Organizer such as the staging lanes, the participant parking areas, and the course.

9. EVENT SAFETY

A. Sufficient Marshaling:

There must be adequate course marshals to oversee all event runs and to ensure equality and safety to all participants.

B. Communications:

Where the course is not visible in its entirety from a central point where the Clerk of the Course is located, a reliable communication system linking the flagging stations with the clerk of the course shall be established.

C. Spectator Safety:

It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/ finish area. Course security is a must at all times. Uninformed and misguided spectators are to be expected, and adequate crowd control provisions must be made to avoid their unwanted and dangerous wanderings onto the course area. Unless protected by substantial physical barriers, spectator areas are to be roped off.

D. Safety of Officials:

Full consideration must be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention must be given to assuring that timekeepers and marshals are not placed in hazardous locations.

E. Equipment:

The organizer must provide each marshal station and the start/finish area with the appropriate green, yellow, red, and red-striped yellow flags. The start/finish area must also be provided with a checkered flag. These flags shall be used to communicate with the drivers when they are on the course, and marshals must be trained in their proper use.

F. First Aid and Emergency Requirements:

The following minimum emergency safeguards must be in effect at all times during a Time Attack- No Passing, Time Attack - Passing or Hill Climb competition, including driving instruction sessions.

- I) At least one fully equipped first aid kit must be present and available.
- II) At least two first aid attendants must be on duty and readily available at all times. At least one of these attendants must be currently certified by St. John Ambulance or equivalent, as qualified to perform cardiopulmonary resuscitation. Other attendants must be currently certified by St. John Ambulance or equivalent, as having Standard First Aid training.
- III) At least one vehicle solely reserved for the transport of an injured person must be available at all times.
- IV) A minimum of one five pound 10BC dry-chemical fire extinguisher must be provided at each Marshall station, the start/finish area, and in the pits, all with capable operators. 10BC foam-type extinguishers may also be used to replace the dry-chemical extinguishers.
- V) The organizer must elaborate a prearranged safety plan to cope with major emergencies, such as a car going into a crowd or a marshal station. The organizer must appoint one person to contact

Emergency Medical Services via phone and must prepare instructions and directions describing the best route to the site. No others should make emergency calls.

10. COMPETITOR ELIBILITY

A. Licensing:

- i. **A novice driver:** is one who has not competed in at least three Time Attack events. A competitor that meets the requirements for a driver's license may apply for a Novice Time Attack license. Eligibility and acceptance is at discretion of the Time Attack Director. A Novice Time Attack license-holder may apply for an upgrade to a Senior license after competing in three CACC sanctioned Time Attack events.
- ii. **A senior driver:** is one, who has competed in at least three Time Attack events or six documented lapping days or an approved driving school and holds a current CACC Time Attack Senior license.

For a Time Attack – No Passing event, the minimum competitor licensing requirement is as listed below. Please note that the following list of licenses can be either a "novice" or "senior" grade:

Canadian Residents - a valid CACC Time Attack, Road Race, Ice Race, or equivalent license issued by ASN Canada FIA Inc or another of its territories.

U.S. Residents - a valid SCCA Track Trials (Solo 1), Regional, National or Pro race license, or equivalent license issued by another ACCUS member.

Others - FIA International license issued by your ASN, accompanied by a letter of permission

For a Hill Climb or Time Attack - Passing event, the minimum competitor licensing requirement is as listed:

Canadian Residents - a valid senior CACC Time Attack, novice Road Race, senior Ice Race, or equivalent license issued by ASN Canada FIA Inc or another of its territories.

U.S. Residents - a valid SCCA Track Trials (Solo 1), novice Regional, National or Pro race license, or equivalent license issued by another ACCUS member.

Others - FIA International license issued by your ASN, accompanied by a letter of permission

B. Documentation:

All competitors must present the following documents at registration:

1. A completed entry form for the event.
2. A valid driver's license.
3. A valid CACC Competition License, where required.
4. A valid club membership card, where required.

If the competitor is under the age of majority in the jurisdiction in which the event is taking place and is not the registered owner of the entered vehicle, he must additionally present written and notarized permission from the owner to enter the vehicle in the event.

Participants under the age of majority in the jurisdiction in which the event is taking place who do not hold a valid CACC Competition License but hold an equivalent acceptable license must present the Parental Consent Form signed by all parents and guardians and must sign the Minor Waiver. This permission must be retained with the entry form.

C. Insurance Waiver:

All participants, organizers, workers, officials, passengers and spectators must sign the insurance waiver before being allowed to access to the venue or site. Any person who refuses to sign a waiver must be escorted from the site without delay.

D. Passengers:

Passengers are not permitted except under the following conditions and for instructional purposes only:

Passengers must be of the legal age of consent in the jurisdiction the event is taking place, or have full consent from parent or guardian.

Before being allowed to ride in a competing vehicle, the passenger must have signed the insurance waiver.

Passengers must wear helmets, seat belts, and suitable eye protection to the same standard as that required for competitors, and the driver is responsible for ensuring that the passenger wears this required equipment.

Under no circumstances are passengers allowed in Hill Climb or Time Attack events, during competition runs.

iii. CACC Time Attack Driver's School:

A driving instructor is the only passenger permitted, and then, only during an in-car instruction session with a driver-trainer at reduced or moderate speed. A list of instructors for each event must be submitted by the host club to the Time Attack director at the time of the permit application

All other CACC Time Attack Events: Subject to the above conditions and unless otherwise prohibited by regional Time Attack event regulations, passengers are permitted at any time.

11. SAFETY EQUIPMENT

A. Driver Restraints:

Driver restraints must be worn at all times when the vehicle is on the track or in the pit lane. Equipment must conform to the following requirements:

All cars competing in a Hill Climb or Time Attack event must be equipped with a GCR approved driver restraint system as outlined in GCR Appendix IV which must be worn at all times the competitor is on the course.

For Hill Climb and Time Attack - Passing events, closed roof cars must have the driver's door window fully open or removed when on course. A strap-type window net must be fitted such that the driver's arm(s) cannot extend outside the vehicle unintentionally. Mesh type window nets complying with SFI standard 27.1 are permitted. Alternatively, if a car is not equipped with an approved window net, the driver must wear SFI or FIA approved arm restraints. Drivers of open cockpit cars must use SFI or FIA approved arm restraints. Time Attack - Passing and Hill Climb events require the use of FIA or SFI approved head and neck restraint devices.

In the case of a CACC drivers school the seat belt worn by the instructor may be the OEM 3-point seat belt installed in the car.

B. ROLL-OVER PROTECTION:

Where required, roll-over protection must comply with the specifications contained in GCR Appendix II. Roll-over protection is highly recommended for all vehicles and is mandatory for vehicles with fold-down or completely removable tops.

For Hill Climb and Time Attack - Passing events, the following roll over protection is mandatory.

Cars competing in Super Stock, Street Prepared, Street Prepared X and vintage cars raced before 1980 must have roll bars conforming to CACC GCR Appendix II, or Appendix L of the SCCA Solo events rules. If CACC GCR Appendix I roll cages are installed, 4.D “second door bar”, 4.F “dash bar” and 4.G “foot box protection” are recommended, but not required.

Cars competing in GT-S category (GTU, GTX, GTM, GTO) must have roll cages complying with CACC GCR Appendix I.

Cars competing in any Formula or Sports Racing class must have roll bars complying with CACC regulations for their class.

Cars competing in GT (GT1, GT-2, GT-3, GT-Lite) must have roll cages complying with CACC GCR Appendix I.

C. Competitor Safety Equipment:

All competitors must wear helmets conforming to CACC GCR Appendix III sections 2.B and 3. For Time Attack events only, helmets meeting the 2005 (or later) Snell Memorial Foundation standard are approved. In the case of competitors using an “M” helmet, a balaclava conforming to CACC GCR Appendix III Section F is also required.

For Time Attack – No Passing events, shirts and pants of a non-synthetic material covering the body from the wrist to the ankles must be worn during the event.

For Hill Climb and Time Attack - Passing events, fire resistant driver's suit, gloves, socks and balaclava, complying with CACC GCR Appendix III Section 2 are required.

For Hill Climb and Time Attack - Passing events a FHRD is required. The FHRD device must meet FIA 8858-2002 or 8858-2010 or SFI 38.1.

All participants in open cockpit vehicles must wear suitable eye protection during the event.

12. SCRUTINEERING INSPECTION

During the event or at the conclusion of the event, the Scrutineer with the cooperation of the competitors concerned, may inspect a minimum of the top three cars in each class for compliance with the following:

- I) Entry form properly completed and legible.
- II) Proper classification of the vehicle.
- III) Compliance with all vehicle regulations.
- IV) Proper assessment allowable modifications and preparation points.

The scrutineer shall report the results of his inspection to (and only to) the Clerk of the Course. Any car found to be improperly classified, incorrectly assessed or otherwise in violation of the regulation will be reported to the Steward by the Clerk of the Course and may be subject to protest.

13. CACC TIME ATTACK CHAMPIONSHIP SERIES

A. Description:

The CACC Time Attack Series shall consist of a minimum of three events.

B. Eligibility for Championship Standings:

To qualify for points standings in the CACC Time Attack Championship Series, a Competitor must hold a current and valid CACC Time Attack Competition license and is permitted to do the following:

- I) The competitor must compete in a minimum of 50% plus 1 of the events to qualify for a championship standing;
- II) In a seven-event series, a competitor's best five scores will be summed to determine class standings.
- III) Only first in class awards will be given at the series year end.

iv. Points system:

Points for the championship qualification shall be accrued based on the following structure.

3 events	2 count towards the series
4 events	3 count
4 events	4 count
5 events	4 count
7 events	5 count
8 events	6 count
9 events	7 count
10 events	8 count

v. Competitor Points:

1 st Place	10 points
2 nd Place	8 points
3 rd Place	6 points
4 th Place	5 points
5 th Place	4 points
6 th Place	3 points
7 th Place	2 points
8 th through last place	1 point

14. CAR PREPARATION GUIDELINES

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15. GENERAL DEFINITIONS & GUIDELINES

The following definitions shall apply to this Rule Book regardless of any other definitions or interpretations.

A. Automobile (Car):

Any self-propelled land vehicle, running on at least four (4) wheels, not in a line, which must be in contact with the ground when at rest.

B. Sedan:

A car capable of transporting four or more average size adults in a normal seating position.

C. Model:

A group of cars of a given manufacturer (make) which have virtually identical bodies but are readily distinguished from other models of the same make by virtue of a major difference in body appearance and /or chassis design. The names by which a manufacturer designates these groups have no bearing in this definition even though two groups may be designated identically.

D. Standard Parts and Equipment:

Any item of standard or optional equipment that could have been ordered with the specific year, make and model of car, installed on the production line, and delivered to the dealer in Canada or the USA. Dealer-installed options, except as required by factory directives, are not included in this definition no matter how common such equipment may be. Except for authorized modifications as listed for each vehicle category, the vehicle must compete as delivered from the manufacturer with standard equipment only.

E. Open and Closed Cars:

Open cars are cars with a convertible or targa top.

Closed cars are cars having full windshields and full roofs as part of the body structure. T-tops are included in this definition.

F. Series Produced:

Except for Modified Category, all vehicles that are not otherwise listed in the car classification lists must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period for legal road use. The vehicle must have been equipped with normal road touring equipment and normally sold through manufacturer's retail sales outlets in Canada and the USA.

Right hand drive models must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period in their home country and be eligible (legal) for importation into Canada under Canadian importation laws. Right hand drive vehicles are only eligible for the following categories: SPX, GTS.

Right hand drive vehicles may be classified by the Time Attack Rules Committee.

G. Burden of Proof:

The participant has the burden of proving that his car conforms to these rules by his owner's manual, manufacturer's shop manual, manufacturer's catalogs, or any other official manufacturer's documentation, which must be in possession at the event. At the minimum, the entrant must be able to present a manufacturer's shop manual. All manufacturers' documentation must be for non-competition purposes. If the protested participant possesses all applicable documentation, but the documentation does not contain sufficient information regarding the protested item, the burden of proof then shifts the protester to prove that item illegal. Failure to provide the appropriate manufacturer's documentation when requested shall result in disqualification.

H. Tread:

Tread is the part of the tire that makes contact with the road surface during normal driving conditions. When a straight-edged measuring device is placed across the running surface, 'tread' is defined as the area of the tire that is parallel to this straight edge (reasonable allowances made for the slight natural curvature of the inflated tire). Any other part of the tire that makes an included angle of not more than 45 degrees from the straight-edge is also considered tread. Parts of the tire making an included angle of 45 degrees or more from the straight-edge shall not be considered tread.

I. Track:

The distance between the centerlines of the wheels as competed without driver, measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two to obtain the average. Measurements to be taken at both front and rear of the wheels and averaged to compensate for toe in/out. Wheel rim width shall be measured at the base of the bead seat.

J. Special Considerations:

Because of the variation in vehicle design and manufacturing, the CACC Rules Committee may authorize specific alternate specifications for specified models of cars under exceptional circumstances as they occur. Such instances may occur where the design or construction of a certain model of car may not meet the requirements of an item in this rule book. Such specific authorizations will be published in future editions of this rule book or on the CACC website.

K. Ineligible Vehicles:

Vehicles having a high center of gravity and a narrow track, including SUVs, minivans and 4WD pickups are not eligible to compete. Any vehicle that is taller than it is wide is not eligible for competition. Extra caution should be exercised with non-traditional vehicles (e.g. trucks using racing slicks).

Exception: If the vehicle is listed in Appendix A & B, ASN –SCCA Classes and Bumping’s approved list of eligible vehicles, then the vehicle is accepted for competition.

With the vehicle tires inflated to the vehicle/tire manufacturer’s specifications, the measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the track measurement from the outside of the tire to the outside of the tire on the same axel for the Track Width.

L. Vehicle Noise Considerations:

i. Noise Limit:

Adequate muffling devices must be installed on all cars with a sound level to a maximum of 96 decibels unless there is an alternate noise limit for that facility/track listed in the Time Attack rule book, Appendix C. Organizers may apply to CACC for alternate noise limits if the facility/track requires or permits, but such limits must be sent out to all participants in the Supplementary Regulations one month in advance of the event and be posted at the site on the day of the event.

ii. Noise Measurement:

Measuring shall be done perpendicular from the vehicle from a distance of fifty feet from the vehicle wherever safe to do so. The final decision as to adequacy shall rest with the Steward.

M. Technical Inspection:

Technical inspection shall be mandatory for all cars with special attention given to brakes, suspension, throttle linkages, and loose articles in the car. The responsibility to ensure that the cars and driver’s equipment complies with all regulations and is safe rests solely on the entrant and driver. The very act of presenting a car for any Technical Inspection is deemed to be an acceptance of this responsibility.

i. Tire Condition:

Each tire must have visible tire compound safe for racing purposes. No cord material may be exposed at any portion of the tire. Due to the nature of modern day race tires, measurable tread depth may not be able to be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the centre one-half of the tread surface that normally touches the ground – so tire safety and inspection is up to the discretion of technical inspection.

Tires may not be recapped in any way. Tires may not have cord visible at any time during the event, even if previously approved at safety inspection.

ii. Swing Axle Vehicles:

Vehicles with rear swing axles will be prohibited unless they are decambered at least to zero (0) degrees or have adequate provision for limiting axle travel or "jacking". Stock axle straps may not be considered adequate.

iii. Remove Hub Caps:

Hub caps, wheel discs, and trim rings that are not bolted, or otherwise permanently attached, to the wheel must be removed.

iv. Tonneau Covers:

Tonneau covers must be removed.

v. Rollover Protection:

- vi. Where required, rollover protection must comply with the specifications contained in GCR Appendix II. Rollover protection is highly recommended for all vehicles and is mandatory for vehicles with fold-down or completely removable tops.
- vii. For Hill Climb and Time Attack - Passing events, the following roll over protection is mandatory.
- viii. Cars competing in Super Stock, Street Prepared, Street Prepared X and vintage cars raced before 1980 must have roll bars conforming to CACC GCR Appendix II, or Appendix L of the SCCA Solo events rules. If CACC GCR Appendix I roll cages are installed, 4.D “second door bar”, 4.F “dash bar” and 4.G “foot box protection” are recommended, but not required.
- ix. Cars competing in GT-S category (GTU, GTX, GTM, GTO) must have roll cages complying with CACC GCR Appendix I.
- x. Cars competing in any Formula or Sports Racing class must have roll bars complying with CACC regulations for their class.
- xi. Cars competing in GT (GT1, GT-2, GT-3, GT-Lite) must have roll cages complying with CACC GCR Appendix I.

All rollover protection devices shall be constructed to the requirements outlined in Appendix A of the Time Attack Rule Book. For all open cars in the Stock, Street Prepared, Street Touring, and Street Modified Category, the roll bar or roll cage height maybe reduced from Appendix A requirements to the highest possible height which fits within an installed factory specified hardtop or convertible top.

xii. Window Requirements:

Closed, fixed roof and open cars may have both front door windows fully open.

xiii. Fluid Recovery Systems:

All cars shall have fluid recovery systems. Where OEM systems have been removed, approved minimum one litre catch tanks for all fluids must be used.

xiv. On-board Cameras:

The mounting of on-board or in-car cameras is allowed providing the method of mounting satisfies the following conditions:

- I) The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and
- II) Secondary measures to secure the camera shall consist of a strap or similar tie down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails.
- III) All remote apparatus such as battery packs, remote recording/transmitting devices shall secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable during inspection.
- IV) All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized or, failing that, contact shall only cause minimal damage.
- V) Approved suction cup devices are fine with small pencil cams and cone cams outside the cabin of the vehicle. Mounting of camcorders on suction mounts is fine with tether lines.
- VI) No passenger may film in-car while holding a camera free-hand while a vehicle is on course.

Final approval of camera mounts rests with the safety inspector under consultation with the Steward.

16. VEHICLE MODIFICATION AND PREPARATION

A. General Modification Guidelines:

With respect to the modifications and the applicable Time Attack Preparation Points, the following general guidelines shall apply. There are three types of modifications outlined in this rule book.

B. Authorized:

These are modifications that are specifically listed in each car category description. Regardless of whether such a modification is listed in the Time Attack Preparation Point Schedule, any authorized modification shall not incur preparation points.

C. Restricted:

These are modifications that are not specifically listed as authorized in each car category. Restricted modifications are those that are listed in the Time Attack Preparation Point Schedule and are not specifically prohibited in the appropriate car category. If a restricted modification is made, the applicable preparation points must be incurred. If a modification is not authorized, nor listed in the Time Attack Preparation Point Schedule, then it is prohibited.

D. Prohibited:

These are modifications that are specifically prohibited in a car category description, or are not authorized, nor listed in the Time Attack Preparation Point Schedule. Regardless of whether preparation points are taken, a prohibited modification will render a car ineligible for competition under the category where such modifications are not allowed.

E. Substitution of Coachwork:

Where substitution of coachwork is permitted (either with or without incurring preparation points), the replacement panel must completely replace the original panel and must be without holes or other interruptions in the continuity of the surface unless specifically listed in the authorized modifications of the category. Coachwork is defined as all external panels and pieces of the body exposed to the airstream. The material of replacement panels must be metal, glass-reinforced plastic, or other suitable fire-resistant material.

F. Substitution of Suspension:

Except for when the appropriate preparation points are assessed, standard equipment suspension, springs, and torsion bars must be used. They may not be modified in any way nor have their points of attachment modified. When an intermediary device is used between the spring/torsion bar and its point of attachment

to the frame or body, this device also may not be modified in any way. Torsion bars must be set within the manufacturers specifications for non-competition purposes.

For Super Stock, Street Prepared and Street Prepared X category vehicles, the original system of suspension may not be changed to another system of suspension (i.e., A-arm to MacPherson strut).

G. Compliance with GCRs:

All modifications to the vehicle must be in compliance with all other applicable rules and regulations. No modifications are allowed unless specifically authorized in this rule book. Assume that if the rule does not specifically say you can, then you can't.

H. Minor Modifications:

Any minor modifications including minor notching, bending, clearancing, grinding, the drilling of holes, affixing, relocating/strengthening of brackets, removal of small parts, and similar operations performed in order to facilitate the installation of allowed parts or modifications for that particular category is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1 lb., and is not explicitly prohibited elsewhere within these rules. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part, and not to make unduly tortured interpretations of this rule. When in doubt, approximately equivalent weight should be added to compensate the questionable weight removal.

Modifications to the firewall in order to allow for increased engine setback, and any modification that changes the location of a suspension pickup point, are explicitly forbidden.

17. VEHICLE PREPARATION ALLOWANCES

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18. TIME ATTACK SUPER STOCK CATEGORY

This section is necessary for Time Attack classification SS1 through SS4.

A. Eligibility:

Cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be totally complete and the resultant car must meet all requirements of this section.

B. Allowable Preparation Points:

The vehicle is permitted a maximum of one (6) preparation points under the preparation-point system detailed in Section 15.

C. Authorized Modifications:

The modifications detailed below are the only 'authorized' modifications in the Stock Category.

D. Bodywork:

The addition or use of alternate accessories, gauges, indicators, lights, mirrors, and other appearance, comfort, and convenience modifications which have no effect on performance and/or handling are permitted.

The steering wheel may be modified or substituted.

The shift knob may be modified or substituted. This does not include the shifter lever, handle, body or mechanism.

Any fuel-filler cap may be used. Monza style gas caps must be secured against accidental opening.

The folding, but not removal of the windshield and/or the convertible top is permitted, providing the mechanism is standard equipment.

The removal of the spare tire(s), tools, and jack is permitted.

Any alternate front fender is permitted, providing it is the same size, shape, and at least the same weight as the original.

Any alternate restraint harness is permitted as long as it meets or exceeds the minimum standards as outlined in the CACC GCR.

Any spoiler/air dam may be added or modified, provided it is at least the same weight as the original spoiler/air dam or the panel(s) it replaces.

Standard fuel tank must remain unaltered in dimensions and mounting.

Tow-bar brackets and hooks may be installed, and the appropriate modifications to the bumper and/or frame in order to install them are permitted, provided such modifications do not reduce the weight of the vehicle.

In order to provide engine induction or ventilation, the addition of grills or air scoops is permitted. The removal, modification or substitution of hood liners permitted.

Cut-outs for oil coolers are permitted.

Spoilers, body kits, rear wings, etc. are allowed. Only minor modification to the standard bodywork is allowable to fit an aftermarket body panel. Rear wings other than O.E.M. may not extend higher than the highest point of the roofline, may not extend rearward more than the rear most edge of the factory bodywork, and may be no wider than the widest point on the body not including side mirrors or aftermarket accessories. The intent of this rule is to allow as wide a variety of appearance kits as possible while maintaining some limits on wing/spoiler technology.

E. Shock Absorbers:

The make of shock absorber may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered. Substituted shock absorbers may provide no more than two external damping adjustments.

The mounting hardware shall be the original type. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft is larger than the center hole of an upper mount assembly, that hole may be enlarged by the minimum amount necessary to accommodate the shock shaft size, provided the following restrictions are met:

- I) the enlarged hole must remain concentric with that of the original configuration;
- II) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, plate, or sleeve);
- III) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter.

Bump stops installed externally and concentric with the shaft of a shock absorber may be drilled out to fit larger-diameter shock shafts. Bump Stops with similar characteristics to those of the original may be substituted for the purpose of installing aftermarket shock absorbers.

The use of any shock absorber bushing material, including metal, is permitted. This does not permit the use of an offset shock absorber bushing.

The interchange of gas and hydraulic shock absorbers is permitted. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use non-electronically controlled alternatives.

Shock absorbers with adjustable spring perches which have been welded in the stock position on the shock absorber are permitted.

The dimensional characteristics of the shock and relative placement of the spring must remain as stock. If the spring perch on an aftermarket shock/strut is a small amount (e.g. 1/4") lower than the standard part, but the shock/strut otherwise complies with the requirements of this Section, a shim may be added to the spring perch to raise the spring base to the correct height. This shim must be permanently attached to the perch.

F. Suspension:

The bushing attaching the end of the strut to the body or frame on a strut type suspension is a suspension bushing, not a shock absorber bushing. Suspension bushings, including but not limited to those which carry the weight of the car and determine ride height, may not be replaced with bushings of a different material or dimension.

The cars suspension may be aligned anywhere within the full range of the manufacturer's stock, unaltered adjusting mechanisms. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual for non-competition purposes. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts. If authorized by the manufacturer, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

The steering system and its associated linkages will be considered as part of the suspension system. The standard suspension mounting points on the chassis may be reinforced, but their location may not be changed. Suspension geometry may not be altered through the modification of suspension mounting points on the chassis (i.e.: no filing or slotting of holes).

The addition, substitution, or modification of any part of a front or rear suspension anti-sway bar system is allowed subject to the applicable preparation points.

If 'other suspension modification(s)' preparation points are taken in the Super Stock category, then the suspension MAY ONLY be modified as specified below:

- I) Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, adjustable coil spring perches, or modification of springs. This does not allow the use of spacers which alter suspension geometry, such as those between the hub carrier and the lower suspension arm. Coil spring perches originally attached to struts or shock absorber bodies may be adjustable. Spacers are allowed above or below the spring.
- II) Suspension bump stops may be altered or substituted but not removed.
- III) Suspension bushings may be replaced with bushing of any material (except metal) as long as they fit in the original location. Offset bushings may not be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball & socket replacing a cylindrical bushing).
- IV) Addition, modification or replacement of lateral locating devices (i.e.: Panhard Rods and Watts Linkage) is permitted. . Method of attachment and attachment points are unrestricted.

G. Brakes:

Any alternate make and material of brake shoe linings and brake pads is permitted.

The fitting of single cylinder dual circuit systems is permitted.

The addition of a brake cooling system is permitted. The brake backing plates may be modified or removed. Minor modification to the interior fender panels and interior front body panels are permitted in order to facilitate the installation of the brake cooling system, provided such minor modifications serve no other function. Water-cooled braking systems are prohibited.

Substitution of brake hydraulic lines with braided metal lines is permitted.

Alternate (cross drilled, vented or slotted) brake rotors of original material and diameter are permitted.

No modification to existing brake system components is allowed to facilitate installation.

H. Tires & Wheels:

Any make, model, or size of tire may be used provided there is both a DOT Approval stamp and approval number on the tire.

Any size and offset of road wheel may be used, providing the wheel/tire combination fits within the standard wheel well opening.

When viewed from directly above the outermost edge of the fender (using the hub center-line as the viewing axis) from an angle perpendicular to the ground, no portion of the tread may be visible. This assessment shall be performed with the vehicle parked on a level surface and tires inflated to a minimum of 20psi, and not more than the allowable maximum pressure as stated on the tire itself. No modifications to the bodywork or suspension may be performed to facilitate installation.

I. Electrical Systems:

The make of spark plugs, points, ignition coil, and high tension wires is free, providing the number of such items does not change from that originally installed in the car.

On cars made before January 01, 1968, any ignition system using the standard distributor may be used. Any ignition system or part may be used. Ignition settings and curves may be altered beyond manufacturer's specifications.

Alternate ECU's /chips may be used on normally aspirated vehicles. Alternate ECU's/chips may be used on forced induction vehicles only if the ECU/chip does not DIRECTLY alter boost settings. If boost settings are directly altered by the ECU/chip then the appropriate preparation points must be taken as per the preparation point table.

Any alternate battery the same size of the OEM battery may be used. Location may be altered subject to preparation points.

J. Engine and Drive Train:

The carburetor metering rods and jets may be changed.

Any alternate fuel pump may be used, providing the number of fuel pumps remains as standard.

Any alternate exhaust system, with the exception of the exhaust manifold and emission control components, is permitted. Muffler systems are authorized, except that they must terminate behind the driver. Exhaust heat shields may not be removed. Exhaust systems must comply with CACC noise limits.

Installation of vents, catch tanks, and oil coolers on the engine, transmission, or differential is permitted. If no vents or catch tanks are added, OEM systems must be in place.

Normal maintenance machine work is permitted, provided that the service limits specified by the manufacturer are not exceeded.

The use of alternate engine and drive train parts which are normally expendable, such as seals, gaskets, bearings, valve seats, and valve guides, are permitted, provided they are of the same type, number, and dimensions as standard.

Cylinders and or liners may be overbored up to 0.040" over the nominal stock bore dimension, and appropriate standard oversized pistons may be used. Non-stock pistons of the same weight, dimensions, and configuration as the original may be used.

Exhaust emission control air pumps, nozzles, associated lines and fittings, EGR devices, and evaporator canisters may not be modified in any way except that they may be completely removed. Catalytic converters and thermal reactors may be replaced with aftermarket units or removed.

The engine cooling fan(s) may be modified or substituted, but not removed.

Removal of / or use of any alternate air cleaner assembly is permitted. Cold air induction ducting upstream of the air cleaner is allowed. On vehicles so equipped, the duct between the air flow/mass sensor and the throttle body is considered part of the air cleaner assembly/system.

Installation of vents, catch tanks, and oil coolers on the engine, transmission, or differential is permitted. If no vents or catch tanks are added, OEM systems must be in place.

The transmission shifter and/or mechanism may be changed or modified.

No engine modifications are permitted within the cylinder head(s) and/or the engine block.

K. Fasteners:

Nuts, cap screws, studs, washers, etc., may be replaced by similar items of unrestricted origin.

L. Body Structure Modifications:

It is permitted to add or replace one lateral brace (strut bar) at either or both end(s) of the car. Strut bars are permitted with all types of suspension. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting points or from lower right to lower left suspension mounting points. No other configuration is permitted. Additional holes may be drilled for mounting bolts. Only bolt-on attachment is permitted.

19. TIME ATTACK STREET PREPARED CATEGORY

This section is necessary for Time Attack classification SP1 through SP4.

A. Authorized Modifications:

The modifications detailed below are the only 'authorized' modifications in Street Prepared category.

B. Lower Category Modifications:

All Super Stock category 'authorized' modifications are permitted.

C. Allowable Preparation Points:

The vehicle is permitted a maximum of fifteen (15) preparation points under the preparation point system detailed in Section 15.

D. Bodywork:

In order to provide clearance for tires and wheels:

Flares may be added and may be made of an alternate material.

The exterior contour of the fenders may be altered, provided that the fender opening profile (approximate size, location, and shape) viewed from the side of the vehicle is unchanged.

Modifications to the interior fender panels are permitted in order to facilitate the addition of fender flares or the alteration of the exterior contour of the fenders, provided such modifications serve no other function. Fender panels may be modified or removed, provided this change does not result in any openings between the wheel wells and the passenger, engine, or luggage compartments.

Cut-outs for oil coolers are permitted.

Where tires extend beyond bodywork, no modification to the fender opening profile may be performed to allow for this.

E. Suspension:

If suspension points are taken in the street prepared category, then any suspension component may be altered or replaced in any way, provided that the configuration remains the same as the original manufacturer.

Any camber/caster alteration device is allowed provided preparation points for suspension are already taken.

If the appropriate suspension points are taken, then the suspension mounting/pickup points may be modified or relocated.

The addition of/or modification of Traction Bars, Ladder Bars and Torque Arms is permitted. Mounting points and method of attachment are unrestricted.

F. Brakes:

Any part of the braking system may be changed, provided it still operates simultaneously on all four wheels.

G. Tires & Wheels:

Any make, model, and size of tire may be used, provided there is both a DOT approval stamp and an approval number on the tire. Wheel/tire combinations may extend beyond the original factory bodywork.

H. Engine and Drive Train:

Substitution or addition of fuel pumps and pressure regulators, but not fuel distribution units, is permitted. Any other fuel system modification is subject to preparation points.

The clutch may be modified or substituted. The clutch is defined as the linkage, throw-out bearing, disc, pressure plate, and pilot bearing. Alternate torque converters may be used.

The transmission, differential, and transaxle may be modified or substituted, provided that neither the original suspension configuration, nor drive layout is changed. Modifications include any or all mechanical or hydraulic components relating to the transfer, application and distribution of power flow from the input shaft of the transmission up to and including the drive axle(s).

The cooling fan(s) may be removed. The radiator may be modified or substituted.

Any shift linkage may be used

Fuel cells are permitted provided all the following restrictions are met:

The capacity of the fuel cell may differ by no more than 20% from that of the original tank.

The installation of the fuel cell is in accordance with the GCR's and fuel cell manufacturer specifications.

The car meets all applicable hill climb safety standards including those for roll over protection and the installation of a fire extinguisher or fire suppression system.

I. Updating and Backdating of Parts:

Interchange of components between various years of the same model (see 6.1.C) produced by the same manufacturer under the same brand name is permitted, subject to the following restrictions.

The vehicle on which the component is installed must now compete in the same class as the vehicle from which the component was taken.

The component must be standard equipment on the vehicle from which it was taken.

No modification is permitted to the vehicle or component in order to facilitate the installation of the component.

The resulting engine specifications including the specifications of all engine components (exhaust manifold(s), carburetor/injection system, etc., with the exception of the clutch and transmission units) must conform to the specifications of a single vehicle model and model year.

The resulting suspension specifications including the specifications of all suspension components (spring rates, sway bar systems, etc., except shock absorbers) must conform to the specifications of a single vehicle model and model year.

The suspension and engine specifications together must conform to the specifications of a single vehicle model and model year, except where any different specification is permitted under authorized modifications for the vehicle category.

The vehicle from which the component is taken must have the same drive train configuration as that on which the component will be installed.

Updated/backdated items may only be further modified as per all other items in the Street Prepared Category rules.

J. Body Structure Modifications:

Any chassis, frame, engine reinforcement or brace is permitted. Method of attachment is unrestricted providing the original chassis and frame remain intact. i.e.: no cutting or removal of the original structure.

It is permitted to add or replace any lateral brace (strut bar and/or tie bars) at either or both ends of the car. Strut bars are permitted with all types of suspension.

20. TIME ATTACK PREPARATION POINT SCHEDULE

A. Method of Assessment:

A vehicle with modifications, except those permitted under General Vehicle Preparation or those permitted under authorized modifications for the category in which the vehicle is entered, shall be assessed preparation points according to this section.

B. Negative Points:

The negative points assessed for roll-over protection and fire extinguishers may only be used to offset other points assessed under “weight reduction”

Guide to the Points Table:

X - Indicates the modification is permitted but may be subject to the SS applicable preparation points. See the “Authorized Modifications” of each category for further clarification on preparation point assessment.

X* - Indicates the modification is authorized with no preparation points assessed.

Weight Reduction		SS	SP
Lightweight or removed panel. A panel is defined as a convertible top, trunk or hatchback (or similar) lid, door, fender, hood, grille, valance, or any other coachwork panel that may be unbolted or unfastened from the body structure.	1 pt. each	X	X
Lightweight bumper assembly or part of the bumper assembly removed, including bumper hardware, brackets, and energy-absorbing devices.	1 pt. per front or rear	X	X
Removal of or lightweight windshield or rear window, including the window hardware and trim.	1 pt. each	X	X
Removal of or lightweight side windows, including the window hardware	2 pts. any or all	X	X
Removal of exterior light assemblies, including the light hardware and trim.	2 pts. any or all	X	X
Interior trim removal, defined as interior body panels, dashboard, headliner, sun visors, carpet, underpad, sound insulation, and any other interior dress-up or comfort items.	2 pts. any or all	X	X
Removal or substitution of a front seat or any/all of the rear seat(s). Removal of the seat also permits the removal of the seat belt(s) for that seat(s).	1 pt. each	X	X
Battery, change in location	1 pt. each	X	X
Installation of roll-over protection which meets all specifications contained in Appendix A. If the roll-over protection is a roll cage, then the driver's side anti-intrusion tubes may extend into the door. The inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock impact beam and the outside door latch/lock operating mechanism shall not be removed.	-2 pts.	X	X
Installation of any number of securely attached and fully charged 2.5 lb (5BC) or larger fire extinguisher. Fire extinguishing systems that meet the requirements of GCR Appendix V are also permitted.	-1 pt.	X	X

Running Gear and Suspension		SS	SP
The addition, substitution, or modification of any part of a front or rear suspension anti sway bar system, per front or rear.	1 pt. each	X	X
Any other suspension modification(s).	3 pts.	X	X
Wheels of other than stock diameter and/or width and or offset beyond +/- 0.25". (Applies to Stock category only) Vehicles with wheels less than 13" in diameter may use 13" with no changes in width or offset. Vehicles with metric sized wheels may use alternate rims using the following sizing method: Diameter- convert metric measurement to inches and round to the nearest lower inch measurement. Width- convert metric measurement to inches and round to the nearest smaller 1/2 inch measurement Offset- measurement remains the same based on the closest millimeter equivalent.	1 pt.	X*	X*

Engine and Drive Train		SS	SP
Limited slip differential, other than OEM (does not allow change in final drive ratio) Super Stock Category only. All wheel drive vehicles will be considered as having 3 differentials, all of which shall be assessed points on an individual basis.	Single differential (1pt). Multiple differentials (2pts).	X	X*
Locked differential other than OEM. All wheel drive vehicles will be considered as having 3 differentials, all of which shall be assessed points on an individual basis.	Single differential (1pt). Multiple differentials (2pts).	X	X
Tubular headers, other than OEM	2 pts.	X	X
Turbocharger, supercharger, or NO2 injection.	4 pts.	X	X
Carburetor/fuel injection*/induction system*: any unauthorized modification which results in an increase in the number of venturies/air throttles. * Definition of induction system: "All points that are exposed to air intake from the air inlet to the orifice of the cylinder head port face." * Definition of fuel injection system: fuel metering unit, fuel distribution unit, injection nozzle(s), air duct, air throttle	4 pts.	X	X
Any other internal engine modification(s), subject to the restrictions below: Reciprocating engine: The cylinder bore diameter may be increased, provided the resulting increase can be achieved within the standard equipment block/barrels without the need to add material to the block/barrels. The number and location of the camshafts and valves may not be changed. The stroke may not be changed. Rotary engine: The capacity of the working chambers may be increased, provided the resulting increase can be achieved within the standard rotor housing without the need to add material to the housing. The rotor is free, provided the number of lobes and rotors is not changed.	4 pts.		X
Flywheel change or modifications (except when part of engine modifications done as described in the above allowance).	2 pts.	X	X
Any modifications/substitution of turbo chargers	2 pts.	X	X
Any modifications/substitution of boost control devices	2 pts.	X	X
Change of controller(ECM and/or management chip) where the ECM also controls boost and/or shift points as applicable.	2 pts.	X	X
Modification and/or substitution of any or all external engine components and/or accessories. Eligible components include: Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g. alternator, water pump, power steering pump, and crankshaft drive pulleys with or without pulley-damper/balancer assemblies). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which	2pts (Super Stock, Street Prepared), unless the full 4pts (Street Prepared Only) for internal engine items already taken.	X	X

<p>are part of cam, layshaft, or ignition drive or timing systems, etc. Supercharger drives are excluded from this allowance. Alternate pulley materials may be used. They may serve no other purpose. Any alternate water pumps, alternators, cooling and oiling systems (beyond allowable items). The original system (wet sump or dry sump) of engine oiling must be retained. Any oiling system component may be added, modified or substituted.</p>			
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21. VEHICLE CLASSIFICATION LIST

GENERAL CONSIDERATIONS

A. Responsibility for Classifying:

It is the responsibility of the competitor to correctly classify his entered vehicle. A competitor needing assistance in classifying his vehicle should ask the event organizer for help. A competitor incorrectly classifying his vehicle may be excluded by the event steward or the chief steward. For class listings, please refer to Appendix A of the 2008 SCCA National Solo Rules.

B. Unclassified Vehicles:

Unclassified vehicles (those not listed in the class lists) may be tentatively classified by the event organizer. Tentatively classified vehicles may be reclassified by the CACC Rules Committee.

C. Classification Request:

A competitor or an official may submit a written classification request to the CACC Rules Committee. All requests must include detailed vehicle information and are subject to the following timetable:

Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted.

After January 1 of the current year, a classification request must be limited to the following:

An existing classified vehicle became available in a configuration which may appreciably alter its performance potential.

A new model vehicle became available which is not listed in the current CACC/SCCA class lists.

The committee shall endeavor to process requests within thirty (30) days of receipt. All classification and amendments shall be published as CACC bulletins.

D. Declaration of Preparation:

A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment.

E. Re-Classification or Re-Alignment of Car Classes:

The CACC Time Attack Rules Committee may classify or reclassify vehicles during the year.

F. Class Corrections:

The CACC Time Attack Rules Committee may correct improperly classified vehicles, subject to the grievance procedures contained in the GCR.

22. APPENDIX A: ROLL BARS**A. General:**

This Appendix is the Sports Car Club of America (SCCA) specification for rollover protection as set out in the current edition of the SCCA Solo II Rules. These specifications are only sufficient for Autoslamom, the specifications in CACC GCR Appendix II are highly recommended.

B. Basic Design Considerations:

The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.

The top of the roll bar shall not be below the top of the driver's helmet when the driver is in the normal driving position, and shall not be more than 15.24 cm (6 inches) behind the driver. It is strongly suggested that the roll bar be at least 7.62 cm (3 inches) above the drivers' helmet. In the case of two drivers, both drivers must be the roll bar height requirement, however, only one driver must be within six inches of the roll bar. In a closed car with a roll bar/cage, it must be as close as possible to the interior top of the car.

The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

Two verticals forming the sides of the hoop shall not be less than 38.10 cm (15 inches) apart, inside dimension. It is desirable that the roll bar extend the full width of the cockpit to provide maximum bearing area in all soil conditions during rollovers.

The roll bar vertical members in a formula car must be not less than 38.10 cm (15 inches) apart, inside dimension, at their attachment points to the uppermost main chassis member.

An inspection hole of at least 4.7 mm (3/16 inch) diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least 7.63 cm (3 inches) from any weld or bend.

It is recommended that steel gusset plates be used at all welds. Gussets should be at least 5.0 cm (2 inches) long on each leg and 4.7 mm (3/16 inches) thick.

It is recommended that roll bar be coated only with a light coat of paint. If however, a roll bar is chrome-plated, it is recommended that the structure be normalized.

Post or tripod types of roll bar are not acceptable.

C. Material:

After 9/22/85, aluminum is not an acceptable alternate material. Car using aluminum roll bars/cages must file proof that the structure was approved prior to 9/22/85

The roll bar hoop and all braces must be of seamless, ERW, or DOM mild steel tubing. Chrome alloy tubing such as 4130 is not recommended since the strength of the area adjacent to welds will be impaired if the structure is not normalized, and because of the difficulty in making satisfactory welds.

The size of tubing to be used shall be determined on the basis of weight and speed potential of the car. The following minimum sizes are required:

Over 1134 kg (2500 lbs)	min. of 5.71 cm (2.25") o.d. x 3mm (0.120") wall
Over 680 kg (1500 lbs)	min. of 4.44 cm (1.75") o.d. x 3mm (0.120") wall
Under 680 kg (1500 lbs)	min. of 3.81 cm (1.5") o.d. x 3mm (0.120") wall

Mounting plates and gussets shall be 4.7 mm (3/16 inch) minimum thickness

Where bolts are used, the bolts shall be at least 9.5 mm (3/8 inch) dia. automotive quality (SAE). Aircraft quality is highly recommended. Square head bolts and nuts are prohibited.

D. Fabrication:

One contiguous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.

All Welding must be of the highest possible quality with full penetration and will be subject to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.

E. Bracing:

It is recommended that bracing be of the same size tubing that is used for the roll bar hoop itself.

All roll bars must in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop, and at an angle of at least thirty degrees from the vertical. It is strongly recommended that two (2) such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll hoop. Such braces should extend to the rear wherever possible.

It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side, to the top of the hoop on the other side.

F. Mounting Plates:

Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates for this purpose where desired.

In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

G. Removable Roll Bars:

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must bottom on the permanent mounting, and at least two (2) bolts must be used to secure such a joint. The telescope section must be at least 20.8 cm (8 inches) in length.

H. Installation on Cars of Frameless Design:

It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.

On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

I. Sedans and Coupes:

It is recommended but not mandatory that all closed cars utilize a roll cage type construction. One hoop shall be placed behind and above the driver's head from one side of the car to the other, with another similar hoop in front supporting the front pillars. Horizontal connecting bars should connect the two hoops at each side of the top. A transverse brace should be used on the rear hoop from the bottom of one side to the top of the other side. A diagonal brace should be used on each side of the car extending from the top of the rear hoop to the floor at the rear of the car.

J. Other Roll Bar Designs:

Roll bars of alternate materials or design may be accepted by the Technical and Safety Inspector upon presentation of data verifying strength equivalence.

23. APPENDIX B: TIME ATTACK CLASSIFICATIONS

The following classifications are suggested for all Hill Climb, Time Attack – Passing and Time Attack – No Passing events.

A. Super Stock Category:

- I) Cars legal and eligible for Super Stock class as per the current CACC Time Attack regulations.
- II) Any turbocharger and supercharged engine cars are classified according to their actual displacement multiplied by a factor of 1.7.

III) Rotary engine cars are classified by taking twice the difference between the minimum and maximum working volume of any one working chamber, multiplied by the number of chambers.

i. Classes are:

- SS-1 under 1800c.c.
- SS-2 1801c.c. – 2500c.c.
- SS-3 2501c.c. - 4000c.c.
- SS-4 4001c.c – and over

B. Street Prepared Category:

- I) Cars legal and eligible for Street Prepared classes as per the current CACC Time Attack regulations. Cars legal and eligible for IP as per the current CACC Race rule book, cars legal and eligible for IT as per the current SCCA Race rule book. IP and IT cars may only use their respective race series rules for modification allowances. No interchange of preparation rules is allowed.
- II) Any turbocharger and supercharged engine cars are classified according to their actual displacement multiplied by a factor of 1.7.
- III) Rotary engine cars are classified by taking twice the difference between the minimum and maximum working volume of any one working chamber, multiplied by the number of chambers.

i. Classes are:

- SP-1 under 1800 c.c.
- SP-2 1800 c.c. – 2500c.c.
- SP-3 2501c.c. - 4000 c.c.
- SP-4 4001c.c. - and over.

C. Street Prepared X Category:

Cars legal and eligible for Street Prepared class as per the current CACC Time Attack regulations with the following additional allowed modifications:

Engines not originally produced in a vehicle may be swapped following these restrictions:

- I) Engine blocks must be production units from the same manufacturer as the vehicle they are used in. I.e. Honda vehicles may only have a Honda engine
- II) Any swapped engine must have the same number of cylinders as the engine that it replaces. I.e. a vehicle with a 4 cylinder engine may only swap a 4 cylinder engine. Note as per Street

Prepared Regulations, Update/Backdate is allowed. I.e. a V8 engine may be swapped into a V6 Camaro if allowed by Update/Backdate regulations.

III) Badges that exist as marketing aliases for the manufacturer will be recognized as equivalents. I.e. Toyota and Lexus engines will be considered equivalent.

Any Turbocharged and Supercharged vehicles are classified to their actual displacement multiplied by a factor of 1.7

Rotary Engines are classified by taking twice the difference between the minimum and maximum working volume of any one working chamber, multiplied by the number of chambers.

i. Classes are:

SPX-1	under 1800cc
SPX-2	1800cc-2800cc
SPX-3	2801cc and over

D. GT Category:

A vehicle competing in the GT & GTX categories must conform to the CACC GCR's except for the following items:

- I) fire system (must use fire extinguisher in place)
- II) fuel cell
- III) windshield clips/straps
- IV) master on/off switch.
- V) tow eyes
- VI) scattershields
- VII) door glass
- VIII) breather/overflow systems (not required if OEM system in place)
- IX) steering lock system (O.E.M.) does not have to be removed
- X) second passenger side door bar
- XI) sunroof/t-tops

Cars conforming to and legal for current CACC/SCCA GT classifications and cars legal for Prepared under the current CACC Autoslalom regulations may compete in this category

i. Classes are:

GT-1, 2, 3, Lite

E. GTS Category:

Cars prepared beyond GT, IP, IT, Solo classes (i.e. engine swaps. over-lightening).

Any turbocharged and supercharged cars are classified according to their actual displacement multiplied by a factor of 1.7.

Rotary engine cars are classified by taking twice the difference between the minimum and maximum working volume of any one working chamber, multiplied by the number of chambers.

i. Classes are:

GT-U	under 1800c.c.
GT-X	1800c.c. – 2500c.c.
GT-M	2501c.c. - 4000 c.c.
GT-O	4001c.c. and over

F. Formula & Sports Racing Category:

Cars must conform to current race regulations for respective classes. Cars not conforming to current open wheel regulations will be bumped to Formula Libre.

i. Classes are:

FV	FV, F440/F500, and VW powered dune buggies.
FF	FF1600, FF2000, FC
SR	Sports Racer
FA	FA, FSV, F Libre, modified open wheel cars

24. APPENDIX C – ALTERNATE NOISE LIMITS

The CACC SoloSprint noise limit is 96db unless there is an alternate noise limit for that facility/track listed in the following list. Alternate noise limits are at the event site discretion and will be posted in the Supplemental Regulations for that venue.

Track/Facility	Maximum Noise Limit
River's Edge (Mission)	95 db
Pitt Meadows Airport	92 db
Knox Mountain, Kelowna	96 db