



CONFEDERATION OF AUTOSPORT CAR CLUBS

AUTOSLALOM RULES

EFFECTIVE JANUARY 1, 2017

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CACC
Confederation of Autosport Car Clubs

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1. FOREWORD TO 2017 EDITION

Effective January 01, 2017, previous editions of the Autoslalom Rule Book as well as all previous CACC Competition Bulletins are superseded by the this CACC Autoslalom Rule Book. CACC reserves the right to revise these rules, to issue supplements to them, and initiate special rulings at any time. Changes to these rules will become effective upon the official issuing of a CACC Competition Bulletin and/or publishing of any changes in the CACC newsletter. Questions concerning rules clarifications should be directed to the CACC Autoslalom Director.

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

Portions of this Rule Book have been inserted from the GCR's

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 translation, the English text shall prevail. In this Rule Book, any reference to the masculine shall be deemed to include the feminine, and references to the singular shall be deemed to include the plural.

By participation in these events, all participants are deemed to have agreed to be bound by the CACC GCR's and this Rule Book. 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, its Officers, and agents involved for all costs associated with the legal action.

2. TERMINOLOGY

The following definitions are adopted for use in these Regulations of CACC, in all Event Regulations, and for general use.

Affiliated Club:	Any motorsport club in British Columbia which is affiliated with CACC
ASN:	A National Automobile Club or other National Body recognized by the FIA as sole holder of the sporting power in a country. In Canada, this organization is ASN Canada FIA.
CACC:	Confederation of Autosport Car Clubs. ASN Canada's territorial governing body for motorsport events in the Province of British Columbia. Its duties and powers include, but are not limited to, assuring autoslalom events are conducted in accordance with this Rule Book
CACC EXECUTIVE:	A group of four or more elected individuals responsible for the administration of autoslalom events and enacting the policies adopted by the membership of CACC.
AUTOMOBILE:	A land vehicle with a minimum wheelbase (measured between front and rear wheel centers) of 60 inches propelled by its own means, running on at least four wheels not aligned, which must normally be in contact with the ground; the steering must be ensured by at least 2 of the wheels and the propulsion by at least two wheels.
CLASSIFICATION:	A grouping of vehicles according to their engine cylinder capacity or by any other means or distinction
CONTROL LINE:	Is a line, at the crossing of which a vehicle is timed: i) Start line is the first control line, with or without timing. ii) Finish line is the final control line, with or without timing
COURSE:	The route to be followed by competitors.
CHAMPIONSHIP:	A championship may be a series of events or a single event. There are international, national and regional championships. Only the FIA may authorize an international championship. Only ASN may authorize a national championship. Only CACC may authorize a regional championship within BC.
DRIVER EDUCATION:	(school) A noncompetitive event where emphasis is on driver education and/or improvement of driving skills
EVENT (MEET):	(A) A noncompetitive event is when an automobile takes part in a scheduled program and which has no competitive nature in that neither times are given or results produced. (B) A competition is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results. Competitions are "national"

or “regional” or “club” events. Moreover they may be “restricted”.

- (i) *National event – A competition is national when it is open to competitors and drivers holding a solosport license issued by ASN, an ASN territory, or an autoslalom license from CACC and runs on a permit issued by ASN*
- (ii) *Regional event – A competition is regional when it is open to competitors and to drivers holding a solosport license issued by ASN, or an equivalent license from an ASN territory other than CACC, or an autoslalom license from CACC and is part of CACC’s championship run on a permit issued by CACC.*
- (iii) *Club event – A competition which is not part of a national or regional championship.*
- (iv) *Restricted event – A competition is restricted when the competitors or drivers who take part in the event have to comply with particular conditions not accounted for in i – iii above, for instance, events by invitation come under restricted events.*

(C) An event is a single competition with its own results. An event is considered to have begun from the time scheduled for the beginning of administrative checking and/or scrutineering and shall include practice and the competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the latter:

- time for protest or appeals or the end of any hearings
- end of administrative checking and post event scrutineering carried out in accordance with GCR’s

FORCE MAJEURE:

A condition or conditions, over which the organizers and entrants have no control, yet play a part in determining the outcome of a competition.

COMPETITION LICENSE:

A license is a certification of registration issued to any person wishing to participate or taking part in competitions. The license holder is deemed to be acquainted with the texts of these regulations and must comply with their provisions. The principle that will apply in all cases is that any applicant who qualifies for a license within the terms of these regulations and the applicable sporting and technical regulations shall be entitled to such a license upon payment of the appropriate fees and submission of a completed application.

ORGANIZING PERMIT:

A document authorizing the organizing of a sporting event, issued by CACC, for regional and club events.

EVENT SAFETY PLAN:	Compulsory official document prepared by the organizers of an event that describes the safety equipment, personnel and procedures.
EVENT SCHEDULE:	Compulsory official document prepared by the organizer of a event giving all information for acquainting the public and participants with the details of the event.
SUPPLEMENTAL REGULATIONS:	Official document issued by the promoters or organizers of an event with the object of laying down the details of a competition.
SANCTIONED EVENT:	Any event or competition authorized and approved by CACC and having the appropriate organizing permit.
AUTOSLALOM EVENT:	<p>An event that is conducted on a closed course in which each driving participant completes the course one car at a time. An autoslalom event is conducted on a paved or unpaved closed course, typically a parking lot, wherein the speeds reached do not exceed those of normal street driving. Autoslalom events include: Autocross, Drifting, Parallel Solo, Dual Slalom, and Autoslalom School.</p> <ul style="list-style-type: none">(i) <i>Autocross – An event held on graveled, dirt or ice/snow covered closed course with a start and a finish line in which scoring is based on the time taken to complete the course.</i>(ii) <i>Autoslalom – An event held on a paved or otherwise solid surfaced closed course with a start and finish line in which scoring is based on the time taken to complete the course.</i>(iii) <i>Drifting – An event held on a paved or otherwise solid surfaced closed course in which participants cause a vehicle to exceed its tires' limits of adhesion, exhibiting a lateral slip, resulting in an over-steer condition. Scoring is based on a participant's maneuvering and adjusting the control or speed of the car and maintaining the motion of the car.</i>(iv) <i>Parallel Solo – A competitive event held on a paved or otherwise solid surfaced closed course with two side-by-side mirror image autoslalom courses. Scoring is based on who reaches the finish line first and on the time taken to complete the course.</i>(v) <i>Dual Slalom – An event comprised of two image autoslalom courses with a drag race type start utilizing a light (Christmas) tree to signal the start. Class finishing position is determined by adding the best time from each course.</i>

- (vi) *Autoslalom School – A non-competitive event held on a closed course in which the objective is to learn how to participate in an Autoslalom Competition, including how to control a car on such a course.*

INCIDENT:	Any damage or injury occurring in an area closed to the general public, specifically: Damage to any third party property, Injury to any person, including drivers, participants and spectators.
CLERK OF THE COURSE:	The organizer may appoint one or more clerks of the course to be responsible for conducting all or part of the competition in accordance with the official program.
COMPETITOR (DRIVER):	A person driving an automobile in any competition or event whatsoever.
ENTRANT:	A person or organization whose entry is accepted for any competition.
ORGANIZER:	A person(s), approved by CACC, invested by the club of record with all the necessary powers for the organization of an event and the enforcement of event regulations.
PARTICIPANT:	A participant means any person involved at an event as an official, entrant, driver, crew, worker or spectator within the closed area to the general public. All participants are required to sign a waiver.
PROMOTER(S):	Any person or body (other than organizers) proposing to hold or holding an event.
STEWARD:	A CACC official charged with representing CACC at an event with enforcing these regulations and all other regulations governing the event.

3. AUTOSLALOM EVENT REGULATIONS

3.1. GENERAL REGULATIONS

The regulations contained in this section shall apply to all autoslalom events (e.g. Regional, Club, or Restricted).

A. Autoslalom Event

- i) Autoslalom: An event generally held on a paved, flat surface where the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize vehicle handling skill and maneuverability rather than vehicle performance. The course is appropriately defined so that a test of memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run. Competitors may be required to possess a valid CACC competition license. For the purposes of this Rule Book, the terms Autoslalom and Autocross shall mean the same, except when specifically mentioned, as in ii) below.
- ii) Autocross: An autoslalom event generally held on graveled, dirt or ice/snow covered closed courses
- iii) Dual Slalom: An event comprised of two mirror image autoslalom courses with a drag race type start utilizing a light (Christmas) tree to signal the start. Class finishing position is determined by adding the best time from each course.

The class competitions are followed by the Challenge competitions featuring the top class finishers to determine the top eliminators of the event. The Challenge competitions use single elimination rounds utilizing handicapped starts to equalize different classes of vehicles.

B. Insurance

- i) General Liability insurance is provided under the ASN Canada FIA insurance plan. All CACC affiliated clubs 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, April 1st through March 31st. For insurance coverage under the ASN Canada FIA master plan, clubs must apply directly to the CACC for Affiliation (available from -www.caccautosport.org – Club Affiliation Application Form). 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.

C. Event Permit & Insurance

- i) Clubs organizing and hosting autoslalom events must apply for and receive an Event Permit from the CACC (available from www.caccautosport.org – Autoslalom Application for Organizing Permit) and must apply for and receive appropriate Event Insurance from ASN Canada FIA. Details on policy coverage and application/report forms are available on the ASN web site. (www.asncanada.com)
- ii) To qualify for an event permit, an affiliated club must have at least five members in good standing who hold a current CACC autoslalom license.

D. Insurance Coverage Scope

- i) All drivers, officials, and workers will be covered against damage to third parties but will be responsible for any deductible amounts. All drivers, 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 from www.asncanada.com. Property owners or sponsor names may be added to the club insurance certificate upon request.
- ii) Completed insurance waiver forms must be kept in safe storage by the organizer for a period of not less than 2 years and be made available to CACC upon request.

E. Disclosure

- i) The organizer of an event should ensure that the CACC Event Permit, the ASN Event Insurance Certificate, the Event Safety Plan and the Event Regulations are posted at the event.

F. Incident Reports

- i) All incidents must be reported by forwarding a completed incident report form to the CACC Autoslalom Discipline Director and ASN Canada FIA **within (48) forty-eight hours** of the conclusion of the event. The incident report form, available from the ASN web site (www.asncanada.com), should contain as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, etc. The incident report form must be completed for all incidents whether or not a claim is anticipated.
- ii) It is the responsibility of the organizer or organizing club to ensure that the incident report form is filled out and forwarded to the above-mentioned authorities.
- iii) An incident that involves damage to an entrant's car, while on course as part of the scheduled event, with no suspected injuries and no facility property damage, does not require the filing of an incident report.

3.2. EVENT PROCEDURES**A. Applications for Permits for Autoslalom Events**

- i) Affiliated clubs may designate an organizer (or organizers) who must apply for and receive an event permit number from CACC before applying for event insurance from ASN Canada.
- ii) An organizer of a series of club and/or restricted events on behalf of a club may apply for an annual permit which would list all the autoslalom event dates for that year.
- iii) Event permit application forms and a schedule of permit fees are available from www.caccautosport.org and will contain the specific information that must be supplied with the application.
- iv) CACC may attach conditions to the event permit, which must be adhered to. An application from an organizer who has failed to discharge any requirements or any indebtedness in respect to previous events will not be approved; and in the case of an annual permit, may result in the withdrawal of both the permit and event insurance.
- v) Permit applications for events which are to be held on public property such as parking lots, may be required to include a letter of site authorization.

B. Supplemental Regulations

- i) For non - CACC Championship events, organizers shall draft a set of supplemental regulations with the objective of laying down the details of that event. If the event is a competition, examples of items that should be addressed are:
 - a) Competitor classification;
 - b) Timing and scoring;
 - c) Awards;
 - d) Protests and Appeals;
 - e) Conditions of entry for restricted events
- ii) For CACC Regional events, held according to section 4 or section 5 of these regulations, a draft set of supplemental regulations shall be sent with the permit application for approval, not later than 30 days before the event.

C. Event Schedule

- i) Organizers of an autoslalom event must provide an event schedule that shows the date and time of the event, including the start and finish. For events with a competition, the following should also be included:
 - a) Time and location of registration;
 - b) Time and location of scrutineering;
 - c) Time and location of any mandatory drivers meeting.

D. Event Safety Plan

- i) Organizers are responsible to provide and post at the event, a safety plan which as a minimum will include:
 - a) Person(s) designated to respond to an emergency;
 - b) A list of the safety equipment available at the event;
 - c) Name and location of the hospital likely to be used;
 - d) Detailed map showing the routes from the gate or entrance of the facility area to the active area itself to be used by emergency vehicles.

E. Entry Forms

- i) All event entry forms shall contain the following:
 - a) Spaces for the full names and contact information of entrants and competitors and drivers;
 - b) Spaces for the signature of the entrant and drivers;
 - c) The following statement, "If an entrant or driver is under the legal age of majority, this form must be countersigned by the appropriate parent or guardian, in the appropriate location; and the parent or guardian must sign the Annual Parental Consent Waiver form, and the entrant or driver must sign the Minor Waiver." (Copies of these waivers can be found on the ASN web site.);
 - d) Every entry form shall contain the following statement which every entrant and competitor shall agree to by signing the entry form before being allowed to take part in any event: "I have read the CACC

regulations and the event regulations in effect for this event and agree to abide by and be bound by such rules and regulations. I further agree to ensure that the drivers named by me and all crew members are similarly acquainted with these rules and regulations and agree to abide by them and be bound by them.”

- e) “The entrant, in signing this entry form and agreement and in consideration of the right to enter and take part in the event, agrees to participate in the event at his own risk. The entrant further agrees that he, the drivers, and all crew members shall execute a release agreement prior to their admission to the event.”
- ii) If a web based method of on-line registration is used, it must have the means to legally bind the entrant to the requirements of i) above if no signature is obtained.

F. Post Event Reporting

- i) Organizers are to ensure that completed Event Reports (available from ASN web site www.asncanada.com) are sent to the CACC Autoslalom Discipline Director within 14 days after the event.
EXCEPTION: In the case of property damage or injury, the Event Report must also be sent to ASN Canada (accompanying the required Incident Report described in 3.1.F).

G. Alcohol and Narcotics Policy

- i) Alcoholic beverages - Consumption of alcoholic beverages by any participant before the end of any day’s activities at an event is expressly forbidden. Each entrant or competitor shall be responsible for the conduct of his crew. Any participant who has consumed any alcoholic beverage before the end of the day’s activities shall not participate nor be present or remain in any area likely to cause embarrassment to any participant. This action taken or penalty applied by the steward(s) or clerk of the course is not subject to appeal.
- ii) Doping, narcotics and drugs - The use of doping, any narcotic or illegal substance, as defined in law, or the improper use of legal substances, by any participant is prohibited. The steward(s) or clerk of the course may prohibit participation if it is suspected a violation has occurred. This action taken or penalty applied by the steward(s) or clerk of the course is not subject to appeal.
- iii) Submission to testing - CACC reserves the right to require any participant to submit to and complete; breath, blood, urine, or other tests designed to determine doping, the presence of alcohol, narcotics, dangerous drugs, illegal substances or the inappropriate use legal substances. Such action is not subject to appeal.

3.2.1 DRIVER’S MEETING

- a) Instructions to Competitors: The organizer shall call all competitors to a Driver's Meeting prior to the start of the event. All competitors are required to attend this meeting. The Organizer shall cover the following topics:
 - Introduce the event officials.
 - Review the course diagram/track layout, and procedures.
 - Make sure all entrants have signed the waiver
 - Describe any penalties to be assessed. (down & out rule, off course, and DNF)
 - Review supplementary regulations: run groups, gridding, flagging, work requirements (marshaling).

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- b) Organizers should have a system in place to verify attendance at the Driver's Meeting, to avoid uninformed participants on the course/track. This may be in the form of a roll call, sign off, issuance of stickers or wristbands etc. At the discretion of the Organizers, drivers missing the Driver's Meeting may be excluded, or they must receive all of the information covered, before they will be allowed to participate.

3.3. LICENSING

A. General

- i) A driver's competition license is a privilege and not a right, granted to an individual by CACC. A driver's competition license may, for sufficient cause, be withdrawn or suspended by CACC at any time.

B. Requirements

- i) Applicants must be a member in good standing of a CACC affiliated club.
- ii) Applicants must be eligible to drive in and intend to drive in or organize a CACC sanctioned autoslalom event.

- iii) Applicants must fill out and submit the Autoslalom License Application form available on www.caccautosport.org.

C. Refusal to License

- i) CACC reserves the right of refusal to issue a license and shall state the reason for such refusal.

3.4. DRIVER ELIGIBILITY

A. Eligibility to Drive

To qualify for entry into any CACC sanctioned event, a driver must:

- i) Be a Member in Good Standing of a CACC affiliated club and
- ii) Hold a current and valid Provincial or State Driver's License with minimal "N" (novice) status. All New Drivers with "L" or Learner's status will require a passenger 25 years of age or older with a valid Driver's license.

The driver's license and club membership card and CACC competition license, if required, must be presented at the time of event registration and/or technical inspection at any CACC sanctioned event.

B. Underage Driver and Passenger Eligibility

Participants under the age of 19 must present the consent of their parent or legal guardian. A fully filled out and signed Minors Assumption of Risk Acknowledgement Waiver (available on www.asncanada.com) must be submitted, as well as a completed Annual Parental Consent Waiver. If the Minor is an entrant (driver) he must also ensure the completion of the Parental permission section of the entry form. The signed waiver forms must be kept in safe storage by the organizer for a period of not less than 2 years and shall be made available to CACC upon request.

- i) To qualify as a passenger at any CACC event, the passenger must:
 - a) be no younger than 14 years old;
 - b) is in a vehicle which has passed tech inspection;
 - c) is wearing a properly fitted seat belt and a properly fitted helmet;
 - d) has completed and signed the required participant waiver(s), including parents/guardians as appropriate.
- ii) No passenger is permitted in the rear seat of a vehicle if so equipped.

C. Driver Safety

- i) Helmets
 - a) All drivers and passengers must wear helmets conforming to either the latest or two immediately preceding Snell Memorial Foundation standard or bear an approval sticker of an ASN affiliate of a foreign country. The following standards are acceptable:
 - (i) *Snell Foundation - 2005, 2010, 2015 M or SA, 2010 SAH. Snell 2000 is no longer acceptable after 2016*

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- (ii) *SFI Foundation - 31.1A, 31.2A or 31.1/2005*
 - (iii) *British Standards Institution - BS 6658-85 type A/FR*
 - (iv) *FIA 8860-2004 and beyond*
- b) Snell 2010M, 2005M or 2000M rated helmets are not acceptable for vehicles equipped with a roll cage. These drivers require a helmet which meets one of the FIA, Snell SA, SFI or BSI standards listed above.
- ii) Footwear
 - a) All drivers, workers, and other participants shall wear appropriate footwear that fully covers the foot while driving and working on the course. Appropriate footwear does not include sandals, slippers, open-toed shoes, etc.
 - iii) Eye Protection
 - a) Eye protection is strongly recommended. Face shields, goggles or similar face protection (conventional eye glasses are not sufficient) shall be worn when driving in any vehicle without a windshield or with less than a standard sized windshield.
 - b) For auto cross (an autoslalom held on gravel, dirt or ice/snow) such eye protection requirements as described in a) above shall be mandatory.

3.5. VEHICLE ELIGIBILITY

A. General

- i) All vehicles must be in a safe condition and pass an inspection to be conducted prior to the competition aspects of 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

- i) To qualify as eligible to participate in an autoslalom event, each vehicle must comply with the following minimum requirements:
 - a) It must have four road wheels, not in a line, a minimum of two of which must be driven.
 - b) It must have a braking system that works on all four wheels simultaneously.
 - c) 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.
 - d) 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. Technical Inspection

- i) A technical inspection shall be mandatory for all cars with special attention given to brakes, suspension, throttle linkage and loose articles in the car; the responsibility to ensure that the car and driver's safety 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.

D. Vehicle Preparation Checks

- i) Each vehicle should be checked by the competitor prior to presentation for technical inspection. During technical inspection, scrutineers may verify compliance with any of the following:
 - a) Brakes – The brake pedal has a solid feel and does not sink to the floor. Brake fluid (and clutch where applicable) must be sufficient in the master cylinder reservoir and no leaks present when the system is pressurized. Brakes must operate on all four wheels
 - b) Throttle – Throttle return is positive. Where the throttle is electronic, the vehicle must demonstrate throttle return.
 - c) Engine Compartment – engine compartment is in good working order. Coolant containment systems must be compliant with requirements (3.5.F.). Belts and hoses are in serviceable condition. There are no excessive fluids (oil, water, brake) present or leaking
 - d) Loose items – There are no loose items in the interior of the vehicle. Driver’s floor mat has been removed or relocated so that it cannot interfere with the operation of the pedals
 - e) Road Wheels – The wheels are securely fastened with all studs/nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/bolt. Wheels may not have missing spokes or cracks in the cast/forged units. Hubcaps, wheel discs and trim rings that are not bolted, or otherwise permanently attached to the wheels are removed. Wheel bearings and suspension components are functional and in good operating condition suitable for autoslalom event conditions.
 - f) Steering and Suspension – Steering system does not display any evidence of excessive wear or free play when the steering wheel is turned.
 - g) Tire Condition – With the exception of the competition tires listed below, each tire has measurable tread depth as described in this provision. Measureable tread depth must be obtained at two points on the tread, which are 180 degrees apart around the tire’s circumference, and within the center one-half of the tread surface that normally touches the ground, and;
The measurement points must be within tread grooves or measurement holes along a longitudinal or perimeter direction on the tire as typically found on road tires.

Due to the nature of modern day competition tires, measureable 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 center one-half of the tread surface that normally touches the ground – so tire acceptability is up to the discretion of the scrutineer.

Tires are not re-grooved or recapped.

The competitor is required to compete on the inspected tires. Tires may not have cord visible at any time during the event, even if previously approved in the scrutineering process.

- h) Swing Axle Vehicles – Vehicles with rear swing axles will be prohibited unless they are de-cambered at least to zero (0) degrees or have adequate provision for limiting axle travel or “jacking”. Stock axle straps are not considered adequate.
- i) Tonneau Covers – Removable tonneau covers are removed.
- j) Batteries – Batteries are securely mounted and have the positive terminal insulated with a non-conductive material. Wet cell batteries moved outside the engine compartment from their original location are housed in a non-conductive marine type container and secured to the chassis or structure independent of the container. NOTE: This would allow the use of gel-cell batteries without requiring the marine type container.
- k) Roll-over Protection - Roll bars are a recommended safety feature in all open cars and are required in A, B, C and F Modified vehicles and all open cars in Prepared category and in D Modified and E Modified. All rollover protection devices shall be constructed to the requirements outlined in Appendix A of the Autoslalom Rule Book, however CACC GCR requirements are highly recommended. For all open cars in the Street¹, Street Prepared, Street Touring, and Street Modified Category, the roll bar or roll cage height may be reduced from Appendix A requirements to the highest possible height which fits within an installed factory specified hardtop or convertible top. For auto cross (an autoslalom held on gravel, dirt or ice/snow) rollover protection is required for all open cars.
- l) Window Requirements – Side windows may be fully closed or fully open according to the driver’s preference. In autocross (an autoslalom held on gravel, dirt or ice/snow) the side windows must be fully closed.
- m) 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, roll bar, roll cage 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 additional points other than the primary mounting, or other part of the vehicle so that it will prevent the camera from being dislodged in the event that the primary mount fails.*

¹ Unless otherwise specified, the term “Street” shall encompass both Street and Street-R.

- (iii) *All remote apparatus such as battery packs, remote recording/transmitting devices shall be 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) *Adequate suction cup devices are fine with small “pencil” cams and “cone” cams outside the cabin of the vehicle. Outside mounting of camcorders on suction mounts is fine with tether lines.*
 - (vi) *No passenger may film in-car holding a camera free-hand while a vehicle is competing on the course.*
 - (vii) *Final approval of camera mounts rests with the chief scrutineer.*
- ii) Vehicle Modifications - Modifications to the vehicle shall be properly installed or fabricated as per the respective part manufacturer’s instructions. Any modification shall be securely fastened so as to allow the proper function of both the modification and the vehicle itself-with no interference or potential interference with moving parts.

E. Driver Restraints

- i) All vehicles must be equipped with the required seat belts and drivers and passengers must wear the belts securely fastened while on course. The minimum width of all belts is two inches. 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, roll bar, roll cage or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored using proper manufactured belt fastening brackets to 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.).
- ii) The seat belt must be a minimum lap belt with a DOT or SFI approved metal to metal fastening mechanism. A minimum 3-point harness is mandatory for Street Prepared and Modified Categories and is strongly recommended for all competitors.

F. Coolant Recovery Systems

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

G. Unstable Vehicles

- i) Vehicles with a high centre of gravity and a narrow track, including SUVs, minivans, and 4WD pickups, must be excluded. If the vehicle is taller than it is wide it is not acceptable for competition. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks). Exception: If the vehicle is listed in the approved list of eligible vehicles in Appendix A & B of the SCCA Solo Rules, then the vehicle is accepted for competition.

The measurements are to be taken from the ground to the tallest point of the vehicle for Overall Vehicle Height and the track measurement from outside of tire to outside of tire on the same axle for the Track Width.

- ii) Final decision of acceptability rests with the Chief Organizer or the Scrutineer.

H. 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 Autoslalom Rule Book, Appendix B. Organizers may apply to CACC for alternate noise limits if the facility/track requires or permits. Event organizers should include a notice of a lower limit in the Event Regulations.
- ii) **Noise Measurement**

Measuring shall be done perpendicular from the vehicle from a distance of 15.24 meters (fifty feet) wherever safe to do so, preferably at scrutineering. The final decision as to adequacy shall rest with the Organizer or Scrutineer. Any vehicle deemed to be excessively loud must not be permitted to continue operation without acceptable modification being made, regardless of the existing exhaust system. Please note that some facilities have their own measurement procedures and, in order to compete there, vehicles will have to abide by those measurement procedures. Event organizers should include a notice in the event's supplemental regulations when such measurement procedures may occur.

I. On-Board Starters

- i) Starters shall be operable from the normal driving position by the driver of the vehicle, without requiring outside assistance under normal operation.

3.6. EVENT OFFICIALS AND DUTIES

A. List of officials

- i) The term 'official' comprises the following persons, who may have assistants:
 - the steward(s),
 - the clerk of the course,
 - organizer,
 - chief instructor,
 - timekeepers,
 - instructors,
 - scrutineers,
 - course marshals,
 - flag marshals,
 - starters
 - first aid

B. Necessary officials

- i) At an event there shall be at least a clerk of the course and in the case of competitions decided wholly or partly by time, one or more timekeepers. A steward(s) must also be present when CACC requires the appointment of a steward(s).

C. Stewards

- i) Assignment of Stewards – Stewards receive assignment from CACC.
- ii) Responsibility of the Stewards – As per CACC GCR's section 8.1, they shall act primarily in a judicial capacity and therefore shall not incur any responsibility for the organization or execution of an event. A steward should not be a competitor at the event they are stewarding. When CACC has appointed one or more stewards, such steward, or if more than one, the steward appointed as the senior steward, shall act as chairperson of the stewards who shall act as a committee. The Senior Steward is, in particular, responsible for assigning stewarding duties, planning and holding meetings and for ensuring that the event report is prepared and submitted on time.
- iii) Authority of the Stewards – As per CACC GCR's section 8.1, the steward shall be responsible for the general conduct of all sporting aspects of CACC competitions at an event, and to ensure conformity with all provisions of these regulations and relevant event supplementary regulations, and in addition shall settle any claim that might arise during a meeting, under reserve of the right of appeal.
- iv) The steward shall have authority in accordance with the CACC GCRs section 8.1 to:
 - a) Settle any protest or dispute arising during an event, subject to the right to appeal.
 - b) Assess penalties of reprimand, fine, time, distance, probation or exclusion for breaches of these regulations, the Discipline Competition Regulations and event supplementary regulations and any other instructions as outlined in Section 2.5 of the GCRs.
 - c) Apply penalties as necessary arising from protests, appeals and disciplinary hearings.

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- d) Prohibit from competing any driver or any vehicle considered dangerous.
 - e) Exclude from any one competition or from the event any driver or automobile which is considered to be ineligible to take part therein, or whom they consider guilty of misbehaviour or unfair practice.
 - f) Penalize and/or order the removal from the course and its precincts any entrant, driver, crew member, participant or official found guilty of misbehaviour, unfair practice or who refuses to obey the order of any official.
 - g) In case of force majeure or for reasons of safety, either postpone, abandon, or stop a competition. If a competition is stopped, the steward may declare it "no contest" and arrange for it to be restarted or alternatively declare the event concluded and determine the results based on the competitors positions at that time.
 - h) Appoint a temporary substitute or substitutes to replace any steward not able to perform his duties.
 - i) Enquire into allegations of reckless or hazardous driving and, if appropriate, penalize the individual or refer the matter to CACC.
 - j) Authorize amendments to the supplementary regulations for reasons of safety or force majeure.
 - k) Authorize the alteration of composition or the consolidation of heats and/or sessions.
 - l) Authorize a rerun in the case of tie runs.
 - m) Authorize the change of driver or car.
 - n) Authorize the modification of the program as to the position of the starting or finishing lines, start procedures, or in any other manner, in accordance with a request of the organizer where necessary.
 - o) Authorize a change in the program where such a change affects the event.
 - p) Authorize the amendment of the results of a competition based on a correction by the chief timekeeper or to take into account a penalty assessed against a competitor.
 - q) At their discretion they may reclassify a vehicle that a competitor has incorrectly classified.
- v) Duties of Stewards – As per CACC GCR's section 8.1
- a) Ensures the course complies with the regulations.
 - b) Ensures that the necessary standards for protection of competitors, spectators, and property are complied with.
 - c) Ensures that all required safety equipment and personnel are present at the event.
 - d) Shall be available to all competitors one (1) hour prior to the start of the competition aspects of the event and must remain at the event until the grievance proceedings have concluded.

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- e) Shall accept inquiries that are submitted in the proper form and within the specified time limits.
 - f) Following receipt of an inquiry, the steward will note the time of receipt on the inquiry, return one (1) copy to the inquirer, give one (1) copy to the organizer, and retain the remaining copies.
 - g) Receives the organizer's replies to all inquiries, transmits a copy of the reply to the original inquirer, and retains the remaining copies.
 - h) Accepts protests that are submitted in the proper form and within the time limits specified and accompanied by the appropriate fee specified.
 - i) Notes the time the protest was received, returns one (1) copy to the protester, and brings the remaining copies to the protest hearing.
 - j) Upon receiving a protest, the steward first verifies that the protest has been properly submitted according to the GCRs. The steward then prepares a notice giving the location and time at which the protest hearing is to be held. This notice is to be posted next to the scoreboard. Notice is also to be given individually to each of the parties to the protest.
 - k) The steward conducts the protest hearing and renders a decision. If the decision is deferred, the steward may obtain such further evidence as he deems necessary, prepare his decision, and send it to the organizer.
 - l) If applicable, the steward may consider protests submitted to him by mail and then prepare a decision and send it to the organizer.
 - m) Accepts appeals that are submitted within the specified time limits and with the specified fee, noting the date and time of receipt on the appeal, return one (1) copy to the appellant, and post one (1) copy next to the scoreboard. Within twenty-four (24) hours after the conclusion of the event, the steward should send by first class mail copies of the appeal to all discipline committee members.
 - n) Following the conclusion of the grievance proceedings, the steward may obtain one (1) copy of each grievance, reply, and notice, to be included with his report. The steward will retain all remaining copies for sixty (60) days in case they are needed as evidence at a later appeal hearing.
 - o) Provide a detailed Steward event report to CACC within seventy-two (72) hours of the conclusion of the event, including, but not be limited to the following:
 - (i) *copies of the supplementary regulations and official notices*
 - (ii) *all event qualifying results*
 - (iii) *all event race results*
 - (iv) *copies and details regarding any fines, penalties or reprimands issued or assessed, together with recommendations in respect of such cases*
 - (v) *particulars of all protests lodged, action taken thereon,*
 - (vi) *payment on fines collected*

- p) The report may also contain the steward's general comments on the organization of the event and the exercise of their own powers in relation thereto, and any other observations as to the conducting of the event that they consider should be made to CACC.
- q) The report should also contain a copy of the steward's instructions to the organizer and details of all accidents in which personal injury or property damage are believed to have occurred, detailing names and addresses of those involved

D. Organizers

- i) Duties of the organizer- As per CACC GCR's, the organizer is charged with all the necessary powers to organize an event on behalf of the club of record. The nature of the organizer's duties begin with the evolution of the concept of the event up to the moment of the event beginning and include, but are not limited to, the following:
 - a) To arrange venues and promotion of the event;
 - b) To ensure proper insurance coverage and event permit has been arranged;
 - c) To recruit and assign all workers
 - d) In the case of egregious behaviour by a participant at the event, the organizer may file a grievance with CACC.
- ii) The duties of the organizer may also include those of the clerk of the course.

E. Clerk of the Course

- i) Duties of the clerk of the course – As per the CACC GCR's, the clerk of the course is responsible for conducting the event in accordance with the planned program and all announcements required in connection therewith. In particular he shall:
 - a) Ensure an insurance certificate and permit copy is on hand at the meeting;
 - b) Generally keep order, in conjunction with such authorities as have undertaken to police a meeting and who are more immediately responsible for public safety;
 - c) Ensure that all officials are at their posts and report the absence of any of them to the steward(s) of the meeting;
 - d) Ensure that all officials are provided with the necessary information and equipment to enable them to carry out their duties;
 - e) Control competitors and their automobiles and prevent any excluded, suspended or disqualified competitor or driver from taking part in a competition for which they are not eligible;
 - f) Ensure that each automobile, and if necessary, each competitor carries the proper identification numbers in accordance with those assigned;
 - g) Ensure that each automobile is driven by the proper driver and marshal the automobiles in such categories and classes as are required;
 - h) Bring the automobiles up to the starting line in the right order and if necessary give the start;

- i) Convey to the steward any proposal to modify the program or regarding the improper conduct of or breach of rule by a competitor;
 - j) Collect the reports of the timekeepers, scrutineers, course marshals, together with such other official information as may be necessary for the determination of the results;
 - k) Ensure any post event reports due to CACC and ASN are completed and filed, including the Competition Event Report and if necessary, the Incident Report and Insurance Claim forms.
- ii) Authority of the clerk of the course - For events without a steward(s), the clerk of the course shall have authority for the enforcement of the GCRs, these regulations and the event regulations. He shall settle any claim which might arise during a meeting, subject to the right of appeal provided in the GCRs. The powers accorded stewards in iii) above shall be accorded the clerk of the course save that the clerk of the course shall not be able to assess a fine.

F. Timekeepers

- i) The principal duties of the timekeepers shall be:
 - a) At the beginning of the meeting, to report to the clerk of the course, who will give them the necessary instructions;
 - b) To start the competition, whenever instructed to do so by the clerk of the course;
 - c) To declare the time taken by each competitor to complete the course;

G. Scrutineers

- i) Scrutineers are entrusted with all checks relating to the mechanical components of automobiles. He shall:
 - a) Carry out these checks either before the meeting if requested by the organizer or during the meeting if requested by the clerk of the course;
 - b) Use such checking instruments as may be specified or approved by the CACC;
 - c) Not communicate any official information to any person except the steward(s) of the meeting and the clerk of the course;
 - d) Prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above who instructed them to draw them up.

H. Course and flag marshals

- i) The course and flag marshals shall occupy, along the course, posts assigned to them by the steward, the clerk of the course or the organizer. As soon as an event begins, each course or flag marshal is under the orders of the clerk of the course to whom they shall immediately report by any means at their disposal (cell phone, radio, signals, courier etc.) all incidents and infractions which occur along the section for which they are responsible.
- ii) Flag marshals are specifically entrusted with flag signaling. They may also be course marshals. At the end of each competition, they must give their report to the clerk of the course, either verbally or in writing, in accordance with instructions received.

I. Starter

- i) The starter is responsible either directly or through delegation, for staging vehicles, checking of technical inspections stickers, ensuring that the drivers are properly fastened in with seat belts and wearing helmets, and other aspects of the starting function. They shall personally ensure that the correct driver is in the vehicle. They shall determine that the course is clear before beginning the start sequence. They shall also judge if there are any violations in the starting procedure.

J. First Aid

- i) The first aid official is a designated person who has access at the event to a well stocked first aid kit and is responsible to contact outside emergency help if required.

3.7. COMMON SENSE AND COURSE DESIGN**A. Guidelines**

The following standards 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 in place.

- i) Organizers are cautioned that participants in autoslalom events are not covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken.
- ii) Organizing an event that complies with these regulations requires 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.
- iii) Caution and proper attention must be given to the location of property that might be subject to damage, or cause damage, in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, pits or ditches, and stationary objects should all be carefully considered.
- iv) Events that require the competitor to leave the car during a timed run, or require the competitor to start the timed run from outside the vehicle, are not permitted.
- v) The running of more than one vehicle at a time is permitted, providing the vehicles are separated on the course by adequate time and distance to eliminate the possibility of a passing or a crossing situation. Two or more cars racing with each other on the same course is prohibited.

B. Course Safety and Layout Rules

- i) Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 110 km/hr for the fastest Street, Street Touring and Street Prepared category cars using the classing system of section 6 of this regulation. The fastest portion of the course shall be those most remote from spectators or property. Turns should not normally allow speeds in excess of 70 km/hr in unprepared cars. It must be remembered that sites themselves vary and not all sites will safely support the speeds shown in these guidelines. Conformity to these speed guidelines does not preclude reasonable and prudent consideration of the conditions encountered.
- ii) For autocross (an autoslalom held on gravel, dirt or ice/snow) maximum speed should not normally exceed 70 km/h
- iii) The course as laid out shall be on a paved surface (with the exception of Autocross) which contains no dangerous holes, loose gravel, gratings, oily spots or other

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- hazardous features. Surface features (dips, crowns, etc) which could cause a car to become airborne shall be avoided.
- iv) The course boundary shall not normally pass closer than 4 meters from solid objects.
 - v) Special caution should be applied where negative-cambered turns are used.
 - vi) A long straight (over 45 m) should not normally terminate in an extremely sharp turn (e.g., a short radius U-turn).
 - vii) The inner and outer limits of turns and corners should be marked by course markers, displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.
 - viii) All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.
 - ix) Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The finish section and course exit should be clearly and carefully defined to safely restrict speeds. It is not recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars be required to slow to a walking speed within a controlled area before returning to the grid or paddock areas. A complete stop should be required only when unusual site conditions exist. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards to participants and non-participants.
 - x) All course finishes shall be constructed either in the form of a stop box such that the competitor must come to a full stop before leaving the stop box or with sufficient distance that the competitor can slow to a walking speed within a controlled area before leaving the finish area via the direction indicated by the pylons. In all cases, a sufficient distance past the timing line must be available to safely slow or halt any vehicle from the highest possible speed attainable at the timing line without locking brakes. The finish area must also be pointed away from all spectator, parking, and staging areas.
 - xi) Entrance and exit lanes shall enter the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.
 - xii) Portions of the course where significant braking is necessary shall not terminate at a point where participants, non-participants or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.
 - xiii) Participants and non-participants must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, non-participant areas must be roped off or otherwise demarcated clearly.
 - xiv) Appropriately distributed fire extinguishers, flags and material for cleaning up fluid spills must be provided by the organizer.

C. Dual Slalom Event Design Guidelines

- i) **Course Design:** A Dual Slalom event features a mirror image course (same length, element design and turn radius) with a common start area where the competitors start together, accelerate and then turn away from each other into their particular version of the course.

The common start portion should be planned so that the vehicles are never closer than 10m to each other with two lines of pylons marking each vehicle's start path.

The courses should be designed to never direct the two vehicles at each other.

- ii) **Start Area:** The start area has a grid area, a staging area and the start area controlled by three marshals: one in charge of the pre grid, another who stages two competitors at a time and the starter. The three marshals may have an assistant(s).
- iii) **Grid Lanes:** The grid lanes area is where the vehicles are grouped in four lines and readied to move, two vehicles at a time, into the staging area.
- iv) **Staging Lanes:** The staging lane area is where only the vehicles of the active run group may be present. The area must remain clear of all except the staging marshal(s) and competitor assistance (see below).
- v) **Start Lines:** The start lines area is where two vehicles leave the staging area and take up their starting positions at the start line. The light tree is centered mid way between the vehicles and in front of them to provide a clear line of sight. The timing light beam will be positioned one meter in front of the start line.

4. CACC AUTOSLALOM REGIONAL EVENT REGULATIONS

In addition to the regulations contained in section 3 of this Rule Book, Regional events (e.g. BC Autoslalom Championship or CACC Autoslalom Regional Championship Series) shall also be conducted according to the following regulations of this section.

4.1. GENERAL REGULATIONS

A. CACC Autoslalom Regional Event

- i) Description – A CACC Autoslalom Regional is a competition of a set format and standard hosted by one CACC affiliated club and is open to competitors from other clubs or regions.
- ii) Combined Events – A CACC Autoslalom Regional event may be combined with:
 - a) a National event, or
 - b) an independent open or invitational event.
- iii) Alternate Formats – alternate formats may be proposed but approval is at the discretion of CACC.
- iv) Unrestricted Entry – A CACC Autoslalom Regional Event shall not be restricted to any specific club, marquee or model of car, or type of car.
- v) Advanced Notice - The organizer of a CACC Autoslalom Regional event shall provide notice of the event to all Competitors not later than 30 days prior to the event.
- vi) Form of Notice - Notification shall be given by mail or other means of electronic distribution and the notice shall include information on at least the time and location of the event, and the time and location of registration and technical inspection if different from the event.
- vii) Adequate Notice - Publication of a notice of a CACC Autoslalom Regional event shall be on the CACC web site (www.caccautosport.org), on the forum of any affiliated club that does autoslalom (should they have a forum) and by e-mail or mail notice to all autoslalom license holders. This shall be deemed sufficient as long as the notice is received by competitors not less than 30 days before the event
- viii) Steward – A steward is required for a CACC Regional event

4.2. COMPETITOR REQUIREMENTS

A. Competitor Eligibility

- i) Eligibility for Entry - To qualify for entry, in addition to the requirements of section 1.4.A, a competitor must be:
 - a) The holder of a valid CACC Autoslalom license.
- ii) Competitors from other ASN Territory's – To qualify for entry into a CACC sanctioned regional event, a competitor must:
 - a) Hold a current provincial Driver's License and,
 - b) Hold a membership or license from ASN or ASN Territory that grants eligibility for autoslalom events and,
 - c) Have a current membership card of an ASN affiliated club.

- iii) US Competitors - American residents holding an SCCA issued membership that grants eligibility for autoslalom events will have their memberships recognized for registration in CACC Regional events. Additional entry requirements may be imposed, but these additional requirements must be outlined in the Event Regulations. They must also hold a current state Driver's License.

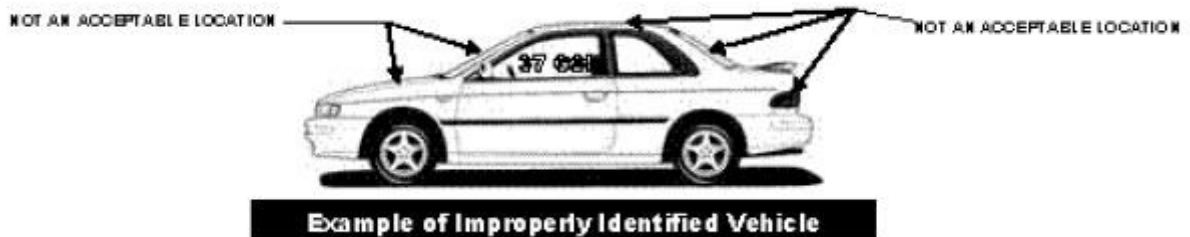
The items listed above must be presented at the time of event registration and/or scrutineering inspection.

B. Numbers [Optional at Event Organizer's discretion]

- i) Each competitor entering an Autoslalom event must supply his own number. Each digit making up the number must be a minimum 15 cm high, and 2.5 cm wide throughout, and meet the approval of the organizers. The organizer should also have number digits for competitors who either do not have numbers or whose numbers do not comply with these regulations. One set of numbers must be clearly displayed on each side of the vehicle (the front doors are the preferred locations) and not more than one set of numbers may be visible at any time during a Competitor's timed run. Each competitor in a given vehicle class must have a unique number. Numbers may be repeated for other vehicle classes.



4.3.



4.3. COMPETITOR CLASSIFICATION

A. Car Classification

- i) All cars will be classified in accordance with Section 7 and 8 of this Rule Book

B. Class Award Grouping

- i) For Awards purposes, all competitor classes will be grouped according to the following:

Group 1 – All Street Classes

Group 2 – All Street Prepared Classes

Group 3 – All Prepared and Modified Classes

Group 4 – All Street Touring Classes

Group 5 – SM, SSM, and SMF Classes

Group 6 – Ladies Class

Group 7 – Tire Index Classes

Novice Champion – Novices to compete in the above groups but also eligible in the novice award category (by PAX)

Overall Champion – All competitors from above groups but winner determined by lowest PAX time

- ii) Ladies Class - For each vehicle class, there will be a Ladies Class, identified by the letter “L” at the end of the class name. Ladies may choose to compete in the regular class or the Ladies Class, but not both at the same time.
- iii) Novice – A novice is someone who has competed in three (3) or less Autoslalom events prior to January 1st of the current competition year. Novices compete in their class but are eligible in the novice award category by PAX
- iv) Tire Index Classes – A group of competition classes open to all vehicles, with the exception of vehicles in the Street Touring classes. Use of tires with tread wear ratings lower than 140 UTQG is not allowed in this class. Competitors will compete against each other, based on their modifications and their PAX number. However, they won't receive any additional modifier against other class groups.
- v) PAX - The intent of the PAX is to allow competitors normally competing in different car preparation categories to compete directly against each other, based on an indexed handicap. The PAX index shall be published at the beginning of each competition year as extrapolated from SCCA National PAX index and can be found at: <http://www.scca-chicago.com/solo/indexes> . This index is normally updated annually. PAX will be used for all CACC Regional events where the grouped class structure has been adopted.
- vi) Bumping – Cars may run in a higher category as long as they are in their correct class in that category. For example: Chevrolet Camaro V-8 moves from F/Street to Street Touring Ultra to E/Street Prepared to Street Modified to E/Modified

4.4. EVENT PROCEDURES**A. Application for permit**

- i) For a CACC Autoslalom Regional event, an application for permit should be submitted at least 30 days prior to the event.

B. Event Documentation

- i) All of the following should be completed 30 days prior to the event:
 - a) Copy of the CACC event permit;
 - b) Copy of the ASN event insurance certificate applicable to the event;
 - c) Supplemental Regulations;
 - d) The Event Safety Plan;
 - e) The Event Schedule;
 - f) Name and phone number of the Event Steward.
 - g) A course map demonstrating pit area flow patterns, course worker locations, chief course marshal station, timing and P.A. area, tech area and registration area if possible. (Actual lot size and availability may affect this requirement)
- ii) All of the following are required to be posted on the event notice board:
 - a) Event permit;
 - b) Insurance certificate;
 - c) Supplemental Regulations;
 - d) Event Schedule

C. Adverse Weather Conditions

- i) The event shall proceed without consideration of weather conditions unless such conditions make it unsafe to conduct the event and warrant special consideration by the Organizer and/or the Event Steward(s).

D. Order of Running

- i) The vehicles should run by class. The class order must not be changed once announced.

E. Impound

- i) Impound shall be applicable to all competitors. After each run group's final run of the event, all competitor vehicles shall go directly to impound where they will be held for inspection. No work is to be performed on a vehicle between the last run and impound.
- ii) All vehicles in impound shall have hoods and trunks fully opened. Drivers may visually inspect each other's vehicles. The time limit for inquiries concerning eligibility of other entrants, drivers or their vehicles arising from impound inspections is 30 minutes. During impound, the following minimum procedures will be administered by the Chief Scrutineer, or his representative(s), on all potential award-winning vehicles (as per unofficial results).

- a) Street, Street Prepared and Touring- Inspect for confirmation classing. Any tires not previously inspected may be subject to inspection here, if applicable.
- b) Street Modified, Prepared and Modified - Validate minimum weights (where possible) and confirmation with classing. During weighing, if there is any question as to legality, the vehicle must be weighed in both directions.
- iii) CACC reserves the right of its designated representatives to ensure the legality of competing vehicles.
- iv) A competitor risks disqualification if he does not follow impound procedures or if his vehicle fails to meet inspection requirements at impound.

4.5. COURSE DESIGN AND EVENT SAFETY

A. Minimum Standards & Guidelines

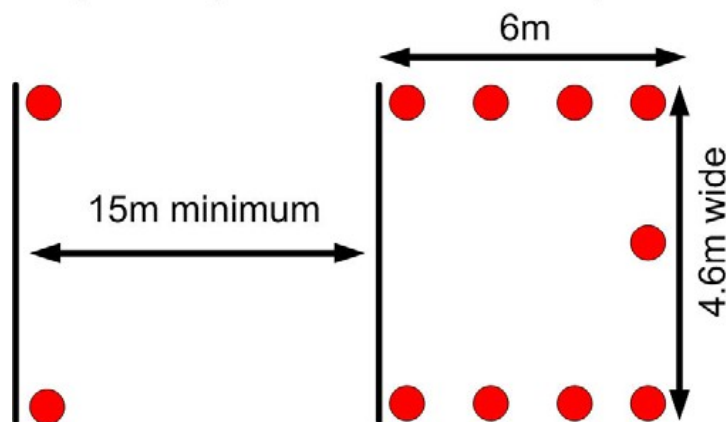
These are in addition to those listed in section 3.7 of this Rule Book.

- i) Course Outline - The direction of travel through the course should be clearly defined.
- ii) Buildings and Structures - At no time within **fifteen (15)** thirty (30) meters should a course run toward any buildings or spectator areas.
- iii) Immovable Objects – The outside edge of the course should not pass closer than **four (4)** eight (8) meters from any permanent object such as a lamp post, planter, curb, or tree nor should such an object be on an exit pathway of a course curve or turn.
- iv) Minimum Dimensions - Minimum gate width should be no less than four point six (4.6) meters wide as measured between the pylon bases. Minimum distance between cones in a linear slalom should be fourteen (14) meters as measured between the pylon bases. Minimum turn radius should be no less than ten (10) meters and the radius of one turn should not overlap the next turn.
- v) Course Markers - All pylons should be of standard road type, distinctly colored and a minimum of 25cm (10 in.) in height. Pylons should be heavy enough to prevent movements other than those caused by contact with a competing vehicle. Pylon locations should be clearly marked around the entire base of the pylon to assure accurate replacement and assessment of penalties.
- vi) Spectator Safety - Spectators should be kept well back from the course, particularly at the outside of turns and at the start/finish area. Unless protected by substantial barriers, spectator areas are to be roped off. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course.
- vii) Passenger - Passengers are NOT allowed during official runs of an event except if required due to a driver with a learners permit.
- viii) Placement of Timers - Care should be taken in the course design with the location of the finish area as well as the design of the final course elements to control the speed over the timing line. The timing equipment and marshals should be placed well clear of the course.
- ix) Worker Stations - Adequate marshaling should be provided to staff each worker station to ensure adequate and consistent policing of course infractions. Marshaling stations should be placed so that they are visible from the main timing and scoring

area, in appropriate sections of the course which allow workers an unobstructed view of the pylons in their section as well as allowing for fast and easy access to replace pylons. Each worker station should contain a fire extinguisher, a red flag, a means to log pylon penalties and other infractions and a radio in order to be in radio contact with the Clerk of the Course and scoring. Marshals should also be instructed on their duties and advised that they remain standing while the course is active. Marshals should refrain from using cameras or personal communication devices while on the course.

- x) Stop Box Specifications for Complete Stop – If a full stop is used, the end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m.

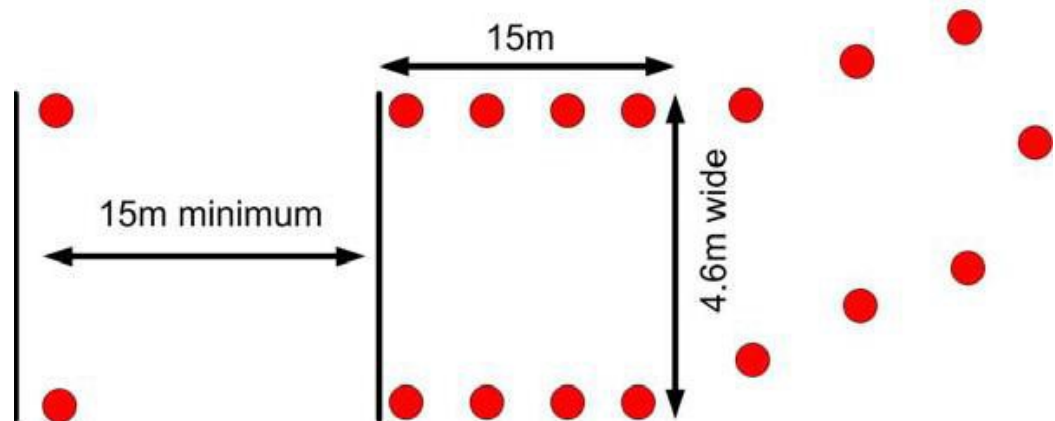
Stop Box Specifications for Complete Stop



The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons.

- xi) Stop Box Specifications for Slow Rolling Design – If a slow rolling finish is used, the end of the course must be made into a finish box consisting of at least fifteen (15) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m with pylons narrowing the box and indicating direction to leave the course.

Stop Box Specifications for Slow Rolling



- xii) Course Maps - At or prior to the event, the organizers should provide each competitor with a map of the course(s) to be used. The organizer should post an enlarged course map for easy viewing at the event.
- xiii) Vehicle Restrictions - No motorized vehicle, bicycle or other such device may be used on the course so as to allow any competitor the advantage of seeing the course at a speed approaching that achieved in competition. The Steward may authorize the use of such a device to facilitate the rapid replacement of markers if deemed appropriate.
- xiv) Maximum Speed Considerations -The course shall be designed such that maximum speeds on any straight section shall not normally exceed 110km/h for the fastest street, street touring or street prepared category vehicle. The fastest portion of the course shall be the most remote from spectators and property. There should be no straight longer than one hundred (100) meters.

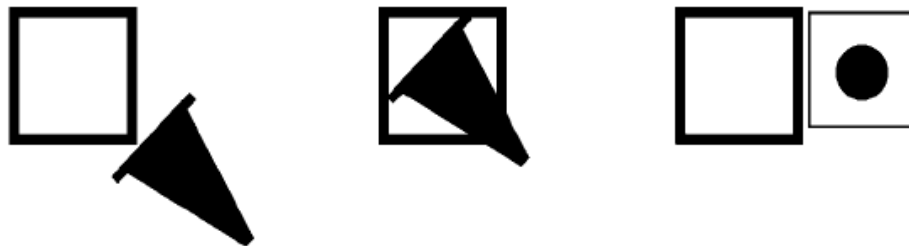
4.6. TIMING AND SCORING

A. Requirements

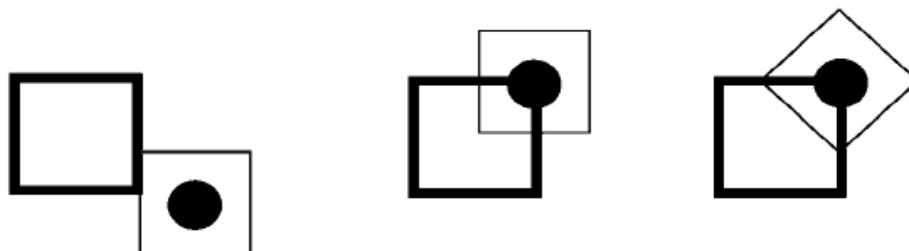
- i) Vehicle Limits - A competitor may not register more than one vehicle for each event and he may only total points for different vehicles when the vehicles are in the same class. A competitor experiencing a mechanical failure such that it renders his primary vehicle inoperable may petition the Steward(s) to compete in an alternate vehicle that can legally be run in the same vehicle class as his primary vehicle.
- ii) Competitor Limits - There shall be not more than two drivers per vehicle per run group.
- iii) Official Number of Runs - There shall be a minimum of two (2) timed runs for each competitor at each event. There shall be no practice runs for any competitor entered in the event. There shall be a time period for Competitors to have an opportunity to walk the course prior to commencement of the first timed run of the event.
- iv) Run Limits - No driver may drive the course more than the official number of runs allowed for any other entry (except for re-runs as below)..

- v) Re-runs - Re-runs shall be granted only for timer failure (as described in 4.6.A.xi), persons on course, or hazardous objects on course. The affected competitor shall be shown a red flag on course and shall stop and await the course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs. Some competitor actions may be considered sufficient cause for disqualification by the steward(s). Any pylon penalties from the aborted run shall not carry over to the rerun. Any competitor executing a DNF prior to being 'red-flagged' is not eligible for a rerun.
- vi) Consecutive Runs - No driver shall make two runs back to back. There shall be a minimum five-minute space between runs made by the same vehicle either by a second driver or by the same driver, including re-runs.
- vii) Run Group Results - After each run group completes a run, the organizer should post the scores including the driver's name, vehicle number and class prior to the next run of the run group.
- viii) Scoring Format - A competitor's score for each run shall be recorded as the total time in seconds plus penalties (number of pylons). The corrected time with pylon penalties will then be PAX indexed to give the PAX adjusted time for each run.
- ix) Down-and-Out Rule - If a pylon is not left standing in a vertical position, or is totally displaced outside its marker location, a two-second penalty shall be assessed for each such pylon during a competitor's run. No time penalties are assessed for pylons originally placed in a horizontal position.

Penalty Assessed:



No Penalty Assessed:



Pylon Down on Course - A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed directly and slowly off course and will then be granted a re-run. However, if the competitor completes the run, the time will stand. (The displacement of a pylon must be caused by a previous competitor or by a course marshal error.)

- x) Timer Specifications - Timing shall be by electronic, electromagnetic or mechanical methods, readable to one thousandths (0.000s) of a second. Digital readouts must be used in conjunction with the automatic start/stop equipment.
- xi) Timer Failure - In the event of a timer failure during a run, the effected competitor(s) shall be red flagged as soon as the timer failure is noticed, and a re-run granted. If the regular, approved timing system should experience a comprehensive failure, any back-up system approved by the Steward may be used. All times recorded under the previous timing system shall stand.
- xii) Back-up Timing System - In the absence or failure of the timing system, any system using stopwatches shall have at least two watches, readable to at least one hundredths (0.00s) of a second, which shall be averaged to determine elapsed time. To reduce the chance of human error and variability, the same operator must be used throughout any run group.
- xiii) Basis for Scoring - The fastest time recorded for each competitor shall be used as the basis for scoring. If a tie exists, event organizers may only break this tie for the purpose of awarding trophies.
- xiv) Ties - If identical times are recorded for two or more vehicle in the same class, the competitor's second best times will be compared for the sake of breaking the tie for awarding trophies.
- xv) Did Not Finish (DNF) - Any competitor deviating from the prescribed course shall have that run scored as a DNF (Did Not Finish). An airport loop shall be considered sufficient correction of an off course excursion as long as the competitor enters the course in the same spot as he left the course. An airport loop will only be allowed if executed while the competitor is being timed. A DNF will be scored if a competitor executed an airport loop before his vehicle passes the start timing line or after he passes the finish timing line.
- xvi) Airport Loop - An airport loop is considered to have been executed when the vehicle having deviated from the prescribed course, re-enters the course at the point of deviation. Should a vehicle reverse (back-up) at any point between the start line and the finish timing line, this will be classed as an airport loop.
- xvii) Complete Stop Requirement - Where a complete stop is required, failure to come to a complete stop within the finish box shall be scored a DNF (within the finish box is defined as no part of the vehicle is beyond a line marking the perimeter).
- xviii) Slow Rolling Requirement - Where a complete stop is not required, failure to reduce speed to a walking speed before passing the final directional indicating pylons or hitting one of the directional indicating pylons after the stop box shall be scored a DNF.
- xix) Proper Exit from the Course - If a competitor fails to exit directly from the course area after completion of the run via the stop box, his run shall be recorded as a DNF.
- xx) Completion of Run - If a competitor fails to complete the entire course, his run shall be recorded as DNF.
- xxi) Scoring a DNF- A competitor recording a DNF for every timed run will not be scored, but will be used in determining class size.
- xxii) Did Not Start (DNS) - If a competitor fails to leave the start position, his run shall be recorded as a DNS (did not start), and shall not be scored but will be used in determining class size.

- xxiii) Ranking - The Competitor having the lowest time in his vehicle classification group shall be designated as the group winner.
- xxiv) Novice Champion – The novice champion shall be determined by the novice with the lowest time from all the groupings and will be declared the Novice Champion.
- xxv) Overall Regional Champion –The overall champion shall be determined by the competitor with the lowest time from all the groupings and will be declared the Overall Regional Champion.

B. Grievance Procedures and Sportsmanship

- i) While the right to protest in proper cases is undoubted, it should be remembered that autoslalom events are sporting events, to be conducted in a sporting manner and that all events are organized by volunteers who cheerfully give of their time and do their best. Competitors should expect some imperfections of the organizers and fellow competitors and that, to a reasonable extent, these are part of the chances taken when entering a competition. Competitors are encouraged to discuss the problem with fellow competitors before lodging a formal protest. Inquiry, Protest, and Appeals procedures are outlined in the GCRs

4.7. CACC REGIONAL EVENT RESULTS GUIDELINES

A. Results Format

- i) All results for CACC Autoslalom Regional events shall meet the following requirements:
 - a) Results should be structured by group for Group 1 to 7;
 - b) Results within a group shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons and the corrected PAX time;
 - c) Competitors with sponsors shall have their sponsors names listed alongside the competitor's name in the results under a heading of driver sponsors;
 - d) A separate list of all novice competitors with PAX indexed times showing the overall CACC Regional event ranking;
 - e) A separate list of all competitors with PAX indexed times showing the overall CACC Regional event ranking;
 - f) An indication of the total number of competitors at the Regional event;
 - g) Computerized results shall be provided to CACC in a format as defined by the Autoslalom Director.
- ii) All of the above results must be forwarded to the Autoslalom Director within 14 days of the completion of the event.
- iii) Awards - All CACC Regional events shall require the organizer to award appropriate event trophies for groups 1 to 7 according to the following basis unless otherwise provided by supplemental regulations.
 - a) 1 trophy for 1 to 3 competitors in a group
 - b) 2 trophies for 4 to 6 competitors,
 - c) 3 trophies for 7 to 9 competitors,
 - d) 1 additional trophy for every four additional competitors.

- iv) Awards are to be made before the conclusion of the Regional event or as set out in the Supplemental Regulations

5. BC AUTOSLALOM CHAMPIONSHIP AND CACC AUTOSLALOM REGIONAL CHAMPIONSHIP SERIES EVENT GUIDELINES

This section describes two championship models that are available to CACC affiliated clubs

5.1. BC AUTOSLALOM CHAMPIONSHIP

A. Description

- i) A BC Autoslalom Championship is a definitive event in which competitors are awarded the title of BC Autoslalom Champion in their respective group.

B. Event Format

- i) A BC Autoslalom Championship is a two day event where a competitor must compete both days to qualify for the championship and a competitor's best PAX time including penalties from each day is combined to calculate the results for the championship. Each day of the event has a different course.

5.2. CACC AUTOSLALOM REGIONAL CHAMPIONSHIP SERIES

A. Description

- i) The CACC Autoslalom Regional Championship Series is a series of events in which competitors are awarded the title of CACC Autoslalom Regional Series Champion in their respective group.

B. Format

- i) The series must consist of at least three (3) single day competitions in any one calendar year. A competitor's best PAX time is compared to the best PAX time for that group (4.3.B.i – groups 1 to 7) to determine the points earned for that event. Final standings are determined by totaling the points earned in each of the single day competitions.

C. Eligibility for Series Standings

- i) To qualify for points standing in the CACC Autoslalom Regional Series, a competitor must:
 - a) compete in a minimum of three (3) events of the series;
 - b) sum the highest points earned from three of the series events to determine group standings.

D. Awards

- i) Awards for the CACC Autoslalom Regional Championship Series will be presented at the Fall Meeting of CACC. It is the responsibility of the Autoslalom Director to ensure that the series points are calculated and trophies awarded.

E. CACC Autoslalom Regional Championship Series Points System

- i) Calculation of Points - Points for the CACC Autoslalom Regional Championship Series will be awarded by the following formula:

$$\frac{\text{Fastest PAX time in group}}{\text{Competitor's best PAX time}} \times 100 = \text{number of points earned}$$

Decimals shall be rounded to two places.

- ii) Ties - A tie in the CACC Autoslalom Regional Championship Series will be broken by the greatest number of first place finishes. Should a tie still exist, then the

- number of second place finishes will be counted, then third. Should a tie still exist, then it shall stand.
- iii) Class Changes - Any competitor that changes class during a given year shall notify the CACC in writing by September 1st as to which class he will accruing his/her points in. Failure to do this will result in points being accrued in the first class competed in. Points may not be transferred in between classes.
 - iv) Reporting Requirement - The complete listing of group standings will be posted on the CACC web site after the third event and each subsequent event thereafter.

6. Dual Slalom Event Regulations

6.1. Vehicle Classes and Preparation

A. Vehicle Classification and Indexing

Vehicles are classed and indexed as per section 20.8 of the current year SCCA ProSolo® National Rules.

B. Minimum Competition Class Size

A minimum of eight vehicles constitute a competition class. If there are less than eight vehicles competing in a class, they will be bumped into a Bump Index class, as per section 20.8 of the current year SCCA ProSolo® National Rules. Vehicles are only bumped for run staging purposes, but will be scored against others in their entered class.

Entries designed only to create a full class will be accepted at the discretion of Dual Slalom officials.

If such an entry creates a class without any premise of true competition, such an entry will not be accepted.

Examples of unacceptable entries would include, but are not limited to, a rental vehicle entry in the Prepared or Modified classes, or a tow vehicle in any category.

Competitors are reminded that the minimum class size of eight was established to better ensure real competition and valid dial-in times for the Challenges.

Entries such as those described above bypass the objective of the rule.

C. Vehicle Entry Limits

A vehicle may be entered in no more than two classes.

If the vehicle is entered in two classes, it must be noted on the entry form so that officials can devise the run order accordingly.

6.2. Event Operation

A. Run Order

Each event is subdivided into three segments:

Heat 1

Heat 2

Heat 3 –if time and entry permit

B. Challenges

The run order is generally in ascending order (HS to AM).

The Specific order is to be listed in the event supplementary regulations.

C. Competitor Runs

Each driver will make four runs during each heat (two runs from each side of the course).

D. Groupings

Competitors will be divided into eight Run Groups for the purpose of segmenting the event into running and working assignment times, unless lower than anticipated attendance requires using a lower number of groups for efficient event operations. (Worker assignments for the Challenges portion of the event will require flexibility of the organizing club and competitors.) Final group assignments will be listed as a posted Driver's Notice.

E. Worker Shifts

Entrants will be assigned to one of four work shifts in their assigned work heat as follows:

Work Shift A Groups 1 & 2 Running

Work Shift B Groups 3 & 4 Running

Work Shift C Groups 5 & 6 Running

Work Shift D Groups 7 & 8 Running

Mixed Work Shift Challenges

F. Grid Positions

The grid positions will be as follows:

Heat 1 Numerical order in class

Heat 2 Finishing order after Heat 1

(Heat 3 Finishing order after Heat 2)

G. Two Driver Entries

The following are rules for a two-driver team sharing the same car in the same class.

- i. Car numbers for the second (2nd) driver must be 100 plus the first (1st) driver's number (i.e. 99 & 199).
- ii. The first (1st) driver will grid and run in their normal Heat and order.

- iii. The second (2nd) driver will grid in the Second Driver Grid adjacent to the regular Grid, after the first (1st) driver has completed all runs for that Heat. The second (2nd) driver will be held a minimum of five (5) minutes before being directed to the stage lanes.
- iv. The first (1st) driver designation for the team is determined as follows:
 - Heat 1 Lowest car number
 - Heat 2 Best class standing between team members
 - (Heat 3 Best class standing between team members)

6.3. Pre-grid, Grid, and Staging

A. Pre-grid

Drivers report to Pre-grid to receive their grid assignment for the particular segment. This grid assignment pairs the driver with another driver for that segment.

Group 1 cars and drivers will report directly to Grid. For all other Groups, cars and drivers (except second drivers of two-driver teams as described above) must report to Pre-grid immediately after the previous Group clears the Pre-grid, to be assigned a grid position and for possible vehicle inspection.

Therefore, on the Pre-grid and Grid, you will be parked next to the vehicle you will run against for the entire Heat.

Failure to report to Pre-grid prior to the first (1st) vehicles in your Group being called to the Grid will result in the loss of one (1) run on each course for that Heat.

Failure for Group 1 vehicles and drivers to report to Grid by the time the first vehicles of Group 1 are directed to the stage lanes will result in the loss of one run on each course for that Heat.

All four (4) runs will be taken in sequence – drivers will not return to the Grid after being directed to the stage lane.

Once a Group has been moved to the Grid, portions of that group will be directed to the staging lanes by the Grid Official.

Each of the grid lanes will consist of four lines – line #1 for ‘left’ course vehicles and line #2 for ‘right’ course vehicles; lines 3 and 4 are for the second driver Grid. It is the driver’s responsibility to stay paired up during runs with the driver they were paired with in Pre-grid. Failure to do so may result in loss of run(s).

If there are an odd number of vehicles in a class, the last vehicle may either run solo, or may be matched against a rerun vehicle, a media vehicle, a demonstration run, or a vehicle from another class.

While the vehicles are in the Grid (not the Stage Lanes), any adjustments may be made. This includes tire pressures, tire cleaning, cooling, suspension settings, etc.

If vehicles are being refueled in the Grid Area, the engine must be OFF and another person must be standing by with a fire extinguisher. Any spillage of fuel may result in a DNF for some or all of any remaining runs in that heat at the discretion of the Organizer/Chief Steward.

B. Staging Lanes

When directed to the Stage Lanes, the vehicles in line 1 will proceed to the left course stage line and the vehicles in line #2 will proceed to the right course stage line.

While cars are in the Stage Lanes (not the Start Area), limited adjustments may be made. This includes tire pressures, shock setting, open hood for cooling, etc., but does not include tire cleaning, cooling with a water bottle, or any other adjustments/functions that could leave an after-product for succeeding vehicles.

No fueling is permitted in the stage lanes. If a vehicle requires fuel after proceeding from the grid to the stage lanes, it must be moved to the two-driver lines. Fueling is permitted in the two-driver lines only if the engine is OFF and a second person stands by with a fire extinguisher. The competitor may then, under the direction of the grid marshal, rejoin the competition for any runs in which he can pair up with his original grid partner without disrupting traffic in the stage lanes.

The competitor will forfeit any runs for which they cannot return to their designated position in the original run order. Any spillage of fuel will result in a DNF for all remaining runs in that heat.

C. Start Area

The Start Area will be defined by red cones and is approximately the last fifty (50) feet of the Staging Area prior to the staging lights.

When a competitor is signaled by the marshal to enter the Start Area, the competitor will place his vehicle at the starting line under the direction of the starter. (Only if the event so stipulates to all competitors before the start of the event, the competitor once his vehicle completely enters the Start Area (red cone zone), may warm up his tires by spinning the tires (burnout).

Tire warm up must be discontinued and vehicle stopped before reaching the start line.

The Shot clock, if used, will not be delayed for warm-ups.

D. Staging Assistance

Staging Assistance will not be allowed except for open-wheeled vehicles since they either do not have reverse, or it is exceedingly difficult to engage. Staging assistance may be granted to closed-wheeled vehicles due to legitimate mechanical problems at the discretion of the Chief Steward. For vehicles allowed assistance, the following rules apply:

- i) **Chocking of Tires**
Chocking of tires will not be allowed unless approved by the Chief Steward. The assistant must stand on the outside of the stage lane.
- ii) **Shot Clock Horn**
When the shot clock horn sounds, the assistant must immediately step completely away from the vehicle. Failure to do so or touching the car again will result in a DNF for that run. This is at the judgment of the Starter or Officials, and is not protest able.
- iii) **Time Out**
It is the competitor's responsibility to notify the Grid official of the need to take a time-out delay.

A competitor is allowed one (1) "time-out" per Heat (Class competition) and one (1) during Challenge competition with a maximum length of ten (10) minutes during class competition and two (2) minutes during Challenge competition.

The "time-out" can be called from the time the competitor is directed from Grid to the Stage lanes and up to the time when they are required to enter the Stage Lane to stay properly paired.

If a competitor must pull out of line in the stage lanes for mechanical problems after the initial run per Heat, they will forfeit any runs for which they cannot make it to the Start Area at the appropriate time (e.g. to run against the vehicle with which they were gridded). Vehicles are not permitted to depart the grid area for service.

- iv) **Tire Warmers**
Passive or active tire warmers are not allowed in Pre-Grid, Grid, or Stage Lanes.

6.4. Start Procedure

A. Shot Clock

A "shot clock" start system is used to determine spacing between starts. As the previous vehicles leave the start line, the start (shot) clock will be reset and activated to count down at one (1) second intervals from 15-20 seconds to zero (0).

When it reaches zero (0), a horn will sound. Within two (2) to five (5) seconds from the sound of the horn the "Christmas tree" will be activated at the sole judgment of the starter and/or the Chief Steward.

If the vehicle is not in the stage lights at the time the tree is activated, that run will be scored a DNF.

This is at the judgment of the Starter or Event Officials, and is not protestable.

The drivers will NOT be asked if they are ready. If you are in the Start Area, it is the driver's responsibility to be ready to run.

B. Shot Clock Alternative

An event organizer may institute an alternative to the shot clock which will be announced in the event supplementary regulations and detailed on the notice board.

C. Shot Clock Procedures

- i) If a driver pulls into an empty Stage Lane and the start clock has already started to count down, the driver has the option of waiting for the next start clock countdown; but if the driver attempts to stage after the start clock begins to count down, the driver must start when the "Christmas tree" is activated or that run will be scored a DNF.
- ii) If a situation on course, in timing, etc. interrupts the countdown of the start clock, the Starter may either reset the shot clock and begin another countdown or a manual start procedure can be used until the situation is resolved. If a manual start is used, the starter will ask each driver to give a definite response as to their readiness. After the second driver gives a positive response, the tree will be activated in two (2) to five (5) seconds. However, if the second driver delays in giving a positive, the starter may ask the first driver if they are still ready. This is strictly a courtesy on the part of the starter and is not required. Drivers are responsible for acknowledging their readiness in an easily recognizable manner.
- iii) Street category vehicles are not allowed to add any additional devices (i.e. "flappers") designed to break the lights at the start or finish. Exceptions may be made by the Chief Steward.
- iv) "Flapper" Rule: The intent of this rule is to have every vehicle stage in such a manner that the same component that breaks the stage light beam would also break the red light beam under normal acceleration during competition. The preferred component is the front tire. Any component forward of the front tire and closer than three inches (3") to the ground must extend longitudinally and parallel to the ground for at least 18" or until it intersects the plane between the front tires; or be approved by the Chief Steward.
- v) A car will commence its run when the green "start" light goes on. The green light starts the timer. The timer will stop when the car breaks the light beam to the photo cell at the finish line.
- vi) Starting before the green light and breaking the third light beam will activate the red "foul" light and the run will be disqualified and scored as a DNF and designated as RL (Red Light) on results. Reaction Time (RT) is defined as the time between the last yellow light and the car breaking the third beam at the starting light. A red light occurs with an RT under 0.500 seconds. A Perfect RT is 0.500 seconds. A run with a reaction time of 9.999 may be scored a red light (RL).
- vii) After the first run, crossover to the opposite course.
After the second run, cross over to the opposite course.
After the third run, cross over to the opposite course.
After the fourth (4th and final run of that session, proceed to the paddock.

Note: If part of a two-driver team, the first (1st) driver proceeds to the Second (2nd) Driver Grid Lanes after all of their runs for that heat. The car will go to the paddock after the second (2nd) driver completes all their runs.

6.5. Timing and Scoring

The penalty for a vehicle hitting the timing trip components is a DNF for the driver for that run. This includes both the start and finish trips.

The penalty for a vehicle hitting a pylon is two (2) seconds during class competition. During Challenge competitions the cone penalty is a DNF.

Only upright pylons (pointer pylons/cones exempt) marked completely around the base are subject to penalty.

For a rerun to be granted, the pylon must be displaced enough to warrant a penalty.

In addition to the course deviation penalties, a DNF will also be assessed for crossing the line marking the area between the two courses. A DNF may also be assessed for hitting pylons after the finish line OR for not following the designated course exit path.

In the event of a timing malfunction, a rerun will be granted.

If a driver needs and is granted a rerun by an Official, the driver will stay in the proper running order for the remainder of the Heat and will make the rerun at the end of the runs for that Heat. A minimum of five (5) minutes must have elapsed before a competitor may begin a rerun on the course just completed. In any case, driver must get permission from the Chief Steward or grid official prior to making a rerun. Failure to do so may result in forfeiting that run.

If an off-course (OC or DNF) occurs after or at the finish trip lights, the time for that run can still be used to calculate the dial-in time for Challenge competition.

If the finish trip light beam is broken while the front two wheels of the vehicle are off course, the run will be scored as a DNF.

Class finishing positions (except Ladies classes and the Open Index Classes) will be determined by combining the best corrected time from each course during the class competition, which will normally consist of two (2) runs per side per Heat.

Times will be posted following the completion of each class session. This is a reminder that a protest against timing and scoring shall be made within 30 minutes of posting of official results for the class.

6.6. Challenge Competition

At the conclusion of class competition, there will be Challenge competitions to determine the Top Eliminators for three categories of competitors.

There are three Challenge competitions:

- A. Super Challenge**
Top 32 finishers in all vehicle classes.
- B. Ladies' Challenge**
Top 4 to 16 finishers in the ladies classes, depending on the number of entries: 5-15 entrants =4, 16-30 =8
- C. Bonus Challenge**
8 class competitors randomly selected from the participants not otherwise eligible for the Super or Ladies Challenges.

Challenge procedures involve single run elimination: Each

driver takes one run on each of the mirrored courses.

The combined time winner moves on while the loser is eliminated from further competition.

In order to allow drivers in cars from different classes to compete equitably, the start lights are staggered based on the class winning times.

Pairing is as per chart below with 1st being fastest time of the day, 32nd being 32th fastest time of the day.

7. CAR PREPARATION GUIDELINES**7.1. GENERAL DEFINITIONS & GUIDELINES**

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

A. Automobile (Car)

- i) 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

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

C. Model

- i) 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

- i) 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

- i) Open cars are cars with a convertible or targa top.
- ii) 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

- i) 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 North America.

G. Burden of Proof

- i) The Competitor 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 competitor 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

- i) 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

- i) 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

- i) 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 as CACC Competition bulletins.

7.2. VEHICLE MODIFICATION AND PREPARATION

A. General Modification Guidelines

With respect to the modifications, the following general guidelines shall apply. There are three types of modifications outlined in this rule book:

- i) Authorized - These are modifications that are specifically listed in each car category description.
- ii) Restricted - These are modifications that are not specifically listed as authorized in each car category.
- iii) Prohibited - These are modifications that are specifically prohibited in a car category description. A prohibited modification will render a car ineligible for competition under the category where such modifications are not allowed.

B. Substitution of Coachwork

- i) 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.

C. Substitution of Suspension

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

D. Compliance with GCR's

- i) 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.

E. Minor Modifications

- i) 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 0.45 kgs (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.
- ii) 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.

F. Vehicle Preparation Allowances

For all vehicle preparation/modification allowances, please refer to the current year SCCA National Solo Rules Sections 13 to 18 and Appendix A "Automobile Classes". References to SCCA GCR's and safety items are to be regarded as the equivalent CACC references.

An official copy of the SCCA National Solo Rules is downloadable from this URL:

<http://www.scca.com/pages/solo-cars-and-rules>

This link also gives options for ordering a hardcopy

NOTE: ALL SCCA kart classes (KM and Formula Jr.) are not included as eligible vehicles

7.3. STREET CATEGORY

For Street and Street-R, please refer to Section 13 and Appendix A of the current year SCCA National Solo Rules.

7.4. STREET TOURING CATEGORY

For Street Touring Category, please refer to Section 14 of the current year SCCA National Solo Rules.

7.5. STREET PREPARED CATEGORY

For Street Prepared Category, please refer to Section 15 of the current year SCCA National Solo Rules.

7.6. STREET MODIFIED CATEGORY

For Street Modified Category, please refer to Section 16 of the current year SCCA National Solo Rules.

7.7. PREPARED CATEGORY

For Prepared Category, please refer to Section 17 of the current year SCCA National Solo Rules.

7.8. MODIFIED CATEGORY

For Modified Category, please refer to Section 18 of the current year SCCA National Solo Rules.

8. CAR CLASSIFICATION LIST

8.1. GENERAL CONSIDERATIONS

A. Responsibility for Classifying

- i) 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 current year SCCA National Solo Rules.

B. Unclassified Vehicles

- i) 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 Executive.

C. Classification Request

- i) A competitor or an official may submit a written classification request to the CACC Executive. All requests must include detailed vehicle information and are subject to the following timetable:
 - a) Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted.
 - b) After January 1 of the current year, a classification request must be limited to the following:
 - (i) *An existing classified vehicle became available in a configuration which may appreciably alter its performance potential.*
 - (ii) *A new model vehicle became available which is not listed in the current CACC/SCCA class lists.*
- ii) The Executive 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

- i) 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

- i) The CACC Executive may classify or reclassify vehicles during the year.

F. Class Corrections

- i) The CACC Executive may correctly classify improperly classified vehicles, subject to the grievance procedures contained in the GCR.

9. 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 Autoslalom, the specifications in CACC GCR are highly recommended.

B. BASIC DESIGN CONSIDERATIONS

- i) The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
- ii) 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 six (6) inches behind the driver. It is strongly suggested that the roll bar be at least three (3) inches above the drivers' helmet. In the case of two driver cars, both drivers must meet the roll bar height requirement, however, only one driver need 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.
- iii) 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.
- iv) Two verticals forming the sides of the hoop shall not be less than fifteen (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.
- v) The roll bar vertical members in a formula cars and other single seat cars with a center driver position must be not less than fifteen (15) inches apart, inside dimension, at their attachment points to the uppermost main chassis member.
- vi) An inspection hole of at least 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 three (3) inches from any weld or bend.
- vii) It is recommended that steel gusset plates be correctly used at all welds. Gussets should be at least two (2) inches long on each leg and 3/16 inches thick.
- viii) 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.
- ix) Post or tripod types of roll bar are not acceptable.

C. MATERIAL

- i) After 9/22/85, aluminum is not an acceptable alternate material. Cars using aluminum roll bars/cages must file proof that the structure was approved prior to 9/22/85.
- ii) The roll bar hoop and all braces must be of seamless, ERW, or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). It is strongly recommended that roll bars not be constructed or ERW due to quality and strength concerns.

- iii) 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 and are based upon the weight of the car without the driver:
 - a) Over 1500 lbs.: min. 1.500" o.d. x 0.120" or 1.750" o.d. x 0.095" wall,
 - b) Over 1000 lbs.: min. 1.250" o.d. x 0.090" wall,
 - a) Under 1000 lbs.: min. of 1.000" o.d. x 0.060" wallDimensions are nominal. 0.005" variation in wall thickness is allowed
- iv) Each mounting plate shall be at least 0.080" thick if welded and 3/16 inch (0.188") thick if bolted. A minimum of 3 bolts per plate is required for mounting bolt plates.
- v) All bolts and nuts shall be SAE Grade 5 or better and 5/16" minimum diameter.

D. FABRICATION

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

- i) It is recommended that bracing be of the same size tubing that is used for the roll bar hoop itself.
- ii) All roll bars must be braced in a manner to prevent movement 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.
- iii) 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

- i) Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.
- ii) 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

- i) 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 eight (8) inches in length.

H. INSTALLATION ON CARS OF SPACE FRAME AND FRAMELESS DESIGN

- i) 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.

I. ROLL CAGES

- i) It is recommended but not mandatory that all cars utilize a roll cage as defined in the applicable section of the GCR

J. ROLL BAR PADDING

- i) Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by a seatbelt or harness, must be padded with a non-resilient material such as Ethafoam(R) or Ensolite® or other similar materials with a minimum thickness of 0.5 inch

10. Appendix B - Alternate Noise Limits

The CACC Autoslalom 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
Pitt Meadows Airport	92db
Mission Raceway Park	90db