



**CONFEDERATION OF AUTOSPORT CAR CLUBS  
HIGH PERFORMANCE DRIVER EDUCATION (HPDE)  
REGULATIONS  
EFFECTIVE JANUARY 1, 2017**

These regulations are intended to assist in the conduct of CACC sanctioned HPDE events. These regulations are a guide to further general safety and in no way a guarantee against injury or death to Participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from the publication or compliance with these or any other official regulations.

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The following nomenclature, definitions, and abbreviations shall be used in this publication and any appendices, addendums, updates, entry forms, acceptance letters, and general use, wherever applicable. Terms, phrases, abbreviations, and proper names that appear in any official CACC publication that are not defined or specified in any other CACC official publication shall be considered commonly known in the context of motorsports and/or pertaining to automobiles. It is the responsibility of the Drivers and Participants involved to educate themselves as to the appropriate meaning of any aforementioned items when viewed in the context of their activity or sport. If an official clarification is needed, it is solely the competitor's responsibly to contact the CACC Time Attack Director for a clarification.

## **1.1 Activities**

### **1.1.1 High Performance Driving Education (HPDE)**

This type of event is also known as a Driving School and is NOT a competition or Lapping event. It is intended for use by the Participants, for the enjoyment of driving their cars and for the improvement of their driving skills. Timing or timing devices of any kind are expressly prohibited.

### **1.1.2 Driving School**

The term "Driving School" refers to a CACC sanctioned driving event that includes basic instruction for beginners and up to advanced Drivers. These events are open to most street cars and possibly closed-wheel race cars.

### **1.1.3 Lapping**

The term "Lapping" refers to a CACC sanctioned driving event for more advanced Drivers with street cars or possibly closed wheel race cars. Lapping events are governed by separate CACC Regulations. There is no formal instruction; however there is supervision and strict regulations. A Lapping event may have instructors available to help Drivers enjoy the event more safely. This type of event is NOT a Competition. It is intended for use of Participants for the enjoyment of driving their cars and for the improvement of their driving skills.

### **1.1.4 Competition**

Any speed contest, where more than one vehicle is on course at the same time, using predetermined rules specifying a format where Participants are scored based on their performance, and recognition is given to the top finishers. Competitions are governed by separate CACC Regulations.

### **1.1.5 Time Attack**

This is a Competition against the clock. This may be run one vehicle at a time, or have multiple vehicles on track together. Time Attack is NOT covered by these regulations.

## **1.2 Facility Terminology**

### **1.2.1 Racetrack**

The Racetrack is defined as the actual racing surface where no speed limit exists, and is deemed a hazardous and restricted area during events.

### **1.2.2 Restricted Area**

Any area that is off limits to the general public is considered to be a Restricted Area. Restricted Areas may typically include, but are not limited to, the paddock, the Racetrack, pre-grid, surrounding terrain, and the pit lane.

### **1.2.3 Pit Exit**

Pit Exit is the exit of the Hot Pits leading onto the Racetrack.

### **1.2.4 Hot Pits**

The staging lane leading to Pit Exit. The Hot Pits are considered part of the Racetrack whether there is an imposed speed limit or not.

### **1.2.5 Paddock**

The general term used to describe the allowed areas for the Participants to park their vehicles, trucks, trailers, and motorhomes. This area is also used for repairing and preparing the vehicles between on-track sessions.

### **1.2.6 Pre-Grid**

Pre-Grid is a designated area where vehicles line up to get on track for the next session.

### **1.2.6 Pit Lane**

The Pit Lane is the entire area of the Hot Pits.

## **1.3 This Section is Reserved**

## **1.4 Administrative Terms**

### **1.4.1 Appeals**

In cases where penalties and/or disciplinary action has been taken against a CACC member in good standing by the Clerk of the Course or the CACC Steward, that member has a right to make an appeal to the CACC Chief Steward, if the member complies with the applicable portions of the GCR Appeals Section and that appeal is not prohibited by any applicable class rules.

### **1.4.2 Race Car / Competition Vehicle**

For the purposes of this publication, the terms “race car” and “competition vehicle” may be used interchangeably, unless otherwise specified. Generally speaking, both terms refer to any four wheeled, motorized vehicle possessing adequate safety equipment to meet the standards for a given type of contest. This does not imply that every participating vehicle meeting this definition is engaging in a contest. This section does not change any part of the definition of the term (or any similar term): “a vehicle that was designed principally for use on public roads or highways.”

### **1.4.3 Entrant**

An entrant is any person that is registered as a Driver at each event.

### **1.4.4 Participant**

A Participant is any of the following:

1. Any person, entering a restricted area during the event hours, possessing the proper wristband or credentials, is considered to be a Participant.
2. All Drivers of each event are considered to be Participants from the time that they enter the facility on the day of the event until they are finished with all activities related to the day's event.
3. Any person that is, or will be, engaging in any physical activity pertaining to the event, including but not limited to, performing (or assisting in) work on vehicles and/or machinery, or using any tools during the event hours as defined by the published schedule.
4. Any CACC authorized members of the press, photographers, and television crew during the course of their duties.

### **1.4.5 Control / Race Control**

“Control” refers to the collective set of Officials in charge of the full course conditions, controlling the scheduled activities, maintaining a written record of incidents, communicating with each turn station, dispatching the emergency crews, and function as the central hub of information distribution as needed. Control is typically staffed with the Clerk of the Course, a CACC Steward and/ or the Event Organizer.

#### **1.4.6 Driver Review**

The Steward shall have the power to convene a meeting to review a Driver's conduct, car legality, driving record, or other such matters. Such a meeting shall have the power to review eyewitness' testimonies and the Driver's previous history in order to invoke penalties.

#### **1.5 Organizer's Documentation**

The Organizer shall display the following items at a central and easily accessible location e.g. the registration area or the same area where run groups and marshaling assignments are posted.

1. CACC event permit
2. Insurance certificate
3. Copy of the supplemental Regulations
4. List of Officials

##### **1.5.1 Waiver**

The term "Waiver" refers to the ASN Canada FIA issued Participant liability release, unless otherwise stated in context. All Drivers, workers, volunteers, and passengers must read, sign and submit a Waiver to Registration before being allowed into a Restricted Area.

All Drivers and passengers under the age of 18 must have a current ASN Canada FIA Annual Parental Waiver signed by a parent/guardian and must also sign the ASN Canada FIA Minor Participant Waiver. The age of majority is that of the province in which the event takes place.

ASN Waiver forms may be downloaded from [www.asncanada.com](http://www.asncanada.com) and printed by the Organizer(s) for use during the event. Care must be taken to ensure all words on the printed page are clearly legible.

All Waivers are to be completed in full including the date(s) and name of the event at the top of the Waiver.

In the registration process, individuals responsible for the Waiver are to retain the Waiver under their control at all times and sign the witness section as each Participant signs the Waiver.

Completed Waivers must be retained by the organizing club, in a safe place, for a period of three years. Electronic storage is acceptable.

## **1.5.2 Insurance**

The Organizer must apply to the CACC Time Attack Director, for a CACC HPDE Event Permit at least 30 days prior to the event.

The Organizer must apply for event insurance coverage from ASN Canada FIA after receiving a CACC Permit.

Property owners or sponsors who request they be added to the event insurance certificate as additional insureds can be accommodated by the Organizers by the Organizers listing the additional insureds in the event insurance application.

## **2.1 Event Operations**

### **2.1.1 Organizer**

The Organizer is the person with overall responsibility for running the event

### **2.1.2 Clerk of the Course**

The Clerk of the Course has overall control of the on-track sessions. The Clerk of the Course should be in communication with all Course Officials, including the Starter and the Pit Exit Marshal, and all marshalling and flagging stations. The Clerk of the Course is responsible for relaying information regarding course situations, incidents, and major schedule deviations to the Steward.

### **2.1.3 Starter**

The Starter is responsible for displaying the proper flags from the position assigned by the Clerk of the Course. This position is usually located at (or near) start/finish. The Starter will function under the direction of the Clerk of the Course, however the Starter may display an appropriate flag(s) for a local incident at his/her discretion.

### **2.1.4 Course Officials (Flaggers)**

Course Officials are responsible for displaying the appropriate flags throughout the event to keep the Drivers informed regarding conditions of the track and the approaching traffic. Additionally, they should effectively communicate all incidents and track conditions to Control. Course Officials should man the assigned flag stations at the direction of the Clerk of the Course.

### **2.1.5 Chief Steward**

The Chief Steward or his/her delegate (Steward) is responsible to ensure that the event is conducted in accordance with the applicable CACC Regulations.

The Steward shall record all violations, and inform the Clerk of the Course of all violations that may warrant a black flag to be issued. When a violator reports to the

Black Flag Station, the Steward will inform the Driver of the violation and issue the proper reprimand as follows:

First offense of the day: Warning.

Second offense of the day: Exclusion for the remainder of that session.

Third offense of the day: Exclusion for the remainder of that day.

NOTE: **All body contact incidents** shall be reported to the CACC Time Attack Director.

### Offenses Defined for HPDE

- Contact with another car or immovable object (such as barriers or walls).
- Passing under any yellow or red flag.
- Passing in a no-passing zone.
- Unauthorized counter-course driving.
- Striking barriers or other track objects.
- Spinning out.
- Four wheels off track.
- Repeated two wheels off track.
- Over aggressive driving or passing.
- Failing to follow the directions of an Official or Instructor.

#### **2.1.6 Pre-Grid Marshal**

The Pre-Grid Marshal is responsible for setting up the grid layout and space numbers, checking all cars for the proper event/group identification stickers, checking the Drivers for proper attire. The Pre-Grid Marshal should be supplied with run group sheets and an entry list from Registration. It is the competitor's responsibility to grid their vehicle in the proper run group.

#### **2.1.7 Pit Exit Marshal**

The Pit Exit Marshal should generally control the traffic entering onto the track at the direction of the Chief of Communications. The Pit Exit Marshal and the Starter may be the same person.

#### **2.1.8 Clerk of the Course and Steward**

Refer to the CACC GCR for responsibilities. Note that in the absence of a CACC Steward, the Clerk of the Course may be appointed by CACC to perform the duties of the Steward, including the Event Report.

### **2.1.9 Chief Scrutineer**

The Chief Scrutineer will make the ultimate decision as to a vehicle's suitability/eligibility for participation in the event. He/she should always notify the Participant in question before notifying the Organizer.

### **2.1.10 Tech Inspectors**

Tech Inspectors work at the direction of the Chief Scrutineer.

## **2.2. Driver's Meeting**

2.2.1 The Organizer shall call a Driver's meeting prior to the start of the event. ALL DRIVERS ARE REQUIRED TO ATTEND THIS MEETING. The Organizer shall cover the following minimum topics:

- Introduce event officials
- Review course diagram/track layout (passing zones and procedures).
- Make sure all Participants have signed the Waiver
- Describe any penalties to be assessed if any (off course, aggressive driving etc.)
- Review the supplementary regulations, run groups, gridding, flagging, work requirements (if any)

2.2.2 The Organizer should have a system in place to verify attendance at the Driver's meeting, to avoid uninformed Participants from entering the track/course. This may be in the form of a roll call, sign in, issuance of stickers or wrist bands, etc. At the discretion of the Organizer, Drivers missing the Driver's meeting may be excluded, or they may receive the information covered, before they will be allowed to participate.

## **3.1 General Regulations**

All Drivers are required to operate their vehicles within the regulations, and within the limits of the marked course. Failure to do so compromises the integrity of the HPDE program and will not be tolerated. CACC strives to promote qualities like good judgment, responsibility, and safe driving, both on the track and on the highways.



### **3.2 Definition and Terms**

This section contains regulations that govern non-competition groups. The terms “School” and “Driving School, are “generically” referred to as a “High Performance Driver Education” or HPDE.

### **3.3 Program Overview**

Several CACC affiliated clubs host a wide variety of HPDE type events each year, with some clubs hosting events year round. These events range in price and available space. Each club sets its own schedule, and their chosen format may vary slightly. However, it is the intent of all CACC affiliated clubs to uniformly enforce the safety, eligibility, and personal conduct rules that are listed in all applicable publications.

### **3.4 Eligibility Requirements**

To participate in an HPDE event, all Drivers must:

- Be at least 18 years old (16 or over with parental consent).
- Hold a current valid provincial driver’s license. (Graduated licenses, where the driver is authorized to drive without another license holder present, are permitted.)
- Have use of an automobile that meets CACC technical requirements.
- Hold a current membership with a CACC affiliated car club.
- Have proper safety equipment as per these regulations.
- Sign all required Waivers.
- Have their car teched before going on track.

### **3.5 Minors**

No one under the age of 19 (16 years of age with parental consent) is allowed to be on the track. The pit lane is considered part of the Racetrack. A minor release form must be filled out and be on file with CACC at every event for Participants under the age of 19. See the CACC website for correct forms [www.caccautosport.org](http://www.caccautosport.org)

### **3.6 Non-Eligibility / Non-Registered Drivers**

Only registered Drivers and Officials are allowed to operate a vehicle on the track. Anyone not officially registered in the event found operating a vehicle on the track at any time, will be immediately ejected from that event.

#### **4.1 HPDE Passenger Privileges**

A passenger is any Participant possessing the proper wristband or credential, riding in a moving vehicle while on track, not in physical control of that vehicle. Instructors are considered passengers for the purposes of this section. All passengers must be the age of 19. Minors that are Participants in the event should not be a passenger, unless riding with an instructor, for the purposes of instruction.

1. The ability to take a passenger on-track is not a right.
2. Passengers are not allowed in vehicles. This does not apply to Instructors.
3. Instructors must use the minimum safety equipment and attire as required of the driver.
4. Instructors should keep their arms and hands inside the vehicle at all times.

#### **4.2 Responsibilities for Valuables**

Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, CACC, and CACC affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

#### **4.3 Alcoholic Beverages**

Consumption of alcohol by any Participant is expressly prohibited.

#### **4.4 Narcotics and Dangerous Drugs**

The use of any dangerous drugs or narcotics, as defined by Federal and/or Provincial laws, by any Participant is specifically prohibited, unless prescribed by a doctor and the prescription does not affect the Participant's ability to drive. Any Driver, crewmember, mechanic, or Official found under the influence of marijuana, prescription or not, will be ejected and subject to suspension.

#### **4.5 Rain and Inclement Weather**

The event will not be canceled due to inclement weather unless ordered by the Organizer. It is the responsibility of the Driver to bring appropriate equipment such as rain tires, clothing etc.

### **5.0 Rules of the Pit lane and Paddock**

#### **5.1 Paddock Regulations**

A Paddock area is to be provided for the use of participating vehicles and their service vehicles.

- **Children must remain under CLOSE adult supervision at all times. Harsh consequences such as severe injury or death can result from inadequate supervision!**
- The speed limit in the Paddock is **SLOW** for any vehicle other than emergency vehicles. This speed limit applies to all motorized and non-motorized vehicles.
- Oil, water, electrical power, and compressed air are the responsibility of the Driver.
- Fuel may not be available at the track unless otherwise announced in the supplemental regulations and/or at the Drivers' meeting.
- CACC/Host club reserves the right to allow fueling only in designated areas.
- Driver-provided boards must be placed under loaded jack stands to avoid damage to the asphalt surface.
- Participants will be held responsible for any damage they cause to the Paddock, Pit Lane, fencing, bathrooms, and any other objects.
- Any leftover trash, vehicle body parts, tires, etc. must be taken out of the facility.
- Proper parking is a must to ensure that all Participants will fit into the Paddock.
- No parking in fire lanes.

## **5.2 Pets at the track**

Some tracks prohibit pets (including dogs) and/or have special rules regarding pets. It is recommended that all pets be left at home. However, should a pet be brought to a track that allows pets, the owner is solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the Pit Lane at any time.

## **5.3 Loud Engines**

Each facility has its own set of rules for allowed sound levels at all times of the day or night. It is the responsibility of the Participant to check with the Organizer and/or the supplemental regulations, or the facility to get this information. Typically, this information is found in the Supplementary Regulations however this is not guaranteed. Failure to comply with the rules on sound at any given facility may result in penalties or exclusion.

## **5.4 Gas Cylinders**

All compressed air bottles/gas cylinders with a pressure of over two hundred pounds per square inch (200 PSI) must be securely fastened vertically so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. This structure must serve to prevent head breakage AND containment, should the head break off.

## **5.5 Bicycles, Skates, Mopeds**

No one without a valid provincial driver's license may operate any mode of motorized transportation in the Paddock. Skates, skateboards, motorized skateboards, and in line skates are not permitted at any time.

## **5.6 Minimum Attire**

All Participants must wear at least a long sleeve shirt, long pants, and shoes (no open toed shoes). Shorts in the Pit Lane are permitted except during on track sessions.

## **6.0 Course Conduct**

### **6.1 Purpose and Philosophy**

The following Regulations apply to course conduct, as well as common courtesy and good judgment. Participants are held responsible for their conduct just as much on the track as when they are in the Paddock. Any over-aggressive driving, risky pass attempts, or discourteous driving will result in substantial penalties.

## **6.2 Preparation for Course driving**

1. Both front side windows must be completely open except sessions run during rain.
2. All occupants must keep hands and arms inside car at all times, except for hand signals.
3. Check all safety equipment, including helmet straps and belts.

## **6.3 Passing Rules**

1. No passing in “No Passing Areas” as defined by the Passing Rules (available in supplemental regulations or as explained at the Drivers’ meeting).
2. No passing under any yellow flag situation until the Driver is past the incident, or past the next manned flag station that does not display a yellow flag. Drivers may not pass under yellow, even if they perceive a “wave by” from another Participant.
3. If a car is having mechanical trouble and is pulling off the track, a pass is allowed.
4. A Driver may not pass another Driver in a no passing zone or situation, even if the other Driver waves him/her by.

The Driver attempting to make a pass is solely responsible for safe outcome of that pass. Drivers making a pass should be certain that the Driver ahead of them can see them before attempting to pass.

5. Passing only on the left.
6. The Driver being passed must point the passing Driver by.

## **6.4 Regulation Violations**

Any violation of the Regulations, including spins and off track excursions, may result in harsh penalties. The first violation will result in a warning. The second violation will result in exclusion from the rest of that session. The third violation will result in exclusion from the rest of the day.

## **6.5 Stopping on Course**

Stopping on course is expressly prohibited unless it is an emergency. “Stopping” includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, onboard fire, or damage from an incident that renders the vehicle unfit to continue.

## **6.6 Counter-Course Driving**

Driving, towing, or pushing a vehicle on the course in the direction opposite to the normal traffic flow is strictly prohibited with the following exceptions:

- When the track is closed, or cleared, as deemed by the Clerk of the Course.
- When ordered to do so by the Clerk of the Course, or an Emergency Response Team Official.

- Whenever a Driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way.

#### 6.7 Spins or Off-Track Excursions

If the Driver is involved in a spin or off track excursion, he/she shall pull into the hot pits immediately. The Officials will need to check the car and talk to the Driver. If the Driver spins off the track, he/she shall try to enlist the help of a Course Official to wave him/her back on safely.

#### 6.8 Car Contact

Contact cannot and WILL NOT be tolerated. Anyone involved in contact (car to car or car to wall) must report immediately to the black flag station in Pit Lane. Harsh penalties may be imposed, including but not limited to ejection from the event.

#### 6.9 Post Accident Emergency Procedures

All persons involved in a major crash or roll-over, shall remain in the vehicle (unless it is on fire) with their seatbelts and helmets on, until the Emergency Response Team arrives.

#### 6.10 Post Accident Reporting

All persons involved in any "*significant accidents*" are **REQUIRED** to report to the medical staff immediately. Failure to do so **WILL** result in **suspension** and may void personal medical insurance. "*Significant accidents*" are defined as:

1. All vehicle roll-overs, regardless of damage.
2. Any impact rendering the vehicle inoperable.

### 7.0 HPDE FLAGS

Flags are the MOST IMPORTANT form of communication the Officials have with the Drivers while they are on the track. Therefore, it is imperative that Drivers know what each flag means.

Note: Flags listed in this section are simplified from the Competition Flags, for the purposes of HPDE Program.

#### 7.1 Green Flag

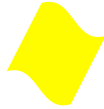
Used by the starter to start all track sessions and by corner workers to indicate that the track is clear.

### 7.2 Yellow Flag - Motionless



Slow down. Danger ahead. **ABSOLUTELY NO PASSING** is permitted, until completely past the incident, or until past next manned flag station that is not displaying any Yellow Flag(s), whichever comes first. There may be one yellow flag covering more than one incident. There may be several yellow flags before reaching the emergency area. The requirements are still the same, "SLOW DOWN, NO PASSING."

### 7.3 Yellow Flag - Waving



Great danger, slow down. Be prepared to stop. **ABSOLUTELY NO PASSING** is permitted, until completely past the incident, or until past the next manned flag station that is not displaying any Yellow Flag(s), whichever comes first. Note: There may be one yellow flag covering more than one incident.

### 7.5 Black Flag - Open



Track Officials want to talk to you. Complete current lap and pull into the pits for consultation.

### 7.6 Furled or Black/White Flag – "Bermuda"



Warning. You are driving in an unsafe manner or you did something wrong. If you continue to do so, an open black flag will be shown to you.

### 7.7 Black Flag All -



ALL

All manned flag stations will display waving black flags during this condition. Some flag stations might display a sign with the word "ALL." All cars proceed to hot pits. No passing.

### 7.8 Red Flag



Emergency. Back off the throttle, warn other Driver's behind you with a raised hand (that might not have seen the flag yet). Come to an immediate and controlled stop on the side of the track, preferably at the next turn station.

**7.9 Blue Flag with diagonal yellow stripe)**



Another vehicle is following very closely and may attempt a pass. The driver receiving the Blue Flag should consider giving a passing signal.

**7.10 Debris Flag**



Caution. To be displayed motionless. Oil or debris may be present on the track surface or a slippery condition may be present. This flag will be taken down after several laps, but that does not mean that the condition has resolved, just that the Driver should now be taking it into account

**7.12 White Flag**



Emergency vehicle or slow moving vehicle is on course.

**7.13 Mechanical Black Flag**



(with orange ball in center)

(*a.k.a. meatball flag*) There appears to be something mechanically wrong with your car. Proceed to the pits at reduced speed.



**7.14 Checkered Flag**



Session is over. Complete current lap cautiously and exit via pit lane or otherwise designated end-of-session track exit point. Passing rules remain the same during the checkered flag lap as during the session.



## **8.0 HPDE HAND SIGNALS**

### **8.1 Slowing down**

Whenever a Driver is entering the pits or is no longer driving at normal traffic speed, he/she must extend an arm in a vertical position (outside the Driver's side window) with his/her fingertips towards the sky.

### **8.2 Passing signals**

To assist another Driver in overtaking you, hand signals shall be used. The Driver may do this by pointing in a fashion that is visible to the overtaking Driver. Overtaking on the left only.

### **8.3 Flag Station Acknowledgement**

All Drivers should give a wave of acknowledgement to every manned turn station during the cool down lap.

## **9.0 This section intentionally left blank**

## **10.0 CACC INSTRUCTOR PROGRAM**

### **10.1 Purpose**

The purpose of this section is to outline the most important responsibilities of a CACC Instructor. The HPDE (school) program is very important, and the CACC Directors strive to keep it one of the most well run programs in Canada. Teaching the basics to a beginner is the most important job in CACC. The Instructor is the first one to make an impression on the beginner. They have the power make the beginner's first experience safe and enjoyable. But if improperly handled, the beginner may not find the safety and enjoyment that will bring him/her back another time. The CACC Instructor has a purpose - to ensure that the beginners enjoy their day and do it safely. No one can be forced to learn. The CACC Instructor's duty is to allow the beginner to have fun, and it's their obligation to ensure their own safety as well as the safety of their student. The following outline describes what is expected of a CACC instructor.

## **10.2 DUTIES OF CACC INSTRUCTOR**

### **10.2.1 Supervision of students**

All Instructors are responsible for proper supervision of their students. They are required to know the whereabouts of their students at all times. Instructors are responsible for the actions of their students.

### **10.2.2 Schedule**

The Instructor must be on time. The Instructor must report to the Chief Instructor or any event Official when requested to, whether scheduled or not.

### **10.2.3 Student Curriculum**

CACC may request the curriculum of any HPDE event.

### **10.2.4 Questionnaire**

Instructors are required to ensure that the students have filled out and submitted the questionnaire, if one is being used.

### **10.2.5 Classroom/clipboard session**

There should be a classroom session, or a clipboard session between the Instructor and his/her students immediately following each on track session. The Instructor should quiz each student on knowledge of the Flags and other event details at least once during each session. A post session debrief for all the Participants of each group, immediately following their session is strongly recommended.

## **10.3 RECOMMENDATIONS FOR CACC INSTRUCTORS**

### **10.3.1 Knowledge of Regulations**

The Instructors are recommended to be familiar with the HPDE Regulations. The Chief Instructor should test each instructor's knowledge of the Regulations from time to time.

### **10.3.2 Instructor IDs**

The Instructor should wear and display his/her CACC Instructor ID while at track.

### **10.3.3 Instructor's Vehicles**

The CACC Instructor is not required to bring a vehicle to the track. However, if the Instructor does bring a vehicle and wishes to drive it on track, it must be track worthy.

### **10.3.4 Vehicle Operation**

All Instructors are expected to drive their cars in a safe and controlled manner.

## **11.0 HPDE TECHNICAL REQUIREMENTS**

### **11.1 Purpose**

For the purposes of maximizing Participant safety, every car should pass a technical inspection. A full and complete technical inspection should be performed on each car for each event. The Technical Inspection is not the responsibility of the Organizer or Host Club.

### **11.2 Preparation Instructions**

- Examine the Technical Inspection Form and make sure that the car meets or exceeds the minimum requirements. Every effort should be made to have a safe and reliable car.
- Have your car and safety gear ready for tech at the appropriate time.
- CACC, SCCA or ICSCC competition vehicles with a current logbook may be exempt from tech inspection. The vehicle's logbook must be presented to a Tech Inspector at the track. The Inspector will mark the exemption on the Technical Inspection Sheet and have the Driver sign it.
- It is highly recommended that a good quality fire extinguisher (5BC) be kept in all cars; securely mounted with a metal bracket within easy Driver's reach. A-pillar mounts are prohibited.

### **11.3 Required Safety Equipment - Driver**

Disclaimer: Conformance to these regulations is the Driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact the CACC office, or a CACC official immediately.

All Participants should utilize equipment that meets or exceeds these minimum requirements, while driving on track (Note- passenger equipment must meet or exceed these minimum requirements; but do not necessarily have to match the Driver's equipment):

1. Use a proper fitting helmet that meets Snell 2005 (SA2005; M2005) or newer (or equivalent) standards for cars or motorcycles. If an M rated helmet is used then a flame resistant balaclava is required. M rated helmets are not acceptable for cars equipped with roll bars or roll cages. See the CACC GCR for more information.

2. The Driver and any passenger must utilize modern style stock seatbelts in very good condition, or a DOT approved restraint system, while operating a vehicle on the track. Lap belts used without any shoulder restraints are not permitted. Restraint system requirements are listed in CACC GCR Section 19.1. The only four-point belt systems that are allowed for use in HPDE are 1) those that carry an "FIA B-xxx.T/98 certification, or 2) those that carry a label from the belt manufacturer stating that the belts meet Federal Motor Vehicle Safety Standard (FMVSS) 209 AND that the belts were designated for the specific vehicle (e.g. "For use only in BMW E36 models"). Such label must be easily visible to the CACC inspector.  
Note- four-point belt sets that have a DOT-only certification are not allowed.
3. Full length non-synthetic fabric clothing is the minimum requirement. (e.g. full length cotton pants and cotton shirts with long sleeves). Shorts and/or tank tops are prohibited. **Drivers with driving suits are encouraged to wear them.**
4. Full shoes are required. Open toe shoes, sandals, flip flops and high heels are prohibited.
5. A balaclava and driving gloves are recommended for all.
6. Drivers should wear eye protection such as goggles, safety glasses or face shields preferably made of new impact resistant materials.
7. It is recommended that any corrective eyeglass material used be made of impact resistant materials.
8. Drivers of "GT Category" vehicles as defined in section 12, except those vehicles licensed for street use and participating on DOT approved tires, shall wear safety equipment conforming to the current CACC GCR section 18.

#### **11.4 Vehicle Technical Regulations**

Every vehicle entered in any CACC sanctioned HPDE event should meet or exceed these requirements. For any vehicle with safety equipment that has been added, modified, or removed, the technical standards found in Section 20.1 of the CACC GCR will apply.

##### **11.4.1 Appearance**

All entered vehicles should be in good condition and appearance. Vehicles with excessive body damage, primer painted body panels, etc., are not allowed.

##### **11.4.2 Wheels and Tires**

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There must not be cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub. No hubcaps, center caps, wheel discs or beauty rings are allowed.

### **11.4.3 Steering and Suspension**

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and play-free. There should be very little or no play in the suspension of the car and in the steering mechanism.

### **11.4.4 Engine Bay**

There should be no fluid leaks from the engine, radiator, or hoses. A radiator overflow of at least one-liter capacity should be used in the absence of an OEM overflow tank. Oil breathers or vents shall return the oil to the engine or should terminate in a catch tank of at least one-liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

### **11.4.5 Brakes**

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

### **11.4.6 Roll Bars**

All open cars shall have a roll bar installed to help protect the occupant(s) from injury during a roll-over. The main hoop shall be one continuous piece with smooth Mandrel bends with no evidence of crimping or wall failure. All welds should be of the highest possible quality, with full penetration (GCR section 17.7). All cars with roll bars are required to have adequate roll bar padding per GCR section 17.1D. In cases where the Driver's head may come in contact with the roll bar should the seatback fail, a seatback brace is required.

CACC does not endorse any brand or model and will not be held liable for any failures of roll bars.

### **11.4.8 Seatbelts and Harnesses**

All Participants must wear seat belts during all on-track sessions. The seatbelts should be in good condition. No damage may be present on the seatbelts and they must be the factory configuration. Any harness or any restraint system, other than factory stock, shall conform to CACC GCR section 19, in all respects. The use of a lap belt without any shoulder restraint is not permitted. Passenger seatbelts must meet the same minimum requirements per the CACC GCR as the Driver seatbelts if being used by a passenger. Note-passenger equipment need not match the installed equipment on the Driver's side. Stock / OEM belts should not be worn with hard shell, fixed back racing seats. Those seats should have a racing harness.

### **11.4.9 Battery**

The battery should be securely fastened to the car. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material should cover the positive battery terminal. Any battery

located inside the Driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. Dry cell, gel cell, and AGM batteries may be mounted without a surrounding case, however a case is still recommended.

#### **11.4.10 Gas Caps**

All vehicles should utilize gasoline caps such that the gasoline will not spill out of the fuel tank under hard driving. Operational Monza type caps are not permitted. (Decorative Monza style covers for regular gas caps are permitted).

#### **11.4.11 Exposed Wires**

There should be no exposed wires inside the Driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in the vehicle.

#### **11.4.12 Seats**

All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. If replaced, the replacement seat should be installed according to the manufacturer's instructions.

If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the roll bar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage.

Passenger seats must meet the same minimum requirements, per the CACC GCR, as the Driver seat, if used by passengers. Note- The passenger seat does not have to match the Driver's seat.

#### **11.4.13 Loose Objects**

All loose objects in the vehicle's passenger compartment and trunk shall be removed.

#### **11.4.14 Car Numbers**

The vehicle should exhibit its assigned car number (if any) on both sides of the car.

#### **11.4.15 Rear view Mirrors**

The vehicle shall have at least one rear view mirror affixed such as to provide the Driver with good visibility to the rear.

#### **11.4.16 Camera Mounts**

Video camera mounts are unrestricted provided they are securely mounted.

#### **11.4.17 Hoses Inside Cockpit**

All hoses carrying any hot or flammable liquids should be metal or reinforced.

#### 11.4.18 Lights

There shall be at least two working red brake lights visible from 300 feet to the rear.

#### 11.4.19 Tow Eyes

It is STRONGLY recommended that all vehicles have at least two easily accessible (and usable) tow eyes; one in front and one in back.

**The tow crew should attempt to avoid damaging the Participant's vehicle. However, should damage occur in the course of loading, towing, preparing to tow, or unloading CACC and / or the tow crew will not be held responsible for any damages.**

#### 11.4.20 Mufflers: Sound Limit

There may be a specified sound limit for each event. Sound limit requirements will be posted in the event supplemental regulations. For the purposes of this section the term "Black Flag" refers to either a standard Black Flag, or a Mechanical Black Flag. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged Driver must pit immediately. The vehicle will not be allowed back on the Racetrack until significant changes are made to make the vehicle quieter. **The following rules apply to all events unless otherwise specified:** *[A car Black Flagged for excessive noise two times during the same event may be excluded from the event. No car shall be re-included unless specifically permitted by the Clerk of the Course. A bona fide mechanical failure of the muffler/exhaust system will not be held against the Driver; however, it must be satisfactorily fixed before further on track participation is allowed.]*

Drivers should note that different venues may measure sound differently and things such as surrounding buildings, walls, measuring distance, etc., may give a higher or lower reading than expected. All Drivers are responsible for meeting the sound limit requirements of the venue.

#### 11.4.21 Alcohol Injection

Tanks containing alcohol (e.g. methanol) that exceed 50% alcohol by volume should carry an FIA FT3 (or higher) rating and be installed per fuel cell regulations found in CACC GCR Section 20.9. Tanks containing 50% or less alcohol by volume may use any container per the manufacturer's instructions or recommendations. OEM tanks are acceptable. Under all circumstances tanks or containers must be mounted in an area that is completely separated from the Driver by a bulkhead or firewall.

#### 11.4.22 Exhaust Exit

The exhaust must exit behind and away from the Driver compartment.

## **12.0 GT Category Vehicles - Definition**

12.1 GT category includes the following vehicles:

1. Tube frame, non-production drive configuration, more than one engine.
2. Any vehicle classed as GT based on the CACC Time Attack class structure. Refer to the CACC Time Attack Regulations for clarification.
3. Kit cars.
4. Any vehicle equipped with racing slicks, which are defined as any tire that does not have DOT markings on the sidewall.