



**CONFEDERATION OF AUTOSPORT CAR CLUBS
TIME ATTACK REGULATIONS
EFFECTIVE JANUARY 1, 2021**

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CACC

Confederation of Autosport Car Clubs

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1. FOREWARD TO 2021 EDITION

Effective January 01, 2021, previous editions of the Time Attack Events Rule Book as well as all previous CACC Competition Bulletins are superseded by the following CACC Time Attack Rule Book. CACC reserves the right to revise these rules, to issue supplements to them, and initiate special rulings at any time in an emergency. Changes to these rules will become effective upon the official issuing of a CACC Bulletin and/or publishing of any changes on the CACC website. Questions concerning rules clarifications should be directed to the CACC Time Attack Director.

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

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

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

Determinations by CACC officials are non-litigable;

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

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

Competitor Name _____

CACC Competition License Number: _____

2. TERMINOLOGY

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

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

ENTRANT:	A person or organization whose entry is accepted for any competition.
EVENT:	A program of one or more competitions
FIA:	Fédération Internationale de l'Automobile, the International Federation of National Automobile Clubs.
FINISH LINE:	The last control line on a course.
HILL CLIMB EVENT:	A speed competition between vehicles over a closed circuit having a significant elevation change between the start and finish lines.
HPDE EVENT:	High Performance Driver Education Event.
LAPPING EVENT:	A non-competition event held on a purpose-built facility in order to engage in practice and testing.
LICENSE:	A certificate of registration issued by CACC or ASN to any person wishing to take part in Time Attack – No Passing, Time Attack - Passing and Hill Climb competitions.
NATIONAL EVENT:	A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by CACC and conducted under the organizing permit issued by CACC or ASN.
NON-SPEED EVENT:	An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, concourse, slalom, autocross, sprint, etc.
OPEN EVENT:	A competition in which participants comprise members of any recognized CACC motor sport club.
ORGANIZER(S):	A person or persons approved by CACC and authorized by promoters, clubs, or other groups to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer shall take the place of such promoters for the purposes of the CACC GCR's and shall be deemed to be the agent of the promoters.
ORGANIZING PERMIT:	The documentary authority to organize and hold a competition granted solely by CACC.
PROGRAM:	A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.

PROMOTER(S):	Any person or body (other than organizers) proposing to hold or holding an event.
REGIONAL EVENT:	An event which is open to members of any CACC Club which CACC regional permit registered competitors within a Region.
REGULATIONS:	A set of regulations in addition to the CACC GCR's which may be issued from time to time by CACC to meet particular situations which might arise outside of the CACC GCR's, or to meet a particular problem of a more or less temporary nature.
RESTRICTED COMPETITION:	An event that is confined to persons having some particular qualification.
RUN SESSION:	A uniform block of time where each lap of all competitors in the session is electronically timed.
SANCTIONED EVENT:	Any event or competition authorized and approved by CACC and having the appropriate organizing permit.
STARTING LINE:	The first control line on a course.
SUPPLEMENTAL REGULATIONS:	Regulations drawn up by the organizers of a competition or competitions and approved by CACC with the object of laying down details of such competitions. These are supplementary to the CACC GCR's and the Regulations of CACC.
TIME ATTACK EVENT:	A competition conducted at permanent motorsport facilities or other suitable facility.
TIME ATTACK - NO PASSING EVENT:	An event in which vehicles run individually (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.
TIME ATTACK-PASSING:	An event in which multiple vehicles may be on the track at one time and passing is allowed. Passing is allowed only in designated passing zones. The competition is determined by the competitors fastest lap time.

3. TIME ATTACK EVENT GENERAL REGULATIONS

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

Time Attack events are held under the CACC General Competition Regulations (GCR's) and the CACC Time Attack regulations; in which speed may be the determining factor; where vehicle speeds may approach those of racing; where maximum safety protection is afforded to spectators and property; where vehicle requirements may be similar to those used for racing; and in which competitors are required to possess at least a valid CACC Competition License.

A. Types of Events:

- i. **Time Attack – No Passing:** A speed competition on a closed circuit with one car at a time running against the clock for fastest time. Multiple cars may be on track at one time. Restricted passing may be allowed during non-timed sessions. Vehicles compete against the clock one at a time or at sufficient spacing such that there is minimal chance of one vehicle catching another on course during the timed competition. Passing in any timed session may be allowed at the Steward's discretion.
- ii. **Acceleration Run:** A speed competition to determine the fastest time over a specified straight distance from a standing start. Cars shall compete one at a time.
- iii. **Time Attack - Passing:** A competition conducted at a permanent motorsport facility or other facilities suitable for racing where multiple cars may be on track at one time and passing is allowed in designated passing zones; run sessions based on time are used to determine a competitor's fastest lap time.
- iv. **Hill Climb:** A speed competition between vehicles of one or more classes over a closed circuit having a significant elevation change between the start and finish lines. Vehicles compete against the clock one at a time or at sufficient spacing such that there is minimal chance of one vehicle catching another on course during the timed competition.
- v. **Lapping Event:** A non-competition event held on a purpose-built facility in order to engage in practice and testing. See CACC Lapping rule book.
- vi. **Time Attack School:** A non-competition event held on a purpose-built facility in which the objective is to learn how to participate in a Time Attack Competition, including how to control a car on such a course. A driving instructor is the only passenger permitted, and then, only during an in-car instruction session with a driver-trainer at reduced or moderate speed. A list of instructors for each event must be submitted by the host club to the Time Attack director at the time of the permit application.
- vii. **High Performance Driver Education (HPDE):** A non-competition event held on a purpose-built facility in order to engage in track style driver training. See CACC HPDE rule book.

B. Passengers:

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

- i. Passengers must be of the legal age of consent in the jurisdiction the event is taking place, or have full consent from parent or guardian.
- ii. Before being allowed to ride in a competing vehicle, the passenger must have signed the insurance waiver.
- iii. Passengers must wear helmets, seat belts, and suitable eye protection etc. to the same standard as that required for the driver and the driver is responsible for ensuring that the passenger wears this required equipment.
- iv. Under no circumstances are passengers allowed in Hill Climb or Time Attack events, during competition runs.

C. Precedence of Regulations:

The precedence of regulations shall be as follows.

- i. CACC General Competition Regulations
- ii. CACC competition regulations issued by the individual discipline committees
- iii. CACC bulletins
- iv. Series regulations
- v. Event supplementary regulations
- vi. Instructions from CACC officials

4. INSURANCE

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

A. Event Insurance

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

i. Insurance Waiver:

All participants, organizers, workers, officials, passengers and spectators who cannot provide evidence of having signed the current CACC Annual Waiver must sign the insurance waiver before being allowed to access to the venue or site. Any person who refuses to sign a waiver must be escorted from the site without delay.

ii. Coverage:

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

iii. Disclosure:

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

iv. Incident Reports:

All incidents must be reported by forwarding a completed incident report form to the CACC Executive Office within (48) forty-eight hours of the conclusion of the event. The incident report form is available for download from the CACC web sites 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.

5. VEHICLE ELIGIBILITY

A. General:

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

B. Uninsured Vehicles:

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

C. Minimum Standards:

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

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

D. Driver Restraints:

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

Where required driver restraints must conform to CACC regulations.

E. Tires:

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

F. Loose Items:

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

G. Batteries:

Batteries (on-board power supply) must be securely fastened and the hot terminal shall be insulated. Any wet-cell battery moved from the manufacturer's original location must be in a non-conductive marine type container or equivalent. All batteries shall be secured to the frame or chassis structure independent of the marine type container. Gel or Dry cell batteries do not require enclosures where applicable.

H. Accessories:

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

I. Appearance of Cars:

- i. The body condition, paint work and signage (decaling) of a car shall remain intact at all times. Cars will not be permitted to compete in a competition with damage from a previous competition that has not been repaired in a workmanlike manner.
- ii. Reasonable efforts must be made to restore the appearance of a car damaged during an event prior to the start of a race.
- iii. A car that is visually unacceptable, in the opinion of the Steward in consultation with the clerk of the course will not be permitted to start a race.
- iv. A claim for return of entry fees, or any protest or appeal against any action taken by the Steward under this regulation is not allowed.

J. Vehicles from alternate series:

Vehicles from other series are eligible to compete in the Time Attack events. These vehicles must conform to that series rules. Competitors may be required to supply a current version of the applicable series rule book (i.e.: Legends, Dwarfs, and SCORE).

6. EVENT OFFICIALS AND DUTIES

See CACC GCR Sections 8 and 9

7. COMMON SENSE AND COURSE DESIGN**A. Guidelines:**

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

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

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

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

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

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

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

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

8. RULES OF THE COURSE

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

A. Flags:

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

i. **Green Flag**

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

Some races may be started by using a light system.

ii. **Red Flag at Start/Finish and At All Posts**

a) Should a decision be made to stop any track session, including a race, because of an accident or an incident, a red flag will be shown at the start/finish line and simultaneously each corner post will display a red flag.

b) All drivers are required to come to an immediate controlled stop on the driver's right side of the race track at the next turn station. When released by an official the driver is to proceed cautiously to the pits. Overtaking is not permitted.

iii. **Black and White Checkered Flag**

Used by the starter to cease all track sessions. Racing must stop and all drivers must slow down, complete one more lap and return to the paddock or other designated area.

iv. **Black Flag**

a) With Car Number Displayed

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

With "All" Displayed

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

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

v. **Diagonal Black And White Flag with Car Number Displayed**

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

vi. **Black Flag with an Orange Disk with Car Number Displayed**

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

vii. Yellow Flag

- a) Any yellow flag is a signal of danger of any nature at or beyond the station displaying the flag.
- b) Motionless: Take care, danger, slow down. No passing from the flag until past the emergency area. Note: A driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, slow down, no passing.
- c) Waved: Great danger, slow down, and be prepared to stop. No passing from the yellow flag until completely past the emergency area(s). Note: At an emergency area, there may be multiple cars involved in an incident. It is the driver's responsibility to not pass until fully past the emergency area(s).
- d) Full Course Yellow: Great danger, slow down, no passing, and be prepared to get into single file behind the pace car. A full course yellow may be indicated by the displaying of doubled stationary yellow flags by each corner station. Drivers should not rely on this distinction and must exercise appropriate caution if confronted by successive stations displaying single yellow flags, either waving or stationary. Except during a full course caution, double yellow flags should not be displayed. Yellow flags should be withdrawn when the pace car lights are turned off.

viii. Yellow Flag with Red Stripes

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

ix. Blue Flag

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

x. White Flag

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

9. EVENT SAFETY

A. Sufficient Marshaling:

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

B. Communications:

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

C. Spectator Safety:

It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/ finish area. Course security is a must at all times. Uninformed and misguided spectators are to be expected, and adequate crowd control provisions must be made to avoid

their unwanted and dangerous wanderings onto the course area. Unless protected by substantial physical barriers, spectator areas are to be roped off.

D. Safety of Officials:

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

E. Equipment:

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

F. Procedures for Moving Vehicles:

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

G. First Aid and Emergency Requirements:

The following minimum emergency safeguards must be in effect at all times during a Time Attack event, including schools.

a) No Passing

At least one fully equipped first aid kit must be present and available.

A minimum of one five pound 10BC dry-chemical fire extinguisher must be provided at each Marshall station, the start/finish area, and in the pits, all with capable operators. 10BC foam-type extinguishers may also be used to replace the dry-chemical extinguishers.

The organizer must elaborate a prearranged safety plan to cope with major emergencies, such as a car going into a crowd or a marshal station. The organizer must appoint one person to contact Emergency Medical Services via phone and must prepare instructions and directions describing the best route to the site. No others should make emergency calls.

b) Passing

At least one fully equipped first aid kit must be present and available.

At least two first aid attendants must be on duty and readily available at all times. At least one of these attendants must be currently certified by St. John Ambulance or equivalent, as qualified to perform cardiopulmonary resuscitation. Other attendants must be currently certified by St. John Ambulance or equivalent, as having Standard First Aid training.

At least one vehicle solely reserved for the transport of an injured person must be available at all times.

A minimum of one five pound 10BC dry-chemical fire extinguisher must be provided at each Marshall station, the start/finish area, and in the pits, all with capable operators. 10BC foam-type extinguishers may also be used to replace the dry-chemical extinguishers.

The organizer must elaborate a prearranged safety plan to cope with major emergencies, such as a car going into a crowd or a marshal station. The organizer must appoint one person to contact Emergency Medical Services via phone and must prepare instructions and directions describing the best route to the site. No others should make emergency calls.

c) Hill Climb

At least one fully equipped first aid kit must be present and available.

At least two first aid attendants must be on duty and readily available at all times. At least one of these attendants must be currently certified by St. John Ambulance or equivalent, as qualified to perform cardiopulmonary resuscitation. Other attendants must be currently certified by St. John Ambulance or equivalent, as having Standard First Aid training.

At least one vehicle solely reserved for the transport of an injured person must be available at all times.

A minimum of one five pound 10BC dry-chemical fire extinguisher must be provided at each Marshall station, the start/finish area, and in the pits, all with capable operators. 10BC foam-type extinguishers may also be used to replace the dry-chemical extinguishers.

The organizer must elaborate a prearranged safety plan to cope with major emergencies, such as a car going into a crowd or a marshal station. The organizer must appoint one person to contact Emergency Medical Services via phone and must prepare instructions and directions describing the best route to the site. No others should make emergency calls.

d) Lapping

See the CACC Lapping Rule Book

e) HPDE

See the CACC HPDE Rule Book

10. COMPETITOR ELIBILITY

A. Licensing:

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

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

- ii. **Hill Climb or Time Attack - Passing** event, the minimum competitor licensing requirement is as listed:

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

Novice driver: is one who has not competed in at least three Time Attack No passing, six documented Lapping events or an approved driving school. A competitor that meets the requirements for a driver's license may apply for a Novice Time Attack license. Eligibility and acceptance is at discretion of the

Time Attack Director. A Novice Time Attack license-holder may apply for an upgrade to a Senior license after competing in the required CACC sanctioned Time Attack events or CACC accredited school.

Senior driver: is one, who has competed in at least three Time Attack No Passing events or six documented lapping days or an approved driving school.

B. Documentation:

All competitors must present the following documents at registration:

- i. A completed entry form for the event.
- ii. A valid driver's license.
- iii. A valid CACC Competition License, where required.
- iv. A valid affiliated club membership card, where required.

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

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

11. SAFETY EQUIPMENT

A. Competitor Safety Equipment: see CACC GCR section 18.

Unless specified otherwise in series, event or class regulations, these standards constitute the minimum acceptable standard of safety precaution. Individual class and or category preparation rules may increase applicable safety requirements.

Drivers must wear the following equipment during all on-course sessions:

i. Time Attack – No Passing

Helmets meeting the 2010 (or later) Snell Memorial Foundation standard are approved. In the case of competitors using an “M” helmet, a balaclava conforming to CACC GCR 18.2 Section F is also required. No balaclava is required if using a SA helmet.

Shirts and pants of a non-synthetic material covering the body from the neck to the wrists to the ankles.

ii. Time Attack - Passing

Helmets meeting the 2010SA (or later) Snell Memorial Foundation standard are approved. Fire resistant driver's suit, gloves, socks, balaclava, and FHRD complying with CACC GCR 18 are required.

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

iii. Hill Climb

Helmets meeting the 2010SA (or later) Snell Memorial Foundation standard are approved. Fire resistant driver's suit, gloves, socks, balaclava, and FHRD complying with CACC GCR 18 are required.

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

iv. Lapping

See CACC Lapping rule book.

v. HPDE

See CACC HPDE rule book.

B. Driver Restraints: see CACC GCR section 19.

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

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

i. Time Attack – No Passing

All cars competing in a Time Attack No Passing event must (at a minimum) be equipped with an OEM driver restraint system. If using an alternate restraint system, it must conform to CACC GCR 19.

ii. Time Attack - Passing

For Time Attack - Passing events, all cars must be equipped with a driver restraint system conforming to CACC GCR 19. Closed roof cars must have the driver's door window fully open or removed when on course. Window nets must be fitted such that the driver's arm(s) cannot extend outside the vehicle unintentionally. Window nets must comply with SFI standard 27.1. Alternatively, if a car is not equipped with an approved window net, the driver must wear SFI or FIA approved arm restraints. Drivers of open cockpit cars must use SFI or FIA approved arm restraints. Time Attack - Passing events require the use of FIA or SFI approved head and neck restraint (FHRD) devices.

iii. Hill Climb

For Hill Climb events, all cars must be equipped with a driver restraint system conforming to CACC GCR 19. Closed roof cars must have the driver's door window fully open or removed when on course. Window nets must be fitted such that the driver's arm(s) cannot extend outside the vehicle unintentionally. Window nets must comply with SFI standard 27.1. Alternatively, if a car is not equipped with an approved window net, the driver must wear SFI or FIA approved arm restraints. Drivers of open cockpit cars must use SFI or FIA approved arm restraints. Hill Climb events require the use of FIA or SFI approved head and neck restraint (FHRD) devices.

iv. Lapping

See CACC Lapping rule book.

v. HPDE

See CACC HPDE rule book.

C. Roll-over Protection:

Where required, roll-over protection must comply with the specifications contained in CACC Time Attack rule book. Roll-over protection is highly recommended for all vehicles and is mandatory for vehicles with fold-down (convertible) or completely removable tops.

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

Any event offering supplemental car classing must provide corresponding safety requirements in writing to be approved by the CACC executive prior to obtaining a permit.

12. SCRUTINEERING INSPECTION

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

- i. Entry form properly completed and legible.
- ii. Proper classification of the vehicle.
- iii. Compliance with all vehicle regulations.
- iv. Proper assessment allowable modifications and preparation points.

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

13. CACC TIME ATTACK CHAMPIONSHIP SERIES

A. Description:

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

B. Eligibility for Championship Standings:

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

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

iii. Points system:

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

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

iv. Competitor Points:

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

1 point will be awarded to any competitor who enters and attempts to participate in the event.

14. GENERAL DEFINITIONS & GUIDELINES

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

A. Automobile (Car):

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

B. Sedan:

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

C. Model:

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

D. Standard Parts and Equipment:

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

E. Open and Closed Cars:

Open cars are cars with a convertible or targa top.

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

F. Series Produced:

Except for Modified Category, all vehicles that are not otherwise listed in the car classification lists must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period for legal

road use. The vehicle must have been equipped with normal road touring equipment and normally sold through manufacturer's retail sales outlets in Canada and the USA.

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

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

G. Burden of Proof:

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

H. Tread:

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

I. Track:

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

J. Special Considerations:

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

K. Ineligible Vehicles:

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

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

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

15. TECHNICAL INSPECTION:

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

A. Tire Condition:

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

B. Swing Axle Vehicles:

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

C. Tonneau Covers:

Tonneau covers must be removed.

D. Window Requirements:

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

E. Fluid Recovery Systems:

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

F. On-board Cameras & Radio Systems:

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

- i. In car camera or video recording equipment is permitted provided the installation is approved by the scrutineers and subject to the provision that any photographic film or video recording made during the track session may be impounded by the Steward.
- ii. 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.
- iii. No passenger may film in-car while holding a camera free-hand while a vehicle is on course.

- iv. Final approval of camera mounts rests with the technical inspector under consultation with the Steward.
- v. Live broadcasting is not allowed at any time the vehicle is in motion.

G. Remove Hub Caps:

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

16. VEHICLE NOISE CONSIDERATIONS:

A. Noise Limit:

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

B. Noise Measurement:

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

C. Alternate Noise Limits

- | | |
|---|-------|
| i. River's Edge Road Course, Mission | 95 dB |
| ii. JIBC/YPK Integrated Training Centre, Pitt Meadows | 92 dB |
| iii. Knox Mountain Park, Kelowna | 96 dB |

17. VEHICLE CLASSIFICATION LIST

GENERAL CONSIDERATIONS

A. Responsibility for Classifying:

It is the responsibility of the competitor to correctly classify their 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.

B. Unclassified Vehicles:

Unclassified vehicles (those not listed in the class lists) may be tentatively classified by the event Clerk of the Course. Tentatively classified vehicles may be reclassified by the CACC Time Attack Committee.

C. Classification Request:

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

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

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

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

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

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

D. Declaration of Preparation:

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

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

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

F. Class Corrections:

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

18. ROLL BARS and ROLL CAGES

A. General:

These specifications are only sufficient for Time Attack, the specifications in CACC GCR 16 are highly recommended.

B. Basic Design Considerations:

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

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

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

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

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

An inspection hole of at least 4.7 mm (3/16 inch) diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least 7.63 cm (3 inches) from any weld or bend. If a CACC vehicle log book is to be issued, tube thickness may be verified by ultrasonic testing by a CACC official.

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

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

Post or tripod types of roll bar are not acceptable.

C. Material:

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

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

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

Roll Bar

Over 1134 kg (2500 lbs.)	1.50 o.d. x 0.120" wall or 1.75" x 0.095" wall
Over 680 kg (1500 lbs.)	1.50" o.d. x 0.950" wall
Under 680 kg (1500 lbs.)	1.375" o.d. x 0.95" wall

Roll Cage

Over 1225 kg (2700 lbs.)	1.50 o.d. x 0.120" wall or 1.75" x 0.095" wall
Over 770 kg (1700 lbs.)	1.50" o.d. x 0.950" wall or 1.625" x 0.080"
Under 770 kg (1700 lbs.)	1.375" o.d. x 0.080" wall

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

Where bolts are used, the bolts shall be at least 10 mm, class 8.8 (3/8 inch, grade 5) dia. automotive quality (SAE). Aircraft quality is highly recommended. Square head bolts and nuts are prohibited.

D. Fabrication:

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

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

E. Bracing:

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

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

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

F. Mounting Plates:

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

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

G. Removable Roll Bars:

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

H. Installation on Cars of Frameless Design:

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

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

I. Sedans and Coupes:

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

side to the top of the other side. A diagonal brace should be used on each side of the car extending from the top of the rear hoop to the floor at the rear of the car.

J. Other Roll Bar Designs:

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

19. TIME ATTACK CLASSIFICATIONS

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

Vehicles are to be classed as per the current year's SCCA Time Trials National rules. For the 2021 calendar year, 100-199 treadwear tires are to be considered equivalent to 200 treadwear but must be date stamped Oct 11th, 2020 (42nd week/2020) or older.

Any event offering supplemental car classing must provide corresponding safety requirements in writing to be approved by the CACC executive prior to obtaining a permit.

Vehicles must meet the greater of either SCCA Time Trials or CACC GCR safety regulations.