



**CONFEDERATION OF AUTOSPORT CAR CLUBS**

**AUTOSLALOM REGULATIONS**

**EFFECTIVE April 1, 2022**

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**CACC**

Confederation of Autosport Car Clubs

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**Go-karts are not allowed in CACC SoloSport competitions.**

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## 1. FOREWORD TO 2022 EDITION

Effective April 1, 2022, previous editions of the Autoslalom Rule Book as well as all previous CACC Competition Bulletins are superseded by the this CACC Autoslalom Regulation Book. CACC reserves the right to revise these regulations, to issue supplements to them, and initiate special rulings at any time. Changes to these regulations will become effective upon the official issuing of a CACC Competition Bulletin and/or publishing of any changes in the CACC newsletter. Questions concerning regulations clarifications should be directed to the CACC Autoslalom Director.

The regulations set forth herein were established by the CACC and are intended to assist in the orderly conduct of autoslalom events and to further participant and spectator safety. Portions of this Rule Book have been sourced from other sanctioning bodies and links to the original documents have been provided to simplify access. Special attention should be given to those portions adopted from the SCCA Solo Rule book. The SCCA publishes clarifications, updates and changes in their rules throughout the year via their "[Fastrack News](#)" publication. This can be found under the Programs - Autocross tab at the [SCCA website](#). Unless otherwise noted these updates will be automatically considered adopted in the CACC Autoslalom regulations.

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

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

## 2. TERMINOLOGY

The following definitions are adopted for use in CACC Regulations, Appendices and Supplementary Regulations.

<b>Affiliated Club</b>	Any motorsport club in British Columbia which is affiliated with CACC
<b>Automobile</b>	A land vehicle with a minimum wheelbase (measured between front and rear wheel centers) of 152 cm (60 in.) propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; The steering must be ensured by at least two wheels and the propulsion by at least two of the wheels.
<b>CACC</b>	Confederation of Autosport Car Clubs. CACC is the governing body for motorsport events in the Province of British Columbia and is affiliated with the <a href="#">Sports Development Group</a> (GDS). GDS is the National Sporting Authority (ASN) for autosports in Canada, official delegate of the governing body for world-wide motorsport, <a href="#">Fédération Internationale de l'Automobile</a> (FIA), based in Paris, France.
<b>CACC Executive</b>	A group of four or more elected individuals responsible for the administration of autosport events and enacting the policies adopted by the membership of CACC.
<b>CNSC</b>	Canadian National SoloSport Committee
<b>CNSR</b>	Canadian National SoloSport Regulations
<b>Category</b>	Category is a grouping of vehicles based upon their degree of preparation as outlined in this rulebook. See appendices A, B, L and M for a complete listing.
<b>Championship</b>	A championship may be a series of events or a single event. There are international, national and regional championships. Only the FIA may authorize an international championship. Only GDS-ASN may authorize a national championship. Only CACC may authorize a regional championship within BC
<b>Class:</b>	A Class is a grouping of vehicles within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to appendices A, B, L and M
<b>Clerk of Course</b>	The organizer may appoint one or more clerks of the course to be responsible for conducting all or part of the competition in accordance with the official program.
<b>Club</b>	An organization recognized by the CACC as a club.
<b>Competition</b>	A contest, governed by 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.

<b>Competition License</b>	A license is a certification of registration issued to any person wishing to participate or taking part in competitions. The license holder is deemed to be acquainted with the texts of these regulations and must comply with their provisions. The principle that will apply in all cases is that any applicant who qualifies for a license within the terms of these regulations and the applicable sporting and technical regulations shall be entitled to such a license upon payment of the appropriate fees and submission of a completed application.
<b>Competitor:</b>	A person whose entry is accepted for any event or who competes in any event, whether as an entrant, a driver or as a second driver.
<b>Control Line</b>	A line, at the crossing of which a vehicle is timed: <ul style="list-style-type: none"> <li>i) start line is the first control line, with or without timing;</li> <li>ii) finish line is the final control line, with or without timing.</li> </ul>
<b>Course</b>	The route to be followed by competitors in a competition.
<b>Driver</b>	A person registered as the driver of an automobile in any competition.
<b>(Second) Driver</b>	A competitor who is using the vehicle of another competitor also entered in the event.
<b>Driver Education</b>	A noncompetitive event where emphasis is on driver education and/or improvement of driving skills
<b>Entrant</b>	A person or organization whose entry is accepted for any competition.
<b>Event</b>	<p>A. A noncompetitive event is when an automobile takes part in a scheduled program and which has no competitive nature in that neither times are given or results produced.</p> <p>B. A competition is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results. Competitions are “National”, “Regional” or “Club” events. Moreover they may be “restricted</p> <p>C. An event is a single competition with its own results. An event is considered to have begun from the time scheduled for the beginning of administrative checking and/or scrutineering and shall include practice and the competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the latter:</p> <ul style="list-style-type: none"> <li>• time for protest or appeals or the end of any hearings</li> <li>• end of administrative checking and post event scrutineering carried out in accordance with GCR’s</li> </ul>
<b>(National) Event</b>	A competition is national when it is open to competitors and drivers holding an autoslalom license issued by GDS-ASN, an GDS-ASN territory, or an autoslalom license from CACC and runs on a permit issued by GDS-ASN

<b>(Regional) Event</b>	A competition is regional when it is open to competitors and to drivers holding a autoslalom license issued by ASN, or an equivalent license from an GDS-ASN territory other than CACC, or an autoslalom license from CACC and is part of CACC's championship run on a permit issued by CACC.
<b>(Club) Event</b>	A competition which is not part of a national or regional championship. Club members are not required to hold CACC licenses to compete in their home "club" events.
<b>(Restricted) Event</b>	A competition is restricted when the competitors or drivers who take part in the event have to comply with particular conditions not accounted for in the definitions for National, Regional or Club event, e.g. events by invitation come under restricted events.
<b>Event Safety Plan</b>	Compulsory official document prepared by the organizers of an event that describes the safety equipment, personnel and procedures.
<b>Event Schedule</b>	Compulsory official document prepared by the organizer of an event giving all information for acquainting the public and participants with the schedule of the event and times of note.
<b>GCRs</b>	CACC General Competition Rules.
<b>GDS-ASN Canada</b>	GDS-ASN Canada is the governing body of motorsport in Canada appointed by the FIA.
<b>Organizer(s)</b>	A person(s) approved by CACC, invested by the club of record with all necessary powers for the organization of an event and the enforcement of supplementary regulations.
<b>Organizing Permit</b>	A document authorizing the organizing of a sporting event, issued by CACC, for regional and club events
<b>Participant</b>	A participant means any person involved at an event as an official, entrant, driver, crew, worker or spectator within the area closed to the general public. All participants are required to sign a waiver
<b>Promoter</b>	Any person or body (other than organizers) proposing to hold or holding an event.
<b>Spectator</b>	A spectator is a non-participant who may be interested in viewing a CACC event. A non-participant may remain in a safe viewing area, as designated by the organizer, without signing a waiver. However, a driver, worker, crew-member or anyone else who needs or wants to be in a "hot" area is considered a participant and must sign the waiver to be in that "hot" area.
<b>Supplementary Regulations</b>	Compulsory official document issued by the promoters of a sporting competition with the object of identifying and detailing event specific regulations and procedures for a competition.
<b>Turning Radius</b>	The radius of the circle made by the outer wheels of the vehicle while making a complete turn

### 3. EVENT GENERAL REGULATIONS

The regulations contained in this section shall apply to AutoSlalom events; Regional, Club or Restricted.

#### 3.1. AUTOSLALOM EVENTS

##### 3.1.1. AutoSlalom

An event generally held on a paved, flat surface where the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize vehicle handling skill and maneuverability rather than vehicle performance. The course is appropriately defined so that a test of memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run. Competitors may be required to possess a valid Regional competition license. For the purposes of this rulebook, the terms AutoSlalom, Autocross, Dual Solo shall mean the same.

##### 3.1.2. Autocross

An AutoSlalom event generally held on graveled, dirt or ice/snow covered, closed courses.

##### 3.1.3. Dual Slalom

An event comprised of two mirror image autoslalom courses with a drag race type start utilizing a light (Christmas) tree to signal the start. Class finishing position is determined by adding the best time from each course. The class competitions are followed by the Challenge competitions featuring the top class finishers to determine the top eliminators of the event. The Challenge competitions use single elimination rounds utilizing handicapped starts to equalize different classes of vehicles.

#### 3.2. INSURANCE AND DOCUMENTATION

##### 3.2.1. Insurance – General Liability

General Liability insurance is provided under the CACC insurance plan. All CACC affiliated clubs **must** be covered by this minimum level of insurance. The policy protects CACC, the affiliated club, property owners, workers and sponsors against claims for injury or property damage brought against them by the general public. A CACC Affiliated club purchasing the annual policy will have coverage for a twelve month period, April 1st through March 31st. For insurance coverage under the CACC plan, clubs must first apply directly to the CACC for and be granted Affiliation (available on the CACC website – <https://www.caccautosport.org>). Affiliation with the CACC and General Liability Insurance under the CACC plan are mutually inclusive. Once Affiliation is confirmed the club can apply for the general liability insurance. General Liability insurance is provided under the CACC insurance plan.

##### 3.2.2. Event Permit & Insurance

Clubs organizing and hosting autoslalom events must apply for and receive an Event Permit and Event Insurance from the CACC (available on the CACC website – <https://www.caccautosport.org>). Details on policy coverage and application/report forms are also available on the CACC web site.

To qualify for an event permit, an affiliated club must have at least five members in good standing who hold a current CACC autoslalom license.

### 3.2.3. Insurance Coverage Scope

All drivers, officials, and workers will be covered against damage to third parties, but will be responsible for any deductible amounts. Property owners or sponsor names may be added to the club insurance certificate upon request.

### 3.2.4. Waivers

It is a condition of the CACC/Stoneridge insurance policy that waivers in the form specified by the insurance company be signed by all persons who participate in an event as an official, instructor, worker, student, competitor, crew member, passenger or who are permitted to enter areas normally closed to the public or spectators. Originals of the waiver are available from [www.caccautosport.org](http://www.caccautosport.org). CACC license holders can sign an annual waiver (available on the CACC website – <https://www.caccautosport.org>) which eliminates the need to sign the form at each event. .

### 3.2.5. Event Disclosure/Documentation

The organizer of an event must ensure that the following are available and posted at the event:

- CACC Event Permit
- Event Insurance Certificate
- Event Safety Plan
- Event Supplementary Regulations
- Authorization to use the site (letter or contract)

### 3.2.6. Incident Reports

- i) All incidents where damage/injury may have occurred must be reported by forwarding a completed incident report form to the following: CACC Autoslalom Discipline Director, CACC Steward and the insurance underwriter **within (48) forty-eight hours** of the conclusion of the event. The incident report form, available from the CACC website – <https://www.caccautosport.org>, should contain as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, etc. The incident report form must be completed for all incidents whether or not a claim is anticipated.
- ii) It is the responsibility of the organizer or organizing club to ensure that the incident report form is filled out and forwarded to the above-mentioned authorities.
- iii) An incident that involves damage to an entrant's car, while on course as part of the scheduled event, with no suspected injuries and no facility property damage, does not require the filing of an incident report.

## 3.3. EVENT PROCEDURES

### 3.3.1. Applications for Permits for Autoslalom Events

- i) Affiliated clubs may designate an organizer (or organizers) who must apply for and receive an event permit from CACC when applying for event insurance from the CACC insurance provider.
- ii) An organizer of a series of club and/or restricted events on behalf of a club may apply for single or multiple date autoslalom permits for the year.

- iii) Event permit application forms and a schedule of permit fees are available from the CACC website – <https://www.caccautosport.org> and will detail the specific information that must be supplied with the application.
- iv) CACC may attach conditions to the event permit, which must be adhered to. An application from an organizer who has failed to discharge any requirements or any indebtedness in respect to previous events will not be approved; and in the case of a multiple event permit, may result in the withdrawal of both the permit and event insurance.
- v) Permit applications for events which are to be held on public property such as parking lots, may be required to include a letter of site authorization.

### 3.3.2. Supplemental Regulations

For non-CACC Championship events, organizers shall draft a set of supplemental regulations with the objective of laying down the details of that event. If the event is a competition, examples of items that should be addressed are:

- i) Competitor classification;
- ii) Timing and scoring;
- iii) Awards;
- iv) Protests and Appeals;
- v) Conditions of entry for restricted events

### 3.3.3. Event Schedule

Organizers of an autoslalom event must provide an event schedule that shows the date and time of the event, including the start and finish. For events with a competition, the following should also be included:

- i) Time and location of registration;
- ii) Time and location of scrutineering;
- iii) Time and location of any mandatory drivers meeting.

### 3.3.4. Event Safety Plan

Organizers are responsible to provide and post at the event, a safety plan which as a minimum will include:

- i) Person(s) designated to respond to an emergency;
- ii) A list of the safety equipment available at the event;
- iii) Name and location of the hospital likely to be used;
- iv) Detailed map showing the routes from the gate or entrance of the facility area to the active area itself to be used by emergency vehicles.

### 3.3.5. Entry Forms

All event entry forms shall contain the following:

- i) Spaces for the full names and contact information of entrants and competitors and drivers;
- ii) Spaces for the signature of the entrant and drivers;

- iii) The following statement, "If an entrant or driver is under the legal age of majority, this form must be countersigned by the appropriate parent or guardian, in the appropriate location; and the parent or guardian must complete and sign the Annual Parental Consent Waiver form, available from the CACC website – <https://www.caccautosport.org>"
- iv) Every entry form shall contain the following statement which every entrant and competitor shall agree to by signing the entry form before being allowed to take part in any event: "I have read the CACC regulations and the event regulations in effect for this event and agree to abide by and be bound by such regulations. I further agree to ensure that the drivers named by me and all crew members are similarly acquainted with these regulations and agree to abide by them and be bound by them."
- v) If a web based method of on-line registration is used, it must have the means to legally bind the entrant to the requirements of iv) above, if no signature is obtained.

### 3.3.6. Alcohol and Narcotics Policy

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

### 3.3.7. Drivers Meeting

- i) Instructions to Competitors: The organizer shall call all competitors to a Driver's Meeting prior to the start of the event. All competitors are required to attend this meeting. The Organizer shall cover the following topics:
  - Introduce the event officials.
  - Review the course diagram/track layout, and procedures.
  - Make sure all entrants have signed the waiver
  - Describe any penalties to be assessed. (down & out rule, off course, and DNF)
  - Review supplementary regulations: run groups, gridding, flagging, work requirements (marshaling).
- ii) Organizers should have a system in place to verify attendance at the Driver's Meeting, to avoid uninformed participants on the course/track. This may be in the form of a roll call, sign off, issuance of stickers or wristbands etc. At the discretion of the Organizers, drivers missing the Driver's Meeting may be excluded, or they must receive all of the information covered, before they will be allowed to participate.

### 3.3.8. Adverse Weather Conditions

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

### 3.3.9. Order of Running

The vehicles should run by class or category. The order must not be changed once announced.

### 3.3.10. Post Event Reporting

- i) Organizers are to ensure that Event Reports are completed by the Clerk of Course available from the CACC web site – ([www.caccautosport.org](http://www.caccautosport.org)) and sent to the CACC Autoslalom Discipline Director and Steward within 7 days after the event.
- ii) EXCEPTION: In the case of property damage or injury, an Event Incident Report must be completed with copies also sent to the insurer (Stoneridge)

## 3.4. EVENT OFFICIALS AND DUTIES

### 3.4.1. List of officials

The term 'official' comprises the following persons, who may have assistants:

• the steward(s),	• the clerk of the course,
• organizer,	• chief instructor,
• timekeepers,	• instructors,
• scrutineers,	• course marshals,
• flag marshals,	• starters
• first aid	

### 3.4.2. Necessary officials

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

### 3.4.3. Stewards

Refer to the Steward section of the CACC General Competition Regulations found on the [CACC website](#).

## 3.5. COURSE DESIGN AND EVENT SAFETY

### 3.5.1. Minimum Standards & Guidelines

The following standards of course design are provided to give organizers direction in designing a course and to ensure that safety precautions are in place.

Although autoslalom events are non-speed events under the CACC regulations, speed alone is not the operative factor in determining what is and is not a proper autoslalom event. Hazard is the operative word; hazards must not exceed those encountered in legal highway travel.

Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 110 km/hr for the fastest Street and Street Touring category cars using the classing system of section 7 of this regulation. The fastest

portion of the course shall be those most remote from spectators or property. Turns should not normally allow speeds in excess of 70 km/hr in unprepared cars. It must be remembered that sites themselves vary and not all sites will safely support the speeds shown in these guidelines. Conformity to these speed guidelines does not preclude reasonable and prudent consideration of the conditions encountered.

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

- i) Caution and proper attention should be given to the location of property, which might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, paddock and grid locations and the like should all be carefully considered.
- ii) Surfaces must be paved and in good condition. Gravel or any type of non-stabilized, soft surface must not be used for an AutoSlalom event, with the exception of Autocross events. Attainable speeds on the course should be taken into consideration. Courses with dips that get a vehicle airborne are to be avoided.
- iii) Pylons should be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes or gates may be used to increase safety margins at certain points in the course.
- iv) Events that require the competitor to leave the vehicle during a timed run or require the competitor to start the event from outside the vehicle are not permitted.
- v) The running of more than one vehicle at a time is permitted, providing the vehicles are separated on the course by adequate time and distance to eliminate the possibility of a passing situation or of two or more vehicles racing with each other.
- vi) No unnecessary foot traffic shall traverse the course or course boundary when the course is active, including course workers.
- vii) It is highly recommended that course designers refer to the following document on designing an AutoSlalom course: "Solo2 Course Design by Roger Johnson. The document can be found on the Houston Region's SCCA website – <https://www.houscca.com>, : [Course design 5.6](#)
- viii) With the dwindling availability of large, unencumbered venues, some CACC clubs have found it necessary to look toward utilizing smaller venues for autoslalom events. To address this need guidelines have been developed to help allow for the safe use of sites that cannot accommodate the speeds and distance requirements intended for large venues. Small Venue Guidelines can be found in Appendix N.
- ix) In addition to smaller venues, some clubs have made use of racetracks for their events. See Appendix O for Autoslalom Events at Racing Facilities.

### 3.5.2. Course Outline

The direction of travel through the course should be clearly defined.

### 3.5.3. Surface Hazards

Care should be taken to avoid potholes, loose gravel, grates, curbs, oily spots or other such features.

#### 3.5.4. Immovable Objects

The outer edge of the course should not normally pass closer than 7.6 meters (25 ft) from any solid object such as a lamp post, planter, curb, or building nor should such an object be on an exit pathway of a course curve or turn.

#### 3.5.5. Off-Camber Turns

Negative camber turns should be avoided if at all possible.

#### 3.5.6. Minimum Dimensions

Minimum gate width should be no less than 4.6 meters (15 ft) wide as measured between the pylon bases. Minimum distance between cones in a linear slalom should be fourteen 14 meters (46 ft) as measured between the pylon bases. Minimum turn radius should be no less than 10 meters (33 ft) and the radius of one turn should not overlap the next turn.

#### 3.5.7. Course Markers

All pylons should be of standard road type, distinctly colored and a minimum of 25cm (10 in.) in height. Pylons should be heavy enough to prevent movements other than those caused by contact with a competing vehicle. Pylon locations should be clearly marked around the entire base of the pylon to assure accurate replacement and assessment of penalties.

#### 3.5.8. Spectator Safety

Spectators should be kept well back from the course, particularly at the outside of turns and at the start/finish area. Unless protected by substantial barriers, spectator areas are to be roped off. A minimum distance of 23 meters (75 ft) from the course edge shall be maintained for all unprotected viewing areas. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course. Marshals shall be assigned to monitor each designated spectator area not protected by solid barriers to ensure safe setbacks are maintained.

#### 3.5.9. Passengers

Passengers are NOT allowed during official runs in regional or national championship events. However, passengers and instructors are allowed during competition runs of club events. Passengers are only allowed in the front, passenger seat.

#### 3.5.10. Placement of Timers

Care should be taken in the course design with the location of the finish area as well as the design of the final course elements to control the speed over the timing line. The timing equipment and marshals should be placed well clear of the course.

#### 3.5.11. Worker Stations

Adequate marshaling should be provided to staff each worker station to ensure adequate and consistent policing of course infractions. Marshaling stations should be placed so that they are visible from the main timing and scoring area, in appropriate sections of the course which allow workers an unobstructed view of the pylons in their section as well as allowing for fast and easy access to replace pylons. Each worker station should contain a fire extinguisher, a red flag, a means to log pylon penalties and other infractions and a radio in order to be in radio contact with the Clerk of the Course and scoring.

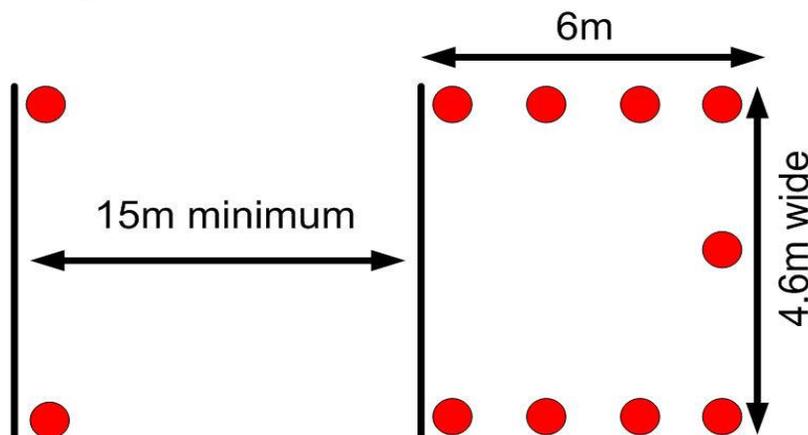
Marshals should also be instructed on their duties and advised that they remain standing while the course is active. Marshals should refrain from using cameras or personal communication devices while on the course.

### 3.5.12. Finish Area/Stop Box Requirement

The finish section and course exit should be clearly and carefully defined to safely restrict speeds. It is **not** recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars be required to slow to a walking speed within a controlled area before returning to the grid or paddock areas. A complete stop should be required only when unusual site conditions exist. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards to participants and non-participants. The finish area must also be pointed away from all spectator, parking, and staging areas.

### 3.5.13. Stop Box Specifications for Complete Stop

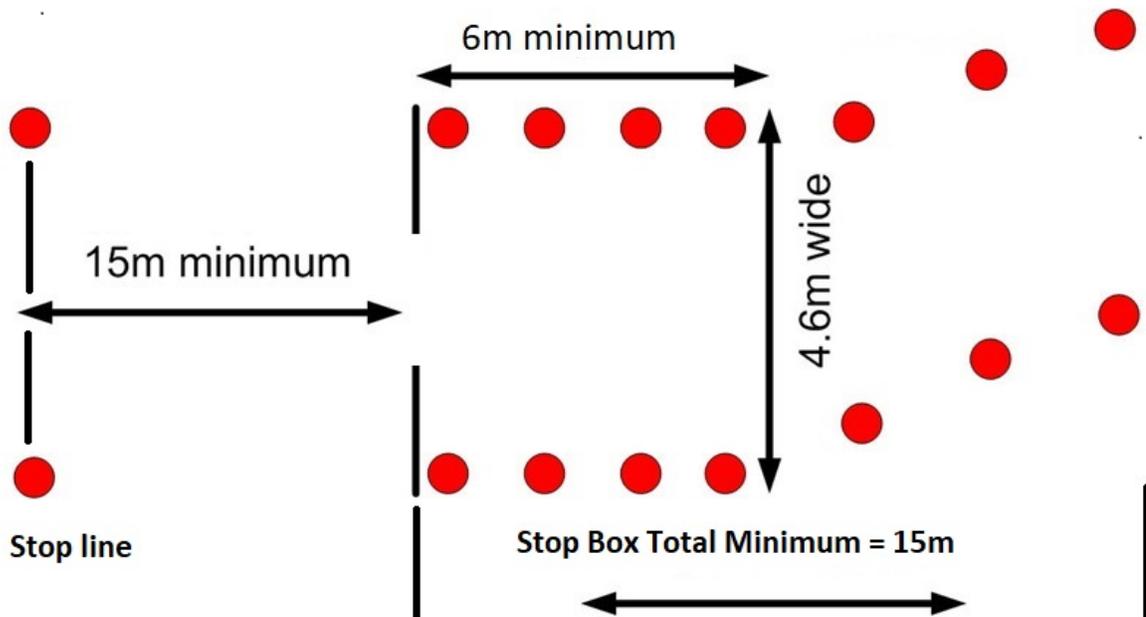
#### Stop Box Specifications for Complete Stop



The end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m. The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons.

### 3.5.14. Stop Box Specifications for Slow Rolling Design

## Stop Box Specifications for Slow Rolling



The end of the course must be made into a finish box consisting of at least 14 cones arranged in the shown shape. Note: The minimum distance from the stop line to beginning of stop box is 15 meters (49 ft) while the stop box must be a minimum of 6m (20ft) by 4.6m with pylons narrowing the box and indicating direction to leave the course. Total stop box length is 15m.

### 3.5.15. Course Maps

At or prior to the event, the organizers should provide each competitor with a map of the course(s) to be used. The organizer should post an enlarged course map for easy viewing at the event.

### 3.5.16. Course Walk Vehicle Restrictions

No motorized vehicle, bicycle or other such device may be used on the course so as to allow any competitor the advantage of seeing the course at a speed approaching that achieved in competition. The Steward may authorize the use of such a device to facilitate the rapid replacement of markers if deemed appropriate.

### 3.5.17. Maximum Speed Considerations

The course shall be designed such that maximum speeds on any straight section shall not normally exceed 110km/hr for the fastest street, or street touring category vehicle. The fastest portion of the course shall be the most remote from spectators and buildings. There should be no straight longer than 100 m (328 ft).

## 4. TIMING AND SCORING

See: [SDG ASN Canada AutoSlalom Regulations Section 3.4](#)

## 5. COMPETITOR ELIGIBILITY

### 5.1. LICENSING

#### 5.1.1. General

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

#### 5.1.2. Requirements

- i) Applicants must be a member in good standing of a CACC affiliated club.
- ii) Applicants must be eligible to drive in and intend to drive in or organize a CACC sanctioned autoslalom event
- iii) Applicants must fill out and submit the Autoslalom License Application form available on [www.caccautosport.org](http://www.caccautosport.org).

#### 5.1.3. Refusal to License

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

### 5.2. ELIGIBILITY TO PARTICIPATE

#### 5.2.1. Eligibility to Drive

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

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

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

#### 5.2.2. Underage Driver and Passenger Eligibility

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

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

### 5.2.3. Driver Safety

#### i) Helmets

- a) All drivers and passengers must wear helmets conforming to either the latest or two immediately preceding Snell Memorial Foundation standard or bear an approval sticker of an ASN affiliate of a foreign country. The following standards are acceptable:
  - Snell Foundation - 2010, 2015, 2020 M or SA, 2010 SAH.
  - SFI Foundation - 31.1/2010, 31.1/2015
  - FIA 8860-2010/8859-2015 and beyond
  - ECE R22.05 ECE 22.05 (expiry: ten years after date of manufacture as noted on unaltered, helmet label)
- b) Snell 2010M & 2015M rated helmets are not acceptable for vehicles equipped with a roll cage. These drivers require a helmet which meets one of the FIA, Snell SA or SFI listed above.

#### ii) Footwear

All drivers, workers, and other participants shall wear appropriate footwear that fully covers the foot while driving and working on the course. Appropriate footwear does not include sandals, slippers, open-toed shoes, etc.

#### iii) Eye Protection

- a) Eye protection is strongly recommended. Face shields, goggles or similar face protection (conventional eye glasses are not sufficient) shall be worn when driving in any vehicle without a windshield or with less than a standard sized windshield.
- b) For auto cross (an autoslalom held on gravel, dirt or ice/snow) such eye protection requirements as described in a) above shall be mandatory.

## 6. VEHICLE PREPARATION

### 6.1. GENERAL DEFINITIONS & GUIDELINES

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

6.1.1. See Appendix E [CNSC/SCCA Class Preparation Rules](#)

#### 6.1.2. 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 as CACC Competition bulletins.

### 6.2. BASIC VEHICLE PREPARATION

See [CNSR Autoslalom Regulations Section 5](#)

## **7. VEHICLE PREPARATION REGULATIONS**

### **7.1. GENERAL CONSIDERATIONS**

#### **7.1.1. Vehicle Noise Levels**

i) Noise Limit

Adequate muffling devices must be installed on all cars to limit the vehicles' sound level to a maximum of 96 decibels unless there is an alternate noise limit for that facility/track

ii) Noise Measurement

- ii) Measuring shall be done perpendicular from the vehicle from a distance of 15.2 meters (fifty feet) wherever safe to do so during the event. The final decision as to adequacy shall rest with the Organizer or Clerk of Course. Any vehicle deemed to be excessively or annoyingly loud must not be permitted to continue operation without acceptable modification being made, regardless of the existing exhaust system. Please note that some facilities have their own measurement procedures and, in order to compete there, vehicles will have to abide by those measurement procedures. Event organizers should include a notice in the event's supplemental regulations when such measurement procedures may occur.

#### **7.1.2. Vehicle Classification**

It is the responsibility of the competitor to correctly classify his 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 steward(s).

#### **7.1.3. Unclassified vehicles**

Unclassified vehicles (those not listed in Appendix A) may be tentatively classified by the event organizer. The CACC may reclassify tentatively classified vehicles.

#### **7.1.4. Request for Classification**

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

- a) Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted;
- b) After January 1 of the current year, a classification request must be limited to the following.
  - (i) An existing classified vehicle became available in a configuration, which may appreciably alter its performance potential;
  - (ii) A new model vehicle became available which is not listed in Appendix A; The CACC shall endeavor to process requests within thirty (30) days of receipt. All classification and amendments shall be published as CACC bulletins.

#### **7.1.5. Preparation Declaration**

A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment. A false declaration, voluntary or not, may result in disqualification, even if the vehicle meets the preparation points limit.

#### **7.1.6. Timing of Classifications**

The CACC may classify or reclassify vehicles during the year.

#### 7.1.7. Correction of Classifications

The CACC may correct improperly classified vehicles, subject to the grievance procedures contained in the CACC General Competition Regulations found on the [CACC website](#).”

### **7.2. VEHICLE PREPARATION REGULATIONS:**

The CACC has adopted the following sections of the SCCA Solo Rules as part of the Autoslalom Regulations.

#### **Sections:**

- 12. AUTOMOBILE DEFINITIONS
- 13. STREET CATEGORY
- 14. STREET TOURING CATEGORY
- 15. STREET PREPARED CATEGORY
- 16. STREET MODIFIED CATEGORY
- 17. PREPARED CATEGORY
- 18. MODIFIED CATEGORY
- 20. SOLO SPEC COUPE

See the listed sections in the [SCCA Solo Rule Book](#).

### **7.3. VEHICLE CLASSIFICATION LIST**

The CACC had adopted the following from the SCCA Solo Rules as part of the Autoslalom Regulations.

APPENDIX A - Car Classes

APPENDIX B - Supplemental Categories/Classes

APPENDIX L- Heritage Classic

APPENDIX M – Electric Vehicle Experimental (EVX)

## 8. APPENDICES

The appendices below refer to regulations provided by the Canadian and U.S. Autoslalom/SoloSport governing bodies. In Canada, the Canadian National SoloSport Committee (CNSC) is recognized by ASN Canada/FIA as the regulatory arm for Autoslalom/SoloSport in Canada. In the U.S., the Sports Car Club of America (SCCA) is the authoritative body for SoloSport. The Confederation of Autosport Car Clubs adheres to the listed regulations published by these bodies

The list of appendices below refer to regulations published by these two governing bodies. To locate regulatory publications for the CNSC, refer to the [CNSC Rules](#) page. To locate regulatory publications for the SCCA, refer to the [SCCA Solo Rules](#) page.

Competitors must maintain familiarity with CACC, CNSC and SCCA regulations relating to the sport. Regulations can change throughout the season and regular review of the governing bodies is strongly recommended. SCCA rule changes are announced in the monthly [SCCA "Fastrack News" publication](#).

Appendix	Subject
A	<a href="#">CNSC/SCCA Car Classifications</a>
B	<a href="#">CNSC/SCCA Supplemental Categories/Classes (CAM, EVX &amp; XS)</a>
C	<a href="#">CNSC Roll Bar Specifications</a>
D	<a href="#">CNSC Roll cage Specifications</a>
E	<a href="#">CNSC/SCCA Class Preparation Rules</a>
F	<a href="#">CNSC/SCCA Clarifications</a>
G	<a href="#">SCCA to CNSC Rule cross reference for Appendix E</a>
H	<a href="#">CNSC/SCCA PAX Index</a>
J	CACC Regional Championship Rules – Currently under review
K	CACC Dual Slalom Rules – Currently under review
L	CNSC – National SoloSport Committee Contacts
M	<a href="#">CNSC Heritage Classic Rules</a>
N	CACC Small Venue Guidelines
O	CACC Autoslalom Events at Racing Facilities.



# **CONFEDERATION OF AUTOSPORT CAR CLUBS**

## **AUTOSLALOM REGULATIONS**

### **Appendix N**

### **Small Venue Guidelines**

**EFFECTIVE April 1, 2022**

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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## Small Venue Autoslalom Guidelines

Obtaining an Autoslalom facility large enough to meet setback requirements established for hosting large national or regional Autoslalom events is not feasible for a great many clubs. Yet, the lack of a large venue does not preclude hosting a safe and competitive Autoslalom event. With reduced speeds and increased safety measures, small venues can be used to host safe and challenging Autoslalom events.

Hosting an Autoslalom event in a small venue requires the exercise of an abundance of caution to ensure that safety for both participants and spectators is paramount. Importantly, small venue course design requires significantly reduced speeds, the elimination of jogs or offsets that may upset the vehicle and careful design flow around spectator areas and solid objects.

The regulations that follow are intended to guide the Autoslalom course designer in developing a safe course on a smaller venue. Used in conjunction with the requisite experience in course design, the exercise of common sense and good judgement and collaboration with experienced Autoslalom safety officials, clubs can safely use smaller lots to achieve a challenging and fun course.

*Variances to the CACC 2022 Autoslalom Regulations are indicated in yellow highlight. Strike-out indicates the value from the full set of regulations being replaced.*

## 9. APPLICATION

The small venue regulations herein shall apply to any CACC Autoslalom venue unable to comply with setback requirements as stated in the applicable section of the 2022 CACC Autoslalom Rul document. For events held on permanent racing facilities see Appendix O.

## 10. SPEED GUIDELINE

Speeds on straight stretches should not normally exceed the range of **80-85 km/hr** ~~140 km/hr~~ for the fastest Street and Street Touring category cars as indicated in the classing section of this regulation.

## 11. TURN RADIUS

Minimum turn radius should be no less than **8 meters (26ft)** ~~10 meters (33 ft)~~ and the radius of one turn should not overlap the next turn.

## 12. IMMOVABLE OBJECTS

The outer edge of the course should not normally pass closer than **4m (13ft)** ~~7.6 m (25 ft)~~ from immovable objects such as lamp posts, planters, curbs, or buildings nor should such an object be on an exit pathway of a course curve or turn

### 13. SPECTATOR SAFETY

A minimum distance of 23 meters (75 ft) from the course edge shall be maintained for all unprotected viewing areas. Sections of the course adjacent to spectators and not protected by solid barriers should not normally pass closer than 6m (20ft). When a vehicle is driving towards spectator areas not protected by solid barriers, the course should not normally pass closer than 9m (30ft).

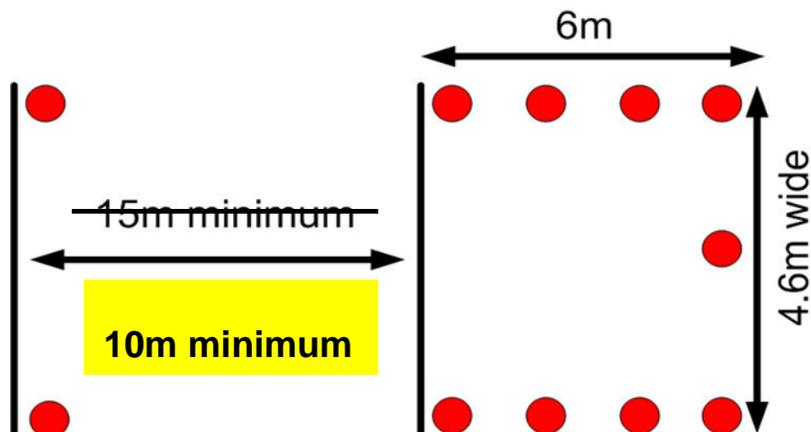
### 14. COURSE MAPS

At or prior to the event, the organizers should provide each competitor with a map of the course(s) to be used. Printed course maps for competitors are highly recommended but optional. The organizer should **must** post an enlarged course map for easy viewing at the event.

### 15. FINISH AREA/STOP BOX REQUIREMENTS

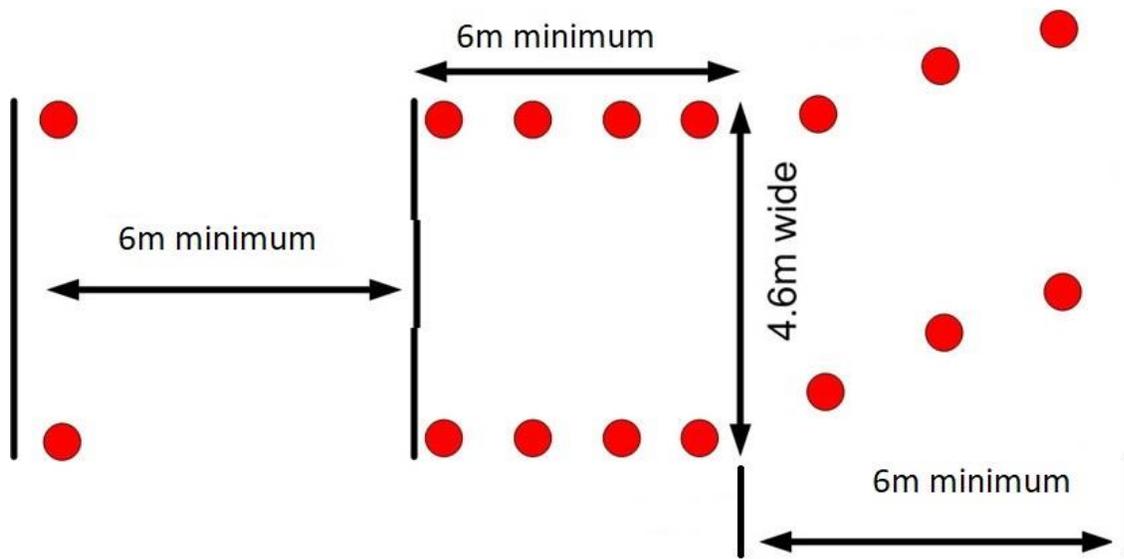
Particular care must be exercised in the finish area to keep it free from hazards to participants and non-participants. The finish area must also be pointed away from all spectator, parking, and staging areas. Where applicable setbacks cannot be met, the finish area shall be pointed away from all spectator, parking and staging areas.

#### Stop Box Specifications for Complete Stop



The end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is 15 meters 10m (33ft) while the stop box must be a minimum of 6m (20ft) by 4.6 m. The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons

## Stop Box Specifications for Slow Rolling



The end of the course must be made into a finish box consisting of at least 14 cones arranged in the shown shape. Note: The minimum distance from the stop line to beginning of stop box is ~~15 meters (49 ft)~~ 6m (20ft) while the stop box must be a minimum of 6m (20ft) by 4.6m with pylons narrowing the box and indicating direction to leave the course for an additional 6m (20ft). Total stop box length is ~~15m~~ 12m (49ft).

### 16. SAFETY CONCERNS

If any participant questions the safety of the course design, the organizers must consult with the clerk of the course, other course designers or event officials to address the concerns.

### 17. COURSE SUITABILITY

At their discretion, event officials may deem any class or vehicle unsuitable for operation on the small venue and may choose to remove the class or vehicle from the competition.



# **CONFEDERATION OF AUTOSPORT CAR CLUBS**

## **AUTOSLALOM REGULATIONS**

### **Appendix O**

### **Events at Racing Facilities Guidelines**

**EFFECTIVE April 1, 2022**

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## **Autoslalom Events at Racing Facilities Guidelines**

In addition to using smaller venues, some clubs have utilized racetracks. Go-kart tracks have been used quite successfully by CACC clubs and, on occasion, so have some road racing or stock car racing tracks. Unfortunately, road racing and stock car racing tracks usually offer hazards that are sometimes overlooked by the local club or, for that matter, by Stewards and Clerk of Course. The word "hazard" is specifically mentioned in the autoslalom rules because it is the word, we use to define what is acceptable to the autoslalom program from a safety standpoint and what is not.

Section 3.5.1 states in part that "... hazards must not exceed those encountered in legal highway travel." At many race facilities where the racing surface is used for an autoslalom event, there usually are guardrails, concrete walls, fences and/or other structures in close proximity to the intended path of competing vehicles. If proper course design has not been followed, an incident may take place that can, at a minimum, result in vehicle body damage.

Our competitors are rarely, if ever, asked to perform maneuvers such as slalom during normal highway driving. When we do ask them to negotiate such a maneuver at a parking lot autoslalom event, we do so in an environment where they won't injure themselves or damage their vehicles if they fail to complete that aspect of the course. Simply put, there is nothing around for them to hit if they lose control of their vehicle.

Section 3.5.4 states in part that, "The outer edge of the course should not normally pass closer than 7.6 meters (25 ft) from any solid object such as a lamp post, planter, curb, or building." It should be noted that racing surfaces at most racetracks are not much wider than 9-10m (30-35 feet) and normally do have solid objects on their pavement edges. Therefore, in such situations where we ask competitors to perform autoslalom maneuvers; we may provide the potential for having "hazards" that could exceed those that would be encountered under normal highway travel.

While race facilities are very well designed for the safety of workers and spectators, the track itself is usually not well designed for autoslalom events. In order to maintain top speeds within the acceptable range for autoslalom, it is necessary to slow cars down with maneuvers such as off set gates or slaloms. Two problems occur with this. One is that the usually narrow track affords very little runoff room between the course (i.e., edge of a gate or pylon) and the edge of the pavement. Worse, often the edge of the track at a road racing facility is an Armco barrier or cement wall. Secondly, the two typical situations arising in the effort to maintain autoslalom type speeds are the placement of pyloned maneuvers just as vehicles reach dangerous speeds (resulting in the potential for cars to get out of control at high speed) or the overabundance of pylons in an effort to keep speeds low resulting in a "busy" and unpleasant course. One approach to solving this dilemma is to control the exit speed of turns rather than the entrance. Whatever solution is chosen, these problems must be dealt with using the experience and good judgement of the organizers and officials to successfully meet the challenge of designing a safe and fun autoslalom course on a racetrack.