



# **CONFEDERATION OF AUTOSPORT CAR CLUBS**

## **High Performance Driver Education (HPDE) Regulations**

**Effective January 1, 2023**

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# Table of Contents

- 1 Terminology .....4
  - 1.1 Activities .....4
  - 1.2 Facility Terminology .....4
  - 1.3 Administrative Terms.....5
  - 1.4 Organizer’s Documentation.....6
- 2 Operations.....8
  - 2.1 Event Operations.....8
  - 2.2 Driver’s Meeting .....10
- 3 Regulations .....11
  - 3.1 General Regulations.....11
  - 3.2 Definition and Terms .....11
  - 3.3 Program Overview.....11
  - 3.4 Eligibility Requirements.....11
  - 3.5 Minors.....11
  - 3.6 Non-Eligibility / Non-Registered Drivers.....11
- 4 Conduct.....12
  - 4.1 HPDE Passenger Privileges.....12
  - 4.2 Responsibilities for Valuables .....12
  - 4.3 Alcoholic Beverages and Cannabis Products .....12
  - 4.4 Narcotics and Drugs.....12
  - 4.5 Rain and Inclement Weather.....12
- 5 Rules of the Pit Lane and Paddock.....13
  - 5.1 Paddock Regulations .....13
  - 5.2 Pets at the Track .....13
  - 5.3 Vehicle Noise Considerations .....13
  - 5.4 Gas Cylinders.....13
  - 5.5 Bicycles, Skates, Mopeds .....13
  - 5.6 Minimum Attire .....14
- 6 Course Conduct .....15
  - 6.1 Purpose and Philosophy .....15
  - 6.2 Preparation for Course driving .....15
  - 6.3 Passing Rules .....15
  - 6.4 Regulation Violations.....15
  - 6.5 Stopping on Course.....15
  - 6.6 Counter-Course Driving.....16



6.7 Spins or Off-Track Excursions.....16

6.8 Car Contact .....16

6.9 Post Accident Emergency Procedures.....16

6.10 Post Accident Reporting.....16

7 HPDE Flags.....17

7.1 Green Flag.....17

7.2 Red Flag at Start/Finish and at All Posts .....17

7.3 Black and White Checkered flag .....17

7.4 Black Flag.....17

7.5 Yellow Flag .....17

7.6 Yellow Flag with Red Stripes.....18

7.7 Blue Flag .....18

8 HPDE Hand Signals.....19

8.1 Slowing down .....19

8.2 Passing signals .....19

8.3 Flag Station Acknowledgement.....19

9 CACC Instructor Program .....20

9.1 Purpose .....20

9.2 Duties of CACC Instructor .....20

9.3 Recommendations for CACC Instructors .....20

10 HPDE Technical Requirements .....22

10.1 Purpose .....22

10.2 Preparation Instructions .....22

10.3 Required Safety Equipment - Driver .....22

10.4 Vehicle Technical Regulations .....23

11 Race Category Vehicles – Definition .....26

11.1 Race or Unlimited Category .....26

# 1 Terminology

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

## 1.1 Activities

### 1.1.1 Performance Driving Education (HPDE)

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

### 1.1.2 Driving School

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

### 1.1.3 Track Day

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

### 1.1.4 Competition

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

### 1.1.5 Time Attack

This is a Competition against the clock. This may be run one vehicle at a time or have multiple vehicles on track together.

## 1.2 Facility Terminology

### 1.2.1 Racetrack

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

### 1.2.2 Restricted Area

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

### 1.2.3 Pit Exit

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

### 1.2.4 Hot Pits

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

### 1.2.5 Paddock

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

### 1.2.6 Pre-Grid

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

### 1.2.7 Pit Lane

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

## 1.3 Administrative Terms

### 1.3.1 Appeals

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

### 1.3.2 Race Car / Competition Vehicle

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

### 1.3.3 Entrant

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

### 1.3.4 Participant

A Participant is any of the following:

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

### 1.3.5 Control / Race Control

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

### 1.3.6 Driver Review

The Steward has the power to convene a meeting to review a Driver's conduct, car legality, driving record, or other such matters. In this meeting the Steward will review eyewitness' testimonies and the Driver's history in order to invoke penalties.

## 1.4 Organizer's Documentation

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

- CACC event permit
- CACC Insurance certificate
- Copy of the supplemental Regulations
- List of Officials

### 1.4.1 Waiver

All participants are required to sign the official waiver in accordance with existing CACC policy. Event hosts are required to verify that all event participants have signed an official CACC waiver. All drivers and passengers under the age of majority must have their parents/guardian complete the official waiver on behalf of a minor.

Waivers can be accessed at [www.caccautosport.org](http://www.caccautosport.org) under Publications and Forms.



#### 1.4.2 Insurance

The Organizer must apply through the CACC website for a CACC HPDE Event Permit and insurance at least 30 days prior to the event. <https://www.caccautosport.org>

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

## 2 Operations

### 2.1 Event Operations

#### 2.1.1 Organizer

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

#### 2.1.2 Clerk of the Course

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

#### 2.1.3 Starter

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

#### 2.1.4 Course Officials (Flaggers)

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

#### 2.1.5 Chief Steward

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

All accidents, injuries, incidents, and impacts/damages occurring during the event are to be reported by the CACC Steward; this includes submitting a completed online CACC Incident Report Form within 48 hours of the conclusion of the event. When completing this form include as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, details of any video and photos, etc. The incident report form must be completed for all incidents whether or not a claim is anticipated.

The Steward will record all violations and will inform the Clerk of the Course of all violations that may warrant a black flag to be issued. When a violator reports to the Black Flag Station, the Steward will inform the Driver of the violation and issue the proper reprimand as follows:

- First offense of the day: Warning.
- Second offense of the day: Exclusion for the remainder of that session.
- Third offense of the day: Exclusion for the remainder of that day.

NOTE: **All body contact incidents** will be reported to the CACC Steward.



### Offenses Defined for HPDE

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

#### 2.1.6 Pre-Grid Marshal

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

#### 2.1.7 Pit Exit Marshal

The Pit Exit Marshal controls the traffic entering onto the track at the direction of the Chief of Communications.

The Pre-Grid Marshal and Pit Exit Marshal may be the same person.

#### 2.1.8 Clerk of the Course and Steward

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

#### 2.1.9 Chief Scrutineer

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

#### 2.1.10 Tech Inspectors

Tech Inspectors work at the direction of the Chief Scrutineer.

#### 2.1.11 First Aid and Emergency

At least one fully equipped WorkSafeBC Level 2 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. No others should make emergency calls. The organizer must also prepare instructions and directions describing the best route to the site.

At least one WorkSafeBC Level 2 Occupational first aid Attendant or equivalent must always be on duty and readily available at all times and must be currently certified by St. John Ambulance or equivalent, as qualified to perform cardiopulmonary resuscitation. An AED should be available. Transportation of injured parties must be done using the BCEHS ambulance or equivalent. The safety plan must include a process to have the injured person accompanied to and from treatment.

## 2.2 Driver's Meeting

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

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

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

## 3 Regulations

### 3.1 General Regulations

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

### 3.2 Definition and Terms

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

### 3.3 Program Overview

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

### 3.4 Eligibility Requirements

To participate in an HPDE event, all Drivers must:

- Be at least 19 years old (16 or over with parental consent). BC Age of Majority.
- Hold a current valid provincial driver’s license. (Graduated licenses, where the driver is authorized to drive without another license holder present, are permitted.)
- Have use of an automobile that meets CACC technical requirements.
- Have proper safety equipment as per these regulations.
- Sign all required Waivers.
- Complete a technical inspection of their vehicle (it is recommended that a mechanic completes this) before going on track.

### 3.5 Minors

No one under the age of majority, which is 19 in B.C., (16 as a driver OR 14 as a passenger with parental/guardian consent) is allowed to be on the track. The pit lane is considered part of the Racetrack. A minor release form must be completed for Participants under the age of 19. See the CACC website for correct forms <https://www.caccautosport.org>

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

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

## **4 Conduct**

### **4.1 HPDE Passenger Privileges**

A passenger is any Participant possessing the proper wristband or credential, riding in a moving vehicle while on track, not in physical control of that vehicle. Instructors are considered passengers for the purposes of this section. All passengers must be the age of majority or have the appropriate Minor waivers completed. Minors possessing an appropriate driver's license, with the appropriate waivers completed, that are Participants in the event can be a passenger with an instructor for the purposes of instruction.

4.1.1 The ability to take a passenger on-track is not a right.

4.1.2 Passengers are not allowed in vehicles. This does not apply to Instructor and student sessions during training facilitation work at moderate speeds.

4.1.3 Instructors must use the minimum safety equipment and attire as required of the driver.

4.1.4 Apart from instructor pairings, no passengers are allowed during HPDE training sessions.

### **4.2 Responsibilities for Valuables**

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

### **4.3 Alcoholic Beverages and Cannabis Products**

Participants at an event will not consume alcoholic beverages or any form of cannabis during the event. The organizer/steward may prohibit participation if it is suspected that any such substances have been consumed. Any action taken or penalty applied by the organizer/steward in this regard is not subject to protest or appeal.

### **4.4 Narcotics and Drugs**

The use of any drugs or narcotics, as defined by Federal and/or Provincial laws, by any Participant is specifically prohibited unless prescribed by a doctor and the prescription does not affect the Participant's ability to drive.

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

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

## 5 Rules of the Pit Lane and Paddock

### 5.1 Paddock Regulations

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

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

### 5.2 Pets at the Track

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

### 5.3 Vehicle Noise Considerations

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

### 5.4 Gas Cylinders

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

### 5.5 Bicycles, Skates, Mopeds

All participants must have a valid provincial driver's license to operate any mode of motorized transportation in the Paddock. Bicycles and eBikes are permitted – with all provincial laws being followed. Go-karts, pit bikes, skates, skateboards, motorized skateboards, inline skates, and similar devices are not permitted at any time.



## 5.6 Minimum Attire

All Participants must wear at least a long sleeve shirt, long pants, and closed shoes (no open toed shoes/sandals) while driving or in the hot pits.

## 6 Course Conduct

### 6.1 Purpose and Philosophy

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

### 6.2 Preparation for Course driving

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

### 6.3 Passing Rules

- 6.3.1 Passing is only allowed in the “Passing Zones” as defined by the Passing Rules (available in supplemental regulations or as explained at the Drivers’ meeting).
- 6.3.2 No passing under any yellow flag situation until the Driver is past the incident and sees a green flag from a marshal station. Drivers may not pass under yellow, even if they perceive a “point by” from another Participant.
- 6.3.3 If a car is having mechanical trouble and is pulling off the track, a pass is allowed.
- 6.3.4 The Driver being passed must point the passing Driver by.
- 6.3.5 A Driver may not pass another Driver in a no passing zone or situation, even if the other Driver points them by.
- 6.3.6 The Driver attempting to make a pass is solely responsible for safe outcome of that pass. Drivers making a pass must wait until they receive a ‘point by’ from the leading driver before attempting the pass.
- 6.3.7 The lead car stays on line while the passing car moves off line. This may be on the left or the right, depending upon the track and the organizer’s instructions.

### 6.4 Regulation Violations

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

### 6.5 Stopping on Course

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

## 6.6 Counter-Course Driving

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

- When the track is closed, or cleared, as deemed by the Clerk of the Course.
- When ordered to do so by the Clerk of the Course or an Emergency Response Team Official.
- Whenever a Driver must do so for a short distance, in an extreme emergency, and only for the sole purposes of getting out of harm's way.

## 6.7 Spins or Off-Track Excursions

If the Driver spins off the track, they will try to enlist the help of a Course Official to wave them back on safely. If the Driver is involved in a spin or off track excursion, they will pull into the hot pits as soon as possible. The Officials will need to check the car and talk to the Driver.

## 6.8 Car Contact

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

## 6.9 Post Accident Emergency Procedures

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

## 6.10 Post Accident Reporting

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

6.10.1 All vehicle rollovers, regardless of damage.

6.10.2 Any impact rendering the vehicle inoperable.



## 7 HPDE Flags

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

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

### 7.1 Green Flag

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

### 7.2 Red Flag at Start/Finish and at All Posts

- 7.2.1 When a decision is made to stop any track session because of an accident or an incident, a red flag will be shown at the start/finish line and simultaneously each staffed corner station will display a red flag.
- 7.2.2 Informs the driver that a track session has been halted due to an emergency. Drivers will slow down immediately, no passing, and proceed to the pits.
- 7.2.3 Emergency vehicles may be on the course.
- 7.2.4 Cars entering the pits must remain in single file and stop in the left pit lane away from the track access areas to ensure emergency vehicles have ease of access to the track.
- 7.2.5 Officials will indicate when track is ready to go hot and whether the run group returns to the track OR the session has ended and all cars return to the paddock.

### 7.3 Black and White Checkered flag

Session is over. Complete current lap cautiously and exit via pit lane or otherwise designated end-of-session track exit point.

### 7.4 Black Flag

- 7.4.1 Black flag furred – warning. You are driving in an unsafe manner or you did something wrong. If you continue to do so, an open black flag will be shown to you.
- 7.4.2 Black Flag open and then pointed at you. Track Officials want to talk to you. Complete current lap and pull into the designated Black Flag Pit for consultation. It could be a mechanical issue has been noted or you are driving in an unsafe manner/you did something wrong.

### 7.5 Yellow Flag

- 7.5.1 Any yellow flag is a signal of danger of any nature at or beyond the station displaying the flag.
- 7.5.2 Motionless: Take care, danger ahead, slow down. No passing from the flag until past the emergency area and a green flag can be seen. Note: a driver may encounter several yellow flags before reaching the emergency area. The requirements are the same – slow down and no passing.

- 7.5.3 Waved: Great danger in immediate sector. Slow down and be prepared to stop. NO passing from the yellow flag until completely past the emergency area(s) and a green flag can be seen. Note: At an emergency area there may be multiple cars involved in an incident. It is also possible that emergency vehicles will be on the course – a white flag will also be shown in that sector of the course.
- 7.5.4 Full Course Yellow: In Time Attack, HPDE, and Track Day events the full course yellow is used during the first practice session to ensure that all drivers are aware of the staffed stations. Furthermore, as time attack down not have a pace car, the full course yellow reminds drivers to exhibit caution.

## 7.6 Yellow Flag with Red Stripes

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

## 7.7 Blue Flag

- 7.7.1 Motionless: Another competitor is following very closely, check your mirrors, allow the pass.
- 7.7.2 Waved: A faster competitor is trying to overtake; allow the pass.
- 7.7.3 In Time Attack the blue flag is only shown during practice sessions.
- 7.7.4 In Time Attack – Passing: the blue flag will be shown in competition sessions as required.

## **8 HPDE Hand Signals**

### **8.1 Slowing down**

Whenever a Driver is entering the pits or is no longer driving at normal traffic speed, they must extend an arm in a vertical position (outside the Driver's side window) with their fingertips towards the sky. Similar to a driver's hand signal for a right hand turn except the hand is straight up.

### **8.2 Passing signals**

8.2.1 To assist another Driver in overtaking you, hand signals will be used. The Driver may do this by pointing in a fashion that is visible to the overtaking Driver. Overtaking on the left, the hand signal is identical to a driver's hand signal for a left hand turn. Overtaking on the right, the hand signal is identical to a driver's hand signal for a right hand turn.

8.2.2 Only one car may pass on a point by. If there is room to allow other cars to pass, each car must receive a specific point by.

### **8.3 Flag Station Acknowledgement**

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

## 9 CACC Instructor Program

### 9.1 Purpose

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

### 9.2 Duties of CACC Instructor

#### 9.2.1 Supervision of students

All Instructors are responsible for proper supervision of their students. The student is not allowed on the track without the instructor's permission. A student who misses a classroom session or instructor debriefing will be unable to attend their track session until that missed session has been made up. Instructors are responsible for the actions of their students.

#### 9.2.2 Schedule

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

#### 9.2.3 Student Curriculum

CACC may request the curriculum of any HPDE event.

#### 9.2.4 Questionnaire

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

#### 9.2.5 Classroom/clipboard session

There should be a classroom session, or a clipboard session, between the Instructor and their student(s) immediately following each on track session. The Instructor should quiz each student on knowledge of the Flags and other event details to ascertain their track awareness during these sessions. A post session debrief for all the Participants of each group, immediately following their session, is strongly recommended.

### 9.3 Recommendations for CACC Instructors

#### 9.3.1 Knowledge of Regulations

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



### 9.3.2 Instructor IDs

The Instructor should wear and display their CACC Instructor ID while at track.

### 9.3.3 Instructor's Vehicles

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

### 9.3.4 Vehicle Operation

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

### 9.3.5 Operating a Student's Vehicle

It is an advantage to drive the student's vehicle to demonstrate the line, smoothness of braking, accelerating, and so on. This should be minimal. For example, a couple of laps in the morning and a couple later in the day. This also provides the instructor with awareness of how the vehicle handles. At no point should the instructor drive more than 75% of what the student is capable of driving.

## 10 HPDE Technical Requirements

### 10.1 Purpose

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

### 10.2 Preparation Instructions

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

### 10.3 Required Safety Equipment - Driver

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

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

- 10.3.1 Use a proper fitting helmet that meets current CACC Time Attack Regulations. If an M rated helmet is used then a flame resistant balaclava is required. M rated helmets are not acceptable for cars equipped with roll bars or roll cages. Refer to the CACC General Competition Regulations for more information.
- 10.3.2 The Driver and any passenger must utilize unmodified, factory seatbelts in very good condition or a DOT approved restraint system while operating a vehicle on the track. Lap belts used without any shoulder restraints are not permitted. Restraint system requirements are listed in the CACC General Competition Regulations.
- 10.3.3 Full-length non-synthetic fabric clothing is the minimum requirement. (e.g., full-length cotton pants and cotton shirts with long sleeves). Shorts and/or T-shirts are prohibited. **Drivers with driving suits are encouraged to wear them.**
- 10.3.4 Full shoes are required. Open toe shoes, sandals, flip-flops, and high heels are prohibited.
- 10.3.5 A balaclava and driving gloves are recommended for all.
- 10.3.6 Drivers should wear eye protection (goggles, safety glasses or face shields) made of impact resistant materials.
- 10.3.7 It is recommended that any corrective eyeglass material used be made of impact resistant materials.

- 10.3.8 Drivers of fully caged race vehicles will wear safety equipment conforming to the current CACC General Competition Regulations.

## 10.4 Vehicle Technical Regulations

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

### 10.4.1 Appearance

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

### 10.4.2 Wheels and Tires

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

### 10.4.3 Steering and Suspension

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

### 10.4.4 Engine Bay

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

### 10.4.5 Brakes

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

### 10.4.6 Roll Bars

All cars may have a roll bar installed to help protect the occupant(s) from injury during a rollover. The main hoop will be one continuous piece with smooth Mandrel bends with no evidence of crimping or wall failure. All welds should be of the highest possible quality, with full penetration as indicated in the CACC GCR Roll Bar Specifications. All cars with roll bars are required to have adequate roll bar padding per CACC GCR Roll Bar Specifications. In cases where the Driver's head may come in contact with the roll bar if the seatback fails, a seatback brace is required.

### 10.4.7 Convertibles

- 10.4.7.1 Convertibles that are unmodified, street legal, plated, and insured are allowed at track day and HPDE events.

10.4.7.2 Convertibles with any modifications (including but not limited to larger/wider tires, tires with less than 200 UTQG rating, motor swaps or aftermarket forced induction, coilovers) will require at minimum an approved 4 point roll bar. See CACC Time Attack Regulations section on Roll Bars and Roll Cages.

#### 10.4.8 Seatbelts and Harnesses

All Participants must wear seat belts during all on-track sessions. The seatbelts must be in good condition. No damage may be present on the seatbelts and they must be the factory configuration. Any harness or any restraint system, other than factory stock, will conform to CACC GCR section on Driver Restraint System, in all respects. The use of a lap belt without any shoulder restraint is not permitted. Passenger seatbelts must meet the same minimum requirements per the CACC GCR as the Driver seatbelts if being used by a passenger. Note: passenger equipment need not match the installed equipment on the Driver's side.

#### 10.4.9 Battery

The battery must be securely fastened to the car. An electrically non-conductive material must cover the positive battery terminal. Any battery located inside the Driver's compartment must be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. Dry cell, gel cell, and AGM batteries may be mounted without a surrounding case, however, a case is still recommended.

#### 10.4.10 Gas Caps

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

#### 10.4.11 Exposed Wires

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

#### 10.4.12 Seats

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

If stock seats are to be used with a roll bar/cage, preventative steps should be taken to stop the seat from submarining under the roll bar.

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

#### 10.4.13 Loose Objects

All loose objects in the vehicle's passenger compartment and trunk must be removed. The removal of heavy items (like bolted down sub-woofers) is strongly recommended.

#### 10.4.14 Car Numbers

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



#### 10.4.15 Rear View Mirrors

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

#### 10.4.16 Camera Mounts

Video camera mounts are unrestricted provided they are securely mounted inside the car. If outside the car, there needs to be a secondary tether mount affixing it to the car.

#### 10.4.17 Hoses Inside Cockpit

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

#### 10.4.18 Lights

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

#### 10.4.19 Tow Eyes

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

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

#### 10.4.20 Mufflers: Sound Limit

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

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

#### 10.4.21 Exhaust Exit

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



## **11 Race Category Vehicles – Definition**

### **11.1 Race or Unlimited Category**

May include the following vehicles:

11.1.1 Tube frame, non-production drive configuration, more than one engine.

11.1.2 Any vehicle classed as GT based on the CACC Race class structure. Refer to the CACC Time Attack Regulations for clarification on Unlimited Class.

11.1.3 Kit cars.

11.1.4 Any vehicle equipped with racing slicks, which are defined as any tire that does not have DOT markings on the sidewall.