



CAC Rulebook - January 1, 2006

**1. ASN CANADA FIA
NATIONAL SOLOSPORT REGULATIONS-AUTOSLALOM**



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ASN Canada FIA
2155 Leanne Boulevard, Suite 115
Mississauga, Ontario, L5K 2K8, Canada
Phone: (905) 403-9000
Fax: (905) 403-8448
www.asncanada.com

These regulations are intended to assist in the conduct of national competitions.

ASN territories and regions may adopt these regulations for use within their jurisdictions if they choose to do so including the sole responsibility for the administration thereof.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Regulations.

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appointed by the Fédération Internationale De L'automobile

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ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS- AUTOSLALOM

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1. ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS-AUTOSLALOM

Effective January 01, 2006. ASN Canada FIA (ASN) reserves the right at any time and from time to time to alter these regulations. Such alterations or additions will be published in the form of revised regulations or bulletins. Changes to these regulations will become effective on the date issued unless amended or revoked by ASN. Questions concerning rule clarification should be directed to the ASN AutoSlalom Technical Sub-committee.

These regulations were established by the ASN and are intended to assist in the orderly conduct of SoloSport events and to further participant and spectator safety.

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

By participation in these events, all participants are deemed to have agreed to be bound by this rulebook. The interpretation and determinations of these regulations by ASN 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, officials of ASN hereby agree that:

Determinations by ASN officials are non-litigable;

No litigation shall be initiated against ASN. ASN territories or their 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 ASN for all costs associated with the legal action.

Items differing from previous editions are indicated by the “change bar” to the left of the revised text.

2. TERMINOLOGY

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

ASN:	ASN Canada FIA, the National Sporting Authority recognized by the FIA as sole holder of the sporting power in Canada.
Automobile:	A land vehicle with a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches) 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.
ASN National SoloSport Committee:	A group of nationally appointed individuals responsible for the administration of SoloSport events and enacting the policies adopted by ASN.
AutoSlalom Technical Sub-Committee:	A group of nationally appointed individuals responsible for the administration of these regulations and carrying out their mandate as determined by the ASN National SoloSport Committee.
CAC:	ASN Canada FIA Canadian AutoSlalom Championship.
Category:	Category is a grouping of cars based upon their degree of preparation as outlined in this rulebook. Categories shall be named Stock, Super Stock, Street Prepared, and Modified.
Class:	A Class is a grouping of cars within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to the Vehicle Classification Schedule in this rulebook.
Club:	Any body recognized by ASN as a club. Clubs must be registered as societies in their provincial jurisdiction.
Competition:	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.
Competitor:	A person whose entry is accepted for any event or who competes in any event, whether as an entrant

	or as a driver.
Control Line:	A line, at the crossing of which a vehicle is timed: i) start line is the first control line, with or without timing; ii) finish line is the final control line, with or without timing.
Course:	The route to be followed by competitors in a competition.
Driver:	A person nominated as the driver of an automobile in any competition.
Entrant:	A person or organization whose entry is accepted for any competition.
Event:	(a) A non competition event is when an automobile takes part in a scheduled program and which has no competitive nature in that neither times are given or results produced. (b) A competition event 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 (also see GCR 2.14).
FIA:	Fédération internationale de l'automobile, the international federation of National Automobile Clubs.
GCRs:	ASN Canada FIA SoloSport National General Competition Rules.
Licence:	A certificate of registration issued to any person or body (drivers, entrants, manufacturers, teams, officials, organizers, etc.) wishing to participate or taking part in competitions (also see GCR 2.16).
National Event:	A competition which is open only to competitors and drivers holding an appropriate licence issued or recognized by ASN and conducted under an organizing permit issued by ASN.
Organizer(s):	A person(s), approved by ASN or ASN territory, invested by the club of record with all necessary powers for the organization of an event and the enforcement of supplementary regulations.
Program:	A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.

SoloSport Event:	A SoloSport event is conducted on closed courses in which each competitor completes the course one car at a time. Jurisdiction over SoloSport Events is divided between SoloSprint and AutoSlalom Regulations (also see GCR 2.23).
Supplementary Regulations:	Compulsory official document issued by the promoters of a sporting competition with the object of laying down the details of a competition.
Territory:	A Canadian province or group of provinces under the authority of ASN Canada FIA. Currently, the Territories are: CACC (British Columbia), WCMA (Alberta, Saskatchewan, Manitoba), CASC-OR (Ontario), FAQ (Quebec) and ARMS (New Brunswick, Newfoundland, Prince Edward Island and Nova Scotia). The Territories' coordinates can be found in Appendix G

3. AUTOSLALOM EVENT REGULATIONS

3.1. GENERAL REGULATIONS

The regulations contained in this section shall apply to all national AutoSlalom events. They were designed to assist in ensuring a safe and enjoyable event.

3.1.1. AutoSlalom Event

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 car handling skill and maneuverability rather than car 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 ASN competition licence. For the purposes of this rulebook, the terms AutoSlalom, Autocross, Parallel Solo shall mean the same.

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

3.1.2. Insurance

ASN Canada FIA requires that all sanctioned events be covered by public liability insurance. Details on policy coverages and application/report forms are available on the ASN Canada FIA web site (www.asncanada.com). (Also see GCR 4.20)

3.1.3. Coverage

All competitors, officials, and workers will be covered against damage to third parties, but will be responsible for any deductible amounts. It is a condition of the ASN Canada FIA 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 or who are permitted to enter areas normally closed to the public or spectators. Property owners or sponsor names may be added to the event insurance certificate.

3.1.4. Disclosure

The organizer of an event must ensure that the insurance certificate is posted at the event.

3.1.5. Incident Reports

All incidents where damage/injury may have occurred must be reported by forwarding a completed incident report form to the ASN within (48) forty-eight hours of the conclusion of the event. The incident report form must be completed for all accidents whether or not a claim is anticipated.

3.2. EVENT PROCEDURES

3.2.1. Initial Notice

The organizer of a National event shall provide notice of a National event to ASN, all Territories and all members of the ASN National SoloSport Committee not later than 120 days prior to the event.

3.2.2. Form of Notice

Notification shall be given by mail or other means of physical or electronic distribution. The notice shall include information on at least the dates and location of the event, an outline of the main features and preliminary time schedule for the event, the opening date for receiving entries as well as a web site address for an active web site dedicated to the event.

3.2.3. Event Supplementary Regulations

A draft set of Supplementary Regulations shall be sent to all members of the ASN National SoloSport Committee for approval not later than 90 days prior to the event.

Upon approval by the Committee, the supplementary regulations shall be made available on the event web site not later than 60 days prior to the event. Copies of the approved supplementary regulations shall be sent to ASN, all territories and all members of the ASN National SoloSport Committee.

3.2.4. Event Documentation

All of the following are required to be posted on the event notice board.

Event permit;

Insurance certificate;

Letter showing site authorization;

Supplementary Regulations.

3.2.5. Adverse Weather Conditions

A national event shall proceed without consideration of weather conditions on the day of the event unless such conditions are severe enough so as to make it unsafe to conduct the event and warrant special consideration by the Organizer and the Event Steward. Such conditions may include, but are not limited to, flooding, earthquakes, lightning, etc.

3.2.6. Order of Running

The cars should run by class, the order must not be changed once such order is announced.

3.2.7. Impound

For national events, impound shall be applicable to all competitors. After each run group all competitor vehicles shall go directly to impound where they will be held

for inspection. No work is to be performed on a car between the last run and impound. Stock, Super Stock and Street Prepared cars shall have hoods and trunks fully opened. Drivers may visually inspect each other's vehicles. The time limit for inquiries concerning eligibility of other entrants, drivers or their vehicles arising from Impound inspections is as per GCR 9.5.i. During impound, the following minimum procedures will be administered by the Chief Scrutineer, or his representative(s), on all potential award-winning cars (as per unofficial results).

Stock and Super Stock - Inspect for obvious illegalities. Any tires not previously inspected may be subject to inspection here.

Street Prepared - Validate Legality

Modified - Validate minimum weights (when possible) and Legality. During weighing, if there is any question as to legality, the car must be weighed in both directions.

ASN reserve the right of its designated representatives to ensure the legality of competing cars.

A competitor risks disqualification if he does not follow impound procedures or if his vehicle fails to meet inspection requirements at impound. Vehicles must meet their preparation points sheet to avoid disqualification, no matter if the vehicle protested is still meeting his category preparation points limit.

3.3. COURSE DESIGN AND EVENT SAFETY

3.3.1. Minimum Standards & Guidelines

These are the minimum requirements only and the Steward(s) of the event may require more stringent requirements. The following standards of course design are provided to give organizers direction in designing or choosing a course and are also provided to ensure that safety precautions are in place.

Competitors are cautioned that participants in AutoSlalom events may not be covered by the participant's own vehicle insurance and are advised to check with their insurance providers.

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.

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, and the like should all be carefully considered.

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.. Attainable speeds on the course should be taken into consideration. Courses with dips that get a car airborne are to be avoided.

Pylons should be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes may be used to increase

safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or for failure to follow the chicanes.

Events that require the competitor to leave the car during a timed run or require the competitor to start the event from outside the car are not permitted.

The running of more than one car at a time is permitted, providing the cars are separated on the course by adequate time and distance to eliminate the possibility of a passing situation or of two or more cars racing with each other.

(It is highly recommended that course designers refer to the following document on designing an AutoSlalom course: Solo2 Course Design by Roger Johnson:

<http://home.houston.rr.com/rogerthereal/>)

3.3.2. Demonstration

The course must be clearly defined so that all competitors understand the direction of travel through the course.

3.3.3. Surface Hazards

In laying out a course, care should be taken to avoid potholes, loose gravel, grates, curbs, oily spots or other dangerous features.

3.3.4. Buildings and Structures

At no time within thirty (30) meters should a course run toward any buildings or spectator areas.

3.3.5. Immovable Objects

The outside edge of a course should not pass closer than eight (8) meters from any permanent object such as a lamp post, planter, curb, or tree.

3.3.6. Off-Camber Turns

Negative camber turns should be avoided if at all possible.

3.3.7. Minimum Dimensions

Minimum gate width should be no less than four point six (4.6) meters wide as measured between the pylon bases. Minimum distance between cones in a linear slalom should be fourteen (14) meters as measured between the pylon bases.

Minimum turn radius should be no less than ten (10) meters and the radius of one turn should not overlap the next turn.

3.3.8. 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.

3.3.9. Spectator Safety

Spectator safety is a concern. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course. It is important that spectators be kept a safe distance 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.

3.3.10. Passenger

Passengers are NOT allowed during official runs of an event.

3.3.11. Placement of Timers

Extreme Care should be taken in the location of the start/finish area. The timers should be placed well clear of the course in a safe area. The finish area shall be clearly marked ending in a box configuration. There should be an adequate shut down area.

3.3.12. Worker Stations

Adequate marshaling should be provided to ensure adequate and consistent policing of course infractions. Marshaling stations should be placed in appropriately safe sections of the course while allowing workers an unobstructed view of the pylons in their section as well as allowing for fast and easy access to replace pylons.

3.3.13. Visibility of Workers

Worker stations should be visible from the main timing and scoring area. Failing this, worker stations should be equipped with communications devices that allow the reporting of course hazards and infractions.

3.3.14. Noise Limit

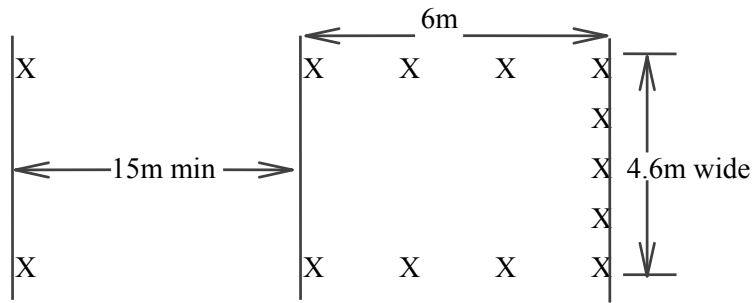
The ASN AutoSlalom noise limit is 96db unless there is an alternate noise limit for that facility/track listed in these regulations, Appendix E. Event organizers may apply to ASN for alternate noise limits depending on event location, but such application must be approved by ASN prior to event Supplementary Regulations being published.

3.3.15. Stop Box Requirement

All course finishes shall be constructed in the form of a box such that the competitor must come to a full stop before leaving the stop box. This finish must be constructed so that at least one marker must be removed to allow a vehicle to exit in a forward direction. The finish area must also be pointed away from all spectator, parking, and staging areas.

3.3.16. Stop Box Specifications

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.

3.3.17. Course Maps

At or prior to the event, the organizers shall issue a diagram of the course to the event to each competitor and should provide an enlarged diagram for easy viewing at the event.

3.3.18. 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.

3.3.19. Maximum Speed Considerations

The course shall be designed such that maximum speeds on any straight section shall not normally exceed 110km/h for the fastest stock, super stock or street prepared category cars. The fastest portion of the course shall be the most remote from spectators and property. There should be no straight longer than one hundred (100) meters.

3.4. TIMING AND SCORING

3.4.1. Bumping

Cars may run in a higher category as long as they are in their correct class in that category. For example: Chevrolet Camaro V8- moves from F/Stock to E/Super Stock to E/Street Prepared to D/Modified.

3.4.2. Car Limits

A competitor may not register more than one car for each event and he may only total points for different cars when the vehicles are in the same class. A competitor experiencing a mechanical failure such that it renders his primary vehicle inoperable may petition the Steward(s) to compete in an alternate vehicle that can legally be run in the same car class as his primary vehicle.

3.4.3. Competitor Limits

There shall be not more than two drivers per car per class unless one of the drivers competes in the next higher category or Ladies class where applicable.

3.4.4. Official Number of Runs

There shall be a minimum of two (2) timed runs for each competitor at each event. There shall be no practice runs for any competitor entered in the event. Competitors shall have the opportunity to walk the course prior to commencement of the event.

3.4.5. Run Limits

No driver may drive the course more than the official number of runs allowed for any other single entry, so as to have an advantage over any other competitor.

3.4.6. Re-runs

Re-runs shall be granted only for timer failure (as described in 3.4 M), persons on course, or hazardous objects on course. The affected competitor shall be shown a red flag on course and shall stop and await the course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs and some competitor actions may be considered sufficient cause for disqualification by the steward(s). Any and all pylon penalties from the previous aborted run shall NOT carry over to the re-run. Any competitor executing a DNF prior to being 'red-flagged' is not eligible for a re-run.

3.4.7. Consecutive Runs

No driver shall make two runs back to back. There shall be a minimum five-minute or five car space between runs made by the same car either by two drivers or by the same driver. If a competitor is granted a re-run, it shall be administered in this manner also.

3.4.8. Scoreboard

The organizer should supply a scoreboard, which must list the driver's name, car number and class, with penalties and corrected times listed prior to the next run of the class.

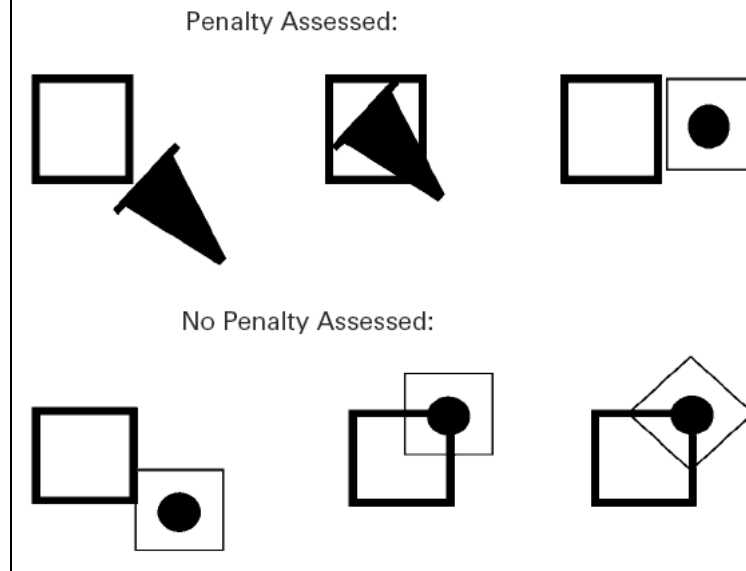
3.4.9. Scoring Format

A competitor's score for each run shall be recorded as the total time in seconds plus penalties (number of pylons). The corrected time with pylon penalties translated into time shall also be calculated.

3.4.10. Down-and-Out Rule

If a pylon is not left standing in a vertical position, or is totally displaced outside its marker location, a two-second penalty shall be assessed for each such pylon during a competitor's run. No time penalties are assessed for pylons originally placed in a

horizontal position.



3.4.11. Pylon Down on Course

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

3.4.12. Timer Specifications

Timing shall be by electronic, electromagnetic or mechanical methods, readable to one thousandths (0.000s) of a second. Digital readouts must be used in conjunction with the automatic start/stop equipment.

3.4.13. Timer Failure

In the event of a timer failure during a run, the effected competitor(s) shall be red flagged as soon as the timer failure is noticed and a re-run granted. If the regular, approved timing system should experience a comprehensive failure, any back-up system approved by the Steward may be used. All times recorded under the previous timing system shall stand.

3.4.14. Back-up Timing System

In the absence or failure of the timing system, any system using stopwatches shall have at least two watches, readable to at least one hundredths (0.00s), which shall be averaged to determine elapsed time. To reduce the chance of human error and variability, the same operator must be used throughout any run group.

3.4.15. Basis for Scoring

The fastest time recorded for each competitor shall be used as the basis for scoring. If a tie exists, event organizers may only break this tie for the purpose of awarding trophies.

3.4.16. Ties

If identical times are recorded for two or more vehicle in the same class, the competitor's second best times will be compared for the sake of breaking the tie for awarding trophies.

3.4.17. Did Not Finish (DNF)

Any competitor deviating from the prescribed course shall have that run scored as a DNF (Did Not Finish). An airport loop shall be considered sufficient correction of an off course excursion as long as the competitor enters the course in the same spot as he left the course. An airport loop will only be allowed if executed while the competitor is being timed. A DNF will be scored if a competitor executed an airport loop before his car passes the start line or after he passes the stop line.

3.4.18. Airport Loop

An airport loop is considered to have been executed when the vehicle having deviated from the prescribed course, re-enters the course at the point of deviation. Should a vehicle reverse (back-up) at any point between the start line and the stop line, this will be classed as an airport loop.

3.4.19. Complete Stop Requirement

Failure to come to a complete stop within the finish box shall be scored a DNF. The down and out pylon 2-second penalty rule will apply to each of the stop box cones.

3.4.20. Proper Exit from the Course

If a competitor fails to exit directly from the course via the end of the finish box after completion of the run, his run shall be recorded as a DNF.

3.4.21. Completion of Run

If a competitor fails to complete the entire run, his run shall be recorded as DNF.

3.4.22. Scoring a DNF

A competitor recording a DNF for every timed run will not be scored, but will be used in determining class size.

3.4.23. Did Not Start (DNS)

If a competitor fails to leave the start position, his run shall be recorded as a DNS (did not start). This shall be scored in the same manner as a DNF.

3.4.24. Points Calculation

In 2 day events, the best times from both days shall be added.

3.4.25. Ranking

The Competitor having the lowest time in his car classification shall be designated as National Champion.

3.4.26. Ladies Classes

For each open class, there will be a Ladies Class, identified by the letter “L” at the end of the class name. Ladies may enter the Open Class or the Ladies Class, but not both at the same time.

3.4.27. Overall National Champion

The CAC Overall Champion shall be determined by indexing each competitors lowest time, using the CAC Performance Adjustment Factors found in Appendix B. The competitor with the lowest time after indexing will be declared the Overall Champion.

3.5. NATIONAL EVENT RESULTS GUIDELINES

3.5.1. Results Format

All results for National events shall meet the following requirements:

Results should be structured in category (Stock, Super Stock, Street Prepared, Modified), with Classes listed alphabetically in each Category;

Class winners shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons, and the corrected time (e.g. – competitor A: 65.25 sec + 2 pylons = 69.25 sec);

There will be Ladies Classes for each Open Class;

Competitors with sponsors shall have their sponsors names listed alongside the competitors name in the results under a heading of driver sponsors;

A separate heading shall be used to list the top 10 competitors overall;

A separate listing of all competitors w/ indexed times showing the Overall National Champion rankings.

An indication of the total number of competitors at the event.

3.5.2. Final Results -Presentation Format

All final results for National events shall meet the following requirements and shall be sent to ASN Canada FIA office, all territories, stewards, members of the ASN National SoloSport Committee, sponsors, etc.:

i) Details concerning the event (name of event, name of organizing club, date of event, status of event, permit number);

ii) Acknowledgement of sponsors, stewards, organizers, etc;

3.5.3. ASN Canada FIA Canadian AutoSlalom Championship Awards

The organizer shall provide appropriate event trophies according to the following basis unless otherwise provided by supplementary regulations:

1 trophy for 1 to 3 competitors in a class;

2 trophies for 4 to 6 competitors;

3 trophies for 7 to 9 competitors;

1 additional trophy for every four additional competitors.

3.5.4. Grievance Procedures and Sportsmanship

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

4. COMPETITOR ELIGIBILITY

4.1. Eligibility to Compete

To qualify for entry into an ASN sanctioned event, a competitor must:

Hold a current provincial or state Driver's Licence and,

Hold a membership or Licence from ASN or Territory that grants eligibility for AutoSlalom events and,

Have a current membership card of an ASN affiliated club.

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

4.2. Underage Drivers

Competitors under the age of majority for the province in which the event is taking place must present both a completed Parental Consent Waiver and a Minor Participant Waiver. These waivers are available on the ASN Canada FIA web site (www.asncanada.com).

4.3. US Competitors

American residents holding an SCCA issued membership that grants eligibility for AutoSlalom events will have their memberships recognized for registration in Canadian AutoSlalom events. Additional entry requirements may be imposed, but these additional requirements must be outlined in the event's Supplementary Regulations.

4.4. Numbers

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



Example of Properly Identified Vehicle



Example of Improperly Identified Vehicle

4.5. Helmets

Helmets may be either open faced or closed face. They must be in good condition both inside and outside and never subjected to a crash or other severe impact.

A Snell 2000M or newer M-rated helmet is acceptable, provided the car is not equipped with a roll cage or racing slicks. Helmets meeting the following FIA standards are also approved.

FIA 8860-2004

Snell 2000 SA or 2005 SA

SFI Foundation 31.1A or 31.2A

British Standards Institution BS 6658-85 type A/FR

The driver of a vehicle equipped with a roll cage or where the vehicle is classified as Modified requires a helmet which meets one of the FIA, Snell SA, SFI or BSI standards listed above.

Participants are advised that helmets meeting Snell standards will be accepted up until:

2000M, SA	(expiry date to be determined)
2005M, SA	(expiry date to be determined)

4.6. Footwear

All competitors, workers, officials and crew members 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.

5. BASIC VEHICLE PREPARATION

5.1. Basic Vehicle Eligibility

To qualify as eligible to compete in a SoloSport event, each vehicle must comply with the following minimum requirements:

Have a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches), a minimum front and rear track of 107 cm (42 in.), and a minimum wheel diameter of 25.4 cm (10 in.)

Be 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;

Have a braking system that works on all four wheels simultaneously;

Have a structure and bodywork that surrounds and protects the driver at least to his waist level when seated in his normal driving position;

5.2. Unsuitable Vehicles

Vehicles having high centers of gravity and/or relatively narrow track may be excluded from competition. Such vehicles may include sport-utility classed light trucks, off-road vehicles, vans, or any vehicle deemed incapable of safely executing typical AutoSlalom maneuvers at speed.

5.3. Driver Restraints

All participants shall properly wear an approved seat belt (restraint system) during the event. The participant has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.

An OE or DOT approved three point restraint system is acceptable for vehicles equipped with/without roll bars in all vehicles, excluding 'Modified' vehicles. The lap belt portion of a racing harness is permitted, in conjunction with the shoulder strap of the OE seatbelt. 'CG Lock' or other devices that lock the lap belt portion of the OE seat belt in place are also permitted.

A five or six point restraint system is required for all modified category vehicles equipped with a roll cage.

A safety harness must not be installed on a seat having no head restraint or having a backrest with integrated head restraint (no opening between backrest and head restraint).

If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be a minimum of 50 cm behind the seat back when measured along the belt.

The lap belt and crotch straps should not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface.

If used, the shoulder harness shall be a two strap over-the-shoulder type. In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45 ° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10 °. The maximum angles in relation to the centre-line of the seat are 20 ° divergent or convergent. Where appropriate, it is acceptable to mount the shoulder straps to the mounting points used for the factory rear seat belts.

Material for all straps in all cases shall be 2.75 inches or 70 millimeters (nominal) width or greater except anti-submarine straps which may be 44 millimeters wide.

Participants not using original equipment hardware shall use a minimum of 3/8" diameter SAE grade 5 bolts or better. All mounting points shall be either original equipment mounting points on the frame or the roll cage or an adequately reinforced point.

Reinforcements shall be adequately large and of sufficient thickness to prevent distortion under extreme load

5.3.1. Minimum Standards for Driver Restraints

If the harness is not homologated by the FIA, the minimum width of the crotch and pelvis straps shall not be less than 44 mm, the parts of the crotch straps which are not in contact with the user's thighs may have a minimum width of 25 mm and the width of the shoulder straps shall not be less than 70 mm. The material of all straps shall be Dacron or nylon and in new or perfect condition. All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 51 mm (2 in.) and a minimum thickness of 4 mm (0.6 in.).

The seat belt must be a minimum lap belt with a DOT or SFI approved metal to metal fastening mechanism.

The buckles must be of metal-to-metal quick release type except in the case of leg straps of a six (6) point system where they are attached to the seat belt or shoulder harness straps

The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness.

The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point to an angle of forty (40) degrees with the horizontal. From the upper rim of the backrest, although it is recommended that this angle should not exceed 10 degrees. The maximum angles in relation to the centre-line of the seat are 20 degrees divergent or convergent.

For a four point harness, the shoulder harnesses must be installed crosswise symmetrically about the centre-line of the seat. The lap belt and crotch straps should not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no circumstances may they be worn over the region of the abdomen. Holes may be made in the seat if this proves to be necessary in order to avoid such an occurrence. Care must be taken that the straps cannot be damaged through chafing against sharp edges.

Only separate shoulder straps are permitted. "H" type configuration is allowed. "Y" type shoulder straps are not allowed.

5.3.2.Attachment Methods

GENERAL FIXING SYSTEM

Reinforcing plate fixed to the car's chassis (the bolt should preferably work in shearing stress and not in traction)

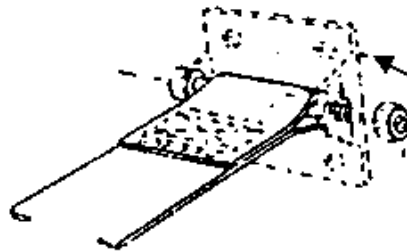
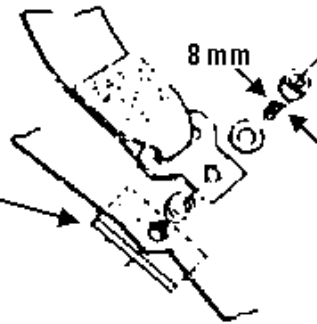
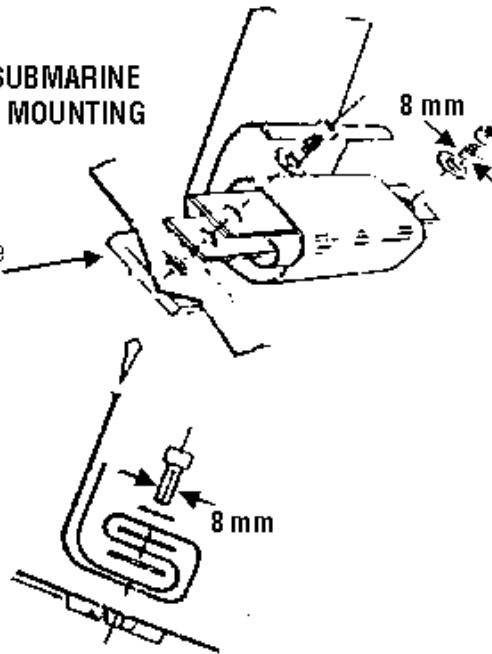


Plate fixed to the chassis and strengthened by a reinforcing plate on the other side

ANTI-SUBMARINE STRAP MOUNTING

Reinforcing plate fixed to the car's chassis



The minimum acceptable bolt used in the mounting of all belts and harnesses is 7/16 inch UNF, SAE grade 8, or preferably, M12 8.8. Where possible series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps. The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop. If clip-in eyebolts are used, the locking bale must be secured with a cotter pin or lock wire to prevent accidental release.

Where it is not possible to mount belts and straps directly to the roll structure or frame of the car and they must be attached to a structural panel for example, the panel must be suitable reinforced in a workmanlike manner to prevent distortion under load. Steel reinforcing plates of at least 40 cm² and a thickness of at least 3 mm must be used.

If the manufacturer provides for safety wiring the locking bale to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for all such components to be safety wired.

The restraint system installation is subject to approval of the scrutineer.

5.4. On-Board Starters

All vehicles must be capable of self starting. Starters shall be operable from the normal driving position by the driver of the vehicle, without requiring outside assistance under normal operation.

5.5. Fluid Containment

All vehicles must be equipped with containment devices for all fluids. Where OEM systems have been removed, approved minimum one litre catch tanks for all fluids must be used.

5.6. Noise Limit

Adequate muffling devices must be installed on all cars with a sound level to a maximum of 96 decibels unless there is a higher alternate noise limit for that facility/track listed in the Appendix E. In such cases, the maximum limit shall not exceed 103 decibels for vehicles in the Modified category but will remain 96 decibels for Stock, Super Stock and Street prepared vehicles. Organizers may apply to ASN for alternate noise limits if the facility/track requires or permits. Such limits must be sent out to all competitors in the Supplementary Regulations 60 days in advance of the event and must be posted at the site on the day of the event.

5.7. Noise Measurement

Measuring shall be done from a distance of fifty feet from the vehicle wherever safe to do so. The final decision as to adequacy shall rest with the Steward. Any vehicle deemed to be excessively loud must not be permitted to compete without acceptable modification being made, regardless of the existing exhaust system.

5.8. Scrutineering Inspection

All vehicles must be in a condition fit for use and pass a scrutineering ("Tech") inspection to be conducted prior to the event. Scrutineering inspection shall be mandatory.

5.9. Vehicle Preparation Checks

Each vehicle should be checked by the competitor prior to presentation for scrutineering. During Scrutineering, scrutineers may verify compliance with any of the following:

5.9.1.Brakes

Brake pedal has solid feel and does not sink to the floor. Brake (and clutch where applicable) fluid must be sufficient in the master cylinder reservoir and no leaks must be present when the system is pressurized. Brakes must operate on all four wheels.

5.9.2.Throttle

Confirm throttle return is positive. Where the throttle is electronic, the vehicle must demonstrate throttle return.

5.9.3.Engine Compartment

Engine compartment shall be in good working order. Fluid containment must comply with 5.5. Belts and hoses shall be in serviceable condition. There are no excessive fluids (oil, water, brake) present or leaking

5.9.4.Loose Items

Confirm loose items are removed from the interior of the vehicle. Driver's floor mat shall be removed or relocated so that it cannot possibly interfere with the operation of the pedals.

5.9.5.Road Wheels

Confirm the wheels are securely fastened with all studs/nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/bolt. Wheels may not have missing spokes or cracks in the cast/forged units. Hubcaps, wheel discs, and trim rings that are not bolted, or otherwise permanently attached, to the wheel must be removed

Confirm wheel bearings and suspension components are functional and in good operating condition suitable of SoloSport event conditions.

5.9.6.Steering and Suspension

Steering system shall not display any evidence of excessive wear or free play when the steering wheel is turned.

5.9.7.Tire Condition

When inspected at a scrutineering inspection:

Each tire must have measurable tread depth as described in this provision. Measurable tread depth must be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the center one-half of the tread surface that normally touches the ground, and;

The measurement points must be within tread grooves along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter direction where measurement holes may be located. (Tread definition, see Section 6.1 G.)

Tires may not be re-grooved or recapped in any way. The Competitor is required to compete on the inspected tires. Failure to do so shall result in refusal of entry or disqualification. Tires may not have cord visible at any time during competition, even if previously approved at scrutineering inspection.

5.9.8. Swing Axle Vehicles

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

5.9.9. Tonneau Covers

Tonneau covers must be removed.

5.9.10. Batteries

Batteries must be securely mounted and must have the positive terminal insulated with a non-conductive material. Wet cell batteries moved from their original location must be housed in a non-conductive marine type container and be secured to the chassis or structure independent of the container. NOTE: This would allow the use of gel-cell batteries without requiring the marine type container.

5.9.11. Roll-over Protection

Roll-over protection is highly recommended for all open vehicles and is required for all A&B modified vehicles. Roll-over protection is required for C&D modified vehicles having 16 preparation points or more. All roll-over protection devices shall be constructed to the requirements outlined in Appendix C or D of these regulations.

5.9.12. Closed Car Roll-over Considerations

Bolt-in or welded roll cages or bars are allowed. In Stock and Super Stock classes, the complete assembly must be contained in the passenger compartment.

Reasonable modifications will be allowed in the interior to facilitate installation (such as holes in carpets or trim panels). For the purposes of this rule, the area behind the rear seat in a hatchback or coupe is considered part of the passenger compartment.

5.9.13. Window Requirements

Side windows may be closed or open according to the competitor’s preference.

5.9.14. On-board Cameras

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

The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and;

Secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails;

All remote apparatus such as battery packs, remote recording and/or transmitting devices shall be secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable during inspection.

All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized;

Final approval of camera mounts rests with the chief scrutineer.

5.9.15. Vehicle Modifications

Modifications to the vehicle shall be properly installed or fabricated as per the respective manufacturer's instructions. Any modification shall be securely fastened so as to allow the proper function of both the modification and the vehicle itself-with no interference or potential interference with moving parts.

6. CAR PREPARATION REGULATIONS

6.1 GENERAL DEFINITIONS:

6.1.1.Sedan

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

6.1.2.Model

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

6.1.3.Standard Parts and Equipment

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

6.1.4.Open and Closed Cars

Open cars are cars with a convertible top. Closed cars are cars having a fixed roof, a T-top or a Targa top with a full windshield.

6.1.5.Series Produced

Except for Modified Category, all vehicles that are not otherwise listed in the car classification lists must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period for legal road use. The vehicle must have been equipped with normal road touring equipment and normally sold through manufacturer's retail sales outlets in North America.

6.1.6. Burden of Proof

The Competitor has the burden of proving that his car conforms to these regulations by his owner's manual, manufacturer's shop manual(s), manufacturer's catalogues, or any other official manufacturer's documentation, which the competitor must be able to present at the event. All manufacturers' documentation must be for non-competition purposes. Failure to provide the appropriate manufacturer's documentation may result in disqualification.

6.1.7. Tread

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

6.1.8. Special Considerations

Because of the variation in vehicle design and manufacturing, the ASN AutoSlalom Technical Sub-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 rulebook. Such specific authorizations will be published in future editions of this rulebook or as ASN competition bulletins.

6.2. VEHICLE MODIFICATION AND PREPARATION

6.2.1. General Modification Principles

With respect to the modifications and the applicable Preparation Points, the following general guidelines shall apply. There are three types of modifications outlined in this rulebook:

i. Authorized

These are modifications that are specifically listed in each car category description. Regardless of whether such a modification is listed in the Preparation Point Schedule, any authorized modification shall not incur preparation points;

ii. Restricted

These are modifications that are not specifically listed as authorized in each car category. Restricted modifications are those that are listed in the Preparation Point Schedule and are not specifically prohibited in the appropriate car category. If a restricted modification is made, the applicable preparation points must be incurred. If a modification is not authorized, nor listed in the Preparation Point Schedule, then it is prohibited;

iii. Prohibited

These are modifications that are specifically prohibited in a car category description, or are not authorized, nor listed in the Preparation Point Schedule. Regardless of whether preparation points are taken, a prohibited modification will render a car ineligible for competition under the category where such modifications are not allowed.

6.2.2. Substitution of Coachwork

Where substitution of coachwork is permitted (either with or without incurring preparation points), the replacement panel must completely replace the original panel and must be without holes or other interruptions in the continuity of the surface unless specifically listed in the authorized modifications of the category. Coachwork is defined as all external panels and pieces of the body exposed to the air stream. The material of replacement panels must be metal, glass-reinforced plastic, or other suitable fire-resistant material.

6.2.3. Substitution of Suspension

Except when the appropriate preparation points are assessed, standard equipment suspension, springs, and torsion bars must be used. They may not be modified in any way nor have their points of attachment modified. When an intermediary device is used between the spring/torsion bar and its point of attachment to the frame or body, this device also may not be modified in any way. Torsion bars must be set within the manufacturer's specifications for non-competition purposes.

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

6.2.4. Compliance with the Regulations

All modifications to the vehicles must be in compliance with all other applicable regulations. No modifications are allowed in S/SS/SP unless specifically authorized in this rulebook.

7. STOCK CATEGORY

Stock Category cars must be run as specified by the factory with only standard equipment as defined by these regulations. This requirement refers to individual parts and to combinations thereof which would have been ordered individually or together for a specific car. Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be totally complete and the resultant car must meet all requirements of this section.

7.1. Authorized Modifications

The modifications detailed below are the only 'authorized' modifications in the Stock Category.

7.2. Allowable Preparation Points

The vehicle is permitted a maximum of two (2) preparation points under the preparation-point system detailed in Section 11.

7.3. Bodywork

- 7.3.1. The addition or use of alternate accessories, gauges, indicators, lights, mirrors, and other appearance, comfort, and convenience modifications which have no effect on performance and/or handling are permitted. A single wiper arm system may replace the original if operational. Foot pedal covers are allowed.
- 7.3.2. The shift knob may be modified or substituted. This does not include the shifter lever, handle, body or mechanism.
- 7.3.3. Substitution of steering wheels is allowed provided the new steering wheel does not differ in outside diameter by more than 26 mm from the original wheel. On cars equipped with air bag supplemental restraint systems, no substitution is allowed. Air bags, however, may be electronically disabled.
- 7.3.4. Any fuel-filler cap may be used. Monza style gas caps must be secured against accidental opening.
- 7.3.5. The folding, but not removal of the windshield and/or the convertible top is permitted, providing the mechanism is standard equipment. T-tops and Targa tops may be removed.
- 7.3.6. The removal of the spare tire(s), tools, and jack is permitted.
- 7.3.7. Any alternate front fender is permitted, providing it is the same size, shape, and at least the same weight as the original.
- 7.3.8. Any alternate restraint harness is permitted as long as it meets or exceeds the minimum standards as outlined in Section 5.1.C.
- 7.3.9. Any spoiler/air dam may be added or modified, provided it is at least the same weight as the original spoiler/air dam or the panel(s) it replaces.
- 7.3.10. Standard fuel tank must remain unaltered in dimensions and mounting.
- 7.3.11. Tow-bar brackets and hooks may be installed, and the appropriate modifications to the bumper and/or frame in order to install them are permitted, provided such modifications do not reduce the weight of the vehicle.

7.4. Shock Absorbers

- 7.4.1. The make of shock absorber may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered. Substituted shock absorbers may provide no more than two external damping adjustments.
- 7.4.2. The mounting hardware shall be the original type. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft is larger than the center hole of an upper mount assembly, that hole may be enlarged by the minimum amount necessary to accommodate the shock shaft size, provided the following restrictions are met: (1) The enlarged hole must remain concentric with that of the original configuration; (2) The enlargement of the hole does not require modification of a bearing (as opposed to a washer, plate, or sleeve); (3) Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter.
- 7.4.3. Bump stops installed externally and concentric with the shaft of a shock absorber may be drilled out to fit larger-diameter shock shafts. Bump Stops with similar characteristics to those of the original may be substituted for the purpose of installing aftermarket shock absorbers.

- 7.4.4. The use of any shock absorber bushing material, including metal, is permitted. This does not permit the use of an offset shock absorber bushing.
- 7.4.5. The interchange of gas and hydraulic shock absorbers is permitted. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use non-electronically controlled alternatives.
- 7.4.6. Shock absorbers with adjustable spring perches which have been welded in the stock position on the shock absorber are permitted.
- 7.4.7. The dimensional characteristics of the shock and relative placement of the spring must remain as stock. If the spring perch on an aftermarket shock/strut is a small amount (e.g. 1/4") lower than the standard part, but the shock/strut otherwise complies with the requirements of this section, a shim may be added to the spring perch to raise the spring base to the correct height. This shim must be permanently attached to the perch.

7.5. Suspension

- 7.5.1. The bushing attaching the end of the strut to the body or frame on a strut type suspension is a suspension bushing, not a shock absorber bushing. Suspension bushings, including but not limited to those which carry the weight of the car and determine ride height, may not be replaced with bushings of a different material or dimension.
- 7.5.2. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual for non-competition purposes. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts. If authorized by the manufacturer, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized, but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.
- 7.5.3. The steering system and its associated linkages will be considered as part of the suspension system.

7.6. Brakes

- 7.6.1. Any alternate make and material of brake shoe linings and brake pads is permitted.
- 7.6.2. The fitting of single cylinder dual circuit systems is permitted.
- 7.6.3. The addition of a brake cooling system is permitted. The brake backing plates may be modified or removed. Minor modification to the interior fender panels and interior front body panels are permitted in order to facilitate the installation of the brake cooling system, provided such minor modifications serve no other function. Water-cooled braking systems are prohibited.

7.7. Tires

- 7.7.1. Any make, model and size of tire may be used, provided there is both a Department of Transportation (D.O.T.) approval stamp and approval number on the tire except

the following:

(no tire models currently listed);

R-compound tires are a restricted modification. Appropriate preparation points must be taken if such tires are used;

When viewed from directly above the outermost edge of the fender opening (using the hub center-line as the viewing axis) from an angle perpendicular to the ground, no portion of the tread along a line drawn across the top of the tire (parallel to the hub center-line) may be visible. This assessment shall be performed with the vehicle parked on a level surface and tires inflated to a minimum of 20psi and not more than the allowable maximum pressure as stated on the tire itself.

7.8. Wheels

7.8.1. Unless appropriate preparation points are taken for alternate sized wheels, any type wheel may be used provided it complies with the following: it is the same width and diameter as standard, and as installed (including wheel spacers if applicable) it does not have an offset more than +/- 0.25 inch from a standard wheel for the car. The resultant change in track dimensions is allowed. Vehicles originally equipped only with 12 inch diameter wheels, may use 13 inch diameter wheels of the same width as standard and offset within +/- 0.25 inch of standard. Vehicles normally equipped w/ rim less than 5" wide may use 5" wide rims.

7.8.2. Wheel spacers are allowed provided that the resulting change in standard offset is not more than 0.25".

7.8.3. Wheel Studs or Bolts length and diameter may be changed. Wheel bolts may be changed to wheel studs.

7.8.4. No alterations to the vehicle are permitted for wheel installation or clearance.

7.8.5. Unless appropriate preparation points are taken for alternate sized wheels, vehicles with metric sized wheels may use alternate rims using the following sizing method:

Diameter- convert metric measurement to inches and round to the nearest lower inch measurement;

Width- convert metric measurement to inches and round to the nearest smaller ½ inch measurement;

Offset- measurement remains the same based on the closest millimeter equivalent.

7.9. Electrical System

7.9.1. The make of spark plugs, points, ignition coil, and high tension wires is free, providing the number of such items does not change from that originally installed in the car.

7.9.2. On cars made before January 01, 1968, any ignition system using the standard distributor may be used.

7.9.3. Ignition settings may not be adjusted beyond manufacturer's specifications for non-competition purposes.

7.9.4. No changes are permitted to electronic engine management systems or their programming unless directed by the manufacturer.

7.9.5. Any alternate battery may be used, provided the number, mounting, size/weight

(plus or minus 20%) and location are the same (motorcycle and other weight saving batteries are not allowed).

7.10. Engine and Drive Train

- 7.10.1. The carburetor metering rods and jets may be changed. The air/fuel mixture may be adjusted using the method authorized by the manufacturer for non-competition purposes.
- 7.10.2. Any alternate fuel pump may be used, providing the number of fuel pumps remains as standard.
- 7.10.3. Removal of or use of any alternate air filter element is permitted. No other part of the air cleaner may be modified to allow for this. The filter element must fit within the confines of the air cleaner assembly and not raise the top cover so as to provide additional air intake capacity.
- 7.10.4. Any alternate exhaust system, with the exception of the exhaust manifold and emission control components, is permitted. Muffler systems are authorized, except that they must terminate behind the driver. Exhaust heat shields may not be removed. Exhaust systems must comply with CAC noise limits.
- 7.10.5. Installation of vents, catch tanks, and oil coolers on the engine, transmission, or differential is permitted. If no vents or catch tanks are added, OEM systems must be in place.
- 7.10.6. Normal maintenance machine work is permitted, provided that the service limits specified by the manufacturer are not exceeded.
- 7.10.7. The use of alternate engine and drive train parts which are normally expendable, such as seals, gaskets, bearings, valve seats, and valve guides, are permitted, provided they are of the same type, number, and dimensions as standard.
- 7.10.8. Cylinders and or liners may be overbored up to 0.040" over the nominal stock bore dimension, and appropriate standard oversized pistons may be used. Non-stock pistons of the same weight, dimensions, and configuration as the original may be used.
- 7.10.9. Locked differentials are prohibited. Limited slip differentials may only be those available as standard or optional equipment of the same modal year.

7.11. Fasteners

Nuts, cap screws, studs, washers, etc., may be replaced by similar items of unrestricted origin.

8. SUPER STOCK CATEGORY

8.1. Authorized Modifications

The modifications detailed below are the only 'authorized' modifications in Super Stock category.

8.2. Lower Category Modifications

All Stock-category 'authorized' modifications are permitted.

8.3. Allowable Preparation Points

The vehicle is permitted a maximum of six (6) preparation points under the preparation point system detailed in Section 11.

8.4. Bodywork

- 8.4.1. In order to provide engine induction or ventilation, the addition of grills or air scoops is permitted. The removal, modification or substitution of hood liners permitted.
- 8.4.2. Cutouts for oil coolers are permitted.
- 8.4.3. Spoilers, body kits, rear wings, etc. are allowed. Only minor modification to the standard bodywork is allowable to fit an aftermarket body panel. Rear wings other than O.E.M. may not extend higher than the highest point of the roofline, may not extend rearward more than the rear most edge of the factory bodywork, and may be no wider than the widest point on the body not including side mirrors or aftermarket accessories. The intent of this rule is to allow as wide a variety of appearance kits as possible while maintaining some limits on wing/spoiler technology.
- 8.4.4. Any alternate steering wheel may be used.

8.5. Suspension

- 8.5.1. The standard suspension mounting points on the chassis may be reinforced, but their location may not be changed. Suspension geometry may not be altered through the modification of suspension mounting points on the chassis (e.g.: no filing or slotting of holes).
- 8.5.2. The cars suspension may be aligned anywhere within the full range of the manufacturer's stock, unaltered adjusting mechanisms.
- 8.5.3. The addition, substitution, or modification of any part of a front or rear suspension anti-sway bar system is allowed subject to the applicable preparation points.
- 8.5.4. If 'other suspension modification(s)' preparation points are taken in the Super Stock category, then the suspension MAY ONLY be modified as specified below:
- 8.5.5. Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, adjustable coil spring perches, or modification of springs. This does not allow the use of spacers which alter suspension geometry, such as those between the hub carrier and lower suspension arm;
- 8.5.6. Suspension bump stops may be altered or substituted but not removed.
- 8.5.7. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted
- 8.5.8. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in 7.5.B. Caster changes resulting from the use of camber bolts are permitted.
- 8.5.9. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide an adjustment to

the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

On double/unequal arm suspensions, only the upper arms OR lower arms may be modified or replaced, but not both.

On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by paragraph 8.5.G or H. may be used, but not both.

On swing or trailing arm suspensions, the main arms may not be modified but locating links/arms may be modified or replaced.

The replacement arms or mounts must attach to the original mounting points. All bushings must meet the requirements of 8.5.J. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

8.5.10. Suspension bushings may be replaced with bushings of any material (except metal) as long as they fit in the original location. Offset bushings may not be used. In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball & socket replacing a cylindrical bushing);

8.5.11. Addition, modification or replacement of lateral locating devices (e.g.: Panhard Rods and Watts Linkage.) is permitted. Method of attachment and attachment points are unrestricted.

8.6. Brakes

8.6.1. Substitution of brake hydraulic lines with braided metal lines is permitted.

8.6.2. Alternate (cross drilled, vented or slotted) brake rotors of original material and diameter are permitted. No modification to existing brake system components is allowed to facilitate installation.

8.7. Tires & Wheels

8.7.1. Any make, model, or size of tire may be used provided there is both a DOT Approval stamp and approval number on the tire.

8.7.2. Any size and offset of road wheel may be used, providing the wheel/tire combination fits within the standard wheel well opening.

8.7.3. When viewed from directly above the outermost edge of the fender opening (using the hub center-line as the viewing axis) from an angle perpendicular to the ground, no portion of the tread along a line drawn across the top of the tire (parallel to the hub center-line) may be visible. This assessment shall be performed with the vehicle parked on a level surface and tires inflated to a minimum of 20psi and not more than the allowable maximum pressure as stated on the tire itself.

8.8. Electrical System

8.8.1. Any ignition system or part may be used. Ignition settings and curves may be altered beyond manufacturer's specifications.

8.8.2. Alternate ECUs /chips may be used on normally aspirated vehicles. Alternate ECUs/chips may be used on forced induction vehicles only if the ECU/chip does

not DIRECTLY alter boost settings. If boost settings are directly altered by the ECU/chip then the appropriate preparation points must be taken as per the preparation point table.

8.9. Engine and Drive Train

8.9.1. Exhaust emission control air pumps, nozzles, associated lines and fittings, EGR devices, and evaporator canisters may not be modified in any way except that they may be completely removed. Catalytic converters and thermal reactors may be replaced with aftermarket units or removed.

8.9.2. The engine cooling fan(s) may be modified or substituted, but not removed.

8.9.3. Removal of, or use of any alternate air cleaner assembly is permitted. Cold air induction upstream of the air cleaner is allowed. On vehicles so equipped, the duct between the air flow/mass sensor and the throttle body may be changed, the replaced duct work must serve no other purpose beyond that of a duct. This section of duct work is considered part of the air cleaner assembly.

8.9.4. Installation of vents, catch tanks, and oil coolers on the engine, transmission, or differential is permitted. If no vents or catch tanks are added, OEM systems must be in place.

8.9.5. Any clutch plate and friction disk that attaches to the stock unmodified flywheel is allowed.

8.9.6. The transmission shifter and/or mechanism may be changed or modified.

8.9.7. No "restricted" internal engine modifications may be made.

8.10. Body structure modifications

It is permitted to add or replace one lateral brace between any two suspension mounting points at either or both end(s) of the car. Strut bars are permitted with all types of suspension. Strut bars may be mounted only transversely across the car from upper right to upper left suspension mounting points or from lower right to lower left suspension mounting points. No other configuration is permitted. Additional holes may be drilled for mounting bolts. Only bolt-on attachment is permitted.

9. STREET PREPARED CATEGORY

9.1. Authorized Modifications

The modifications detailed below are the only 'authorized' modifications in Street Prepared category.

9.2. Lower Category Modifications

All Stock and Super Stock category 'authorized' modifications are permitted.

9.3. Allowable Preparation Points

The vehicle is permitted a maximum of fifteen (15) preparation points under the preparation point system detailed in Section 11.

9.4. Bodywork

- 9.4.1. In order to provide clearance for tires and wheels, flares may be added and may be made of an alternate material. The exterior contour of the fenders may be altered, provided that the fender opening profile (approximate size, location, and shape) viewed from the side of the vehicle is unchanged.
- 9.4.2. Modifications to the interior fender panels are permitted in order to facilitate the addition of fender flares or the alteration of the exterior contour of the fenders, provided such modifications serve no other function. Fender panels may be modified or removed provided this change does not result in any openings between the wheel wells and the passenger, engine, or luggage compartments.
- 9.4.3. Where tires extend beyond bodywork, no modification to the fender opening profile may be performed to allow for this.

9.5. Suspension

- 9.5.1. If suspension points are taken in the street prepared category, then any suspension component may be altered or replaced in any way, provided that the configuration remains the same as the original manufacturer.
- 9.5.2. If the appropriate suspension points are taken, then the suspension mounting/pickup points may be modified or relocated.
- 9.5.3. The addition of/or modification of Traction Bars, Ladder Bars and Torque Arms is permitted. Mounting points and method of attachment are unrestricted.

9.6. Brakes

Any part of the braking system may be changed, provided it still operates simultaneously on all four wheels.

9.7. Tires & Wheels

Any make, model, and size of tire may be used, provided there is both a DOT approval stamp and an approval number on the tire. Wheel/tire combinations may extend beyond the original factory bodywork.

9.8. Engine and Drive Train

- 9.8.1. Substitution or addition of fuel pumps and pressure regulators, but not fuel distribution units, is permitted. Any other fuel system modification is subject to preparation points.
- 9.8.2. The clutch may be modified or substituted. The clutch is defined as the linkage, throw-out bearing, disc, pressure plate, and pilot bearing. This does not include the flywheel.
- 9.8.3. The transmission, differential, and transaxle may be modified or substituted, provided that neither the original suspension configuration, nor drive layout is changed. Modifications include any or all mechanical or hydraulic components relating to the transfer, application and distribution of power flow from the input shaft of the transmission up to and including the drive axle(s).
- 9.8.4. The cooling fans may be removed. The radiator may be modified or substituted.
- 9.8.5. Any shift linkage may be used

9.9. Updating and Backdating of Parts

- 9.9.1. Interchange of components between various years of the same model or between

various models produced by the same manufacturer under the same brand name is permitted.

9.9.2. The component must be standard equipment on the vehicle from which it was taken.

9.9.3. The vehicle from which the component is taken must be of the same body configuration and type and have the same drive train configuration as that on which the component will be installed. Same body configuration for the purposes of update/backdate is defined as a specific model generation of a vehicle where the body style remained nearly identical between years. The Street Prepared category vehicle listings shall define the model years eligible for update/backdate of a particular vehicle.

9.9.4. The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined or otherwise changed to facilitate the updating/backdating allowance.

9.9.5. If modifications are made to any updated/backdated part, they must conform to the modification allowances in Street Prepared category and they will no longer be considered an update/backdate.

9.9.6. The updating and/or backdating of engines, transmissions or transaxles must be done as a unit; component parts of these units may not be interchanged. If modifications are made, they must conform to the modification allowances in Street Prepared category.

9.9.7. Where engines are interchangeable between models, the vehicle on which the component is installed must now compete in the same class as the vehicle from which the component was taken.

9.10. Body Structure Modifications

Any chassis, frame, or engine reinforcement is permitted. Method of attachment is unrestricted providing the original chassis and frame remain intact e.g.: no cutting or removal of the original structure. Frame connectors are allowed.

10. MODIFIED CATEGORY

10.1. Vehicle Eligibility

All production based cars prepared beyond the allowances of Street Prepared. All vehicles specifically constructed for competition in either autoslalom or in other racing series. Vehicles need not meet the requirements of 6.1.E

10.2. Authorized Modifications

There is no limit on the modifications to the vehicle, subject only to its compliance with all other applicable regulations.

10.3. Running Gear and Suspension

Any make and size of tire may be used, provided it passes the scrutineering inspection requirements.

10.4. Minimum Requirements

All vehicles in the Modified Category must conform to the minimum standards as defined under Vehicle Eligibility, plus at least two wheels must have suspension and be sprung from the chassis.

10.5. Bodywork

All vehicles in the Modified Category must conform to the minimum standards as defined under Vehicle Eligibility, plus there must be a firewall that completely separates the driver and engine compartments. Any holes used for the routing of linkages and/or hoses shall be adequately grommetted and any other openings not used shall be properly sealed with plugs, sealant, or plates.

10.6. Eye Protection

All drivers of open-wheeled cars and or open cockpit cars not having full windscreens shall wear adequate eye protection.

10.7. Roll-over protection

Roll-over protection is highly recommended for all open vehicles and is required for A & B modified vehicles and C & D modified vehicles having 16 preparation points or more. All roll-over protection devices shall be constructed to the requirements outlined in Appendix C or D of these regulations.

11. PREPARATION POINT SCHEDULE – ALL CATEGORIES

11.1. Method of Assessment

A vehicle with modifications, except those permitted under 6.0 or those permitted under authorized modifications for the category in which the vehicle is entered, shall be assessed preparation points according to this section.

11.2. Negative Points

The negative points assessed for roll-over protection and fire extinguishers may only be used to offset other points assessed in Section 11.3.

11.3. Weight Reduction

<i>✓</i> Indicates the modification is permitted but may be subject to the applicable preparation points. See the Authorized Modifications of each category for further clarification on preparation point assessment. <i>✓*</i> Indicates the modification is authorized , with no preparation points assessed.		Stock	SS	SP	Mod
		Lightweight or removed panel. A panel is defined as a convertible top, trunk or hatchback (or similar) lid, door, fender, hood, grille, valance, or any other coachwork panel that may be unbolted or unfastened from the body structure.	1 pt. each		✓
Lightweight bumper assembly or part of the bumper assembly removed, including bumper hardware, brackets, and energy-absorbing devices.	1 pt. per front or rear		✓	✓	✓
Removal of or lightweight windshield or rear window, including the window hardware and trim.	1 pt. each		✓	✓	✓
Removal of or lightweight side windows, including the window hardware	2 pts. any or all		✓	✓	✓
Removal of exterior light assemblies, including the light hardware and trim.	2 pts. any or all		✓	✓	✓
Interior trim removal, defined as interior body panels, dashboard, headliner, sun visors, carpet, underpad, sound insulation, and any other interior dress-up or comfort items.	2 pts. any or all		✓	✓	✓
Removal or substitution of a front seat or any/all of the rear seat(s). Removal of the seat also permits the removal of the seat belt(s) for that seat(s).	1 pt. each	✓	✓	✓	✓
Battery, change in location (and/or weight for Stock category)	1 pt. each	✓	✓	✓	✓
Installation of roll-over protection which meets all specifications contained in Appendix A. If the roll-over protection is a roll cage, then the driver's side anti-intrusion tubes may extend into the door. The inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock impact beam and the outside door latch/lock operating mechanism shall not be removed.	-2 pts.	✓	✓	✓	✓
Installation of one securely attached and fully charged 2.5 lb (5BC) or larger fire extinguisher. Fire extinguishing systems that meet the requirements of the GCR are also permitted.	-1 pt.	✓	✓	✓	✓

11.4. Running Gear and Suspension

The addition, substitution, or modification of any part of a front or rear suspension anti sway bar system, per front or rear.	1 pt. each	✓	✓	✓	✓
Any other suspension modification(s).	3 pts.		✓	✓	✓
Wheels of other than stock diameter and/or width and or offset beyond +/- 0.25". (Applies to Stock category only) Vehicles with wheels less than 13" in diameter may use 13" with no changes in width or offset. Vehicles with metric sized wheels may use alternate rims using the following sizing method: Diameter- convert metric measurement to inches and round to the nearest lower inch measurement. Width- convert metric measurement to inches and round to the nearest smaller ½ inch measurement Offset- measurement remains the same based on the closest millimetre equivalent.	1 pt.	✓	✓*	✓*	✓*
R-compound tires (Stock Category only)	1 pt.	✓	✓*	✓*	✓*

11.5. Engine and Drive Train

Limited slip differential, other than OEM (does not allow change in final drive ratio) Super Stock Category only. All wheel drive vehicles will be considered as having 3 differentials, all of which shall be assessed points on an individual basis.	Single differential (1pt). Multiple differentials (2pts).		✓	✓*	✓*
Locked differential other than OEM (not permitted in Stock Category). All wheel drive vehicles will be considered as having 3 differentials, all of which shall be assessed points on an individual basis.	Single differential (1pt). Multiple differentials (2pts).		✓	✓	✓
Tubular headers, other than OEM	2 pts.		✓	✓	✓
Turbocharger, supercharger A Turbocharger system is defined as: turbine, wastegate, exhaust manifold, boost control valve/device, intercooler A supercharger system is defined as: compressor, compressor drive system, boost control valve/device, intercooler Relocation of accessory components to facilitate installation is allowed providing it serves no other purpose. Ducting/piping between components of this system is allowed.	4 pts. each			✓	✓
Carburetor/fuel injection*/induction system*: any unauthorized modification which does not increase the number of venturies/air throttles.	2 pts.		✓	✓	✓

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<p>Carburetor/fuel injection*/induction system*: any unauthorized modification which results in an increase in the number of venturies/air throttles.</p> <p>* Definition of induction system: "All points that are exposed to air intake from the air inlet to the orifice of the cylinder head port face."</p> <p>* Definition of fuel injection system: fuel metering unit, fuel distribution unit, injection nozzle(s), air duct, air throttle</p>	4 pts.		✓	✓	✓
<p>Removal of any emission control equipment (stock category only).</p>	1 pt.	✓	✓*	✓*	✓*
<p>Any other internal engine modification(s), subject to the restrictions below:</p> <p>Reciprocating engine: The cylinder bore diameter may be increased, provided the resulting increase can be achieved within the standard equipment block/barrels without the need to add material to the block/barrels. The number and location of the camshafts and valves may not be changed. <u>The stroke may not be changed.</u></p> <p>Rotary engine: The capacity of the working chambers may be increased, provided the resulting increase can be achieved within the standard rotor housing without the need to add material to the housing. The rotor is free, provided the number of lobes and rotors is not changed.</p>	4 pts.			✓	✓
<p>Flywheel change or modifications (except when part of engine modifications done as described in the above allowance).</p>	2 pts.			✓	✓
<p>Any modifications/substitution of turbo chargers</p>	2 pts.			✓	✓
<p>Any modifications/substitution of boost control devices</p>	2 pts.		✓	✓	✓
<p>Change of controller (ECM and/or management chip) where the ECM also controls boost and/or shift points as applicable.</p>	2 pts.		✓	✓	✓
<p>Modification and/or substitution of any or all external engine components and/or accessories. Eligible components include: Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g. alternator, water pump, power steering pump, and crankshaft drive pulleys with or without pulley-damper/balancer assemblies).</p> <p>Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve-timing system exists as standard. Type of cam drive (chain, belt, gear) must remain as standard.</p> <p>Alternate parts of the same general type (e.g. roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered. Vehicles equipped with a variable cam and/or valve timing system as standard may use</p>	2pts (Super Stock, Street Prepared), unless the full 4pts (Street Prepared only) for internal engine items already taken.		✓	✓	✓

<p>alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).</p> <p>Supercharger drives are excluded from this allowance. Alternate pulley materials may be used. They may serve no other purpose. Any alternate water pumps, alternators, cooling and oiling systems (beyond allowable items). The original system (wet sump or dry sump) of engine oiling must be retained. Any oiling system component may be added, modified or substituted.</p>					
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12. VEHICLE CLASSIFICATION LIST

12.1. GENERAL CONSIDERATIONS

- 12.1.1. 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).
- 12.1.2. Unclassified vehicles (those not listed in Appendix A) may be tentatively classified by the event organizer. The CAC AutoSlalom Technical Sub-committee may reclassify tentatively classified vehicles.
- 12.1.3. A competitor or an official may submit a written classification request to the CAC AutoSlalom Technical Sub-committee. All requests must include detailed vehicle information and are subject to the following timetable:

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

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

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

A new model vehicle became available which is not listed in Appendix A;

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

12.1.5. 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.

12.1.6. The CAC AutoSlalom Technical Sub-committee may classify or reclassify vehicles during the year.

12.1.7. The CAC AutoSlalom Technical Sub-committee may correct improperly classified vehicles, subject to the grievance procedures contained in ASN Canada FIA SoloSport GCRs.

12.2. STOCK CATEGORY

For all Stock Category listings refer to 2006 CAC classifications in Appendix A.

12.3. SUPER STOCK & STREET PREPARED CATEGORY

For all Super Stock & Street Prepared Category listings refer to 2006 CAC classifications in Appendix A.

12.4. MODIFIED CATEGORY

For all Modified vehicles compliant to race and/or series regulations from other ASN Canada FIA or SCCA racing disciplines, exceptions to the race/series regulations requirements are as follows:

Homologation not required

Alternate wheels are allowed

Tires are unrestricted

Fuel cell not required

Fire suppression systems are not required

Running lights, windscreens and mirrors not required

Logbooks not required

Fire retardant driving suits not required

12.4.1. A/Modified

A/Modified are all Formula Cars 2.5L and over, all non-compliant Formula cars and Sports Racers subject to the open wheel requirements listed below and all other open wheel vehicles not otherwise classified and meeting the following requirements: minimum weight of 318 kg (700 lbs) less driver; maximum wing area of 186 sq. cm. (20 sq ft.). Wing areas will be calculated as in a plan (top down) view.

Formula SAE cars shall compete in A Modified but must be prepared to Formula SAE rules of the year that the vehicle was last entered in the Formula SAE Competition.

12.4.2. B/Modified

B/Modified are all Formula Cars under 2.5L, specials, all Sports Racers and all other open wheel vehicles under 2.5L meeting the following requirements: minimum weight of 408 kg (900 lbs) less driver; minimum 2032 mm (80 in.) wheelbase.

All Formula cars/Sports racers in Modified classes must be compliant to their respective race/series regulations. For the purposes of these regulations, "Formula Libre" vehicles are NOT considered a "Formula car" and as such must compete under the wheel base/weight/engine formula.

12.4.3. C/Modified

C/Modified are all series-based/closed wheel cars with either a reciprocating engine or a rotary engine of 2.0L and under according to 12.4.E

12.4.4. D/Modified

All other series-based/closed wheel cars with reciprocating engine(s) or rotary engine(s) of more than 2.0L according to 12.4.E.

12.4.5. Engine Sizing

Four-stroke cycle and two-stroke cycle, normally aspirated motors will be classified on the actual piston displacement.

Turbocharged or supercharged motors will be classified on the basis of 1.4 times actual piston displacement.

Rotary (Wankel) engines will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber times the number of rotors.

1. APPENDIX A: CAR CLASSES

It is CAC's intention to class all essentially identical vehicles from the same manufacturer (which differ only cosmetically or in nominal marquee designation) in the same class. If a version is omitted from the classes listing and is otherwise eligible for the category, then its classification will be the same as the equivalent car that is listed.

All unclassified cars will compete in *Super Sport* until classified by CAC, unless covered by a "catch-all" description. To use catch-alls at the end of the specific car classes in this Appendix, start from *Super Sport* and work down the classes until a class is found.

For **Stock Category** vehicles, the manufacturer's specifications shall be used for specific wheel diameter and maximum rim width specifications.

The following make/models are not eligible for Stock Category: BMW 325 M-Technic, BMW M3 Lightweight, BMW Z8, Calloway Corvette, **Chevrolet Corvette Z06 ('06+)**, Dodge Viper (NOC), Ferrari 355 and 360, Ford GT, Ford Mustang Cobra R, Lotus Elan M-100, Mini 'Works' package **'02-'05)**, Oldsmobile 442 HO W-41 (Sports package option), Pontiac Firebird Firehawk, Porsche 911 GT2, Porsche 911 Turbo AWD, Saleen Mustang (supercharged).

Abbreviations:

- AWD- All Wheel Drive
- FWD- Front Wheel Drive
- L- engine displacement in litres
- NOC- Not Otherwise Classified
- RWD- Rear Wheel Drive
- Vn- number of cylinders (prefix) or valves (suffix)

1.1. STOCK CATEGORY

SUPER SPORT

Chevrolet	Corvette C-5 ('97+)
	Corvette C-6 ('05+)
Dodge	Viper RT, GTS, SRT-10
Lotus	Elise ('05+)
	Esprit Turbo
Mazda	RX-7 Turbo ('93+)
Porsche	911 (996 chassis '98+)
	911 (997 chassis) ('05+)
	911 Turbo and 930 (2wd)
	911 GT3
	Boxster S ('05+)
	Cayman S ('06)

STOCK CLASS A

Acura	NSX
BMW	M3 (E46)
	M5 ('04+)
	M Coupe and roadster ('01+)
	Z-4 6 cyl
Chevrolet	Camaro SS ('96+)
	Corvette C-4 ('84-96)
	Corvette ZR-1
Chrysler	Crossfire SRT-6
De Tomaso	Pantera
	Mangusta
Ford	Mustang Cobra SVT ('03+)
Honda	S2000 (All)
Jaguar	XKR Coupe
Maserati	GrandSport, Spyder, Coupe ('02+)
Mercedes	C32 AMG
	SLK 32 AMG ('02+)
	SLK 350

Mitsubishi	SLK55 & CLK55 ('05+)
	Lancer EVO RS
	Lancer EVO VIII ('03+)
Pontiac	Firebird WS6 ('96+)
Porsche	911 (993 chassis) non turbo '95-98
	Boxster non-S
Saleen	Mustang, (normally aspirated)
Shelby	Cobra (all)
Subaru	WRX Sti
Toyota	Supra Turbo ('93½+)

STOCK CLASS B

BMW	M-Coupe & Roadster ('96-'00)
	M3 (E30)
	M3 (E36)
	Z3, 6 cyl NOC
Chevrolet	Corvette ('63-'82)
Chrysler	Prowler
Ferrari	308,328
Infiniti	G35 Coupe
Jaguar	S-Type R
	XK-E (6 and 12 cyl)
Lotus	Elan RWD
	Esprit
	Europa Twin cam
	Europa, Renault engine
Maserati	Biturbo
Mazda	RX-7 Turbo ('87-91)
	RX-8
Mercedes	SLK
Mini	Cooper S (John Cooper "Works" package) ('06+) NOTE: The dealer-installed version of the JCW package is not eligible for Stock.
Morgan	Plus 8

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Nissan	300ZX Turbo ('90+) 350Z
Plymouth	Prowler
Porsche	356, Carrera 4 cam 911, non-Turbo, NOC 911 Club Sport 914-6 928 (all) 944 (16V) 944 Turbo (all) 968 Carrera 2 & 4 (964 chassis)
Toyota	MR-2 Turbo
TVR	All 8 cyl. & V6

STOCK CLASS C

Jensen Healey	all
Lotus	7, 7A Eclat Elan +2 Elite, 1216cc Elite 2+2
Mazda	Mazdaspeed Miata Miata 1.8 ('98+) MX-5 ('06+)
Pontiac	Solstice ('06+)
Porsche	914, 1.7, 1.8, 2.0L
Saturn	Sky ('06+)
Toyota	MR-2 Supercharged MR-2 Spyder ('00+)

STOCK CLASS D

Acura	Integra Type R
Audi	S4 ('00-'03) TT (180hp, single intercooler) TT (225HP, dual intercoolers) TT 3.2 V6
BMW	330 with ZHP all 330Ci 3 series 6-cyl non-M (NOC) 3-Series ('06+)
Cadillac	CTS
Chevrolet	Cobalt SS
Chrysler	Neon SRT-4 Crossfire Daytona IROC R/T
Honda	Prelude VTEC engine models ('97+)
Infiniti	G35 Sedan
Jaguar	X-Type 3.0 (AWD) X-Type
Lexus	IS300
Mazda	MazdaSpeed Protégé Mazdaspeed 6
Mercedes	C320
Mitsubishi/DSM	Eclipse/Talon Turbo AWD Eclipse ('06+)
Nissan	Maxima ('04+)
Oldsmobile	Calais 442 HO W-41
Plymouth	Neon SRT-4
Saab	9-2X Aero (2.0L Turbo, AWD)
Saturn	Ion Redline

Appendix A: Car Classes

Subaru	Forester 2.5XT Legacy 2.5GT ('05+) WRX
Volkswagen	Golf R32
Volvo	S60-R ('03+) V70R ('03+)

STOCK CLASS E

Alfa	2000 Spider 2000 GTV
BMW	Z3 4 cyl
Datsun/Nissan	240Z, 260Z, 280Z, 280ZX (non turbo) 2000
Dodge	Charger Turbo GLH Turbo
Fiat	Bertone X-1/9 (all)
Mazda	Miata 1.6L Miata 1.8 ('94-'97) RX-7, non-Turbo (all)
Morgan	Plus 4 & Plus 4/4
Pontiac	Fiero V-6
Porsche	924 Turbo 924S 944 8V
Shelby	Charger GLH-S ('87)
Sunbeam	Tiger
Toyota	MR-2, non-Turbo ('85-'95)
Triumph	TR-8
TVR	4 cyl. & inline 6 cyl. V8 V12

STOCK CLASS F

AMC	AMX Javelin V-8
Audi	200 V-8 S4 V8 ('04+)
BMW	5 Series 6 cyl NOC 6 series coupe 8 series coupe, (all) M5 ('88-'93) M5 ('00-'03)
Buick	Regal/Grand National, Turbo V-6
Cadillac	CTS-V
Chevrolet	Camaro V-8 NOC Corvette ('53-'62)
Chrysler	300 & 300C ('04+)
Datsun/Nissan	280ZX Turbo
Dodge	Magnum SRT-8 ('05+) Ram 1500 SRT10 Stealth Turbo
Ford	Mustang Mach 1 ('03+) Mustang V-8 ('05+) Mustang V-8 NOC Thunderbird V-8 & V-6 Supercharged
GMC	Syclone Typhoon
Infiniti	G35 Coupe Q45
Jaguar	Sedans, 12 cyl. S-Type (6 cyl)

CAC Rulebook

Appendix A: Car Classes

Dodge	1600 Roadsters Avenger, 4 cyl. Challenger, 2.6L Charger, non-Turbo, FWD Colt 1600, FWD Colt 1.8L, 16v (93+) Colt FWD, 1.4 & 1.5L Colt RWD Colt Turbo (pre-'89) Colt Turbo 16v Daytona, non-Turbo, 4 cyl. GLH, non-Turbo Intrepid Omni 1.7 & 2.2L Omni 024 1.7L Rampage, 2.2L Shadow, non-Turbo, 4 cyl. Spirit, non-Turbo, 4 cyl. Stratus 4 cyl Summit (all)		Civic EX & LX ('88+) Civic Si ('89-'91) Civic Si ('99-'00) Civic Si ('02-'05) Civic SiR ('99+) Civic ('06) Civic, NOC CRX (NOC) Insight Prelude ('79-'91) Prelude S ('92+) Accent ('95+) NOC Scoupe, non-Turbo Scoupe Turbo (93+) Tiburon, 4cyl ('02+) Tiburon, V6 ('02+)
Eagle	Talon non turbo, 16v	Hyundai	G20 I-Mark NOC, FWD & RWD I-Mark FWD RS 16v & Turbo Impulse non-turbo ('90+)
Fiat	124 Sedan 124 Coupe & Spider 128 131 Sedan & Brava 850 Coupe & Sedan 850 Spider Strada	Infinity Isuzu	Impulse, NOC Stylus 12v Stylus 16v XK-120 140 150
Ford	Aspire Contour, 4 cyl. Cortina (all) Escort 1.9 & 1.6 NOC Escort 1.9 EFI, HO, pre-91) Escort 16v ('91+) Escort Turbo EXP Turbo EXP 1.9 EXP 1.6, non-turbo Festiva Fiesta Focus Focus PZEV 2.3 Mustang Inline 4 & 6 cyl. Mustang II, 4 & 6 cyl. Pinto Probe ('89-'92), non-Turbo, 4 cyl. Taurus, NOC Tempo NOC Thunderbird V6 ('89+) ZX-2 (non S/R)	Jaguar	Stylus 16v XK-120 140 150
		Kia	Sephia 1.8 Spectra 1.8 Spectra5
		Lancia	Beta Coupe HPE Scorpion Zagato
		Lotus	Cortina
		Mazda	3 ('04+) 323, 1.6L 8V 626 (all) 808 929 Cosmo GLC (all) Millennia MX-3 4cyl MX-3 V6 MX-6 non turbo, 4 cyl ('88-'92) Protégé, NOC Protégé 1.8, 16V R100 RX2, RX3, RX4 NOC
General Motors	All FWD models NOC All RWD V-6 models, NOC	Mercedes	NOC
Geo	Metro Prizm Spectrum Storm 12v Storm GSi 16v	Mercury	Bobcat Capri German 4 cyl & V-6 Capri Turbo FWD Capri US 4 cyl Capri FWD Cougar 4-cyl ('99+)
Honda	600 800 Accord, 4 cyl Civic Del Sol DX Civic Del Sol S, Si ('94+)		LN-7, (all) Lynx, (all) Mystique, 4 cyl. Sable Scorpio

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Appendix A: Car Classes

	Topaz, 4 cyl.		Ion
	Tracer 1.6 & 1.9L		L-Series (4 cyl)
	Tracer 16v		TC
MG	MGA	Scion	
	MGB & MGB-GT	Shelby	Charger, non-Turbo
	MGC	Subaru	Impreza NOC
	Midget (all)		Legacy 2.5 GT
	"T" series		Sedan Turbo NOC
Mini	Cooper Non S ('02+)	Sunbeam	NOC
Mitsubishi	Cordia (all)	Suzuki	Alpine (4 cyl)
	Eclipse, non-Turbo 8v & 16v		Esteem GL
	Galant 2.0 16v non-Turbo ('89+)		Forenza
	Galant 2.4L, 16v		Swift (all)
	Lancer, non-turbo	Toyota	Camry, 4 cyl.
	Mirage 8v 7 16v, non-turbo		Camry, V-6, NOC
	Mirage Turbo, 16v		Celica RWD NOC
	Precis		Celica FWD NOC
	Premier (all)		Corolla (all)
	Starion, non-Turbo		Cressida
	Tredia (all)		Echo
Nissan	200SX, NOC		Matrix
	200SX SE-R ('95-'98)		Paseo
	Altima NOC		Prius
	Maxima, NOC		Starlet
	NX 1600		Supra (pre '82)
	Pulsar (all)	Triumph	Tercel
	Sentra pre '91		GT6
	Sentra 1.6L ('91+)		Spitfire
	Sentra 1.8L ('01+)		TR2
	Sentra SE 2.0 ('89-'99)		TR250
	Stanza		TR3
Opel	1100		TR4
	1900 (all)		TR4-A
	GT		TR-6
	Isuzu	Volkswagen	TR-7
	Manta		all air-cooled
Peugeot	405 DL & S		all diesel models
Pininfarina	2000		Beetle 2.0
Plymouth	Acclaim, non-Turbo, 4 cyl.		Dasher
	Arrow		Fox
	Champ		Golf/GTI/Jetta 8V (all)
	Colt (all)		Passat, 4 cyl non-turbo
	Horizon		Quantum
	Laser, non-Turbo		Rabbit & GTI (all)
	Sapporo	Volvo	Scirocco 8V
	Scamp, 2.2L		P1800
	Sundance, non-Turbo, 4 cyl.		NOC
	Turismo	Yugo	All
	TC-3	Catch-all	All RWD pickups, NOC
Pontiac	Fiero, 4cyl.		
	Firebird, Inline 4 & 6 cyl.		
	Lemans FWD		
	Sunfire, 2.2L		
	T-1000		
	Vibe		
Porsche	356, except Carrera		
	912		
	924 Audi engine		
Renault	all NOC		
Saab	all NOC		
Saturn	8V		
	DOHC Models		

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1.2. SUPER STOCK/STREET PREPARED

A Super Stock/Street Prepared

BMW	M Coupe, M Roadster, Z3 (6cyl) M3 (E46) Mini Works package
Chevrolet	Corvette ('97-'04) (C5) Corvette ('05+) (C6)
Dodge	Viper
Elva	Courier
Fiat	2000 Spyder Turbo (all)
Ferrari	355 360 Modena Dino 206, 246 (all)
Ford	GT
Griffith	(all)
Lotus	Elan (RWD) Elan M100 (FWD, all) Europa (all) Elise ('05+) Elite 2+2, Eclat Esprit 4cyl. (all) Esprit (V8) 7, 7A
Mazda	RX-7 Turbo (93+)
Morgan	V-8 (all) +4, 2138cc (all)
Porsche	911 AWD Turbo 911 Club Sport (to 3.2L) 911 GT2 ('02+) 911 GT3 911 non Turbo (to 3.2L) 911 non Turbo (3.6L air cooled) 930, 911 Turbo & 930 (to 3.3 litres) 911 Turbo / Turbo S (3.6 litre air cooled) 914/6 (all) 924 Turbo 944 (16V) 944 Turbo 968 Boxster Carrera 2 Carrera 4
Toyota	MR-2 Turbo ('91+)
TVR	4 & 6 cyl. (all) V-8
Catch-all	Sports cars over 2 litres NOC

B Super Stock/Street Prepared

BMW	M3 (E36), M3 Lightweight M-Technic Z8
Bricklin	All
Chevrolet	Corvette ('53-'54) Corvette ('55-'57) Corvette ('58-'62) Corvette ('63-'67) Corvette ('68-'82) Corvette ('84-'96) Corvette ZR-1 (all)
Datsun/Nissan	240Z/260Z/280Z

Appendix A: Car Classes

	280ZX non-turbo 280ZX Turbo ('79-'83) 300ZX Turbo ('84-'89) 300ZX Turbo ('90+) 350Z (all)
DeLorean	
DeThomaso	Pantera (all) Mangusta (all)
Dodge	Stealth Turbo
Ferrari	250 except 250LM 275 308 Coupe & Spyder 330 365 Daytona GTB & GTC S2000
Honda	E-type (all)
Jaguar	
Mazda	MazdaSpeed Miata RX-7 Turbo ('86-'92) RX-8 3000GT Turbo Lancer EVO 8
Mitsubishi	
Pontiac	Firebird Firehawk SLP 383cid engine '90-'92 (3rd Gen) Firebird Firehawk SLP 383cid engine '93-'02 (4th Gen)
Porsche	928
Saleen	Mustang S281E, Mustang(NOC)
Shelby	Cobra 289
Subaru	WRX STI
Sunbeam	Tiger 260 and 289
Toyota	Supra Turbo ('93+)
Triumph	TR-8

C Super Stock/Street Prepared

Acura	RSX (all)
Audi	Quattro (NOC)
BMW	M3 (E30) Z3 (4 cyl)
Datsun/Nissan	1500, 1600, 2000 Roadster
Dodge	SRT-4
Fiat	124 Spyder & 2000 Spyder, non-Turbo (all) 2000 Spyder Turbo Abarth (all) Civic ('88-'91) CRX ('88-'91) Civic 1500 ('84-'87) CRX 1500 ('84-'87)
Honda	
Lancia	Scorpion
Lotus	Cortina Elite (1216cc)
Mazda	MX-5 Miata RX-2, & 616 RX-3, RX-3SP, 808 Mizer RX-7, non-Turbo ('78-'85) RX-7, non-Turbo ('86-'92)
Mercedes	190
Morgan	4/4 (all)
Pininfarina	2000
Pontiac	Fiero V-6

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Porsche	Carrera 4 cyl. (all) 356, 1600 (all) 924S & 944 (8V)
Toyota	MR-2, non-Supercharged ('85-'90) MR-2, non-Turbo ('91+) MR-2 Supercharged Supra ('79-'81)

All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not otherwise classified.

D Super Stock/Street Prepared

Acura	Integra GS-R Integra ('86-'89) Integra ('90-'93) Integra ('94-'01) Integra Type R
Alfa Romeo	1600 Coupes & Spydors (all) 1750, and 2000 Coupes & Spydors (all) GTV V6 (all) Milano
Audi	4000 Quattro Coupe 80 Quattro A4 1.8T FWD & AWD ('02+) A4 1.8T FWD & AWD ('95-'01)
BMW	2002 ti & tii (all) 3 Series 16v (NOC) 325 & 328 (E30) 323,325 & 328 (E36) 330ci, 330i, 330cic (E46) Bavaria
Chevrolet/Pontiac/Buick/Oldsmobile/Geo	J Body V6 & 4Cyl. Turbo, Quad 4 DOHC L Body V6 & Quad 4 N Body V6 & 4Cyl. Turbo & Quad 4 Spectrum Turbo ('85-'89) Storm Gsi ('85-'89) X Body V6
Chrysler/Dodge/Plymouth	Acclaim V6 and Turbo Charger GLH-S Colt Turbo 16V ('89) Colt Turbo ('84) Conquest/Starion non-turbo Daytona Turbo Daytona V6 GLH-S & GLH turbo Laser non-Turbo 16V Laser Turbo & K-car Turbo Neon (all) Shadow V6 & Turbo 4 cyl. Shelby Charger Turbo Spirit V6 & Turbo 4 cyl. Sundance Turbo
Datsun/Nissan	200 SX (V6) 200 SX SE-R 200 SX Turbo 240 SX Maxima NX2000 Pulsar 16V Pulsar NX Turbo Sentra SE-R ('91+)

Appendix A: Car Classes

Eagle	Sentra 2.0L ('95-'99) Sentra 2.0L ('00-'01) Summit turbo 16V ('89)
Fiat	X-1/9 1500 & Bertone 1500 X-1/9 1300
Ford/Mercury	Capri 4 cyl & V6 ('71-'77) Capri ('91-'95) Contour SVT Cougar ('99-'02) Escort ZX-2 & Tracer 16V Focus SVT Probe Turbo and V6
Honda	Civic VTEC SOHC & DOHC ('96+) Civic SOHC VTEC ('92-'95) Civic SiR DOHC VTEC ('99-'00) del Sol ('93-'97) Prelude 4WS Prelude ('83+)
Hyundai	Tiburon
Isuzu	I-Mark FWD RS 16V and Turbo I-Mark RS & LS, 16V & Turbo (FWD) ('85-'89) Impulse RS Turbo AWD ('90-'93) Impulse Turbo 16V Impulse Turbo & RS RWD ('83-'89) Impulse XS non-turbo 16v ('90-'93) Stylus XS & RS 16v ('90-'93)
Lexus	IS300
Maserati	Biturbo
Mazda	323 GT & GTX 4WD 6 Mazdaspeed Protege MX-6 Turbo and V6
Mercedes	C230
Mercury	Cougar ('99-'02)
Merkur	XR4Ti
Mini	Cooper S ('02+)
Mitsubishi	Cordia Turbo Eclipse ('00+) Galant, (all) Tredia Turbo Mirage turbo 16V ('89) Sentra SE-R, SE-R Spec-R Mi16 1.9L DOHC Vibe
Nissan	914 1.7L & 1.8L & 2.0L 924 (Audi engine)
Peugeot	Fuego Turbo
Pontiac	R-5 Turbo
Porsche	99, 99 EMS, 99 Turbo 900 & 900 Turbo ('79-'94)
Renault	All 16V
Saab	Impreza 2.5
Saturn	Camry V6
Subaru	Celica ('00+) Celica AllTrac Corolla GTS ('84-'87) FX-16 Matrix
Toyota	Supra ('82-'85) Corrado (all) Golf (16V), Jetta (16V), Scirocco (16V) Golf & Jetta VR6
Volkswagen	

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New Beetle Turbo
 Passat VR6 & G60
 Volvo 240 Series Turbo (all)
All 6 cyl and mechanically forced induction 2WD sedans under 3.0L not otherwise classified

E Super Stock/Street Prepared

AMC AMX & Javelin (all)
 Audi 200 V-8
 5000 Turbo
 BMW 2500, 2800 (all)
 3.OS & CS (all)
 528, 530, 533 (all)
 633i, 733i (all)
 Chevrolet/Buick/Pontiac/Oldsobile Camaro/Firebird ('67-'70)
 Camaro/Firebird ('70½-'81)
Camaro/Firebird & Firehawk NOC '82-'92 (3rd Generation)
Camaro/Firebird & SS & Firehawk NOC '93-'02 (4th Generation)
 Chevelle ('64-'67)
 Chevelle ('68-'72)
Corvaair Yenko Stage I, II, III (all)
 Lumina
 Monza V8, Skyhawk V6
 Reatta
 Regal V6, V8 RWD ('80-'88)
 Starfire V6, Sunbird V6 (all)
 Trans-Am Turbo ('70 1/2 - '81)
 Trans-Am Turbo ('82-'92)
 Chrysler/Dodge/Plymouth Barracuda ('65-'68)/Dart/Valiant/Duster ('63-'76) A-body
 Barracuda/Challenger ('70-'74) E body
 Conquest Turbo
 Colt ('84-'96)
 Challenger 6 cyl & V8 (NOC)
Dakota ('97-'04)
 Laser all turbo
 Stealth non-turbo
 Eagle Talon all turbo ('89-'99)
 Ferrari 400 America (all)
 500 Superfast (all)
 Ford/Mercury Capri Turbo 4
 Cougar ('65-'70)
 Cougar ('71-'74)
 Mustang ('64-'66)
 Mustang & Cougar ('67-'68)
 Mustang & Cougar ('69-'70)
 Mustang & Cougar ('71-'73)
 Mustang II all ('74-'78)
 Mustang SVO & Cobra R, V6 & V8 ('73-'93)
Mustang ('94-'04) All NOC including Cobra, Cobra R (SN95)
Ford Mustang ('05+) All NOC (S197)
 Taurus SHO
 Thunderbird & Cougar all ('83-'88)
 Thunderbird & Cougar all ('89-'97)
 Infiniti **G35**
 M30
 Q45

Appendix A: Car Classes

Jaguar Sedans, 6 & 12 cyl.
 XJS (all)
 XK 120, 140, 150, 160
 Lexus 250
 400
 Mazda 929
 Mercedes 220, 230, 250, 280 Sedans (all)
 280 4.5 Sedan (all) & 300 6.3 Sedan (all)
 230SL, 250SL, 280SL (all)
 350SL, 380SL, 450SL (all)
 Mitsubishi 3000 GT non-turbo
 Eclipse Turbo all
 Lancer Evolution VIII
Mirage ('84-'88)
Mirage Summit ('89-'96)
Mirage ('97-'02)
 Starion Turbo
 Nissan 300ZX non-turbo ('84-'89)
 300ZX non-turbo ('90+)
 Peugeot 405
 Saab SPG (16V & Turbo)
 Saleen Mustang 302 & 351 non -supercharged ('84-'93)
 Shelby GT350 ('65-'66)
 GT350 ('67+), GT500 ('67+)
 Subaru Forester 2.5XT
 WRX
 Toyota Supra Turbo ('87-'92)
 Supra Turbo (pre-'87)
 Supra non-turbo ('87-'92)
 Supra non-turbo ('93+)
 Volvo 700 Series (all)
 800 Series (all)
 S60 & V70

All American inline 6, V-6 and V-8 sedans and pick-ups not otherwise classified. Other sedans over 3.0 liters NOC.

F Super Stock/Street Prepared

Acura Legend
 Alfa Romeo Alfetta GT
 1300 cc Models (all)
 1600cc Sedans (all)
 1750 and 2000 Sedans
 AMC All 4 cyl. models
 Audi 80 FWD
 100 LS (all)
 4000, 5 cyl.
 5000
 Austin America (all)
 Mini (See Mini Cooper listing)
 Austin-Healey Sprite (all)
 100-4, 100-6, 3000
 BMW 1600
 1600-2 & 1602 & 2002 (NOC)
 1800 ti, TISA
 318i (NOC)
 320i

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Appendix A: Car Classes

Chevrolet/Pontiac /Buick/Oldsmobile /Geo/Suzuki	Beretta, 4 cyl.		Mustang II, 4 cyl. ('74-'78)
	Camaro, 4 cyl. ('82+)		Mustang/Capri, 4 cyl., non-turbo
Chrysler/Dodge/ Plymouth	Chevette, T1000		Pinto/Bobcat 1600, 2000, 2300
	Citation & Omega		Pinto Wagon 2000, 2300, 2600
Datsun/Nissan	Corvair (non-Yenko)		Probe, 4-cyl non-turbo
	Fiero 4cyl (all)	Honda	Accord ('76-'81)
Eagle	Firebird, 4 cyl ('82+)		Accord ('82+)
	Metro & Swift all		Civic ('73-'79)
Fiat	Monza (NOC), Vega, Starfire, Omega,		Civic ('80-'83)
	Astre & Skyhawk (NOC), all RWD		Civic ('92-'95) NOC
Ford/Mercury	Phoenix, Skylark		Civic ('96+) NOC
	Prism		CRX 1300 & Civic 1300 ('84-'87)
Honda	Spectrum 1.5L non-Turbo ('85-'89)		Prelude ('79-'82)
	Spectrum NOC	Hyundai	Elantra
Isuzu	Sprint & Sprint Turbo		Excel
	Storm base model 12V ('89-'93)		Scoupe
Kia	Sunbird, 4 cyl.		all NOC
	Vega & Cosworth Vega		I-Mark 1.5L non-turbo (FWD)('85-'89)
Lancia	Acclaim, 4 cyl. non-turbo		I-Mark RS 16V ('85-'89)
	Arrow 1600, 2000, 2600		I-Mark RWD ('80-'85)
Mazda	Champ non-turbo (all)		Impulse non-turbo ('83-'89)
	Colt, non-turbo 8V		Stylus S 12V ('90-'93)
MG	Colt RWD, 2000, 1600cc		Spectra 1.8 4 cyl
	Colt FWD, non-turbo		Beta, Zagato ('75-83)
Mini	Daytona, non-turbo		Cosmo (all)
	Horizon, TC3, Turismo, 1.7, 1.8, 2.2		GLC RWD (all)
Mitsubishi	Laser non-turbo all ('89-'99)		GLC FWD (all)
	Omni, 024, Charger		MX-6 4-cyl non-turbo
Opel	Rampage 2.2L		Protégé
	Sapporo 1600cc, 2000, 2600		RX-4 (all)
Peugeot	Shelby 2.2L non-turbo ('83-'84)		R-100 (all)
	Spirit, 4 cyl., non-turbo		323, non-turbo
Porsche	1200		626 RWD (all)
	200 SX NOC ('76-'79)		626 FWD (all)
Renault	200 SX NOC ('80-'83)		Midget 948, 1098, 1275, 1500
	200 SX NOC ('84+)		A (all)
Suzuki	210		B, B-GT (all)
	310		C, C-GT (all)
Vauxhall	510 ('68-'73)		1100, 1300 Sedan (all)
	510 ('78-'81)		Cooper non-S ('02+)
Volvo	610		850, 970, 997, 998, 1071, 1275cc, (all)
	710		Cordia, non-turbo (all)
Audi	B210		Eclipse, non-turbo (all)
	F10		Mirage non turbo ('97-'02)
BMW	NX 1600		Mirage non turbo ('84-'96)
	Pulsar & Pulsar NX non-turbo (all)		Lancer non turbo
Citroen	Sentra 1.6 ('91+)		Tredia, non-turbo (all)
	Stanza (all)		GT 1100cc (all)
Dodge	Summit, non-turbo		GT 1500 & 1900
	Talon non-turbo all ('89-'99)		Kadett 1100 (all)
Ford	Brava and 131		Kadett 1500, 1900 (all)
	Strada		1900, Manta
Honda	128		405 DL & S
	850 Sedan		912
Isuzu	850 Coupe and Spyder		912E
	Capri II ('76-'77)		15, 17 (all)
Lexus	Cortina		16 (all)
	Escort GT		17 Gordini
Mazda	Escort & Tracer 1.9L		18i (all)
	EXP, LN7, Escort, Lynx (NOC)		Alliance, GTA, Encore
Nissan	Festiva		Fuego, non-turbo
	Fiesta		R-5 (NOC), LeCar

Saturn	SC1 (8V)
Sunbeam	Alpine (all)
Subaru	4WD Turbo (all) Forester (non-turbo) Impreza NOC Legacy & Legacy GT
Suzuki	Swift GT, Gti
Toyota	Aerio Camry, 4 cyl. Celica ('70-'77) Celica ('78-'81) Celica NOC ('82-'99) Celica FWD 1.6 L Corolla 1200 Corolla 1600, SR-5 ('70-'79) Corolla 1600, 1800 RWD ('80-'83) Starlet Tercel
Triumph	GT-6 Herald (all) Spitfire TR-2, TR-3 TR-4, TR-4A TR-250, TR-6 TR-7
Volkswagen	Beetle (RWD) Cabriolet ('85-'92) (A-2 chassis) Dasher, Quantum, all 4-cyl Fox GL Golf / Jetta (8V, '85-'92) (A-2 chassis) Golf / Jetta & Cabrio ('8v, 93-'98) (A-3 chassis) Golf / Jetta (8v, 99+) (A4 chassis) Golf & Jetta & Beetle TDI Karmann Ghia Passat (all NOC) Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75-'84) (A-1 chassis) Scirocco (8V, all)
Volvo	120 Series (all) 140 Series (all) 160 Series (all) 1800, P1800, ES1800 (all) 240 Series, non-turbo (all) 260 Series (all) 700 Series (all)

Yugo (all)

All sedans under 1.7 liters not otherwise classified. All 4 Cylinder and Rotary Rear-wheel Drive Mini-Pickups

Changes to classifications or wording

Additions to the classifications

APPENDIX B – PERFORMANCE ADJUSTMENT FACTORS

Class	Factor	Class	Factor	Class	Factor	Class	Factor
SS	0.837						
AS	0.828	ASS	0.840	ASP	0.860	AM	1.000
BS	0.821	BSS	0.829	BSP	0.849	BM	0.942
CS	0.810	CSS	0.828	CSP	0.848	CM	0.908
DS	0.796	DSS	0.812	DSP	0.832	DM	0.879
ES	0.806	ESS	0.816	ESP	0.836		
FS	0.805	FSS	0.801	FSP	0.821		
GS	0.782						
HS	0.777						

APPENDIX C - ROLL BARS SPECIFICATIONS

1. General

Where permitted or specified by the regulations of a series or event, roll bars meeting the following specifications shall be fitted to all cars. It is highly recommended that roll cages meeting the specifications outlined in Appendix C be fitted to all cars competing in events where rollover protection is required.

The top of the roll bar shall be at least 5.08 cm (2") above the top of the competitor helmet or as close to the roof as possible. The top of the roll bar shall be no more than 25.4 cm (10") behind the competitor's helmet when the competitor is in the normal driving position.

It is highly recommended that any part of the roll bar or of the car's structure which may be struck by the competitor's helmet in a serious impact be covered with a flame-retardant energy absorbing material. Padding meeting SFI spec 45.1 is highly recommended.

2. Construction Materials

The main hoop and primary bracing should be constructed from round, mild steel, ERW or DOM type tubing. Chrome-molly tubing such as 4130, may be used but is not recommended.

Aluminium and composite materials are prohibited construction materials for roll bar structures.

All bars must have a 0.476 cm (.1875") diameter inspection hole drilled in each main hoop.

Recommended tubing sizes are as follows with vehicle weights including competitor:

Up to 2000 lbs	3.81 cm X 0.30 cm (1.50" X .120")
Over 2000 lbs	5.72 cm X 0.30 cm (1.75" X .120")

3. Fabrication

One continuous piece of tubing must be used for the main hoop. All bends must be smooth with no evidence of crimping or wall fracturing. All bars should start as close as possible to the floor of the vehicle and come as close as possible to the sides of the vehicle for maximum competitor protection.

In the case of tube frame vehicles, the roll cage structure must be attached to the chassis with suitable webbing or gusseting to distribute loads over as wide an area as possible.

In the case of unit body vehicles, it is recommended procedure to attach the ends of the main hoop tubes into L shaped plates at the junction of the floor and rocker panels rather than just to a plate on the floor. Additionally, it is highly recommended that all bars be tabbed into the basic body structure at least every 60.96 cm (24") or wherever possible.

Gussets or tie-in tubes must be used at main tube junctions of the roll bar members. Gussets should also be used when it is not possible to weld all around a tube because of body interference. Gusset thickness should be at least the same as the tubing wall thickness they are attached to.

4. Bracing

Rear stays must attach to the hoop no lower than 20.32 cm (8") from the top of the hoop and at an angle no steeper than 35 degrees from vertical. These rear stays must be made from a straight piece of tubing and be attached to a suitably stiff or reinforced area. In cases where rearward braces are impractical, forward braces are permitted.

In order to minimize the distortion of the roll bar in the event of impact on one corner, a diagonal brace is required. This brace must be as straight as possible.

Where a “six point roll bar” is used, front stays must attach to the hoop no lower than 20.32 cm (8”) from the top of the hoop and at an angle no steeper than 35 degrees from vertical. These front stays must be made from a straight piece of tubing and be attached to a suitably stiff or reinforced area.

Where a “five point roll bar” is used, a single front stay must attach to the hoop on the driver’s side of the vehicle centerline at an angle no steeper than 35 degrees from the vertical. This brace must be made from a straight piece of tubing, extend forward to the diagonally opposite side of the car and be attached to a suitably stiff or reinforced area.

5. Removable Bracing

Removable bracing may be fitted to vehicles only if their construction and design allow them to meet the strength requirements of the designs above.

Where tubes join, a double shear type mating tab may be used. Where such a tab is used, the tube joining this tab shall have a small piece of tubing welded perpendicular to its length for the bolt to pass through to prevent crushing of the main tube. Tabs shall be at least 3.49 cm (1.375”) wide and 0.476 cm (.1875”) thick and must be welded to one of the main tubes. When single bolts are used to fasten tubes, they must be of at least 1.11 cm (.4375”) diameter and grade 8 material.

Sliding tube type junctions may also be used if they meet the following criteria:

- Wall thickness of the joining tube shall be a minimum of 0.30 cm (.120”).
- Length of this tube shall be a minimum of 7.62 cm (3”) on either side of the splice.

Attachment shall be made using two bolts on each side of the splice 90 degrees to each other passing straight through the tubing. Grade 5 bolts of at least 9.52 cm (.375”) diameter shall be used here. Splicing tubes may be slid either inside the main tubing or over the outside.

Alternate joint designs may be approved at the discretion of the Chief Scrutineer.

Basic design and fabrication of removable braces must conform to the specifications for non-removable designs.

6. Mounting Plates

The lower hoop tubes must be connected to plates welded or bolted to the frame or floor of the vehicle.

On unit body vehicles, all plates shall be at least 129 square cm (20 square”) in area. The minimum thickness of these plates shall be 0.20 cm (.080”) in the case of weld on plates and .1875 for bolt on types. Bolt on types shall have a minimum of three 0.952 cm (.375”) grade 5 bolts fastening each plate and must have a backup plate of equal size and thickness on the other side of the floor with the bolts passing through both plates and the floor.

Vehicles with frame type construction must use plates of at least 51.6 square cm (8 square”) area and .1875 thickness regardless of whether they are bolted or welded.

7. Welding

It is essential that all welding be of the highest possible quality. Slag welds, poor arc and gas welds are NOT acceptable. It is highly recommended that only certified people carry out arc welding on roll bars. TIG or MIG are the preferred welding processes. Structures with unacceptable welding will not be approved

8. Alternate Designs

Alternate cage designs may be approved by the Chief Scrutineer provided the competitor can produce stress analysis data from a certified engineer stating that the roll over structure is capable of withstanding the following loads applied simultaneously to that structure:

- 1.5 G lateral
- 5.5 G fore/aft
- 7.5 G vertical

Calculations shall assume the all up race weight of the vehicle with competitor on.

APPENDIX D – ROLL CAGE SPECIFICATIONS

1. General Requirements

Where this section applies to vehicles, a roll cage conforming to the following specifications is required:

The top of the roll bar shall be at least 5.08 cm (2") above the top of the competitor helmet or as close to the roof as possible. The top of the roll bar shall be no more than 25.4 cm (10") behind the competitor's helmet when the competitor is in the normal driving position.

It is highly recommended that any part of the roll cage structure which may be struck by the competitor's helmet in a serious impact be covered with a flame-retardant energy absorbing material.

Vintage racing vehicles built and raced before January 1, 1980 with a rollover bar may be raced as is provided the mounting structure is acceptable. Any vintage racing vehicle prepared after this time must be fitted with a roll cage complying with the Improved Production requirements as a minimum.

2. Construction Materials

The main hoops and primary bracing should be constructed from round, mild steel, ERW or DOM type tubing. Chrome molly tubing such as 4130, may be used but is not recommended.

Aluminium and composite materials are prohibited construction materials for roll cage structures.

All cages must have a 0.476 cm (.1875") diameter inspection hole drilled in each main hoop.

Minimum tube size and wall thickness are as follows for vehicle weights including competitor:

Under 1500 lbs 3.49 cm X 0.24 cm (1.375" X .095")

Under 2500 lbs 3.81 cm X 0.24 cm (1.500" X .095") or 3.49 cm X 0.30 cm (1.375" X .120")

Over 2500 lbs 3.81 cm X 0.30 cm (1.500" X .120") or 4.44 cm X 0.24 cm (1.750" X .095")

3. Fabrication

One continuous piece of tubing must be used for the main hoop. A similar piece shall be used for the other main hoop or hoops. The allowable cage configurations are:

A figure of each hoop configuration is provided to illustrate the acceptable basic configurations:

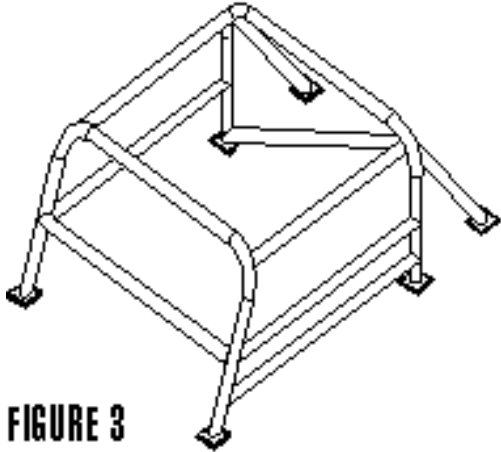


FIGURE 3
MAIN HOOP / PARALLEL FRONT HOOP

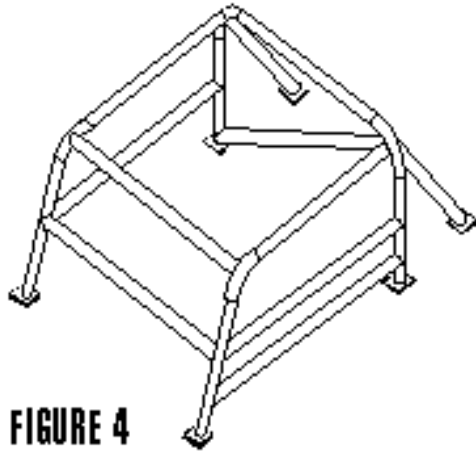


FIGURE 4
MAIN HOOP / TWO SIDE HOOPS

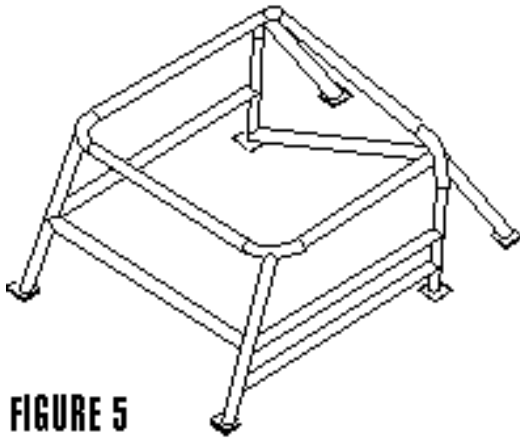


FIGURE 5
MAIN HOOP / TOP HOOP

All bends must be smooth with no excessive evidence of crimping or any evidence of wall fracturing. All bars should start as close as possible to the floor of the vehicle and come as close as possible to the sides of the vehicle for maximum competitor protection.

Construction guidelines for acceptable ovality and crimping will be:

Ovality: Maximum allowable ovality is 8% of the nominal pipe diameter. Ovality is measured as the variation between the maximum and the minimum dimension of the pipe in one location per figure 1.

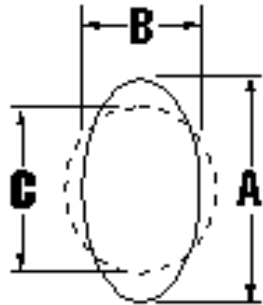


FIGURE 1 – OVALITY

Formula for ovality:

$$(A - B) / C = 0.08 \text{ maximum}$$

Notes:

A = maximum measurement

B = minimum measurement

C = nominal diameter

Crimping: Crimping is measured per figure 2. The maximum allowable crimping is 3% of the nominal pipe diameter.

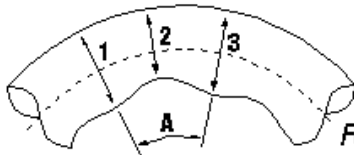


FIGURE 2 – CRIMPING

Formula for crimping:

$$[(OD_1 + OD_3) / 2] - OD_2 = 0.03 \text{ maximum}$$

In the case of tube frame vehicles, the roll cage structure must be attached to the chassis with suitable webbing or gusseting to distribute loads over as wide an area as possible.

In the case of unit body vehicles, it is recommended procedure to attach the four ends of the main hoop tubes into L shaped plates at the junction of the floor and rocker panels rather than just to a plate on the floor. Additionally, it is highly recommended that all cages be tabbed into the basic body structure at least every 60.96 cm (24") or wherever possible.

4. Bracing

In the case of the twin lateral hoop design, the front and rear hoops shall be joined by a piece of equal dimensioned tubing on each side.

Rear stays must attach to the rear hoop no lower than 20.32 cm (8") from the top of the hoop and at an angle no steeper than 35 degrees from vertical. These rear stays must be made from a straight piece of tubing and be attached to a suitably stiff or reinforced area. A diagonal brace must be fitted from near the top of the hoop to a position near the opposite corner of the hoop. This brace must be as straight as possible.

Side protection bars must be attached between the front and rear hoops on both sides of the vehicle. These bars should be attached to the front hoop no higher than 30.48 cm (12") off the floor and on the rear hoop and no higher than 60.96 cm (24") off the floor. The competitor's side must be fitted with at least two side protection bars which follow as closely as possible the outline of the door. NASCAR style multiple anti-intrusion bars are highly recommended.

A bar joining the two outer members of the front hoop near steering column level is required.

5. Mounting Plates

The four lower hoop tubes must be connected to plates welded or bolted to the frame or floor of the vehicle.

On unit body vehicles, all plates shall be at least 129 square cm (20 square") in area. The minimum thickness of these plates shall be 0.20 cm (.080") in the case of weld on plates and .1875 for bolt-on types. Bolt-on types shall have a minimum of three 0.952 cm (.375") grade 5 bolts fastening each plate and must have a backup plate of equal size and thickness on the other side of the floor with the bolts passing through both plates and the floor.

Vehicles with frame type construction must use plates of at least 51.6 square cm (8 square") area and .1875 thickness regardless of whether they are bolted or welded.

6. Welding

It is essential that all welding be of the highest possible quality. Slag welds, poor arc and gas welds are NOT acceptable. It is highly recommended that only certified people carry out arc welding on roll cages. TIG or MIG are the preferred welding processes. Cages with unacceptable welding will not be passed.

7. Gusseting

It is important that loads be distributed over as wide an area as possible especially in the case of cages on space frame type vehicles. Gussets or tie-in tubes must be used at main tube junctions of the roll cage members. Gussets should also be used when it is not possible to weld all around a tube because of body interference. Gusset thickness should be at least the same as the tubing wall thickness they are attached to. Each gusset shall extend in length for a minimum of one pipe diameter in both directions from the centre point of the gusset.

8. Removable Type Cages

Removable roll cages may be fitted to vehicles only if their construction and design allow them to meet the strength requirements of the designs above.

Where tubes join, a double shear type mating tab may be used. Where such a tab is used, the tube joining this tab shall have a small piece of tubing welded perpendicular to its length for the bolt to pass through to prevent crushing of the main tube. Tabs shall be at least 3.49 cm (1.375") wide and

0.476 cm (.1875") thick and must be welded to one of the main tubes. When single bolts are used to fasten tubes, they must be of at least 1.11 cm (.4375") diameter and grade 8 material.

Sliding tube type junctions may also be used if they meet the following criteria:

- i. Wall thickness of the joining tube shall be a minimum of 0.30 cm (.120").
- ii. Length of this tube shall be a minimum of 7.62 cm (3") on either side of the splice.

Attachment shall be made using two bolts on each side of the splice 90 degrees to each other passing straight through the tubing. Grade 5 bolts of at least 9.52 cm (.375") diameter shall be used here. Splicing tubes may be slid either inside the main tubing or over the outside.

Alternate joint designs may be approved at the discretion of the Scrutineer.

Basic design and fabrication of removable type cages must conform to the specifications for non-removable type cages.

9. Alternate Designs

Alternate cage designs may be approved by the Scrutineer provided the competitor can produce stress analysis data from a certified engineer stating that the roll over structure is capable of withstanding the following loads applied simultaneously to that structure:

1.5 G lateral

5.5 G fore/aft

7.5 G vertical

Calculations shall assume the all up race weight of the vehicle with competitor.

APPENDIX E - NOISE LIMIT

TRACKS OR VENUES ALLOWING A 103 DECIBELS LIMIT FOR MODIFIED CATEGORY VEHICLES (MAXIMUM PERMITTED UNDER CAC REGULATIONS). 96 DECIBELS WILL REMAIN THE MAXIMUM NOISE LIMIT FOR STOCK, SUPER STOCK AND STREET PREPARED VEHICLE AS SPECIFIED IN SECTION 4.8.A OF THE 2005 CAC RULEBOOK

-Gimli Motorsport Park (Gimli, Manitoba)

-PMG Technologies (Blainville, Quebec)

-Sanair Superspeedway (Ste-Pie, Quebec)

-Slemon Park (Prince Edward Island)

TRACKS OR VENUES WITH SPECIFIC LIMITS

-Autodrome Saint-Eustache (Deux-Montagnes, Quebec): 90 decibels

APPENDIX F – 1972-2004 CANADIAN AUTOSLALOM CHAMPIONS

Overall Championship Winner

2000	Joe Cheng	Burnaby, B.C.	1995 Phantom Extreme-R
1991	Gary Marks	Dartmouth, NS	1987 Acura Integra
1990	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1989	Christian Giroux	Terrebonne, Que.	1985 Toyota MR2
1988	Sam O'Young	Vancouver, B.C.	1985 Honda CRX
1987	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1986	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1985	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1984	Joseph Ulman	Mississauga, Ont.	1970 Corvette
1983	Wanda Angelomatis	Vancouver, B.C.	1970 Lotus Super 7
1982	John Haftner	Vancouver, B.C.	1960 VW Dune Buggy
1981	Vern Lhotzky	Vancouver, B.C.	1968 MGB
1980	Noel Montgomery	Mississauga, Ont.	1970 Austin Mini
1979	Gunter Schmidt	Barrie, Ont.	1977 VW Scirocco
1978	John Liland	Surrey, B.C.	Anglia 105E
1977	Brian Parkinson	Vancouver, B.C.	Corvette
1976	Brian Parkinson	Vancouver, B.C.	Corvette
1975	Stuart Rulka	Vancouver, B.C.	Morgan 4/4
1974	Barry Child	Vancouver, B.C.	BMW 2002tii
1973	Stuart Rulka	Vancouver, B.C.	Morgan 4/4
1972	Dave Long	London, Ont.	Walker F4

Ladies Overall

2000	Phyllis Miller	Flushing, NY	1991 Toyota MR2
1991	Susan Hagaman	Kirkland, Wash.	1989 Porsche 911 C4
1990	Elisie Leyland	Vancouver, B.C.	1985 Corvette
1989	Susan Hagaman	Kirkland, Wash.	1971 Porsche 911
1988	Anna Delaney	Vancouver, B.C.	1967 Lotus Elan
1987	Anna Delaney	Vancouver, B.C.	1967 Lotus Elan
1986	Wanda Angelomatis	Vancouver, B.C.	1973 Datsun 240Z
1985	Wanda Angelomatis	Vancouver, B.C.	1973 Datsun 240Z
1984	Fiona Buchanan	Toronto, Ont.	1984 Omni GLH
1983	Wanda Angelomatis	Vancouver, B.C.	1970 Lotus Super 7
1982	Judy Brunner	Kingston, Ont.	1966 Lotus Cortina
1981	Debbie Parker	Bedford, N.S.	1981 Honda Prelude
1980	Judy Brunner	Kingston, Ont.	1966 Lotus Cortina
1979	Susan Ferguson	Delta, B.C.	1969 Alfa GT Jr.
1978	Wanda Angelomatis	Vancouver, B.C.	1973 Datsun 240Z
1977	Wanda Angelomatis	Vancouver, B.C.	1973 Datsun 240Z
1976	Debbie Parker	Halifax, N.S.	Toyota Corolla
1975	Brenda Smetaniuk	Toronto, Ont.	1969 Cooper S
1974	Bernice Annibal	Bowmanville, Ont.	Datsun 510
1973	June Scott	Burnaby, B.C.	Datsun 1200
1972	Pat McGill	Kelowna, B.C.	Cooper S

SuperSport

2004	no entries		
2003	Ken Tubman	Calgary, AB	2000 Porsche Boxster S
2002	Dan Cernese		1995 Mazda RX-7TT
2001	no entries		
2000	no entries		

A Stock

2004	Martin Helie	Laval, PQ	2002 BMW M3
2003	Noel Rabey	Calgary ,AB	2004 Subaru WRX STi
2002	no entries		
2001	Gordon Zacharias	Morden, MB	2001 Honda S2000
2000	Gord Leach	Regina, Sask.	1971 Lotus Europa
1991	Susan Hagaman	Kirkland, Wash.	1989 Porsche 911 C4
1990	Jim Howell	Vancouver, B.C.	1985 Corvette
1989	Joe Cheng	Burnaby, B.C.	1988 Corvette
1988	Patrick Ma	Vancouver, B.C.	1987 Porsche 911 Carrera
1987	Joe Ulman	Mississauga, Ont.	1970 Corvette
1986	Joe Ulman	Mississauga, Ont.	1970 Corvette
1985	Joe Ulman	Mississauga, Ont.	1970 Corvette
1984	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1983	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1982	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa

1981	Gary Milligan	Richmond, B.C.	1970 Lotus Europa
1980	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1979	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1978	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1977	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1976	Bill Flett	Bramalea, Ont.	Lotus Elan S2
1975	Bill Flett	Bramalea, Ont.	Lotus Elan
1974	Bill Flett	Bramalea, Ont.	Lotus Elan JPS
1973	Bill Flett	Bramalea, Ont.	Lotus Elan
1972	Neil McGill	Kelowna, B.C.	Cooper S

B Stock

2004	no entries		
2003	Gordon Zacharias	Morden, MB	2001 Honda S2000
2002	no entries		
2001	no entries		
2000	no entries		
1991	Doug Seto	Vancouver, BC	1988 RX-7 Turbo
1990	James Lawlor	Vancouver, B.C.	1990 Eagle Talon
1989	Barry White	New Westminster, B.C.	1969 Corvette
1988	Joe Ulman	Mississauga, Ont.	1970 Corvette
1987	Bumped to A Stock		
1986	Joe Cheng	Port Moody, B.C.	1985 Prelude
1985	Edward Koffeman	Stoney Creek, Ontario	1983 Rabbit GTI
1984	David Swain	Whitby, Ontario	1973 Porsche 914
1983	Joe Ulman	Mississauga, Ont.	1970 Corvette
1982	Brian Bouckley	London, Ont.	1977 Honda Civic
1981	Murray Jones	London, Ont.	1980 Honda Civic
1980	Joe Cheng	Vancouver, B.C.	1977 Honda Civic
1979	Joe Cheng	Calgary, Alberta	1978 Honda Civic
1978	Tony Empson	Surrey, B.C.	Corvette
1977	Tony Empson	Surrey, B.C.	Corvette
1976	Tony Empson	Burnaby, B.C.	Corvette
1975	Jacques Casavant	Cowansville, Que.	Corvette
1974	Tom Millar	W. Vancouver, B.C.	Corvette
1973	Gerry Krantz	Vancouver, B.C.	Corvette
1972	Charles Hook	Hamilton, Ont.	Corvette

C Stock

2004	Ghislain Pepin	Laval, PQ	1999 Mazda Miata
2003	Richard Basford	Vancouver, BC	2003 Mazda Miata
2002	Sherrie Hennigar		1992 Mazda Miata
2001	Ed Arnold		1986 Toyota MR2
2000	Ken Frey	Greenwich, CT	1991 Toyota MR2
1991*	Roger Edgar	New Westminster, BC	1980 Triumph TR8
1991*	Don Nimi	N. Vancouver, BC	1991 Nissan 240SX
* drivers posted identical times			
1990	Steve Pettipas	Dartmouth, N.S.	1988 Honda CRX
1989	Steve Pettipas	Dartmouth, N.S.	1988 Honda CRX
1988	Graham McCrea	Halifax, N.S.	1983 Mazda RX7
1987	Graham McCrea	Halifax, N.S.	1983 Mazda RX7
1986	Tony McGrath	London, Ont.	1986 Mustang
1985	John Lowe	N. Vancouver, B.C.	TransAm
1984	Joe Ulman	Mississauga, Ont.	1970 Corvette
1983	Al Norrie	Scarborough, Ont.	1983 Camaro Z28
1982	Ed Burkhart	Breslau, Ont.	1978 Honda Accord
1981	Keith Mcilmoyul	Prince Albert, Sask.	1980 Camaro Z28
1980	Gary Dorame	Seattle, Wash.	1971 Fiat 125
1979	Garnet Grylls	Saskatoon, Sask.	1974 Datsun 260Z
1978	Wanda Angelomatis	Vancouver, B.C..	1973 Datsun 260Z
1977	Alan Gasley	Halifax, N.S.	Lotus S7
1976	Frank Bunting	Revelstoke, B.C.	Datsun 280Z
1975	Alan Rae	Richmond, B.C.	1973 Jensen Healey
1974	Alan Rae	Richmond, B.C.	1973 Jensen Healey
1973	J. Chartre	Chiboeqaulo, Que.	Datsun 240Z
1972	Claude Guay	Levis, Que.	Datsun 240Z

D Stock

2004	Carl Wener	Montreal, PQ	1998 Acura Integra Type-R
2003	Ian Basford	Calgary, AB	2002 Nissan Sentra SER V-Spec
2002	Edward Savage		1995 Plymouth Neon ACR
2001	no entries		

2000	no entries		
1991	Raymond Bastille	Moncton, NB	1988 Honda CRX Si
1990	Michel Leveque	St. Romuald, Que.	1981 Fiat X 1/9
1989	Christian Giroux	Terrebonne, Que	1985 Toyota MR2
1988	David Lai	Mississauga, Ont.	1985 Toyota MR2
1988	John Paczynski	Brampton, Ont.	1985 Honda CRX
1986	Bill Irving	Tantallon, N.S.	1985 Honda Civic
1985	John Paczynski	Brampton, Ont.	1981 Dodge Colt
1984	John Paczynski	Brampton, Ont.	1981 Dodge Colt
1983	Man Pong Tang	Vancouver, B.C.	1982 Toyota Starlet
1982	Wayne Manuel	Upper Gullies	1981 Mazda 626
1981	Art Trinidad	Richmond, B.C.	1979 Ford Fiesta
1980	Fred Hirschfeld	Edmonton, Alta.	1974 VW Beetle
1979	Andrew Field	Richmond, B.C.	1979 Honda Prelude
1978	Sam O'Young	Vancouver, B.C.	Honda Civic
1977	Robert Roy	Montreal, Que.	Honda Civic
1976	Stuart Rulka	Burnaby, B.C.	Morgan 4/4
1975	Fred Perez	Vancouver, B.C.	MGB
1974	Sam O'Young	Vancouver, B.C.	Alfa Spyder
1973	Stuart Rulka	Burnaby, B.C.	1968 Morgan 4/4
1972	Tom Wilson	Vancouver, B.C.	Cooper

D Stock Ladies

2003	Teresa deGrosbois	Calgary, AB	2002 Nissan Sentra SER V-Spec
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E Stock

2004	Ken Frey	Greenwich, CT	1991 Toyota MR2
2003	Peter Tkatch	Vancouver, BC	1991 Toyota MR2
2002	Chang Ho Kim	Maynard, MA	1988 Honda CRX Si
2001	Robert Blaich	Calgary AB	1998 Ford Escort ZX2
2000	Gord Zacharias	Morden, MB	1989 Honda Civic Si
1991	Gary Marks	Darmouth, N.S.	1987 Acura Integra
1990	Gary Marks	Darmouth, N.S.	1987 Acura Integra
1989	Tony McGrath	Toronto, Ont.	1986 Dodge Omni
1988	Gary Marks	Darmouth, N.S.	1987 Acura Integra
1987	Tony McGrath	Toronto, Ont.	1986 Dodge Omni GLH
1986	Roger Edgar	New West., B.C.	1980 Triumph TR8
1985	David Jue	Richmond, B.C.	1985 Mazda RX-7
1984	Jeff Logan	Willowdale, Ont.	1982 Mazda RX7
1983	Ian Paine	Kelowna, B.C.	1976 Chevette
1982	Tony McGrath	Toronto, Ont.	1973 Datsun 1200
1981	Symen Langeraaap	Peterboro, Ont.	1980 Datsun 310 GX
1980	Remi Beaulieu	Cacouta, Que.	1980 Dodge Omni
1979	Neil Laing	London, Ont.	1972 Datsun 510
1978	Sue Ferguson	Delta, B.C.	Alfa GT Jr.
1977	Murray Jones	London, Ont.	Toyota Corolla
1976	Hannu Halminen	Newcastle, Ont.	Sunbeam Tiger IV
1975	Andrew Field	N.Vancouver, B.C.	Honda Civic
1974	Jim Parr	Mississauga, Ont.	Fiat 124 Spyder
1973	Jacque Chartier	Montreal, Que.	Ford Cortina
1972	Richard Turton	Kelowna, B.C.	Alfa Berlina

E Stock Ladies

2004	Phyllis Miller	Greenwich, CT	1991 Toyota MR2
2003	Carol Leuty	Federal Way, WA	1988 Porsche 924S

F Stock

2004	no entries		
2003	Anthony Rehlinger	Calgary, AB	1999 Ford Mustang
2002	Paul Zahornasky	Haverhill, MA	2001 Ford Mustang 'Bullitt'
2001	no entries		
2000	Ron Simmonds	Calgary, AB	1988 Ford Mustang
1991	Campbell Carlyle	Richmond, BC	1987 Trans-Am
1990	Thomas Hong	Burnaby, B.C.	1987 Camaro IROC
1989	Michael McCrea	Moncton, N.B.	1987 Mustang GT
1988	Alex Dumitrescu	Burnaby, B.C.	1988 Mustang
1987	Duncan Johnson	Agincourt, Ont.	1986 Mustang LX
1986	Ian Law	Scarboro, Ont.	1982 Volvo 242 GLT
1985	Peter Gresser	Aurora, Ont.	1960 Corvette
1984	Allen Reid	Kelowna, B.C.	1969 MGB
1978	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1977	Andy Hockstra	Richmond, B.C.	1965 Mustang GT

1976	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1975	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1974	Dave Thomson	Kingston, Ont.	Camaro Z28
G Stock			
2004	Vincent Lortie	Emmaus, PA	2004 Mini Cooper S
2003	Tom Brydon	Vancouver, BC	1996 Plymouth Neon ACR
2002	Pierre Roberge		2000 Acura Integra Type-R
2001	Warren Milton		1999 Subaru Impreza 2.5RS
2000	no entries		
1991	Dave Krulitsky	Surrey, BC	1986 Dodge Omni GLH Turbo
1990	Jean Gagne	Beauport, Que	1986 Dodge Charger
1989	Mark Snell	Puyallup, Wa.	1983 Alfa Romeo GTV
1988	Murray Burkett	Winnipeg, Man.	1974 TR-6
1987	Bill Irving	Tantallon, N.S.	1987 Acura Integra
1986	Laverne Burkhart	Breslau, Ont.	1986 GMC Jimmy
1985	Mike Patterson	London, Ont.	1974 Toyota Corolla
1984	Ian Paine	Kelowna, B.C.	1976 Chevette
1978	Ross Olafsen	Delta, B.C.	Karmann Ghis
1977	Norman Bouchard	Ste. Foy, Que.	Honda Accord
1976	Debbie Parker	Halifax, N.S.	Toyota Corolla
1975	Robert Meggy	Delta, B.C.	Datsun 510
1974	Andy Field	W. Vancouver, B.C.	Datsun 710

H Stock

2004	Chang Ho Kim	Maynard, MA	1991 Honda Civic Si
2003	Colin Armstrong	Calgary ,AB	2003 Mini Cooper
2002	Darrell Tower		1996 Nissan Sentra
2001	no entries		
2000	Corey Dyck	Winnipeg, MB	2000 Ford Focus ZX3
1991	Mike Patterson	London, ON	1984 Mazda GLC
1990	Pierre Mandeville	Pierrefonds, Que.	1986 Mazda 323
1989	Ian Law	Toronto, Ont.	1982 Volvo 242 GLT
1988	Ian Law	Scarborough, Ont.	1982 Volvo 242 GLT
1987	Ian Law	Scarborough, Ont.	1982 Volvo 242 GLT
1987	Warren Martin	Tillsonburg, Ont.	Mazda GLC Sport
1986	Duane Hanson	Prince George, B.C.	1979 Fiat Brava
1985	Gilbert St. Laurent	Rimouski, Que.	1972 Datsun 510
1984	Ian Paine	Kelowna, B.C.	1976 Chevette
1978	Weldon Moores	St. Johns, NFLD	Austin Mini
1977	Yvan Poisson	Rougemont, Que.	Austin Mini
1976	John Harris	St. John's, NFLD	Austin Mini
1975	Barry Divall	Saskatoon, Sask.	Austin Mini
1974	Gord Srigley	Vancouver, B.C.	Datsun 1200

A Sedan

1973	Andre Belanger	Montreal, Que.	Camaro
1972	J. Drolet		340 Duster

B Sedan

1973	Claude Marcil	Montreal, Que.	Datsun 510
1972	Glen Ashford	Toronto, Ont.	Austin 1000

C Sedan

1973	P. Giguere	Drummondville, Que.	Toyota Corolla
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A Super Stock

2004	No entries		
2003	Robert Palsom	Winnipeg, MB	2000 Honda S2000
2002	no entries		
2001	no entries		
2000	Jamie Fox	Leduc, AB	1993 VW Corrado
1991	Tony McGrath	Toronto, ON	1986 Corvette
1990	Ben Chan	Vancouver, B.C.	1987 Mazda RX7 Turbo
1989	Ken Richins	Kirkland, Wash.	1971 Porsche 911
1988	David Swain	Whitby, Ont.	1973 Porsche 914
1987	George Aron	Vancouver, B.C.	1970 Porsche 911

B Super Stock

2004	no entries		
2003	no entries		
2002	no entries		

2001	no entries		
2000	no entries		
1991	Joe Ulman	Mississauga, ON	1972 Corvette
1990	Rick Taylor	Coquitlam, B.C.	1965 Corvette
1989	Joe Ulman	Mississauga, Ont.	1970 Corvette
1988	Duncan Johnson	Agincourt, Ont.	1986 Mustang
1987	Terry Oslowy	White Rock, B.C.	1966 Corvette

C Super Stock

2004	Jeff Watson	Toronto, ON	2001 Mazda Miata
2003	Andre Yeu	Richmond, BC	1990 Mazda Miata
2002	Graeme McCrea		1983 Mazda RX-7
2001	Reijo Silvennoinen	Calgary, AB	1990 Mazda Miata
2000	David Larose	Vaudreuil, Que.	1987 BMWs 325 is
1991	Russ Orsborn	Vancouver, BC	1988 Honda CRX Si
1990	George Cheung	Richmond, B.C.	1987 Honda CRX
1989	Grahma McCrea	Halifax, N.S.	1983 Mazda RX7
1988	Reg Clayton	Halifax, N.S.	1985 Honda GL
1987	Reg Clayton	Halifax, N.S.	1985 Honda GL

C Super Stock Ladies

2004	No entries		
2003	Leanne Junnila	Calgary, AB	1990 Mazda Miata

D Super Stock

2004	Wes Tanney	Etobicoke, ON	1992 Honda Civic Si
2003	Bruce Toews	Abbotsford, BC	2000 VW GTI 1.8T
2002	David Larose	Vaudreuil, PQ	1987 BMW 325is
2001	No entries		
2000	David Larose	Vaudreuil, Que.	1987 BMWs 325 is
2000	Ian Leavens	Winnipeg, MB	1998 Saturn SC2
1991	Robert Lu	Vancouver, BC	1985 Honda Civic
1990	Robert Lee	Richmond, B.C.	1984 Honda Prelude
1989	Mike Ruegamer	Vancouver, B.C.	1986 Honda CRX
1988	Dave Lam	Pt. Coquitlam, B.C.	1984 Honda Civic
1987	Ron Freeman	London, Ont.	1972 TriumphTR-6

E Super Stock

2004	No entries		
2003	Matt Howe	Calgary, AB	1994 Eagle Talon TSi
2002	John Paine		1996 Chevrolet Camaro
2001	Ken Blaich	Calgary, AB	1987 Ford Mustang
2000	Ken Blaich	Calgary, AB	1987 Ford Mustang
1991	Alex Dumitrescu	Burnaby, BC	1988 Mustang
1990	Erick Juraschka	Brampton, Ont.	1988 Mustang

F Super Stock

2004	Vladimir Miladinovic	Fredricton, NB	1995 Chevrolet Cavalier
2003	Shane Jensen	Kelowna, BC	1994 Honda Civic
2002	Wayne West	Halifax, NS	1987 VW Jetta
2001	Corey Dyck	Winnipeg, MB	2000 Ford Focus ZX3

A Improved

1986	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1985	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1984	Richard Chong	Richmond, B.C.	1968 Lotus Elan
1983	Ron Stewart	Burnaby, B.C.	1968 Porsche 911
1982	Richard Chong	Richmond, B.C.	1968 Lotus Elan
1981	Richard Chong	Richmond, B.C.	1968 Lotus Elan
1980	Bill Flett	Bramalea, Ont.	1968 Lotus Elan
1979	Bill Flett	Bramalea, Ont.	1968 Lotus Elan

B Improved

1986	Wanda Angelomatis	Vancouver, B.C.	1973 Datsun 240Z
1985	Fred Wallace	Vancouver, B.C.	1973 Datsun 240Z
1984	Gord Walker	Toronto, Ont.	1967 Corvette
1983	Gord Walker	Toronto, Ont.	1967 Corvette
1982	John Brendel	Chesley, Ont.	1978 VW Rabbit
1981	Steve Danton	Edmonds, Wash.	1976 Honda Civic
1980	John Brendel	Chesley, Ont.	1978 VW Rabbit
1979	John Brendel	Teeswater, Ont.	1978 VW Rabbit

C Improved

1986	Reg Clayton	Halifax, N.S.	1985 Honda Civic
1985	Sam O'Young	Vancouver, B.C.	1985 Honda Civic
1984	Andrew Field	Richmond, B.C.	1980 Honda Civic
1983	Richard Boyk	New West., B.C.	1971 Camaro Z28
1982	John Clark	Lower Sackville, N.S.	1982 Honda Prelude
1981	Stu Rulka	Burnaby, B.C.	1967 Morgan 4/4
1980	Terry Pratt	Seattle, Wash.	1971 Fiat 124
1979	Brian Farmer	London, Ont.	1972 Toyota Corolla

D Improved

1986	Ben Chan	Vancouver, B.C.	1982 Toyota Supra
1985	Richard Chong	Richmond, B.C.	1968 Ford Cortina
1984	Fred Wallace	Vancouver, B.C.	1973 Datsun 240Z
1983	Gene Greenwood	Coquitlam, B.C.	1980 Datsun 200SX
1982	Judy Brunner	Kingston, Ont.	1966 Lotus Cortina
1981	Vern Lhotsky	Vancouver, B.C.	1968 MGB
1980	Sandy Mendelson	Toronto, Ont.	1977 Toyota Celica
1979	Vern Lhotsky	Vancouver, B.C.	1970 MGB

E Improved

1986	Derek Lugar	Halifax, N.S.	1977 Volvo 242GL
1985	Tony McGrath	London, Ont.	1973 Datsun 1200
1984	Norman Yee	Vancouver, B.C.	1981 Acadian
1983	Norman Yee	Vancouver, B.C.	1981 Acadian
1982	Kevin Burchmore	Clearbrook, B.C.	1971 Datsun 1200
1981	George Sheppard	Halifax, N.S.	1972 Datsun 510
1980	George Sheppard	Halifax, N.S.	1972 Datsun 510
1979	George Sheppard	Halifax, N.S.	1972 Datsun 510

A Street Prepared

2004	Stacy Chapman	Rothesay, NB	1980 Porsche 911 SC
2003	Brent Thorkelson	Calgary, AB	1982 Porsche 911
2002	Stacy Chapman	Rothesay, NB	1980 Porsche 911SC
2001	no entries		
2000	Richard Hoffman	Richmond, B.C.	1993 Mazda RX7
1991	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1990	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1989	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1988	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1987	Anna Delaney	Vancouver, B.C.	1967 Lotus Elan

B Street Prepared

2004	No entries		
2003	Doug Campbell	Calgary, AB	1986 Chevrolet Corvette
2002	Brian Gay		1992 Chevrolet Corvette
2001	no entries		
2000	no entries		
1991	Craig Fretwell	Maple, ON	1989 Dech Mustang
1990	Gordon Walker	Mississauga, Ont.	1981 Corvette
1989	Gordon Walker	Mississauga, Ont.	1981 Corvette
1988	Gordon Walker	Mississauga, Ont.	1981 Corvette
1987	Gordon Walker	Mississauga, Ont.	1981 Corvette

C Street Prepared

2004	Paul Kreutzweiser	Guelph, ON	1991 Mazda Miata
2003	Darrell Jones	Edmonton, AB	1983 Mazda RX7
2002	Stephen Tong	Toronto, ON	1999 Mazda Miata
2001	no entries		
2000	Dave Terrick	Winnipeg, MB	1982 Mazda RX7
1991	Dave Lam	Vancouver, B.C.	1988 Honda CRX Si
1990	Tai Kuo	Vancouver, B.C.	1981 Mazda RX7
1989	Tai Kuo	Vancouver, B.C.	1981 Mazda RX7
1988	Sam O'Young	Vancouver, B.C.	1985 Honda CRX
1987	Sam O'Young	Vancouver, B.C.	1985 Honda CRX

D Street Prepared

2004	Davia Larose	Veaudreuil, PQ	1987 BMW 325is
2003	Terence Chu	Vancouver, BC	1992 BMW 325i
2002	Mike Benjamin		1992 Nissan 240SX
2001	no entries		
2000	Amir Navabi	St-Hubert, Que.	1978 Triumph Spitfire

1991	Eric Tong	Vancouver, B.C.	1984 Honda Civic
1990	Mikel Ruegamer	Vancouver, B.C.	1986 Honda CRX
1989	Dave Lam	Vancouver, B.C.	1984 Honda Civic
1988	Miles Holden	N. Vancouver, B.C.	1978 Honda Civic
1987	Donald Nimi	N. Vancouver, B.C.	1964 Healey Sprite

D Street Prepared Ladies

2004	Anick Madon	St. Emile, PQ	2001 Subaru Impreza 2.5RS
2003	Heather McKone	Vancouver, BC	2001 Ford Focus ZX3

E Street Prepared

2004	Tony Kloosterman	London, ON	2002 Subaru Impreza WRX
2003	Nick Soi	Vancouver, BC	1995 Ford Mustang GT
2002	Chris Geddes		1991 Eagle Talon Tsi AWD
2001	no entries		
2000	Brian Smetaniuk	Calgary, AB	1987 Chevrolet Camaro IROC
1991	Douglas Bayley	N. Vancouver, BC	1985 Mustang

E Street Prepared Ladies

2004	No entries		
2003	Diane Carlyle	Surrey, BC	1994 Ford Mustang GT

F Street Prepared

2004	Jimmy Mercx	Mirabel, PQ	1998 Subaru Impreza 2.2
2003	Mason Yu	Vancouver, BC	1997 Honda Civic

A Prepared

1986	Ed Komori	Surrey, B.C.	1966 Sunbeam Tiger
1985	David Gray	Burnaby, B.C.	1968 Cooper S
1984	Gary Milligan	Vancouver, B.C.	1967 Lotus S7
1983	Gary Milligan	Vancouver, B.C.	1967 Lotus S7
1982	Gary Milligan	Vancouver, B.C.	1967 Lotus S7
1981	Brian Smetaniuk	Toronto, Ont.	1964 Cooper S
1980	David Gray	Vancouver, B.C.	1973 Cooper S
1979	David Gray	Vancouver, B.C.	1973 Cooper S
1978	Gunter Kieselowsky	Vancouver, B.C.	Lotus Elan
1977	Frank Bunting	Revelstoke, B.C.	Corvette
1976	John Nicolson	Dartmouth, N.S.	Cooper S
1975	David Gray	Vancouver, B.C.	Cooper S
1974	Robert Roy	Montreal, Que.	Lotus 7
1973	Murray Horsburgh	Richmond, B.C.	Renault Gordini
1972	Robert Roy	Montreal, Que.	Lotus 7

B Prepared

1986	Sam O'Young	Vancouver, B.C.	1985 Honda CRX
1985	William Sit	Vancouver, B.C.	1977 Honda Civic
1984	Noel Montgomery	Peterborough, Ont.	1966 Cooper S
1983	Judson Buchanan	Downsview, Ont.	1975 Chev. Monza
1982	Mark Chessick	Pt. Coquitlam, B.C.	1972 Ford Pinto
1981	Terry Pratt	Seattle, Wash.	1972 Toyota Corolla
1980	Mark Snell	Auburn, Wash.	1974 Fiat X 1/9
1979	Gunter Schmidt	Midland, Ont.	1977 Scirocco
1978	Brian Parkinson	Burnaby, B.C.	Corvette
1977	Brian Parkinson	Vancouver, B.C.	Corvette
1976	Brian Parkinson	Vancouver, B.C.	Corvette
1975	Roger Meaden	Orangeville, Ont.	Sunbeam
1974	Tony Seale	Vancouver, B.C.	Sunbeam Tiger
1973	Ralph Baker	New West., B.C.	Shelby Mustang
1972	Ralph Baker	New West., B.C.	Shelby Mustang

C Prepared

1986	Richard Boyk	Coquitlam, B.C.	1973 Camaro Z28
1985	Campbell Carlyle	Vancouver, B.C.	Trans Am
1984	Jim Best	Toronto, ON	1979 Mazda RX7
1983	Alan Weller	Gores Landing, Ont.	1970 Austin Mini
1982	David Gaze	Oakville Ont.	1974 Austin Mini
1981	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1980	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1979	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1978	Gunter Schmidt	Midland, Ont.	VW Scirocco
1977	Bill Ferguson	Delta, B.C.	Alfa Spyder
1976	Bill Ferguson	Delta, B.C.	Alfa Guiliietta

1975	Stuart Rulka	Burnaby, B.C.	Morgan 4/4
1974	Dave Hiley	Vernon, B.C.	AH Sprite 1098
1973	Barry Child	Vancouver, B.C.	BMW 2002tii
1972	John Sharples	Kelowna, B.C.	Alfa 2000

D Prepared

1986	Robert Sirois	St. Georges, Que.	1970 Datsun 510
1985	Bernie Oremek	Coquitlam, B.C.	1975 Corolla
1984	Alan Weller	Gores Landing, Ont.	1975 Austin Mini
1983	Robert Sirois	St. Georges, Que.	1970 Datsun 510
1982	Doug Stevens Jr.	Kelowna, B.C.	1970 Datsun 510
1981	Alan Rae	Richmond, B.C.	1964 Austin Sprite
1980	Ron Cameron	New West., B.C.	1970 MGB GT
1978	John Liland	Surrey, B.C.	Anglia 105E
1977	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1976	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1975	Pierre Quinty	Longueuil, Que.	Fiat 128 SL
1974	Bernice Annibal	Bowmanville, Ont.	Datsun 510
1973	Laird O'Connor	Burnaby, B.C.	Datsun 1200
1972	L. Bertolti		MG Midget

A Modified

2004	No entries		
2003	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
2002	Tyson Sawyer	Rindge, NH	1972 Tui Super Vee
2001	no entries		
2000	Joe Cheng	Burnaby, B.C.	1995 Phantom Extreme-R
1991	no entries		
1990	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1989	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1988	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1987	John Haftner	Vancouver, B.C.	1987 Super Vee
1986	John Haftner	Vancouver, B.C.	1976 Zink FF
1985	John Haftner	Vancouver, B.C.	1980 March Super V
1984	John Haftner	Vancouver, B.C.	1976 Zink FF
1983	John Haftner	Vancouver, B.C.	VW Dune Buggy
1982	John Haftner	Vancouver, B.C.	VW Dune Buggy
1981	Lawrie Watters	Vancouver, B.C.	1981 Lazer F440

B Modified

2004	Dave DeMarchi	Mississauga, ON	2004 Ryerson F-SAE RF-04
2003	Alexander Chiu	Vancouver, B.C.	1985 Swift DB-1
2002	Greg Vincent	Granby, CT	1984 Van Diemen RF84
2001	Gord Leach	Regina, SK	1971 Lotus Super 7
2000	Alexander Chiu	Vancouver, B.C.	1985 Swift DB-1
1991	Joe Cheng	Vancouver, BC	1976 Zink FF
1990	Richard Chong	Richmond, B.C.	1988 RAC Deman Lotus
1989	Mike Elliott	Vancouver, B.C.	1976 Zink FF
1988	Matt Scaifel	Kelowna, B.C.	1973 Formula Ford
1987	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1986	Keith Law	White Rock, B.C.	1973 Datsun 510
1985	Michael Boyle	Vancouver, B.C.	1979 Honda Civic
1984	Michael Boyle	Vancouver, B.C.	1979 Honda Civic
1983	Wanda Angelomatis	Vancouver, B.C.	1970 Lotus Super 7
1982	Lawrie Watters	Vancouver, B.C.	1981 Lazer F440
1981	Mark Snell	Auburn, Wash.	1969 Lotus FF
1980	Jake Cottier	Renton, Wash.	Winklemann Spec
1979	Murray Horsburgh	Richmond, B.C.	1968 Renault R8
1978	Randolph Custer	Surrey, B.C.	Anglia 105E
1977	Peter Zwicher	Halifax, N.S.	Kelly FV
1976	Chris Branch	St. John, N.B.	Kelly FV
1975	John Haftner	Vancouver, B.C.	Dune Buggy
1974	John Haftner	Vancouver, B.C.	Dune Buggy
1973	John Haftner	Vancouver, B.C.	Dune Buggy
1972	Dave Long	London, Ont.	Walker F4

C Modified

2004	Bill Rogerdson	Lansdowne, ON	1985 Toyota MR2
2003	Alan Rae	Calgary, AB	1991 Caterham Super 7
2002	Glen Hoar		1971 Datsun 510
2001	Alan Rae	Calgary, AB	1991 Caterham Super 7
2000	Ian Basford	Edmonton, AB	1972 Datsun 510

1991	Keith Law	White Rock, BC	1973 Datsun 510 turbo
1990	Sam O'Young	Vancouver, B.C.	1977 Honda Civic
1989	Sam O'Young	Vancouver, B.C.	1977 Honda Civic
1988	Mike Boyle	Richmond, B.C.	1977 Honda Civic
1987	Ed Komori	Surrey, B.C.	1966 Sunbeam Tiger
1986	Glenn Fukui	Burnaby, B.C.	1966 Sunbeam Tiger
1985	Peter Wright	Mt. Albert, Ont.	1970 Datsun 240Z
1984	Robert Lee	Vancouver, B.C.	1975 Triumph TR7
1983	Len Welin	Pickering Ont.	1972 Datsun 240Z

C Modified Ladies

2004	No entries		
2003	Lisa Pusey	Coquitlam, BC	1985 Honda Civic

D Modified

2004	Dennis Grant	Windsor, ON	1997 Eagle Talon AWD
2003	Kym Miller	Fort. St John, BC	1990 Chevrolet Corvette
2002	Paul Machan		1963 Chevrolet Corvette
2001	Glenn Gordon	Calgary, AB	1980 Alpina BMW 323
2000	Colin	Winnipeg, MB	1971 Datsun 240Z
1991	Derek Smith	Burnaby, B.C.	1970 Porsche 914-6
1990	Derek Smith	Burnaby, B.C.	1974 Porsche 914-6
1989	Derek Smith	Burnaby, B.C.	1974 Porsche 914-6
1988	Glen Fukui	Burnaby, B.C.	1966 Sunbeam Tiger

Appendix G – CONTACTS (REGIONS, CAC BOARD)

a) Canadian Autoslalom Championship
<http://www.asncanada.com/index2.html>

b) ASN/Canada/FIA Territories

Atlantic :(PEI, NS,NB, Nfld)
Atlantic Region Motor Sports(ARMS)
PO Box 31333, Halifax, NS, B3K 5Y5
<mailto:arms.inc@ns.sympatico.ca>

British Columbia
Confederation of Autosport Car Clubs (CACC)
<http://www.caccautosport.org/>

Ontario
Canadian Autosports Clubs – Ontario Region (CASC-OR)
Contact: 416-667-9500 Bob Varey
703 Petrolia Road, Downsview, ON M3J-2N6
<http://www3.sympatico.ca/casc.or>

Québec
Fédération Auto-Québec (FAQ)
4545 Pierre-de-Coubertin, Case postale 1000, succursale M, Montréal, Quebec H1V 3R2
Tél.: (514) 252-3052
Fax.: (514) 254-5369
info@autoquebec.ca
<http://www.autoquebec.ca>

Prairie (Alberta, Manitoba, Saskatchewan)
Western Canada Motorsport Association (WCMA)
Box 20341, Calgary Place P.O., Calgary, Alberta , T2P 4J4
(403) 242-1966
<http://www.wcma.ca>

c) 2005 ASN Solosport Committee

Terry Epp, National Director
Stouffville, ON
rally.cars@sympatico.ca

Christian Sorensen – CASC-OR
Toronto, ON
solo1dir@casc.on.ca

Cliff Loh, - CACC
Surrey, BC
cliff.loh@telus.net

Daniel Forest - FAQ
Montreal, Quebec
jada@contact.net

Doug Campbell - WCMA
Calgary, Alberta
talongeo@shaw.ca

Dave Hull - ARMS
Halifax, NS
d.hull@ns.sympatico.ca

d) 2005 ASN Solosport Autoslalom Sub-Committee

Cliff Loh,
Surrey, BC
cliff.loh@telus.net

Jean Sirota
PQ
jsirota@videotron.ca

Ray Bastille
NB
rbastill@nbnet.nb.ca
Johnny Sandhu
Vancouver, BC
sandhuj@direct.ca

Corey Dyck,
Winnipeg, Manitoba
corey_dyck@yahoo.com
Wes Tanney
Toronto, Ontario
solo2guy@sympatico.ca

Reijo Silvennoinen
Calgary, Alberta
rase@telus.net

Daniel Forest -
Montreal, Quebec
jada@contact.net

Doug Campbell
Calgary, Alberta
talongeo@shaw.ca

Dave Hull -
Halifax, Nova Scotia
d.hull@ns.sympatico.ca

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