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## **WCMA General Competition Regulations - Solo**

## WESTERN CANADA MOTORSPORT ASSOCIATION

### GENERAL COMPETITION REGULATIONS SOLO

**EFFECTIVE APRIL 1, 2007**

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#### LEGEND

*Revisions and additions made since the last edition as shown thusly.*

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## DEFINITIONS

The following definitions are adopted for use in these GCRs, in the regulations of WCMA, in the appendixes thereto, in all supplementary regulations, and for general use.

**ACCELERATION RUN** - A speed competition to determine the fastest time over a specified straight distance from a standing start. Cars shall compete one (1) at a time.

**ASN** - ASN Canada FIA Inc.

**AUTOMOBILE** - A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must effect steering and at least two the propulsion.

**AUTOCROSS** - An event generally held in fields, on soft or hilly ground, or an abandoned gravel quarry. The terrain itself requires car handling skill on the part of the competitor.

**AUTOSLALOM** - An event generally held on a paved, flat surface wherein 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. Usually the course is well enough defined so that 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.

**CLOSED EVENT** - A competition confined solely to the members of the club organizing the competition and invited competitors.

**CLUB** - Any body recognized by WCMA as a club.

**COMPETITION** - A contest in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.

**COMPETITOR** - A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.

**CONTROL LINE** - The line by reference to which an automobile is timed or its performance in a competition is determined.

**COURSE** - The route to be followed by a competitor in a competition.

**DISCIPLINE** - All WCMA competitions are categorized by type of activity or "discipline" (eg. Race, Rally, Solo etc.)

**DRIVER** - A person nominated as the driver of an automobile in any competition.

**DRIVING SKILL TEST** - Generally, a level -ground contest of a car handling skill involving obstacles, forward and reverse maneuvers, cloverleaf turns, parking, and garaging exercises, with a time and penalty scoring system.

**ENTRANT** - A person or organization whose entry is accepted for any competition.

**EVENT** - A program of one or more competitions.

**FIA** - Fédération internationale de l'automobile, the international federation of National Automobile Clubs.

**FINISHING LINE** - The last control line on a course.

**FISA** - Fédération Internationale du Sport Automobile, the international automobile sport federation, appointed by the FIA, to deal with competition matters.

**ICE DICE** - Generally, an event similar to a slalom, though held on snow or ice.

**LICENSE** - A certificate of registration issued by WCMA or an ASN to any person wishing to take part in

competitions.

**NON-SPEED EVENT** - An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, concours, slalom, autocross, sprint, etc.

**OPEN EVENT** - A competition in which participants comprise members of any recognized WCMA motorsport club.

**ORGANIZER(S)** - A person or persons approved by WCMA and authorized by promoters, clubs, or other groups to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer shall take the place of such promoters for the purposes of these GCRs and shall be deemed to be the agent of the promoters.

**ORGANIZING PERMIT** - The documentary authority to organize and hold a competition granted solely by WCMA.

**PROGRAM** - A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.

**PROMOTER(S)** - Any person or body (other than organizers) proposing to hold or holding an event.

**REGULATIONS** - A set of regulations in addition to these GCRs which may be issued from time to time by WCMA to meet particular situations which might arise outside of these GCRs, or to meet a particular problem of a more or less temporary nature.

**RESTRICTED COMPETITION** - An event which is confined to persons having some particular qualification.

**SANCTIONED EVENT** - Any event or competition authorized and approved by WCMA and having the appropriate organizing permit.

**SLALOM** - Old terminology for an autoslalom.

**SOLO EVENT** - A competition in which competitors complete the test one car at a time. Scoring is based on a competitor's performance in motion and adjusting the control or speed of the car and maintaining the motion of the car in adverse conditions, allied with the time taken to perform the test. This shall not preclude the running of more than one (1) car at a time provided they are separated on the course by adequate time and distance to eliminate any possibility of a passing situation or of two (2) or more cars competing with each other.

**SOLO I EVENT** - A one-car-at-a-time speed event held under the WCMA Solo GCR's (GCR's) and the WCMA Solo I regulations; in which speed may be the determining factor; where vehicle speeds may approach those of racing; where maximum safety protection is afforded to spectators and property; where vehicle requirements may be similar to those used for racing; and in which competitors are required to possess a valid WCMA competition license. Solo I events shall include, but are not limited to, sprints and acceleration runs.

**SOLO II EVENT** - A non-speed event held under the GCR's and the WCMA solo II regulations; where hazards to competitors, spectators, and property do not exceed those encountered in normal legal highway driving; and in which competitors may be required to possess a valid WCMA competition license. Solo II events shall include, but are not limited to, slaloms, autoslaloms, driving skill tests, autocrosses, and ice dices.

**SPEED EVENT** - An event in which vehicles run individually (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.

**SPRINT (TIME TRAIL)** - A speed competition on a closed circuit with one car at a time running against the clock for fastest time.

**STARTING LINE** - The first control line on a course.

**SUPPLEMENTARY REGULATIONS** - Regulations drawn up by the organizers of a competition or competitions and approved by WCMA with the object of laying down details of such competitions. These are supplementary to these GCRs and the regulations of WCMA.

**WCMA** - Western Canada Motorsport Association.

**WCMA AFFILIATED CLUB** - Any motor sport club in Canada which is affiliated with WCMA.

## **SECTION 1 - GENERAL PRINCIPLES**

### **1.1 WCMA Solo General Competition Regulations**

The WCMA solo committee has established these Solo General Competition Regulations (GCR's).

### **1.2 Interpretation Of Rules**

WCMA shall be empowered to decide any question raised within Western Canada concerning the interpretation of these regulations, subject to the right of appeal (if any) under these GCR's.

### **1.3 Exercise Of The Powers Of WCMA**

Judicial powers and functions (such as the hearing of protests and appeals or the determination of the penalty to be inflicted for a breach of these GCR's) may be exercised by the WCMA stewarding group. The decisions shall be final and not subject to review except on appeal in accordance with these GCR's. No member of a judicial board shall have taken part as a competitor, driver, or official (except as a steward) in the competition concerned about which a decision is to be given or if they have already participated in a decision on the matter in question, or if they are directly or indirectly concerned in such matter.

### **1.4 Notices**

Any communications required under these GCR's to be sent to any competitor or driver shall be sent to the address on their entry form or, if they are the holder of a license issued by WCMA to the address on the license. Any communications to be sent to a promoter or organizer shall be sent to the address on the relevant application for an organizing permit or, in the case of an event not organized under permit, to the secretary of the organizing club at the address given in the notification of the event to WCMA or their latest known address. Any communications to be sent to an appellant under these GCR's shall be sent to the address shown in the notice of appeal or the appeal itself. Any communications so sent by post shall be deemed to have reached the address by normal delivery of post.

### **1.5 Alteration Of Rules And Regulations**

The solo committee reserves to itself the right at any time and from time to time to alter these GCR's or to promulgate special regulations in an emergency. The solo committee reserves to itself the right at anytime and from time to time to alter its solo regulations or to promulgate special regulations in an emergency. Such alterations or additions will be published in the form of revised manuals or bulletins. Bulletins issued by WCMA form a part of these GCR's or the solo regulations to which they apply and are effective on the date issued until the end of a season unless amended or revoked earlier by the WCMA.

### **1.6 Regulations**

The solo committee may publish regulations from time to time governing the conduct of their discipline. These regulations are considered in addition to and may in no way conflict with these GCR's.

### **1.7 Application Of GCR's**

These GCR's and the solo regulations shall govern all solo events organized by a WCMA club.

### **1.8 Order Of Precedence In Application Of Regulations**

Solo events sanctioned by WCMA shall be organized and conducted in accordance with;

- 1.8.A Solo general competition regulations
- 1.8.B Solo regulations
- 1.8.C WCMA bulletins
- 1.8.D Series supplementary regulations (if applicable)
- 1.8.E Event supplementary regulations

Where conflict arises between these documents, the superior (first mentioned) document shown in the above list shall apply, except that bulletins may modify superior documents.

### **1.9 Automobiles**

- 1.9.A Classification Of Automobiles - A classification of automobiles is given in the solo regulations.
- 1.9.B Dangerous Construction - The steward may exclude any automobile the construction or condition of which they deem to be dangerous. In events without stewards, the organizers shall have such rights.
- 1.9.C Suspension Or Disqualification Of A Particular Automobile - The steward may suspend or disqualify a particular automobile in consequence of a breach of these GCR's by the entrant or the driver.
- 1.9.D Suspension Or Disqualification Of A Make Of Automobile - WCMA may suspend a make of an automobile within its own territory for a breach of these GCR's by the manufacturer of such make or their accredited representative.
- 1.9.E Advertisements On Automobiles - Advertisements are permitted on automobiles in competition within the limits laid down in the current WCMA regulations. Name(s) of driver(s) and crew may be inscribed on the automobile. These inscriptions shall not be considered advertising. No sign, label, or lettering shall be so arranged as to make competition numbers or other identification illegible to officials or marshals at an event, and must be to the satisfaction of the steward.

## **SECTION 2 - COMPETITIONS IN GENERAL**

### **2.1 Organization Of Events**

WCMA sanctioned events may only be organized by a WCMA affiliated club which has obtained the annual general liability insurance policy.

### **2.2 Authorized Competitions**

WCMA competition license holders and officials may participate in any events except those which have been specifically disapproved by the solo committee.

### **2.3 Required Approval**

The name or emblem of the WCMA shall be associated only with events sanctioned by WCMA.

Organizers shall not distribute entry forms or supplementary regulations for a WCMA sanctioned event prior to obtaining the WCMA sanction.

### **2.4 Knowledge Of And Submission To The Rules**

Every person, body, group of persons, etc., organizing a competition or taking part therein shall by doing so or by and upon applying for an organizing permit, or by and upon applying for a license from WCMA, or by and upon entering a competition, be deemed to have and recognize that they have:

- 2.4.A Made themselves acquainted with these GCR's
- 2.4.B Submitted themselves without reserve to the consequences resulting from these GCR's and any subsequent alteration thereof
- 2.4.C Renounced the right to have recourse to any arbitrator or tribunal not provided for in the GCR's
- 2.4.D Agreed to exonerate and keep indemnified the promoters, WCMA and its subsidiaries, and their respective agents from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition, or event held under these GCR's, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, servants, or representatives.
- 2.4.E In the case of entrants for and drivers in, events, they shall be deemed to have agreed in the circumstances aforesaid to exonerate and keep indemnified all and any other competitors, their servants, or agents from and against all liability whatsoever to such entrants or drivers in connection with the driving of their automobiles or any other act, omission, or occurrence during the course of a competition or official practice therefore.
- 2.4.F Agreed as set out in subparagraphs (d) and (e) of this Rule with each and all the persons or bodies referred to in those subparagraphs and so that each and any of those persons or bodies shall be entitled to the benefit of such agreements.

### **2.5 Right Of Observation**

WCMA reserves the right to designate a qualified person or persons to observe and evaluate any competition and/or any person officiating, working or participating in any competition. Upon signing of a release and waiver of liability, the steward shall possess such right of observation ex-officio.

### **2.6 Official Documents**

For every competition, the promoters and/or organizers are responsible for drawing up and publishing supplementary regulations.

### **2.7 Announcement To Be Made On All Official Documents**

All supplementary regulations, programs, entry forms, results, and advertisements relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the Solo General Competition Regulations of WCMA."

## **2.8 Authorization Of Description**

No event may be described as "Championship" or given any title or status which is not authorized by WCMA in writing.

## **2.9 Postponement, Abandonment, Or Cancellation Of A Competition**

A meeting or competition forming part of an event shall not be postponed, abandoned, or cancelled unless:

- 2.9.A Provision for so doing is made in the supplementary regulations, or
- 2.9.B The steward has so ordered.

In the event of cancellation or postponement for more than twenty -four (24) hours, entry fees shall be returned if so directed by WCMA.

## **2.10 Advertising And Promotion Of Events**

All advertising or promotional material used in connection with competitions must state "Sanctioned by WCMA".

## **2.11 Misleading Advertising**

- 2.11.A Advertising material must be in good taste and must not be misleading or untruthful. The words "Championship" when used to describe an event or used in the title of an event must be approved by WCMA.
- 2.11.B Any competitor or other person or body advertising the results of a competition, a series, or a championship must state that the competition was sanctioned by WCMA, the exact conditions of the performance referred to, the nature of the competition, the category and the class of automobile, and the position or results obtained, or such additional information as WCMA may require. All advertisements that are published prior to the issuance of official results by the promoter(s) or organizer(s) must contain the words "Subject to Official Confirmation".

## **2.12 Publication Of Results**

The publication of an advertisement relating to the results of a competition that is drawn up in such a way which could mislead the public, or the infraction of this regulation (whether by way of omission from or addition to the particulars required to be stated) shall render the person(s) or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by these GCR's and may entail the infliction of a penalty on the person(s) responsible for authorizing the advertisement.

- 2.12.A Publication under this regulation shall be construed to mean any or all of the following:
  - i The airing of commercial message by means of radio or television
  - ii The publication of printed advertisements in newspapers, magazines, or other periodicals
  - iii The publication of brochures, booklets, forms, signs, or displays.
- 2.12.B Competitors who allow their names or photographs to be used in connection with misleading advertising shall be liable to disciplinary action from WCMA.

# **SECTION 3 - ORGANIZATION OF EVENTS**

## **3.1 Necessary Permission And Approval**

No competition shall be held unless WCMA has signified its approval by granting an organizing permit or has waived the necessity of a permit under its regulations. WCMA may attach conditions to the granting of a permit, or decline to grant a permit, or withdraw a permit without stating any reason.

### **3.2 Recognition Of National And Local Authorities**

A competition may be held either on the road or a track on a public parking area, but no permit shall be granted by WCMA or competition be held unless the promoters or organizers shall have first obtained such official permission as may be necessary from the competent governmental or local authority.

### **3.3 Application For An Organizing Permit**

Every application for an organizing permit shall be made in writing and shall be accompanied by the appropriate fee together with a draft of the proposed supplementary regulations and entry form. The application must state:

- 3.3.A The name and address of the applicant
- 3.3.B The body or person on whose behalf the application is made and the official position held by the applicant
- 3.3.C The nature of the competition for which the permit is required
- 3.3.D The date(s) and place(s) of the proposed competition
- 3.3.E In the case of an application for a permit to hold a speed event on a track or circuit which is not already approved by WCMA, an application for approval of the track or circuit must be made to WCMA, and this application must be accompanied by a plan of the track or circuit to a scale of not less than six inches to a mile. This plan shall give details of the course and indicate the proposed position of spectators, fencing, and other safety arrangements.
- 3.3.F In the case of an application for a solo event, the length of the course, approximate time schedule, and other pertinent information must accompany the application.

### **3.4 Permit Fees**

The scale of fees payable to WCMA on the granting of an organizing permit is laid down by WCMA.

### **3.5 Supplementary Regulations**

Competitions sanctioned by WCMA must be run in compliance with the regulations and provisions provided by WCMA. However, organizers provide for every competition a set of supplementary regulations which need not repeat and under no circumstances shall conflict with these GCR's and the other WCMA regulations. The supplementary regulations must contain the following information:

- 3.5.A The name and nature of the proposed competition(s)
- 3.5.B The name and address of the promoters and/or organizers
- 3.5.C An announcement that the proposed competitions(s) will be "Held under the General Solo Competition Regulations of WCMA"
- 3.5.D The place and date of the event
- 3.5.E A full description of the proposed competition including the categories of automobiles eligible
- 3.5.F A summary of insurance coverage
- 3.5.G The dates, times, and nature of starts
- 3.5.H The manner in which results will be determined and prizes awarded

- 3.5.I A reminder of the regulations concerning protests and the appropriate protest fees
- 3.5.J The dates of opening and closing of entries and how and where they shall be made
- 3.5.K The amount of the entry fee
- 3.5.L Conditions in which entries may be refused

### **3.6 Additional Information**

The supplementary regulations may additionally contain (insofar as may be appropriate to the event to which they relate) the following information:

- 3.6.A A detailed list of prizes allocated to each competition
- 3.6.B The name of the steward and other officials
- 3.6.C The maximum number of entries to be accepted and how entries in excess of this number are to be selected for acceptance
- 3.6.D The relative position of automobiles at the start and how they are to be determined
- 3.6.E If appropriate, that a change of driver or automobile is permitted
- 3.6.F Particulars of the identification numbers and marks to be carried
- 3.6.G The times and dates fixed for the official examination of vehicles
- 3.6.H All such other information and requirements as shall from time to time to be specified

### **3.7 Alteration Of Supplementary Regulations**

No alteration shall be made to the supplementary regulations after the commencement of the period for receiving entries unless:

- 3.7.A WCMA and all competitors already entered agree to the alteration, or
- 3.7.B The steward decides for reasons of safety or force majeure, or
- 3.7.C The steward may so authorize under exceptional circumstance.

### **3.8 Contents Of Program**

If a program is published, it shall contain the following information:

- 3.8.A A statement that the event is "Held Under the Solo General Competition Regulations of WCMA"
- 3.8.B The name of the promoter and/or organizers, and the organizing committee (if any)
- 3.8.C The place and date of the event
- 3.8.D A short description and timetable of the proposed competitions
- 3.8.E Names of the competitors and drivers with the distinctive numbers or marks painted on their cars.
- 3.8.F A detailed list of the prizes assigned to each competition.
- 3.8.G The name of the steward and other officials
- 3.8.H The words "Official Program" in prominent letters on the front cover.

### **3.9 Entry**

An entry made and accepted in accordance with these GCR's and any relevant supplementary regulations is a contract between a competitor and the promoters or organizers by which the competitor agrees to take part in the competition for which they have entered unless prevented by force majeure, and the organizers agree to comply with the conditions of entry provided that the competitor has made every effort to take part in the event. A breach of such contract may be treated as a breach of these GCR's.

### **3.10 Withdrawal**

An entry may be withdrawn without penalty if the withdrawal is made in writing, by facsimile or by wire prior to the entry deadline date. In such cases the organizers shall return the entry fee(s), unless the supplementary regulations provide otherwise. However, an entrant or driver accepted to take part in a competition who withdraws other than in the above manner or who does not take part in that competition but takes part in another on the same day may be held in violation of these GCR's.

### **3.11 Contents Of Entry Form**

Entry forms shall contain the following:

- 3.11.A Space for the full names and address of entrants and drivers
- 3.11.B Space for the signature of the entrant and driver(s)
- 3.11.C The following statement: "If an entrant or driver is under the legal age of majority, this form must be countersigned by the appropriate parent or guardian".
- 3.11.D A statement to the effect that the event is "Held under the Solo General Competition Regulations of WCMA"
- 3.11.E Any other information required by the supplementary regulations to be stated on the form.
- 3.11.F Every entry form shall contain the following statement which every entrant and driver shall agree to by signing the entry form before being allowed to take part in any competition: "I have read the Solo General Competition Regulations, the Solo Regulations and all other regulations in effect for this event and agree to abide by and be bound by such rules and regulations. I further agree to ensure that the drivers nominated by me and all crew members are similarly acquainted with these regulations and agree to abide by them and be bound by them."
- 3.11.G Any indemnity and/or declaration as prescribed below which is signed by a person under the age of majority shall be countersigned by that person's parent or guardian, whose full name and address shall be given. "The entrant, in signing this entry form and agreement and in consideration of the right to enter and compete in the event, agrees to participate in the event at their own risk. The entrant further agrees that he/she, the driver and all crew members shall execute a release and waiver of liability prior to their admission to the event

### **3.12 Closing Of Entries**

The date(s) for the closing of entries shall be specified in the supplementary regulations for the event.

### **3.13 Entry Containing A False Or Incorrect Statement**

An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these GCR's. The entrant may also be subject to forfeiture of their entry fee.

### **3.14 Refusal Of An Entry**

The organizers have the right to refuse an entry at their discretion without giving a statement or reason for refusal. If an advance entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible and at least five (5) days before the event. Such refusal is final and not subject to appeal. In the case of late entries or entries received at the event, the entrant shall be notified of a refusal immediately upon the entry being received.

### **3.15 Acknowledgement Of Entries**

Unless the supplementary regulations specify a shorter time, organizers shall acknowledge entries received in advance of the event within seven (7) days of receipt. Except as otherwise provided by these GCR's, organizers shall at the same time inform the entrant whether their entry is accepted, refused, or a decision deferred.

### **3.16 Conditional Acceptance Of Entry**

Supplementary regulations may provide that entries may be accepted under certain clearly stated conditions. Conditional acceptance shall be sent to the entrant by letter or wire dispatched not later than the date following the closing of entries. If the number of entries exceeds the maximum number of competitors laid down in the supplementary regulations, those to be accepted shall be selected in the manner specified by the supplementary regulations. If no manner is specified, they shall be selected as the organizers shall decide.

### **3.17 Change Of Automobile**

Subject to anything to the contrary in the applicable regulations, after the publication of the program the steward may authorize the substitution in an event of an automobile different from that specified on the entry form, provided that the supplementary regulations are complied with in all other respects.

### **3.18 Instructions To Competitors And Drivers**

Instructions to drivers may be issued to deal with particular points arising after the issue of the supplementary regulations, but if and so far as such instructions are contrary to these GCR's, other applicable regulations or the supplementary regulations, they shall be null and void, unless authorized by the steward or their designate.

### **3.19 Insurance**

- 3.19.A WCMA requires that all Solo sanctioned or otherwise organized by a WCMA Club be covered by the general public liability insurance policy and where necessary participant accident insurance. For details of coverage required, contact the WCMA office.
- 3.19.B It is a condition of the general liability insurance policy that release and waiver of liability forms in the manner specified by the insurance company must be signed by all persons who are permitted to enter areas normally closed to the public.

### **3.20 Payment Of Prize Money And Presentation Of Awards**

The organizers shall distribute all prize money to the entrants as promptly as possible after the official results of a competition shall have been arrived at. Any awards shall be presented within a like period unless the supplementary regulations specify a particular date or occasion.

## **SECTION 4 - COMPETITORS AND DRIVERS**

### **4.1 Licensing Of Competitors And Drivers**

Every person who makes an entry for or who competes in an event held under WCMA regulations shall be in possession of a current, valid competition license of the grade required for that type of event. The solo

committee may authorize specific events or types of events for which a competition license is not required.

## **4.2 Licensing**

For those events where licensing is required, the WCMA licensing system is as follows;

- 4.2.A Basic competition license
- 4.2.B Any other recognized WCMA or affiliated ASN territory amateur race license
- 4.2.C Any other recognized CARS rally license

## **4.3 Grant Of License**

Application for and the granting of a license shall be governed by the conditions laid down by WCMA. The holding of a license by an individual is a privilege and not a right. A license issued by WCMA may, for sufficient cause, be withdrawn or suspended at any time.

## **4.4 Refusal Of License**

WCMA may refuse to issue a license without stating the reason for such refusal.

## **4.5 Period Of Validity Of License**

Licenses shall be valid from the date of issue to the end of the current calendar year, or such other date(s) WCMA may specify.

## **4.6 License Fees**

For a license to be granted by WCMA, a fee shall be payable to WCMA in accordance with a scale laid down from time to time.

## **4.7 Validity Of License**

- 4.7.A A license granted by WCMA does not constitute a certificate of competency of the holder. No driver, who is suffering from any disability, permanent, temporary, or otherwise, which prejudicially affects the normal control of their facilities, shall compete in any event. Provided that where a driver is suffering from a permanent disability, the nature of which they have declared to WCMA who have nevertheless issued a license, such disability shall not debar the driver from competing in an event in compliance with any conditions endorsed on his license.
- 4.7.B If the holder of a license granted by WCMA is, during the currency of such license, disqualified from holding a license to drive automobiles on the highways in any province or territory of Canada, then their license granted under these GCR's shall become null and void and shall forthwith be returned to WCMA. The solo committee may, upon application by the licensee, consider the circumstances under which the disqualification was ordered and, if it thinks fit, authorize the reissuance of such competitor's license.
- 4.7.C Canadians must hold a license issued by WCMA or an affiliated ASN territory. Canadians may only hold licenses issued by sporting authorities of other countries after receiving written authorization to do so from WCMA.

## **4.8 Production Of License**

A competitor at an event shall produce their license on demand to an official of that event.

#### **4.9 Medical Responsibility Of Driver**

Any license holder who suffers injury or illness that affects his medical fitness to participate in events shall report their injury or illness immediately to the event physician (if any) or WCMA medical advisor and be recertified by them or a physician they designate before competing in further WCMA events.

#### **4.10 Assumed Name**

If a license is required in an assumed name, special application therefore shall be made to WCMA which may, if it thinks fit, issue a license in such name. A person granted a license in an assumed name shall, so long as they hold a license in that name, not take part in any competition except under the name shown on the license.

#### **4.11 Change Of Driver Or Automobile**

In a competition, change of driver or automobile shall be made only if the supplementary regulations so provide and, if it is to take place after publication of the program, with the consent of the steward.

#### **4.12 Responsibility Of Entrant, Driver Or Others**

The entrant shall be responsible for all acts or omissions on the part of their driver(s), mechanics, or crew member(s), but each of these shall also be responsible for any infractions of these GCR's, regulations, and supplementary regulation or instructions to drivers.

#### **4.13 Alcoholic Beverages**

Consumption of alcoholic beverages by any driver, entrant, crew member or official before the end of any day's activities at an event is expressly forbidden. Each entrant or driver shall be responsible for the conduct of their crew. Any driver, crew member, or official who has consumed any alcoholic beverage on the day of a WCMA event shall not participate, nor shall they be present, or remain, in any area likely to cause embarrassment to any driver, crew member, organizer or official.

#### **4.14 Narcotics And Dangerous Drugs**

The use of any narcotic or dangerous drug, as defined by Federal and/or Provincial laws, by any driver, crew member, or official immediately prior to, or during a WCMA event, is specifically prohibited. The steward may prohibit any individual suspected of being under the influence of any narcotic or dangerous drug from competition in that event and further disciplinary action may be taken by WCMA.

#### **4.15 Driver Review**

The solo committee is authorized to convene a court to review a driver's conduct, car legality, competition record and/or other matters. Such a court shall have the power to invoke penalties as specified in these GCR's and may revoke licenses. The driver shall have the right to appeal this court decision as specified in these GCR's.

#### **4.16 Conduct Of Entrants, Drivers And Crew**

Every entrant, driver or crew member at a WCMA sanctioned event, shall conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of the WCMA or to the automobile sport. Failure to do so may result in a penalty.

## **SECTION 5 - OFFICIALS AND THEIR DUTIES**

### **5.1 Stewards**

- 5.1.A Requirement Of Stewards - At least one WCMA appointed steward must be available for all or part of each WCMA sanctioned competition.
- 5.1.B Assignment Of Stewards - Stewards receive assignments from WCMA. A steward must be present at all championship solo events.
- 5.1.C Authority Of The Stewards - The steward shall have supreme authority for the enforcement of the regulations governing the event and is responsible solely to WCMA. They shall settle any claim which might arise during a meeting, under reserve of the right of appeal.
- 5.1.D Responsibility Of The Stewards - They shall act primarily in a judicial capacity and therefore shall not incur any responsibility for the organization or execution of an event. A steward may not be a competitor at the event they are stewarding. When WCMA has appointed one or more stewards, such steward, or if more than one, the steward appointed as the senior steward, shall act as chairperson of the stewards who shall act as a committee. The Senior Steward is, in particular, responsible for assigning stewarding duties, planning and holding meetings and for ensuring that the event report is prepared and submitted on time. The stewards have power in accordance with these GCR's to:
- i Settle any protest or dispute arising during an event, subject to the right to appeal.
  - ii Assess penalties of reprimand, fine, time, distance, probation or exclusion.
  - iii Prohibit from competing any driver or any vehicle which they consider to be dangerous.
  - iv Exclude from any one competition or from the event any driver who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehaviour or unfair practice.
  - v Penalize and/or order the removal from the course and its precincts any competitor who refuses to obey the order of a responsible official
  - vi In case of force majeure or for reasons of safety either postpone, abandon, or stop a competition. If a competition is stopped, the steward may declare it "no contest" and arrange for it to be restarted or alternatively declare the event concluded and determine the results based on the competitors positions at that time.
  - vii Appoint a temporary substitute or substitutes to replace any steward not able to perform his duties.
  - viii Enquire into allegations of reckless driving and, if appropriate, penalize the individual or refer the matter to WCMA.
  - ix Authorize amendments to the supplementary regulations for reasons of safety or force majeure.
  - x Authorize the alteration of composition or the consolidation of heats.
  - xi Authorize a rerun in the case of tie runs.
  - xii Authorize the change of an automobile.
  - xiii Authorize the modification of the program as to the position of the starting or finishing lines or in any other manner, in accordance with a request of the organizer where necessary to ensure reasonable safety for drivers and spectators.

- xiv Authorize the amendment of the results of a competition based on a correction by the chief timekeeper to take into account a penalty assessed against a competitor.
- xv At their discretion they may reclassify a vehicle which a competitor has incorrectly classified, provided it is a case of honest error.

5.1.E Duties Of Stewards

- i Shall ensure the course complies with the solo event regulations
- ii Shall ensure that the necessary standards for protection of competitors, spectators, and property are complied with
- iii Shall ensure that all required safety equipment and personnel are present at the event
- iv Shall be available to all competitors one (1) hour prior to the start of the event and must remain at the event until the grievance proceedings have concluded.
- v Shall make grievance forms available to competitors
- vi Shall accept inquiries which are submitted on the proper forms and within the specified time limits
- vii Following receipt of an inquiry, the steward shall note the time of receipt on the inquiry, return one (1) copy to the inquirer, give one (1) copy to the organizer, and retain the remaining copies.
- viii Shall receive the organizer's replies to all inquiries, transmit a copy of the reply to the original inquirer, and retain the remaining copies.
- ix Shall accept protests which are submitted on the proper forms and within the time limits specified and accompanied by the appropriate fee specified
- x Shall note the time the protest was received, return one (1) copy to the protestor, and bring the remaining copies to the protest hearing.
- xi Upon receiving a protest, the steward shall first verify that the protest has been properly submitted according to the GCR's. The steward shall then prepare a notice giving the location and time at which the protest hearing shall be held. This notice shall be posted next to the scoreboard. Notice shall also be given individually to each of the protested parties.
- xii The steward shall conduct the protest hearing and render a decision. If the decision is deferred, the steward shall obtain such further evidence as he deems necessary, prepare his decision, and send it to the organizer.
- xiii If applicable, the steward shall consider protests submitted to him by mail and shall then prepare their decision and send it to the organizer.
- xiv Shall accept appeals which are submitted within the specified time limits and with the specified fee, note the date and time of receipt on the appeal, return one (1) copy to the appellant, and post one (1) copy next to the scoreboard. Within twenty-four (24) hours after the conclusion of the event, the steward shall send by first class mail copies of the appeal to all solo committee members.
- xv Following the conclusion of the grievance proceedings, the steward shall obtain one (1) copy of each grievance, reply, and notice which shall be included with his report. The steward shall retain all remaining copies for sixty (60) days in case they are needed as evidence at a later appeal hearing.
- xvi Following the event, the steward shall submit a report on the event to the WCMA office.

This report shall include their evaluation of the organization and conduct of the event; details on all accidents that may have occurred; copies of all inquiries, replies, protests, and appeals that were received; details of actions taken with respect to each lodged grievance; copies of the supplementary regulations, official notices, and results of the event; and any other information the steward feels should be brought to the attention of WCMA.

- 5.1.F Stewards Report - As soon as practicable after the conclusion of an event, the steward shall compile, sign and send a steward's report to:
  - i The organizer
  - ii The solo committee
  - iii The WCMA Office
- 5.1.G The report must give the results of each competition, together with particulars of all protests lodged, action taken thereon, penalties imposed together with recommendations in respect of such cases.
- 5.1.H The report shall also contain the steward's general comments on the organization of the event and the exercise of their own powers in relation thereto and any other observations as to the conduct of the event which they consider should be made to WCMA.
- 5.1.I The report shall also contain a copy of the steward's instructions to the organizer and details of all accidents in which personal injury or property damage are believed to have occurred, detailing names and addresses of those involved.

## **SECTION 6 - PENALTIES**

### **6.1 Breach Of GCR's**

Any of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these GCR's:

- 6.1.A Bribery or attempt to bribe anyone connected with the competition and the acceptance of, or offer to accept, a bribe.
- 6.1.B Any action having as its objective participation in the competition of a person or automobile known to be ineligible
- 6.1.C Any fraudulent proceeding or act prejudicial to the interests of WCMA or of automobile competition generally
- 6.1.D Competing for, accepting, or offering to accept, or advertising an award, in the nature of a title or championship, in respect of automobile competitions unless such award is recognized by WCMA.
- 6.1.E Reckless or dangerous driving
- 6.1.F Failure to obey directions or orders of event officials
- 6.1.G Refusing to co-operate with, interfering with, or obstructing the actions of the steward or court of appeal in the performance of their duties
- 6.1.H Abusive language or behaviour within the area under control of the organizing club
- 6.1.I Failure to honour a cheque payable to WCMA or to a WCMA club or event organizer

### **6.2 Penalties For Participation In Unauthorized Competition**

Any person or body who shall promote, enter for, drive in, officiate at, or in any manner whatsoever take part in, or advertise, or obtain publicity for the results of, a competition not organized or held in accordance in all respects with these GCR's or who shall become disqualified or suspended by the governing body of any other sport recognized by FIA shall be disqualified or suspended and shall thereby forfeit their right to:

- 6.2.A Hold a competitor's or driver's license
- 6.2.B Hold any official appointment in connection with WCMA or in connection with any competition.
- 6.2.C Be ineligible for participation in competitive events for such time as WCMA may deem appropriate

### **6.3 Penalties**

Any promoter, organizer, official, competitor, driver, entrant, or other person or organization committing a breach of these GCR's, or other regulations applicable to the event or of any conditions attached to an organizing permit or of any instructions to drivers or of any special course regulations may be penalized as hereinafter provided.

### **6.4 Imposition Of Penalties**

The penalties which may be inflicted are, in order of increasing severity, as follows:

- 6.4.A Reprimand (which may be verbal or written)
- 6.4.B Fine
- 6.4.C Penalty of time
- 6.4.D Probation of WCMA competition privileges
- 6.4.E Exclusion from a competition or event
- 6.4.F Loss of accrued points
- 6.4.G Suspension
- 6.4.H Disqualification

### **6.5 Sentence Of Reprimand Or Fine**

A reprimand or a fine may be imposed by WCMA or by the steward. The maximum amount of a single fine is \$10,000. A fine may be inflicted on any entrant, driver, assistant, or passenger who does not comply with the requirements of any regulation or with any instruction of the officials.

### **6.6 Time Limit For Payment Of Fines**

Fines shall become due and payable forty -eight (48) hours after their being ordered. Any delay in making payment may entail suspension for the period during which a fine remains unpaid.

### **6.7 Allocation Of Proceeds From Fines**

The proceeds from all fines, forfeited protest fees, and appeal fees shall be remitted to WCMA Office.

### **6.8 Penalty Of Time**

A time penalty may be imposed by the steward on any driver who does not comply with the requirements of any regulation or with any instruction of the officials of the meeting. If the penalty is assessed during the running of the competition written notice of the penalty must be given to the entrant or driver as soon as

practicable. Supplementary regulations may specify the amount of penalty for certain infractions.

### **6.9 Probation Of WCMA Competition Privileges**

Probation may be imposed by the steward or WCMA for a period of no more than six (6) months. This probation may also restrict a driver to certain types of events or specify other conditions. Failure to comply with the probation is grounds for further penalties. A sentence of probation may be reviewed by WCMA before the expiration of its term.

### **6.10 Sentence Of Exclusion**

A sentence of exclusion may be pronounced by the steward or by WCMA and may be retroactive. Before imposing a sentence of exclusion, the steward or WCMA, as the case may be, must summon the party concerned before them and afford them the opportunity of giving their own evidence. If the hearing is to be held at an event, officials must deliver written notice personally to the party concerned or the entrant. If the hearing is to be held at a later date, the summons may be delivered personally or by mail and must give reasonable notice and a reasonable opportunity for the party concerned to attend. A person, body, or automobile shall be liable to sentence of exclusion:

- 6.10.A If shown to have been forbidden by the proper authority to take part in the event, or
- 6.10.B Having taken any part in any competition, if shown to have been ineligible to do so, to have been eliminated there from, or to have been forbidden by the proper authority to participate in any award in or to be placed therein.
- 6.10.C If considered by the steward or the officials to be guilty of misbehaviour, unfair practice, or a violation of regulations. Any entry fee paid by or in respect of the person, body, or automobile sentenced shall be forfeited to the organizers or promoters.

### **6.11 Loss Of Accrued Points**

Loss of accrued points may be imposed by WCMA. Such loss may be recommended by the steward or WCMA.

### **6.12 Sentence Of Suspension**

- 6.12.A A sentence of suspension may only be pronounced by WCMA and shall be reserved for grave offences.
- 6.12.B A person, body, automobile, or make of automobile shall be subject to suspension when, for a certain period, forbidden by the proper authority to take part in any competition within the territory of WCMA.
- 6.12.C Suspension shall render void any entry made for a competition taking place during such suspension and any entry fee paid or payable shall be forfeited to the organizers or promoters.
- 6.12.D Where a sentence of suspension relates to a competitor or driver, they shall immediately send their license to WCMA. The license shall be retained by WCMA until the suspension expires.
- 6.12.E Delay in handing in a license in accordance with subparagraph (d) of this regulation shall automatically result in the extension of the suspension by a period equal to the delay.
- 6.12.F Before imposing a sentence of suspension, the party concerned must be summoned either personally, in writing, or by mail giving reasonable notice and reasonable opportunity to attend a hearing at which they will be afforded the opportunity of presenting their own evidence or

calling witnesses in defense or mitigation.

### **6.13 Sentence Of Disqualification**

- 6.13.A A sentence of disqualification may be pronounced by WCMA and shall be reserved for exceptionally grave offences.
- 6.13.B A person, body, automobile, or make of automobile shall be subject to disqualification when expressly forbidden by the proper authority to take part in any WCMA competition whatsoever.
- 6.13.C Where the sentence of disqualification relates to a competitor or driver, they shall immediately return their license to WCMA.
- 6.13.D Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the promoters or organizers.
- 6.13.E Before imposing a sentence of disqualification, the party concerned must be summoned to a hearing either personally, in writing, or by mail giving reasonable notice and reasonable opportunity to attend a hearing at which they will be afforded the opportunity of presenting their own evidence or calling witnesses in defense or mitigation.

### **6.14 Statement Of Reasons For Suspension Or Disqualification**

In notifying sentences of suspension or disqualification to WCMA it shall be necessary to give its reasons for inflicting such a penalty.

### **6.15 Suspension Or Disqualification Of Automobiles**

A sentence of suspension or disqualification may be pronounced on either a particular automobile or on a make or automobile.

### **6.16 Loss Of Award**

Any competitor who may be excluded, is suspended, or disqualified in any competition shall thereby forfeit all rights to awards in that competition.

### **6.17 Amendment Of Placings And Awards**

In cases of exclusion, suspension or disqualification, the steward or WCMA imposing the penalty shall declare the resulting amendment to the placings and awards and they shall decide whether the next competitor in order (after those placed) shall be advanced.

### **6.18 Publication Of Penalty**

- 6.18.A WCMA shall have the right to publish or cause to be published a notice stating that it has penalized any person, body, automobile, or make of automobile and, if it so desires, the reasons therefore.
- 6.18.B The person(s) or body referred to in such notice shall have no right of action against WCMA or against any person publishing or printing the notice and may incur disqualification if such action is taken.

### **6.19 Remission Of Sentence**

WCMA shall have the right to remit the unexpired term of a sentence of suspension or disqualification inflicted under these GCR's on such conditions (if any) as it may deem appropriate.

## **SECTION 7 - INQUIRES**

### **7.1 Inquiries**

- 7.1.A A steward (or another official designated for the purpose) shall be available at the event to receive written inquiries.
- 7.1.B Any inquiry from a competitor concerning their score must be submitted within thirty (30) minutes of the time the score was posted.
- 7.1.C Any other type of inquiry from a competitor must be submitted within thirty (30) minutes of the completion of the last official timed run.
- 7.1.D The steward may grant an extension to a competitor's allowable time to submit an inquiry in order to make it physically possible for the competitor to submit the inquiry.
- 7.1.E Inquiries must refer to the pertinent section of the appropriate regulations.

### **7.2 Replies To Inquiries**

- 7.2.A The organizer's reply to an inquiry must be submitted to the steward within thirty (30) minutes of the time the inquiry was given to the organizer by the steward.
- 7.2.B The steward may grant an extension to the organizer's allowable time to reply to an inquiry in order to make it physically possible for the organizer to prepare his reply.
- 7.2.C If the steward believes that sufficient extension has been granted to the organizer, or if the inquirer so requests, he shall retrieve the inquiry from the organizer, mark it "VOID," mark the time on it, and return it to the competitor. (It should be noted that in so doing the steward voids the competitor's opportunity to have the inquiry answered by the organizer. However, in so doing, the competitor's right to protest remains unaffected.) Alternatively, where the object of an inquiry concerns a dispute between two (2) or more competitors and should one (1) or more of the affected competitors so request, the inquiry will be declared void and the procedure may be bypassed. Should this occur, the original inquiry will only be acted upon if the inquirer files a formal protest.
- 7.2.D Replies to inquiries must refer to the pertinent section of the appropriate regulations.

## **SECTION 8 - PROTESTS**

### **8.1 Right To Protest**

- 8.1.A The right to protest lies with any competitor or driver who may consider themselves aggrieved by any decision, act, or omission of a promoter, organizer, official, competitor, driver, or other person connected with any competition in which they are or have been taking part, except that there shall be no right to protest against refusal of entry.
- 8.1.B Nothing in this regulation shall affect or prejudice the right and duty of any official acting in their official capacity to take such action as they may deem proper in any circumstances, regardless of whether a protest has been lodged.

### **8.2 Protest Fees**

- 8.2.A The protest fee shall be \$50.00 for solo events.
- 8.2.B The protest fee must be held by the steward until the time limit for submission of an appeal has expired.
- 8.2.C Costs of the hearing may be assessed by the steward against the protestors, the protestee, and/or the organizing club.
- 8.2.D WCMA will retain \$15.00 of the protest fees for administration expenses.

### **8.3 Submission Of A Protest**

Every protest shall be in writing and signed by the competitor making the protest. It must be accompanied by the stipulated protest fee. Such fee shall only be returned if the protest shall be deemed well founded or if so directed by the steward judging the protest.

- 8.3.A All protests submitted must be accompanied by the appropriate protest fee.
- 8.3.B If the reply to an inquiry is unsatisfactory to a competitor or if the inquiry has been voided as above, they may submit a protest concerning the same matter as the inquiry within thirty (30) minutes of the completion of the last official timed run, within thirty (30) minutes after the time the reply was received, or within thirty (30) minutes after the time the inquiry was voided, whichever is later.
- 8.3.C If the steward determines that a protest requires dismantling components of a vehicle to facilitate technical inspection, they may order that a reasonable teardown bond be posted with the stewards by the protestor. The amount of the bond shall be decided by the steward but shall not exceed five hundred (\$500.00) dollars. If the protest is upheld, the bond shall be returned to the protestor. If the protest is denied, the steward shall rule that some or all of the bond be given to the protestee. Portions of the bond not given to the protestee shall be returned to the protestor.
- 8.3.D A competitor who believes that an error has been made in the distributed results may submit a protest concerning the error by mail. A full statement of the protest shall be sent by first class mail to the steward (accompanied by the appropriate fee) with a copy to the organizer within fifteen (15) days of the mailing or distribution of the results.

### **8.4 Adjudication Of Protests**

Any protest arising out of an event shall be adjudicated upon by the steward subject to the rights of appeal provided in these GCR's.

### **8.5 Hearing Of Protests**

The hearing of a protest shall take place as soon as practicable after lodging of the protest. All parties concerned shall be given adequate notice by the adjudicators of the hearing of any protest. They shall be entitled to call witnesses, but shall state their case personally (in the case of a company, by an officer of that company) unless prior consent has been granted by the adjudicators to representation by another person. If the concerned persons or their representatives fail to attend the hearing, judgment may go by default. Before giving a judgment in default of appearance, the adjudicators must satisfy themselves that the party concerned is aware of the time, date, and place of hearing or has been summoned to appear. In the case of an equality of votes among the stewards, the steward chairperson shall cast the deciding vote. If judgment cannot be given immediately after hearing of the parties, they must be advised of the time and place at which the decision will be given. Judgment of the steward shall be written and copies made

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available to interested parties and to WCMA. The judgment shall state concisely the decision of the steward and the reasons therefore.

## **8.6 Protest Meetings**

- 8.6.A If a protest is submitted as specified, a protest hearing must be held at the conclusion of the event.
- 8.6.B Upon receiving the written protest, the steward shall verify that the protest has been properly submitted in accordance with the regulations and then post a protest notice.
- 8.6.C The protest hearing shall not be held sooner than thirty (30) minutes after the notice of the hearing is posted.
- 8.6.D During the protest hearing, all persons wishing to present evidence shall be allowed to do so.
- 8.6.E A protest hearing concerning an error in the distributed results shall be held within fifteen (15) days of the steward's receipt of the protest.
- 8.6.F Following the protest hearing, the steward shall prepare a reply. The reply shall contain his decision and shall state specifically what changes are to be made to the scores as a result of the decision. Copies of the reply shall be distributed to all parties affected by the decision or otherwise concerned.

## **8.7 Distribution Of Prizes**

- 8.7.A The distribution of prizes shall not commence until the results are final or unless the award winners will not be affected by any pending protests or appeals.
- 8.7.B Where a protest is lodged, the distribution of a prize must, if the entitlement to the prize may be affected by the decision of the adjudicators, be withheld until the protest has been adjudicated upon and either the results of any possible appeal arising out of such adjudication are known or the time limit for notice of appeal has expired without notice of appeal having been given. The list of awards insofar as it relates to such a prize must be declared to be provisional.
- 8.7.C If after the distribution of prizes a decision is made pursuant to these GCR's which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefore shall return such prize to the promoters or organizers on demand.

## **8.8 Re-Run**

Neither the steward nor WCMA shall have the power to order a competition to be re-run.

## **8.9 Judgment**

All parties concerned shall be bound by the decision given subject only to appeal as provided in these GCR's.

## **8.10 Inadmissible Protests**

Protests against decisions of finishing judges and judges of fact in the exercise of their duties will not be admitted.

## **8.11 Ill-Founded And Vexatious Protests**

- 8.11.A If a protest is adjudged not to be well -founded, the protest fee may be forfeited.
- 8.11.B If it is proved to the satisfaction of the adjudicators that the author of the protest has acted in

bad faith, they may be penalized accordingly.

## **8.12 Stewards**

- 8.12.A The term stewards used in connection with protests shall mean suitable qualified persons who have been named to such position by WCMA.
- 8.12.B It is not interpreted by these GCR's that the steward must be present for the whole of the event, but they must be present at the time and place (or places) designated for the hearing of protests. Stewards who sit in judgment of protests must not have acted in any official capacity at the event, where executive power (other than as a steward) was a part of their office.
- 8.12.C The number of stewards that shall judge a protest is as follows:
  - i One or three stewards for an event
  - ii Above requirements are notwithstanding that a greater or lesser number of stewards may have been present for all or part of an event

## **SECTION 9 - APPEALS**

### **9.1 Request For An Appeal**

- 9.1.A Except where excluded in these regulations, an entrant or driver may submit a request for an appeal of a decision that was rendered by the steward.
- 9.1.B A request for an appeal does not mean the appeal will be allowed automatically.
- 9.1.C Appeal proceedings of WCMA are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession.
- 9.1.D It is the appellant's responsibility to understand and comply with these appeal procedures and no claim for misunderstanding of any kind will be accepted.

### **9.2 Ground For Appeal Requests**

- 9.2.A The grounds for a request for an appeal are any of the following allegations:
  - i The steward has dealt with the case using improper procedures.
  - ii Substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time of the application of the original decision by the steward
- 9.2.B An appeal will not be granted for a repeat presentation of the original protest.

### **9.3 Time Limit**

- 9.3.A Notice of the intention to submit a request for an appeal shall be given to the steward within one (1) hour of the verbal announcement of the steward's decision and shall be accompanied by a cheque payable to WCMA in the amount of \$200.00.
- 9.3.B A request for an appeal, signed by the appellant, must be submitted in an absolutely clear and legible form otherwise it may be denied without further action taken.
- 9.3.C A request for an appeal must be submitted to the WCMA office where it must be received within seventy -two (72) hours after the submission to the steward of the notice of intention to submit a request for an appeal hearing.
- 9.3.D A request for an appeal may be withdrawn with the agreement of WCMA. The appeal fee shall

be returned to the appellant less a minimum of \$60.00 to cover the costs.

#### **9.4 Effect Of Requesting An Appeal**

- 9.4.A Notice of request for an appeal shall not affect the validity of enforcement of any decision, penalty or sentence appealed against.
- 9.4.B The steward, if notified of intention to submit a request for an appeal, may permit a competitor to continue to participate in a competition if the matter arises during the course of an event.
- 9.4.C This decision itself is not appealable and in any event the steward shall order awards which may be affected by the outcome of the appeal to be withheld pending the outcome of a request for an appeal.

#### **9.5 Required Submissions**

- 9.5.A A request for an appeal shall only be submitted in person, by mail, courier, telegram or facsimile.
- 9.5.B A request for an appeal must contain sufficient information to allow WCMA to determine how a dispute will be managed and whether or not formal appeal proceedings will take place. Failure of the appellant to provide sufficient information will result in the rejection of the appeal without a hearing and forfeiture of the appeal fee.
- 9.5.C A request for an appeal shall specify in full:
  - i The grounds for claiming that the steward acted improperly, clearly indicating which part(s) of any regulations are considered to have been enforced in a manner that was not fair or equitable to the appellant
  - ii A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision
  - iii A list of witnesses that the appellant may wish to call, a description of their involvement in the incident in questions and the general nature of their testimony
  - iv The request for an appeal shall bear the signature of the appellant or an authorized representative of the appellant accompanied by a letter authorizing the representative to act on behalf of the appellant and shall include the address to which communication should be sent with a telephone number and a fax phone number
  - v WCMA reserves the right to preview any videotape submitted and decide on its acceptance as evidence. This decision shall be final.

#### **9.6 Decision To Grant An Appeal**

- 9.6.A WCMA alone will decide if a request for an appeal is well founded. Should an appeal not be granted, the appeal fee will be returned less a \$20.00 administration fee.
- 9.6.B WCMA reserves the right to settle any dispute that may be referred to in a request for an appeal without submitting the case to appeal proceedings.
- 9.6.C Should WCMA deem that a request for an appeal is vexatious in nature, the entire appeal fee will be forfeit and further penalties may be applied.
- 9.6.D Decisions made under this regulation shall be final and binding upon the appellant and not subject to further action.

#### **9.7 Appeal Proceedings**

- 9.7.A An appeal may be handled administratively by WCMA without a formal hearing.
- 9.7.B When a formal hearing is deemed necessary by WCMA, an appeal chairperson will be appointed by WCMA. The appeal chairperson will attempt to convene and hear the appeal no later than one (1) week after WCMA's decision to grant an appeal hearing.
- 9.7.C Notice to the appellant indicating the time and place for the hearing will be given. It is incumbent upon the appellant to assemble any witness at the appointed place and time.
- 9.7.D At a formal appeal hearing the appellant may present evidence and may call witnesses. The appellant may have counsel present with the permission of the appeal chairperson, but must always present their case personally.
- 9.7.E An appellant may submit the case to the appeal chairperson entirely in writing without personal appearance.
- 9.7.F The appeal chairperson may hear evidence and witnesses in any manner deemed by the appeal chairperson to be appropriate, relevant or necessary.

### **9.8 Provision For Expedited Appeal**

- 9.8.A WCMA may arrange at its discretion the alteration of the appeal process so as to provide an expedited appeal.
- 9.8.B An expedited appeal may be dealt with by WCMA immediately after a decision of the steward has been given and a notice of intention to submit a request for an appeal has been given to the steward by the appellant.
- 9.8.C The results of such an expedited appeal shall be final and binding on all parties.

### **9.9 Jurisdiction Of Appeal Proceedings**

- 9.9.A WCMA appointees to appeal proceeding shall not participate or sit in judgment if they have taken part as competitors, officials, organizers, promoters or sponsors in the competition which involves the subject of the appeal or who have been directly involved in the matter under consideration.

### **9.10 Judgment Of Appeal Proceedings**

- 9.10.A After considering the material deemed relevant to reach a decision, an appeal chairperson shall prepare a written judgment. An existing penalty may be nullified, mitigated, affirmed, increased or a different penalty imposed. A competition cannot be rerun nor an event schedule revised.

### **9.11 Judgment Is Final**

- 9.11.A Appeal judgments constitute the final court of appeal to settle any dispute arising out of or in connection with a competition and no further action may be taken by the appellant.

### **9.12 Publication Of Judgments**

- 9.12.A WCMA shall have the right to publish, or cause to be published, a judgment of an appeal and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against WCMA or against anyone printing or publishing said notice.

### **9.13 Conduct After Judgment**

- 9.13.A Any participant who, subsequent to an appeal judgment, discredits or attempts to discredit the

judgment shall be subject to disciplinary action.

## **SECTION 10 - GENERAL REGULATIONS**

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

### **10.1 Insurance**

- 10.1.A General liability (one-car -at-time) insurance is provided under the ASN Canada FIA master policy. All solo events organized by a WCMA club must be covered by this minimum level of insurance.
- 10.1.B The policy protects WCMA, the organizing club, property owners and sponsors against claims for injury or property damage brought against them by the general public.
- 10.1.C An organizing club purchasing the general liability insurance policy will have all events covered within a twelve (12) month period.
- 10.1.D For insurance coverage under the WCMA master policy, clubs must apply directly to the WCMA at least thirty (30) days prior to the date of their first event.
- 10.1.E Full details on the policy wording are available from WCMA.
- 10.1.F Clubs organizing street solo events must obtain the extra spectator insurance.
- 10.1.G Clubs organizing solo events advertising to attract spectators to the event (paid or otherwise) must obtain the extra spectator insurance.
- 10.1.H All competitors, officials, and workers will be covered against damage to third parties but will be responsible for any deductible amounts.
- 10.1.I All competitors, officials, workers, and all other persons who are permitted to enter areas normally closed to the general public must sign ASN Canada FIA release and waiver of liability before being allowed to participate in the event. The waivers are available from ASN Canada FIA.
- 10.1.J The organizing club must ensure that the insurance certificate is posted at all events.
- 10.1.K Property owners or sponsors names may be added to the club insurance certificate upon request to ASN Canada FIA.

### **10.2 Accident Reports**

- 10.2.A All accidents must be reported by forwarding a completed accident report form to ASN Canada FIA within forty-eight (48) hours of the conclusion of the event.
- 10.2.B The accident report form, available from ASN Canada FIA, should contain as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, etc.
- 10.2.C The accident report form must be completed for all accidents whether or not a claim is anticipated.

### **10.3 Bulletins**

- 10.3.A In addition to this regulation book, WCMA may publish bulletins. These bulletins may contain amendments, binding regulation interpretations, deletions, or additions to these regulations.

- 10.3.B These bulletins are an important mechanism by which the solo committee can correct and alter these regulations. They shall have the same validity as the solo event regulations and shall take effect upon publication unless another date is specified in the bulletin.
- 10.3.C Bulletins are mailed to all solo competition license holders and WCMA member clubs.

#### **10.4 Entries**

- 10.4.A Entries shall not be limited to any group, marquee, club or type of vehicle.
- 10.4.B The number of entries may be limited by the organizer, but the limit shall not apply to competitors traveling from 100 km one way.
- 10.4.C Each driver may enter only one (1) vehicle in each event. The entered vehicle may compete within the original or, if desired, a higher preparation category, i.e.: A Stock category vehicle may compete in Stock, Super Stock, Street Prepared or Modified, etc.
- 10.4.D A registered vehicle may be withdrawn due to mechanical breakdown. A substitute vehicle may be registered provided that the substitute vehicle falls into the originally registered vehicle's class. Out of class vehicles may also be registered as substitutes, however, times/points will not be counted toward WCMA series or awards.

#### **10.5 Vehicle Eligibility**

- 10.5.A All vehicles must be in a safe condition and pass a safety inspection to be conducted prior to the event. All items in this section are to be inspected to ensure the vehicle meets all requirements without exception and are subject to the approval of the scrutineer at each event.
- 10.5.B To qualify as eligible to compete in a solo event, each vehicle must comply with the following minimum requirements.
  - i It must have four (4) road wheels, a minimum of two (2) of which must be driven.
  - ii It must have a braking system that works on all four (4) wheels simultaneously.
  - iii It must have a structure and bodywork which surrounds and protects the driver, at least to their waist level when seated in their normal driving position.
  - iv It must have a minimum wheelbase of 183 cm (72 in.), a minimum front and rear track of 107 cm (42 in.) and a minimum wheel diameter of 25.4 cm (10 in.).
- 10.5.C All vehicles must be equipped with the required seat belts and drivers and or passengers must wear the belts securely fastened during the competition.
  - i The minimum width of all belts is 5 cm (2").
  - ii The material of all straps shall be Dacron or nylon and in new or good condition.
  - iii All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 5 cm (2 in.) and a minimum thickness of 4 mm (0.6 in.).
- 10.5.D Tires must be in good condition, having no cord or blemishes showing. Recapped, retread, or remoulded tires are not permitted.
- 10.5.E Vehicles with rear swing axles that produce rear wheel lift when cornered hard must be equipped with a camber -compensating device. This applies to pre-1967 Volkswagens, Triumph Spitfires Mark I and Mark II, and pre-1965 Chevrolet Corvairs.
- 10.5.F All loose articles must be removed from the passenger and luggage compartments while competing.

- 10.5.G The battery must be securely fastened. If it is relocated to the passenger compartment, it must be enclosed in a protective (marine-type) box and be securely fastened.
- 10.5.H Snap-on hubcaps, wheel discs, and trim rings must be removed unless bolted to the rims.
- 10.5.I Tonneau covers must be removed.
- 10.5.J Roll-over protection

- i For vehicles where roll-over protection is required, it must comply with or exceed the following specifications.
- ii Basic design considerations
  - a. The basic purpose of roll-over protection is to protect the occupants if the vehicle rolls over or is involved in a serious accident.
  - b. The roll-over protection must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure and to take fore and aft loads resulting from the car skidding along the ground on the roll structure.
  - c. The main roll bar hoop must extend the full width of the passenger compartment and must be a minimum of 5 cm (2 in.) above the top of the driver's helmet with the driver sitting in the normal driving position, or as near the roof as possible in closed cars. The hoop shall not be more than 25 cm (10 in.) behind the back of the driver's helmet.
  - d. It is recommended that any portion of the roll-over protection which might be contacted by driver's or passenger's helmet be covered with styrofoam or other energy absorbing, high density material to a minimum thickness of 25 mm (1 in.) and that this padding be covered by duct tape or similar protective wrapping.

iii Material

- a. The roll-over protection must be of seamless, ERW, or DOM mild steel tubing, or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used, as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the competitor.
- b. The size of tubing to be used shall be determined from the following table (all dimensions are in inches):

Vehicle Weight	Mild Steel	Alloy Steel
Under 1500 lbs.	1.50 x 0.095	1.375 x 0.090
1500-2500 lbs.	1.50 x 0.120	1.500 x 0.090
Over 2500 lbs.	1.75 x 0.120	1.625 x 0.090

- c. An inspection hole of at least 4.5 mm (3/16 in.) must be drilled in a noncritical area of the main hoop to facilitate verification of wall thickness.
- d. Where nuts and cap screws are used, the bolts shall be at least 9 mm (3/8 in.) diameter SAE grade 5 or equivalent.

iv Fabrication

- a. One (1) continuous length of tubing must be used for the hoop with smooth and continuous bends and no evidence of crimping or wall failure.
- b. A diagonal lateral brace must be installed to prevent lateral distortion of the hoop. This brace must be attached to the top corner of the hoop on one side and the bottom corner of the hoop on the other side.

- c. Two (2) rearward -facing, fore-aft braces must be installed from the main hoop. This bracing must be attached as near as practical to the top of the hoop and at an angle of at least thirty (30) degrees from vertical.
  - d. If any brace must be removable, the connection between the hoop and the braces must be of the double lug type, fabricated from material of at least 5 mm (3/16 in.) thickness, and welded through a doubler or gusset. Details of the attachment or removable braces are shown in detail in the race competition regulations.
  - e. The fore-aft braces, if removable, should be attached to the rear chassis member through a double-lug connection as described above. If attached to the engine, they must mount to a major component such as a head stud.
  - f. If one (1) tube fits inside another tube to facilitate removal, the outer sleeve must fit tightly and the inner tubes must bottom together. At least two (2) cap screws must be used at each end to secure such a joint and the telescope section must be at least 20 cm (9.5 in.) in length.
- v Mounting plates
- a. In cars with frame-type construction, the roll-over protection must be attached to the frame wherever possible. Mounting plates bolted or welded to the frame must be at least 5 mm (3/16 in.) thick.
  - b. In the case of cars with unitized or frameless construction or cars with frames where frame mounting of the roll bar and braces is impractical, mounting plates must be used to secure the roll bar structure to the floor of the car. The minimum mounting plate area shall be twenty (20) square inches. The important consideration is that the loads be distributed over as large an area as possible.
  - c. Mounting plates bolted to the structure shall not be less than 5 mm (3/16 in.) thick, with a backup plate of equal size on the opposite side of the panel, with the plates through-bolted together.
  - d. Mounting plates welded to the structure shall not be less than 2 mm (1/16 in.) thick. Wherever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.
- vi Other roll-over protection designs
- a. Roll-over protection of alternate material or design may be accepted by the scrutineer provided the entrant can produce a certificate complying with the following criteria.
  - b. The certificate must specify that the construction is capable of withstanding three simultaneously applied loads: 1.5 g lateral - 5.5 g fore/aft - 7.5 g vertical the induced loads being carried over into the primary structure. The mass of the car to be used in these calculations is its mass in starting order with the driver aboard and full fuel tanks.
  - c. The certificate must be accompanied by a drawing or a photograph of the roll-over structure.
  - d. The certificate must be signed by a qualified technician approved by WCMA.
  - e. WCMA race roll cages are acceptable. See the race competition regulations for full specifications.

10.5.K An adequate muffler is required on all cars regardless of class or category. The criterion of adequacy is the noise level, regardless of any existing exhaust system. Any vehicle deemed to

be excessively loud by the chief organizer will not be permitted to compete without modifications being made.

## 10.6 Competition Licenses

- 10.6.A All drivers must possess a valid provincial driver's license to enter any type of solo event.
- 10.6.B A WCMA competition license may be issued only to a full member of a WCMA affiliated club who holds a valid driver's license.
- 10.6.C *Any full member (in good standing and of the age of majority) of a WCMA affiliated club shall be considered to hold a WCMA Regional Autoslalom (Solo 2) license, subject to any current penalties or license withdrawals/suspensions/etc. Minors must still apply for a license as per 10.6.D. Autoslalom license cards will not be issued unless specifically requested. A fee may be required for issuance of an actual license card.*
- 10.6.D Applicants for competition licenses who are under the age of majority must present permission from their parent or legal guardian. Having done this, the competitor will not be required to present further proof of permission at individual events.
- 10.6.E Solo competitors who wish to obtain or qualify for a WCMA competition license of a higher grade may do so by complying with the appropriate procedures outlined in the regulations covering those licenses. Any type and grade of WCMA competition license (with the exception of an entrant's license) shall be considered a valid license for any WCMA-sanctioned solo event.
- 10.6.F The holding of a competition license by an individual is a privilege, not a right. A license issued by WCMA may be withdrawn or suspended at any time for sufficient cause.
- 10.6.G Competitors, officials and club executives have the responsibility to report to the solo committee, any suspension of a provincial driver's license, violation of traffic laws, poor sportsmanship, or other misdemeanors on the part of a holder of a WCMA competition license.
- 10.6.H Application forms for all licenses are available from the WCMA office. Competitors wishing a first-issue basic competition license or renewal of any competition license should apply directly to the WCMA office.

## 10.7 Solo I Event Requirements

- 10.7.A To be eligible to enter a Solo I event (excluding a solo I drivers' school) a competitor must hold a valid WCMA Solosprint (Solo I) competition license.

## 10.8 Solo II Event Requirements

- 10.8.A To be eligible to score points in the WCMA championship or receive a championship award, a competitor must hold a valid WCMA Autoslalom license.

## 10.9 Event Officials

- 10.9.A The staff of officials at each event shall include, but not be limited to the following:
  - Chief organizer
  - Starter
  - Scrutineer
  - Clerk of the Course
  - Chief timekeeper

- Course marshals
- 10.9.B The individuals referred to in section 10.9.a, shall be termed "officials" and may have assistants to whom any of their duties may be delegated.
- 10.9.C The duties elaborated below are to be considered as a supplement to the duties of officials contained in the GCR's. Organizers are referred to the GCR's for a complete description of the duties of officials.

#### **10.10 Chief Organizer Duties**

- 10.10.A The duties of the chief organizer may include those of the clerk of the course.
- 10.10.B The chief organizer is responsible for the organization and general conduct of the event in accordance with the GCR's, the solo event regulations, and any supplementary regulations.
- 10.10.C The chief organizer shall ensure that all reasonable safety precautions have been taken with regard to spectator safety and that all spectator control measures are operational at all times. This includes course security which is defined as maintaining control over spectator access to the course.
- 10.10.D The chief organizer shall be responsible for the completion of all accident report forms.

#### **10.11 Clerk Of The Course Duties**

- 10.11.A The clerk of the course shall ascertain whether all officials are at their posts and shall report the absence of any of them to the chief organizer.
- 10.11.B The clerk of the course shall ensure that all officials are provided with the information necessary to carry out their duties.
- 10.11.C The clerk of the course shall control competitors and their automobiles and take appropriate action with regard to any competitor or automobile he may consider to be ineligible, undesirable, or dangerous.
- 10.11.D The clerk of the course shall ensure that the correct driver is in each automobile and marshal the automobiles as necessary.
- 10.11.E The clerk of the course shall send the automobiles to the starting line in the correct order and, if necessary, give the starting signal.
- 10.11.F The clerk of the course shall convey to the steward any proposal to modify the program or any report that deals with the misbehaviour of or breach of any rule or regulation by a competitor.
- 10.11.G The clerk of the course may receive grievances from competitors or drivers and shall transmit them to the steward.
- 10.11.H The clerk of the course shall collect reports of the timekeepers, scrutineers, and marshals, together with such other information necessary to enable the steward to complete his report.

#### **10.12 Chief Timekeeper Duties**

- 10.12.A The chief timekeeper shall be responsible for the accurate timing of vehicles.
- 10.12.B The chief timekeeper shall ensure that all timekeepers are in place and ready to start timing the competition when instructed to do so by the clerk of the course.
- 10.12.C The chief timekeeper shall furnish the clerk of the course and the steward any times and results they may request.
- 10.12.D The chief timekeeper shall maintain records of official times for all competing vehicles.

### **10.13 Starter Duties**

- 10.13.A The starter shall be responsible for starting the cars off onto the course.
- 10.13.B The starter shall provide flagging to drivers if necessary.
- 10.13.C The starter shall be responsible for staging vehicles, checking of safety inspections stickers, ensuring that the drivers are properly fastened in with seat belts and wearing helmets, and other aspects of the starting function. The starter may have assistants to help in these duties.

### **10.14 Scrutineer Duties**

- 10.14.A The scrutineer shall ascertain that all vehicles comply with all safety regulations. A six - second static brake test must be performed on all entered vehicles.
- 10.14.B The scrutineer shall report to the clerk of the course any vehicles that are found not to conform to the requirements of the regulations.
- 10.14.C The scrutineer shall reinspect any and all vehicles that may become unsafe at any time during the event and shall conduct technical inspections at the request of the clerk of the course.
- 10.14.D The scrutineer shall not communicate any official information to any other person than the clerk of the course.

### **10.15 Course Marshal Duties**

- 10.15.A There must be a sufficient number of course marshals to watch over the competition runs to ensure equality and safety to all competitors.
- 10.15.B All portions of the course must be visible to at least one course marshal who can communicate through signals or by electronic means to the clerk of the course and/or the starter.
- 10.15.C Each course marshal shall be supplied with the required flag(s) by the chief organizer. These flags shall be used to communicate with the drivers while they are on the course and shall be deployed in order to ensure their maximum effectiveness.
- 10.15.D Course marshals shall be granted the powers of judges of fact in accordance with the duties of that position outlined in the GCRs.

### **10.16 Event Permits**

- 10.16.A WCMA shall be responsible for distributing permit application information to the organizing clubs.
- 10.16.B A solo event must comply with any further regulations specified by WCMA within which the event is being held.
- 10.16.C WCMA shall issue a permit when all regulations have been complied with.

### **10.17 Solo I Events**

- 10.17.A All solo I events, regardless of status, must receive the approval of the solo committee prior to being granted a permit.

### **10.18 Solo II Events**

- 10.18.A Solo II championships. Events in regional solo II championships must receive the approval of the solo committee prior to being granted a permit.
- 10.18.B Club and interclub events. The procedure for issuance of permits for these events shall be specified by the solo committee. However, these events must still comply with all the pertinent

regulations even if a permit is not issued.

### 10.19 Grievance Procedures

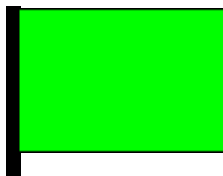
- 10.19.A While the right to file a grievance is unquestioned, it should be remembered that solo events are amateur competitions to be participated in, in a sporting manner. All events are organized by amateurs who contribute considerable time and effort for the enjoyment of the competitor. The competitor should allow for some imperfections in the organization of the event and the conduct of fellow competitors; to a reasonable extent, these should be accepted in the spirit of the competition.
- 10.19.B A grievance may consist of an inquiry, a protest, or an appeal and is subject to the regulations set out below and in the GCR's.
- 10.19.C The regulations contained in this section shall be considered an extension of those already contained in the GCR's.
- 10.19.D A steward shall be available at all and solo events to receive grievances and other status events upon request.
- 10.19.E At club level events where the presence of a steward is not a requirement, unresolved grievances are to be sent in writing to WCMA.
- 10.19.F Grievances shall be submitted to the steward on grievance forms which can be obtained from the steward.
- 10.19.G The organizer, the clerk of the course, and the steward must remain at the event until the grievance proceedings have concluded.
- 10.19.H The distribution of awards shall not commence until the results are final or unless the award winners will not be affected by any possible outcome of any pending protest or appeal.

### 10.20 Rules Of The Course

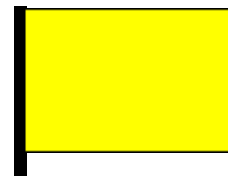
- 10.20.A Failure to fully obey the regulations of the course may result in immediate exclusion.
- 10.20.B The following flags may be used at all types of solo events and must be obeyed without question.
  - i GREEN: The course is clear and the run is under way.
  - ii YELLOW: Take care. There is a hazardous condition ahead. Reduce speed and continue the run.
  - iii RED: Stop as soon as possible and await instructions from the officials.
  - iv RED-STRIPED YELLOW: Take care. A slippery condition exists on the course which cannot be corrected in a reasonable time during which the competition is halted.
  - v CHECKERED: You have completed your run. Slow down and pull off the course into the designated area.

#### FLAG SIGNALS

Green Flag



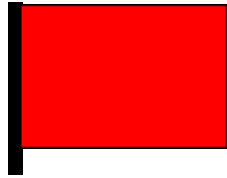
Yellow Flag



Road clear

Danger

Red Flag

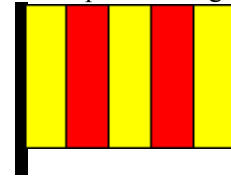


Cease Racing

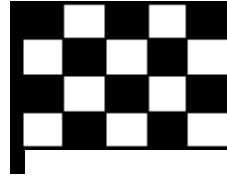
Yellow/Red

Slippery Surface or  
Debris

General Competition Regulations -- Solo



Checkered Flag



End of race

- 10.20.C During the event, it is expressly forbidden to drive or move a car at any time under any conditions in a direction opposite to that in which the course is being run unless the clerk of the course so authorizes.
- 10.20.D If for any reason, a driver is forced to stop his car during an event, it shall be their first duty to place their car in such a manner as to cause no danger or obstruction to other competitors.
- 10.20.E Cars may not be moved with the starter motor or pushed while on the course except to remove them from a hazardous position to one of greater safety.
- 10.20.F Drivers and passengers must remain in the car at all times while on the course unless instructed otherwise by an official.
- 10.20.G Cars entered without public liability and property damage insurance may only be driven within the areas specified by the chief organizer such as the staging lanes, the competitor parking areas, and the course.

## 10.21 Event Supplementary Regulations

- 10.21.A Event supplementary regulations may supplement or complement, but must not contradict, the International Sporting Code, the GCR's, or the WCMA Solo Event Regulations.

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## **WCMA Solo Event Regulations**

**WESTERN CANADA MOTORSPORT ASSOCIATION**

**SOLO EVENT REGULATIONS  
EFFECTIVE APRIL 1, 2007**

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from the publication or compliance with these or any other official regulations.

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**LEGEND**

*Revisions and additions made since the last edition as shown thusly.*

~~Deletions made since the last edition are shown thusly. The text has been left in place for your information only and will not appear in the next issue.~~

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## **SECTION 1 - SOLO I EVENT REGULATIONS**

The regulations contained in this section are the minimum acceptable requirements which must be adhered to in all WCMA sanctioned solo I events. Solo I events must also fully comply with the Solo General Competition Regulations.

### **1.1. Course Design**

- 1.1.A The following regulations of course design are provided to give organizers proper direction in designing or choosing a course and also to ensure that adequate safety precautions are met.
- 1.1.B Organizers are cautioned that competitors and workers in solo events are not covered by participant accident insurance; appropriate precautions, therefore, must be taken. Furthermore, a solo I event may be open to a total novice in any car that can pass precompetition safety inspection; this should be taken into consideration in designing the course.
- 1.1.C Organizing an event that complies with these regulations calls for the exercise of prudent, good judgment and common sense. The protection of life and property shall be the prime factor governing all decisions relating to course design and safety.
- 1.1.D Caution and proper attention must 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.
- 1.1.E First-class paved or stabilized surfaces must be used. Gravel or any type of nonstabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be restricted to experienced drivers.
- 1.1.F Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes may be used to increase safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or failure to follow the chicanes.
- 1.1.G Consideration should be given to competitors' safety when choosing a course. Where possible, locations with curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset the car should be avoided.
- 1.1.H Clubs must not run events which require the competitor to leave the car during a timed run. Nor must the competitor be required to start the event from outside the car.
- 1.1.I 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.

### **1.2. Event Safety**

- 1.2.A There must be adequate course marshals to oversee all competition runs and to ensure equality and safety to all competitors.
- 1.2.B Where the course is not visible in its entirety from a central point where the clerk of the course is located, a reliable communication system linking the flagging stations with the clerk of the course shall be established.
- 1.2.C It is important that the spectator viewing areas and the spectator parking areas be kept a safe

distance from the course, especially the start/finish area. Course security is a must at all times. Uninformed and misguided spectators are to be expected, and adequate crowd control provisions must be made to avoid their unwanted and dangerous wanderings onto the course area. Unless protected by substantial physical barriers, spectator areas are to be roped off.

- 1.2.D Full consideration must be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention must be given to assuring that timekeepers and marshals are not placed in hazardous locations.
- 1.2.E The organizer must provide each marshal station and the start/finish area with the appropriate green, yellow, red, and red-striped yellow flags. The start/finish area must also be provided with a checkered flag. These flags shall be used to communicate with the drivers when they are on the course, and marshals must be trained in their proper use.
- 1.2.F The following minimum emergency safeguards must be in effect at all times during a solo I competition, including driving instruction sessions.
  - i) At least one (1) fully equipped first aid kit must be present and available.
  - ii) At least two (2) first aid attendants must be on duty and readily available at all times. At least one of these attendants must be currently certified by St. John Ambulance or equivalent as qualified to perform cardiopulmonary resuscitation. Other attendants must be currently certified by St. John Ambulance or equivalent as having Standard First Aid training.
  - iii) At least one (1) vehicle solely reserved for the transport of an injured person must be available at all times.
  - iv) A minimum of one (1) five (5) pound 10BC dry-chemical fire extinguisher must be provided at each marshal station, the start/finish area, and in the pits, all with capable operators. 10BC foam -type extinguishers may also be used to replace the dry-chemical extinguishers.
  - v) The organizer must elaborate a prearranged plan to cope with major emergencies, such as a car going into a crowd or a marshal station.

### 1.3. Novice Drivers

- 1.3.A For the purpose of this section, a novice driver is one who has not competed in at least three (3) solo I, hillclimb, or stage rally events. The successful completion of a WCMA approved racing driver's school (thereby qualifying the competitor for a race amateur competition license) shall be considered as fulfilling the above requirements.
- 1.3.B It must be borne in mind that a novice driver is treading on more and more unfamiliar ground the faster they are traveling. Speed must be considered in conjunction with off course hazards. The following are minimum requirements for events in which novice drivers are expected to participate.
  - i) A driving instruction session, approved as a WCMA solo I driver's school, must be given to all novice competitors
  - ii) The organizer shall appoint a chief of driver training to instruct all novice drivers. The chief of driver training may recruit experienced competitors to assist him.
  - iii) All novice drivers must attend and successfully complete the driving instruction session.
  - iv) The chief of driver training shall provide one of the following methods of driving instruction:
    - a) A classroom instruction session followed by a trackside instruction session
    - b) A classroom instruction session followed by an in -car instruction session with a driver -

trainer at reduced and moderate speed.

- c) A trackside instruction session followed by an in- car instruction session with a driver - trainer at reduced and moderate speeds.
- v) An alternate method of driving instruction may be used, provided it is approved prior to the event by the regional or director of solo events.

1.3.C All drivers who do not possess a valid WCMA competition license must be provided with a written document explaining the regulations of the course, the meaning of the flag signals, and other important safety information.

#### 1.4. Competitor Eligibility And Safety

1.4.A All competitors must present the following documents at registration.

- i) A completed entry form for the event
- ii) A valid provincial driver's license
- iii) A valid WCMA competition license
- iv) ~~If the competitor is under the age of majority in the jurisdiction in which the event is taking place and is not the registered owner of the entered vehicle, they must additionally present written permission from the owner to enter the vehicle in the competition.~~

1.4.B All competitors and passengers and workers and officials must sign ASN Canada FIA release and waiver of liability before being allowed to compete in the event.

1.4.C Competitors under the age of majority in their province of residence who do not hold a valid WCMA competition license must present written permission to enter the event from their parent or guardian. This permission must be retained with the entry form. (Competitors under the age of majority who have a WCMA competition license have provided parental consent in order to obtain their license.)

1.4.D All competitors must wear properly mounted seat belts when competing.

1.4.E All competitors must wear helmets conforming to either the Snell Memorial Foundation standard or as approved by WCMA as follows:

<i>Competition Year</i>	<i>Minimum Certification</i>
2007+	Snell 2000

*Helmets meeting the following FIA standards are also approved.*

- *FIA 8860-2004*
- *SFI Foundation 31.1A or 31.2A*
- *British Standards Institution BS 6658-85 type A/FR*

1.4.F All competitors in open cockpit vehicles must wear suitable eye protection during the competition.

1.4.G It is highly recommended that shorts and/or short sleeved shirts not be worn during the competition.

1.4.H Competitors are not permitted to walk on the course or in the timing areas during the competition.

1.4.I Competitors may not open the car door or receive outside the car assistance during a timed run.

1.4.J All competitors must obey the regulations of the course. Failure to do so may result in the

competitor begin excluded.

1.4.K A passenger may be permitted, subject to the following conditions.

- i) Passengers must be of the age of majority in the jurisdiction in which the event is taking place unless they are the holder of a WCMA competition license.
- ii) Before being allowed to ride in a competing vehicle, the passenger must have signed the ASN Canada FIA release and waiver of liability.
- iii) Passengers must wear helmets, seat belts, and suitable eye protection of the same standard as that promulgated for competitors, and the driver is responsible for ensuring that the passenger wears this required equipment.
- iv) WCMA Solo I driver's school: A driving instructor is the only passenger permitted, and then only during an in -car instruction session with a driver-trainer at reduced or moderate speed.
- v) All other WCMA Solo I events: Subject to the above conditions and unless otherwise prohibited, passengers are permitted at any time.

## 1.5. Vehicle Safety

### 1.5.A Seat Belts

- i) *All competitors shall properly wear an approved seat belt (restraint system) during practice or competition. The competitor has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.*
- ii) *A OE or DOT approved three point restraint system is acceptable for vehicles equipped with/without roll bars in all classes, excluding 'Modified' class vehicles. Use of the shoulder straps of a non-DOT approved 4-, 5- or 6-point restraint system or racing harness is permitted, though not recommended for any vehicle not equipped with a roll bar or roll cage meeting the requirements described in Section 10.5 of the Solo GCR's. 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.*
- iii) *A five or six point restraint system is required for all 'Modified' class vehicles, as well as any vehicle in any class equipped with a roll cage.*
- iv) *If used, the shoulder harness shall be a two strap over-the-shoulder type meeting FIA/ISO standard No. 8853 or better. 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. 5 or 6 point harnesses meeting current WCMA Road Racing Regulations will also be acceptable*
- v) *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.*
- vi) The use of Y type shoulder harness belts is not allowed and must be replaced with the two (2) belt shoulder harness system.
- ~~vii) In the case of a WCMA drivers school the seat belt worn by the instructor may be the OEM three (3) point seat belt installed in the car.~~

- 1.5.B Roll- Over Protection. Where required, roll -over protection must comply with the specifications contained in section 10.5 of the Solo General Competition Rules.
- i) Roll-over protection is highly recommended for all vehicles and is mandatory for the following vehicles:
    - a) Vehicles with fold-down or completely removable tops
    - b) Modified category vehicles
    - c) *Vehicles equipped with non-DOT approved race tires. (i.e. "race slicks")*

## SECTION 2 - SOLO II EVENT REGULATIONS

The regulations contained in this section are the minimum acceptable requirements which must be adhered to in all events organized by a WCMA club. Solo II events must also fully comply with the Solo General Competition Regulations.

### 2.1. Course Design

- 2.1.A The following regulations of course design are provided to give organizers proper directions in designing or choosing a course and also to ensure that adequate safety precautions are met.
- 2.1.B Organizers are cautioned that competitors and workers in solo events are not covered by participant accident insurance; appropriate precautions, therefore, must be taken. Furthermore, a solo II event may be open to a total novice in any car that can pass precompetition safety inspection; this should be taken into consideration in designing the course.
- 2.1.C It would be possible to set extremely strict and rigid standards for solo II events with regard to speed and course dimensions. However, we do not want to outlaw sites which cannot accommodate a course of certain stated dimensions or create the impression that so long as some magic speed limit is not exceeded these regulations are adhered to.
- 2.1.D Organizing an event that complies with these regulations calls for the exercise of prudent good judgment and common sense. The protection of life and property shall be the prime factor governing all decisions relating to course design and safety.
- 2.1.E Hazards must not exceed those encountered in legal highway driving.
- 2.1.F 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 and street prepared category eligible 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.
- 2.1.G Courses should be open enough to allow good competition between large and small cars but should avoid sustained high speed, extremes in maneuverability and not be memory tests.
- 2.1.H Turns and corners should be marked by course markers. All pylon and course marker locations should be properly marked to facilitate accurate replacement. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a car or likely to cause a car to overturn.
- 2.1.I A straight longer than 45 m (150 ft.) should not terminate in an extremely sharp or decreasing radius turn.
- 2.1.J Dips that get a car airborne must not be included.
- 2.1.K The course should be designed so that noise, particularly tire noise, is kept to a minimum.

Burnouts are not permitted.

- 2.1.L In a double, mirror image or similar type slalom, the cars on the two separate courses shall at no time run within 15 m (50 ft.) of each other.
- 2.1.M Clubs must not run events that require the competitor to start the event from outside the vehicle, be required to leave the vehicle, reverse direction or garage the vehicle during the run.
- 2.1.N For slaloms, driving skill tests, and similar type events, a standing start is required and a shutdown area at the end of the course in the form of a box such that the competitor must come to a full stop before leaving the course. The recommended size for the stop box is 10 m (33 ft.) long and 4 m (12 ft.) wide, with the stop line being defined by at least 3 (three) pylons. (Where space restrictions prevent meeting the recommended requirement, a minimum size of 6 m (18 ft.) long and 4 m (12 ft.) wide is acceptable. An area of 10 m (30 ft.) beyond the stop box shall remain clear. Where space permits, the recommended distance from the finishing line to the beginning of stop box is 15 m.
- 2.1.O The course boundary shall not normally pass closer than 8 m (25 ft.) from solid objects or curbs.
- 2.1.P It is recommended that course gates be 4.5 m (15 ft.) wide and single file slalom markers be at least 14 m (45 ft.) apart.
- 2.1.Q The organizer shall notify the local police beforehand and on the day of the event. He shall give the police the particulars and schedule of the event. Police will then be able to answer any queries they receive from the general public.
- 2.1.R The course shall be at least .5 km in length.
- 2.1.S The location of all pylons must be marked (boxed) to ensure accurate replacement and scoring. It is recommended that the course be marked with a single centre line or two (2) perimeter chalk lines.
- 2.1.T The course must meet with the general approval of the competitors and WCMA Stewards with regard to WCMA safety standards.
- 2.1.U Any protests concerning the course are to be brought to the attention of the Organizer and the WCMA Stewards in attendance prior to the first run.

## **2.2. Event Safety**

- 2.2.A There must be adequate course marshals to oversee all competition runs and to ensure equality and safety to all competitors. Course marshals are to be stationed on or near the course to replace pylons, call cars off course and control traffic and spectators. All competitors are considered course marshals and are required to work the event if asked by the Organizer.
- 2.2.B Where the course is not visible in its entirety from a central point where the clerk of the course is located, a reliable communication system linking the flagging stations with the clerk of the course shall be established.
- 2.2.C It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/finish area. Course security is a must at all times. Uninformed and misguided spectators are to be expected, and adequate crowd control provisions must be made to avoid their unwanted and dangerous wanderings onto the course area. Unless protected by substantial barriers, spectator areas are to be roped off.
- 2.2.D Full consideration must be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention must be given to assuring that timekeepers and marshals are not

placed in hazardous locations.

- 2.2.E The organizer must provide each marshal station and the start -finish area with red flags. The start/finish area may be provided with a checkered flag. These flags shall be used to communicate with the drivers when they are on the course, the marshals must be trained in their proper use.
- 2.2.F A minimum of two (2) five (5) pound 10 BC dry-chemical fire extinguishers (or four 2.5 pound extinguishers) must be provided at each event. The 10 BC foam- type extinguishers may also be used to replace the dry -chemical extinguishers.
- 2.2.G The organizer must elaborate a prearranged plan to cope with major emergencies, such as a car going into a crowd or a marshal station.
- 2.2.H Competitors' conduct which is deemed by the Organizer to be dangerous or detrimental to the sport will result in the competitor being disqualified from that event and no points will be awarded for that event.
- 2.2.I Technical inspection must be performed on all competing cars. Failure to pass this inspection will result in that car being refused entry, subject to re-inspection before that event, if desired.

**2.3. Competitor Eligibility And Safety**

- 2.3.A All competitors must present the following documents at registration.
  - i) A completed entry form for the event
  - ii) A valid provincial driver's license
  - iii) The appropriate WCMA competition license
  - ~~iv) An ownership certificate for the entered vehicle~~
  - ~~v) If the competitor is under the age of majority in the jurisdiction in which the event is taking place and is not the registered owner of the entered vehicle, they must additionally present written from the owner to enter the vehicle in the competition.~~
- 2.3.B All competitors, officials and passengers must sign the ASN Canada FIA release and waiver of liability before being allowed to compete in the event.
- 2.3.C Competitors under the age of majority in their province of residence who do not hold a valid WCMA competition license must present written permission to enter the event from their parent or guardian. This permission must be retained with the entry form. (Competitors under the age of majority who have a WCMA competition license have provided parental consent in order to obtain their license.)
- 2.3.D All competitors must wear properly mounted seat belts when competing.
- 2.3.E *All competitors must wear helmets conforming to Snell Memorial Foundation standards or as approved by WCMA as follows:*

<i>Competition Year</i>	<i>Minimum Certification</i>
<i>2007</i>	<i>Snell 95</i>
<i>2008+</i>	<i>Snell 2000</i>

*Helmets must be so marked to be acceptable. Helmets subject to much damage will not be allowed. NOTE: Snell certification type must be M, SA or K.*

*Helmets meeting the following FIA standards are also approved.*

- *FIA 8860-2004*
- *SFI Foundation 31.1A or 31.2A*
- *British Standards Institution BS 6658-85 type A/FR*

- 2.3.F All competitors in open cockpit vehicles must wear suitable eye protection during the competition.
- 2.3.G Competitors are not permitted to walk on the course or in the timing areas during the competition.
- 2.3.H Competitors may not open the car door or receive outside- the-car assistance during a timed run.
- 2.3.I All competitors must obey the regulations of the course. Failure to do so may result in the competitor being excluded.
- 2.3.J Passengers may be permitted, subject to the following conditions:
- i) Passengers must be of the age of majority in the jurisdiction in which the event is taking place or must meet the same requirement for competitors under the age of majority as outlined in Section 2.3.C.
  - ii) Before being allowed to ride in a competing vehicle, the passenger must have signed the ASN Canada FIA release and waiver of liability.
  - iii) Passengers must wear helmets, seat belts, and suitable eye protection of the same standard as that promulgated for competitors, and the driver is responsible for ensuring that the passenger wears this required equipment.
  - iv) Passengers may be prohibited by Series or Event Supplemental Regulations.

## **2.4. Vehicle Safety**

### **2.4.A Seat Belts**

Seat belts must be installed and worn by the driver while on the course. The seat belt must be a minimum lap belt with a DOT or SFI approved metal to metal fastening mechanism. *'CG Lock' or other devices that lock the lap belt portion of the OE seat belt in place are also permitted.*

In all A/B Modified Class vehicles, plus C/D Modified class vehicles 16 or more preparation points, a four (4) point safety harness or better meeting FIA/ISO standard No. 8853. 5 or 6 point harnesses meeting current WCMA Road Racing Regulation will also be acceptable. The following specifications are mandatory:

- i) The restraint system consists of a lap belt and two (2) shoulder straps.
- ii) The material of all straps shall be nylon or Dacron polyester and in new or perfect condition. 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
- iii) The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness.
- iv) 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.
- v) In cases where the driver is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is forty-five (45) degrees or greater.

- vi) Only separate shoulder straps are permitted. "H" type configuration is allowed. "Y" type shoulder straps are not allowed.
- vii) The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE grade 5. Where possible, seat belts, shoulder harness and anti-submarine straps should be mounted to the roll structure or frame of the car. All harness mounting bolts must be of 10 mm (0.375") shank diameter, minimum. If clip-in eyebolts are used, the clip must be secured with a cotter pin or lockwire to prevent accidental release.
- viii) 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 adequate large area and thickness must be installed to prevent the belt attachment from pulling through the panel under load.
- ix) Bolting directly to the floor panels, etc. without adequate reinforcement is not acceptable
- x) The restraint system installation is subject to approval of the scrutineer.
- xi) NOTE: Although only a 4 point harness is required in these classes, a full 5 or 6 point harness is strongly recommended.
- xii) NOTE: In vehicles that will be street driven, it is strongly recommended that the stock seat belts also be left in place for street use.

#### 2.4.B Roll-Over Protection

- i) Where required, roll -over protection must comply with the specifications contained in Section 10.5.J of the Solo General Competition Regulations.
- ii) 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.

### 2.5. Runs

- 2.5.A The competitor may walk the course as often as desired prior to the commencement of the first run.
- 2.5.B No practising, on or off the course, is permitted unless deemed necessary by the Organizer. Burnouts are not permitted.
- 2.5.C The Organizer, if competing, must have the course checked and/or measured by a non-competitor, or use a vehicle in which the competitor will not be entering in competition.
- 2.5.D There shall be a minimum of three (3) timed runs, except under unforeseen circumstances.
- 2.5.E No competitor may be allowed more than the official number of runs, except at follows:
  - i) A car called off -course for official reasons shall be given a re- run.
  - ii) Reruns will not be allowed as a result of mechanical failure of a competing vehicle. If mechanical difficulty occurs while not competing, the organizer may, at their discretion, allow a rerun after all other vehicles have completed their current run.
- 2.5.F 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.

### 2.6. Timing And Scoring

- 2.6.A The use of electronic timing equipment accurate to 0.001 seconds is strongly recommended. The

minimal required is the average of two (2) stopwatches. For consistency, the same stopwatch operators should be used throughout and event.

2.6.B A competitor's scoreboard should be maintained in an area removed from the actual timing area and all but the authorized personnel be requested to stay away from the timing area.

## 2.7. Penalties

2.7.A The "Down and Out" rule shall apply to pylon penalties. That is, if a pylon is not left standing in a vertical position (down) or is totally displaced outside its marked location or box (out).

2.7.B A two (2) second penalty shall be assessed for course (not pointer) pylons. These penalties will be assessed against the competitor by adding penalty seconds to the elapsed time.

2.7.C If a course pylon displaced by a previous competitor is not replaced before the current competitor reaches that portion of the course on a timed run, the competitor must stop his vehicle at, or as near as safely possible to, the displaced pylon in order for a re-run to be granted. If a competitor continues, his time will count for that run and a pylon penalty may likely be assessed in error.

2.7.D Any competitor deviating from the prescribed course shall have that run scored as a D.N.F. (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 D.N.F. will be scored if a competitor executed an airport loop before his car passes the start line or after he passes the stop line.

2.7.E 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.

2.7.F Failure to come to a complete stop within the finish box shall be scored a D.N.F. The down and out pylon 2-second penalty rule will apply to each of the stop box cones. Hitting the end cone in the stop box, or coming to a stop with any part of the car in contact with a pylon or outside the boundary prescribed by the end and sides of the stop box shall be considered a D.N.F.

NOTE: This rule is not intended to result in measurements with strings, lasers or any other device to determine if the vehicle has crossed the invisible line between 2 pylons that define stop box. Assuming that no pylons have been displaced, if there is "reasonable doubt" that the vehicle has crossed this invisible line, then a DNF should not be assessed. Competitors are reminded that the stop box marshal is considered a "judge of fact" in these matters and their decisions may not be appealed as per WCMA Solo GCR 8.10.

## SECTION 3 - CAR PREPARATION GUIDELINES

The WCMA uses the Canadian AutoSlalom Championship (CAC) Rules for car preparation and classing guidelines. Please refer to the current CAC rules, Sections 6 thru 12 and Appendix A. Any reference to roll bar/cage sections of the CAC rules can be taken to refer to the corresponding WCMA rules.

The relevant portions of the currently available CAC rules will be included along with this rule set for convenience sake, however there may be amendments made to the CAC rules that do not get updated here. In case of dispute with respect to car preparation rules/classification, the most current version of the CAC rules should be referred to, unless specifically overridden by current WCMA rules, amendments or bulletins.



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## **CAC Car Preparation Guidelines (2007)**

WCMA uses the current CAC Car Preparation Rules and Classes (CAC Sections 6 thru 12 and Appendix A). The relevant portions of the currently available CAC rules are included here for convenience sake, however there may be amendments made to the CAC rules that do not get updated here. In case of dispute with respect to car preparation rules/classification, the most current version of the CAC rules should be referred to, unless specifically overridden by current WCMA rules, amendments or bulletins.

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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

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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.

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### 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.

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### **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 5.3.
- 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.

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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. ¼") 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;

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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.

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## **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.

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## **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. The use of spacers to alter suspension geometry, can only be as specified in Section 8.5.

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

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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 7.5.2. 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 8.5.7 or 8. 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 8.5.10. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

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8.5.10. Suspension bushings may be replaced with bushings of any material (except metal) as long as they fit in the original location. 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.

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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.

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## **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.

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## **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 6.1.5

### **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 <b>authorized</b> , 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 (per vehicle) 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 1/2 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 (addition thereof) 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.		✓	✓	✓

<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.		✓	✓	✓
Removal of any emission control equipment (stock category only).	1 pt.	✓	✓*	✓*	✓*
<p>Any other internal engine modification(s), subject to the restrictions below:</p> <p><b>Reciprocating engine:</b> 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><b>Rotary engine:</b> 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.			✓	✓
Flywheel change or modifications (except when part of engine modifications done as described in the above allowance).	2 pts.			✓	✓
Any modifications/substitution of turbo chargers ( <u>on vehicles already possessing factory turbochargers</u> )	2 pts.			✓	✓
Any modifications/substitution of boost control devices	<u>4 pts.</u>		✓	✓	✓
Change of controller (ECM and/or management chip) where the ECM also controls boost and/or shift points as applicable.	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</p>	2pts (Super Stock, Street Prepared), unless the full 4pts (Street Prepared only) for internal engine items already taken.		✓	✓	✓

<p>variable cam and/or valve timing system as standard may use 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 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 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;

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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 2007 CAC classifications in Appendix A.

## **12.3. SUPER STOCK & STREET PREPARED CATEGORY**

For all Super Stock & Street Prepared Category listings refer to 2007 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.

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#### 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 12.4.5

#### 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 12.4.5.

#### 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)
	<b>911 GT3</b>
	Boxster S ('05+)
	<b>Cayman S ('06)</b>

#### **STOCK CLASS A**

Acura	NSX
BMW	M3 (E46)
	<b>M5 ('04+)</b>
	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	<b>S2000 (All)</b>
Jaguar	XKR Coupe

Maserati	GrandSport, Spyder, Coupe ('02+)
Mercedes	<b>C32 AMG</b>
	SLK 32 AMG ('02+)
	SLK 350
	SLK55 & CLK55 ('05+)
Mitsubishi	Lancer EVO RS
	<b>Lancer EVO VIII ('03+)</b>
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)

Mercedes	RX-8 SLK	Lexus	IS300
Mini	Cooper S (John Cooper "Works" package) ('06+) NOTE: The dealer-installed version of the JCW package is not eligible for Stock.	Mazda	MazdaSpeed Protégé Mazdaspeed 6
Morgan	Plus 8	Mercedes	C320
Nissan	300ZX Turbo ('90+) 350Z	Mitsubishi/DSM	Eclipse/Talon Turbo AWD Eclipse ('06+)
Plymouth	Prowler	Nissan	Maxima ('04+)
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)	Oldsmobile	Calais 442 HO W-41
Toyota	MR-2 Turbo	Plymouth	Neon SRT-4
TVR	All 8 cyl. & V6	Saab	9-2X Aero (2.0L Turbo, AWD)
		Saturn	Ion Redline
		Subaru	Forester 2.5XT Legacy 2.5GT ('05+) WRX
		Volkswagen	Golf R32
		Volvo	S60-R ('03+) V70R ('03+)

**STOCK CLASS E**

Jensen Healey	all	Alfa	2000 Spider 2000 GTV
Lotus	7, 7A Eclat Elan +2 Elite, 1216cc Elite 2+2	BMW	Z3 4 cyl
Mazda	Mazdaspeed Miata Miata 1.8 ('98+) MX-5 ('06+) Solstice ('06+)	Datsun/Nissan	240Z, 260Z, 280Z, 280ZX (non turbo) 2000
Pontiac	Solstice ('06+)	Dodge	Charger Turbo GLH Turbo
Porsche	914, 1.7, 1.8, 2.0L	Fiat	Bertone X-1/9 (all)
Saturn	Sky ('06+)	Mazda	Miata 1.6L Miata 1.8 ('94-'97) RX-7, non-Turbo (all)
Toyota	MR-2 Supercharged MR-2 Spyder ('00+)	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 D**

Acura	Integra Type R
Audi	S4 ('00-'03) TT (180hp, single intercooler) TT (225HP, dual intercoolers) TT 3.2 V6
BMW	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

**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)

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Chrysler	300 & 300C ('04+)		A4, 4 cyl. Turbo
Datsun/Nissan	280ZX Turbo		A6
Dodge	Magnum SRT-8 ('05+)		A8, V8 Quattro
	Ram 1500 SRT10		Quattro Coupe, Turbo
	Stealth Turbo		S4 ('92-'94) (100 CS chassis)
Ford	Mustang Mach 1 ('03+)	BMW	2002 (all)
	Mustang V-8 ('05+)		318is, i ('91)
	Mustang V-8 NOC		318ti ('95+)
	Thunderbird V-8 & V-6 Supercharged		325e ETA engine
GMC	Syclone	Buick	Reatta
	Typhoon	Cadillac	Catera
Infiniti	G35 Coupe	Chevrolet	Camaro V-6
	Q45		Corvair (4 carb.)
Jaguar	Sedans, 12 cyl.		Corvair Turbo
	S-Type (6 cyl)	Chrysler	Cirrus, V-6
	S-Type R		Conquest Turbo
	XJ-S (all)		Laser Turbo
	XJ6 ('98+)		Neon (all)
Lexus	400		PT Turbo ('03+)
	GS400		Sebring, V-6
	SC300	Daewoo	All 6 cyls
Lincoln	LS V8 Sedans	Dodge	Avenger, V-6
	Mark VIII		Conquest Turbo
Mercedes	C36		Daytona Turbo NOC
	CLK		Lancer Turbo
	E55 AMG		Neon (all)
Mercury	Capri V-8		Shadow V-6
	Cougar V-8 & V-6 Supercharged		Shadow Turbo (NOC)
Mitsubishi	3000 GT Turbo		Spirit R/T
Nissan	300ZX Turbo (pre '90)		Spirit, V-6 & Turbo 4 cyl
	300ZX, non Turbo (90+)		Stealth non-Turbo
Pontiac	Firebird V-8 NOC		Stratus V-6
	GTO ('04+)	Ford	Contour SVT
	Trans-Am Turbo V-6		Contour SE, V-6
Shelby	GT350		Focus SVT
	GT500 ('67-'70)		Mustang V-6, Turbo 4 cyl,
Toyota	Supra, non-Turbo ('93+)		Mustang V-6 ('05+)
	Supra Turbo ('86½-'92)		Mustang SVO
Triumph	Stag		Probe ('89-'92) V-6 & Turbo 4 cyl
	<i>V-8 Sedans, Station Wagons, Pick-Ups, and Sedan derived convertibles</i>		Probe (93+) all
	<i>NOC</i>		Taurus SHO
			Tempo V-6
			Thunderbird Turbo
			ZX-2/ SR
<b>STOCK CLASS G</b>			
Acura	CL 6cyl		
	Integra, NOC ('90+)	General Motors	All FWD w/ 6cyl, Quad4 or 4 cyl Turbo
	Legend		NOC
	RSX-S Type S ('02+)		
	TL	Honda	Accord, V-6
	TL Type S		Civic Del Sol VTEC
	Vigor		Civic Si ('86 & '87)
Alfa	164, non-S (pre '94)		Civic Si ('06+)
	1750, 1750 GTV		CRX Si (all)
	GTV V-6		Prelude VTEC ('93-'96)
	Milano		Prelude ('93+) NOC
Audi	200 Turbo Quattro	Infiniti	M30
	5000 Turbo	Isuzu	Impulse Turbo, (all)RWD (pre '90)
	A4, 6 cyl.	Jaguar	Impulse Turbo, AWD
			X-Type, V-6 RWD(02+)

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Lexus	ES250, ES300 GS300		All Turbos under 2.0L Turbos over 2.0L Turbo (all) 900 V-6 ('94)
Lincoln	LS V6 Sedans	Saturn	L-Series (6 cyl)
Mazda	323 GT Turbo Sedan 323 GTX 4WD Turbo 6 ('03+) 626 V-6 ('93+) 626 Turbo MX-6 V-6 ('93+) MX-6 GT Turbo MX-6 4cyl ('93+) 4 MX-6, V6 & Turbo 4 cyl Millenia S/CS Protégé MP3	Subaru	Impreza 2.5 RS XT Turbo & 6 cyl. SVX (all)
Mercedes	190 16V 190 & 2.6L 190, 2.6L, 6 cyl 280 C230 (190hp)	Toyota	Camry V-6 ('92+) Celica Turbo All-Trac Celica GTS ('86-'93) Celica GTS ('00+) Celica GT ('94+)& Celica ST ('94+)
Mercury	Capri U.S. V-6 Capri Turbo RWD, 4 cyl. Capri US V6 & 4 cyl Turbo ('79-'86) Cougar V6 Mistique V-6 Mistique SE ('95+) Topaz V-6	Volkswagen	Supra, non-Turbo ('86½-'92) Supra ('82-'85) Supra ('86-'92) All 1.8T models NOC ('02+) Beetle 1.8 Turbo Corrado G60 Corrado VR6 Golf/GTI/Jetta 16V Golf/GTI/Jetta & 1.8 Turbo Golf GTi VR6 ('94+) Golf/Jetta/GLI 24v VR6 ('02+) Jetta VR6 Jetta III GLX (94+) Passat VR6
Merkur	XR4 Ti		Passat 1.8L Turbo, AWD Passat 6 cyl ('02+) Passat V6 AWD Passat G60 Syncro Scirocco (16V) VR6 FWD models Non turbo models, NOC Turbo models (all)
Mini	Cooper S ('02+)		
Mitsubishi	3000 GT, non-Turbo Eclipse/Talon Turbo, FWD Eclipse ('00+) Galant VR4 Galant V-6 Starion Turbo	Volvo	
Nissan	200SX SE V-6 200SX TSE V6 200SX Turbo & V-6 240 SX (all) 300ZX, non-Turbo ('90+) Altima ('02+) Maxima ('92+) NX2000 G Sentra 2.0L ('00-'01+) Sentra SE-R ('91-'94) Sentra SE-R ('02+) Sentra SE-R Spec-V ('02-'06)		
Peugeot	405 Mi-16		
Plymouth	Acclaim V-6 & Turbo 4 cyl Neon (all) Laser Turbo Sundance Turbo 4 cyl & V-6		
Pontiac	Firebird V6 Grand Prix Turbo McLaren Grand Prix Turbo Grand Prix GTP ('97+) Sunfire, DOHC, 2.3L		
Saab	9-2X Linear (2.5L Turbo, AWD)		
			<b>STOCK CLASS H</b>
		Acura	CL, 4cyl Integra ('86-'89) RSX non S ('02+) TSX
		Alfa	1300 1600 2000, 4-door sedans Sedans NOC
		AMC	Gremlin, 4 & 6 cyl. Spirit, 4 & 6 cyl.
		Audi	80 (all) 90 (all) 100 (all, except S4) 4000 (all) 5000, all except Turbo Quattro Coupe non-Turbo
		Austin	Mini (all)
		Austin Healey	Mini-Cooper 100/4

	100/6		
	3000		
	Sprite (all)		
BMW	1600		
	1800		
	1800ti	Ford	Aspire
	1800 TISA		Contour, 4 cyl.
	2000 CS Coupe		Cortina (all)
	318 NOC		Escort 1.9 & 1.6 NOC
	318i & is ('92+)		Escort 1.9 EFI, HO, pre-91)
	320		Escort 16v ('91+)
	7 series, 6 cyl.		Escort Turbo
Chevrolet	Aveo		EXP Turbo
	Beretta, NOC		EXP 1.9
	Camaro Inline, 4 & 6 cyl.		EXP 1.6, non-turbo
	Chevette		Festiva
	Cobalt 2.2 (all)		Fiesta
	Corvair, 2 carb.		Focus
	Cosworth Vega		Focus PZEV 2.3
	Nova, RWD 4 & 6 cyl.		Mustang Inline 4 & 6 cyl.
	Nova 16v (NUMMI)		Mustang II, 4 & 6 cyl.
	Nova 8v (NUMMI)		Pinto
	Spectrum		Probe ('89-'92), non-Turbo, 4 cyl.
	Spectrum Turbo		Taurus, NOC
	Sprint		Tempo NOC
	Sprint Turbo		Thunderbird V6 ('89+)
	Vega		ZX-2 (non S/R)
Chrysler	Laser, non-Turbo	General Motors	All FWD models NOC
	PT Cruiser		All RWD V-6 models, NOC
	Sebring, 4 cyl.	Geo	Metro
Daewoo	All 4 cyls		Prizm
Datsun	210, B210, 310 (all), 510, 610, 710 & 810		Spectrum
	1200, F10		Storm 12v
	1500 Roadsters		Storm GSi 16v
	1600 Roadsters	Honda	600
Dodge	Avenger, 4 cyl.		800
	Challenger, 2.6L		Accord, 4 cyl
	Charger, non-Turbo, FWD		Civic Del Sol DX
	Colt 1600, FWD		Civic Del Sol S, Si ('94+)
	Colt 1.8L, 16v (93+)		Civic EX & LX ('88+)
	Colt FWD, 1.4 & 1.5L		Civic Si ('89-'91)
	Colt RWD		Civic Si ('99-'00)
	Colt Turbo (pre-'89)		Civic Si ('02-'05)
	Colt Turbo 16v		Civic SiR ('99+)
	Daytona, non-Turbo, 4 cyl.		Civic ('06)
	GLH, non-Turbo		Civic, NOC
	Intrepid		CRX (NOC)
	Omni 1.7 & 2.2L		Insight
	Omni 024 1.7L		Prelude ('79-'91)
	Rampage, 2.2L		Prelude S ('92+)
	Shadow, non-Turbo, 4 cyl.	Hyundai	Accent ('95+)
	Spirit, non-Turbo, 4 cyl.		NOC
	Stratus 4 cyl		Scoupe, non-Turbo
Eagle	Summit (all)		Scoupe Turbo (93+)
	Talon non turbo, 16v		Tiburon, 4cyl ('02+)
Fiat	124 Sedan		Tiburon, V6 ('02+)
	124 Coupe & Spider	Infinity	G20

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Isuzu	I-Mark NOC, FWD & RWD I-Mark FWD RS 16v & Turbo Impulse non-turbo ('90+) Impulse, NOC Stylus 12v Stylus 16v		Lancer, non-turbo Mirage 8v 7 16v, non-turbo Mirage Turbo, 16v Precis Premier (all) Starion, non-Turbo
Jaguar	XK-120 140 150	Nissan	Tredia (all) 200SX, NOC 200SX SE-R ('95-'98) Altima NOC Maxima, NOC NX 1600 Pulsar (all) Sentra pre '91 Sentra 1.6L ('91+) Sentra 1.8L ('01+) Sentra SE 2.0 ('89-'99) Stanza 1100 1900 (all) GT Isuzu Manta
Kia	Sephia 1.8 Spectra 1.8 Spectra5		405 DL & S 2000
Lancia	Beta Coupe HPE Scorpion Zagato		Acclaim, non-Turbo, 4 cyl. Arrow Champ Colt (all) Horizon Laser, non-Turbo Sapporo Scamp, 2.2L Sundance, non-Turbo, 4 cyl. Turismo TC-3
Lotus	Cortina		Fiero, 4cyl. Firebird, Inline 4 & 6 cyl. Lemans FWD Sunfire, 2.2L T-1000 Vibe
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	Opel	
Mercedes	NOC	Peugeot	
Mercury	Bobcat Capri German 4 cyl & V-6 Capri Turbo FWD Capri US 4 cyl Capri FWD Cougar 4-cyl ('99+) LN-7, (all) Lynx, (all) Mystique, 4 cyl. Sable Scorpio Topaz, 4 cyl. Tracer 1.6 & 1.9L Tracer 16v	Pininfarina Plymouth	
MG	MGA MGB & MGB-GT MGC Midget (all) "T" series		
Mini	Cooper Non S ('02+)	Pontiac	
Mitsubishi	Cordia (all) Eclipse, non-Turbo 8v & 16v Galant 2.0 16v non-Turbo ('89+) Galant 2.4L, 16v	Porsche	356, except Carrera 912 924 Audi engine all NOC all NOC 8V DOHC Models Ion L-Series (4 cyl) TC Charger, non-Turbo Impreza NOC Legacy 2.5 GT Sedan Turbo NOC NOC
		Renault	
		Saab	
		Saturn	
		Scion	
		Shelby	
		Subaru	

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Sunbeam	Alpine (4 cyl)
Suzuki	Esteem GL
	Forenza
	Swift (all)
Toyota	Camry, 4 cyl.
	Camry, V-6, NOC
	Celica RWD NOC
	Celica FWD NOC
	Corolla (all)
	Cressida
	Echo
	Matrix
	Paseo
	Prius
	Starlet
	Supra (pre '82)
	Tercel
Triumph	GT6
	Spitfire
	TR2
	TR250
	TR3
	TR4
	TR4-A
	TR-6
	TR-7
Volkswagen	all air-cooled
	all diesel models
	Beetle 2.0
	Dasher
	Fox
	Golf/GTI/Jetta 8V (all)
	Passat, 4 cyl non-turbo
	Quantum
	Rabbit & GTI (all)
	Scirocco 8V
Volvo	P1800
	NOC
Yugo	All
Catch-all	All RWD pickups, NOC

**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)

Datsun/Nissan	Corvette ('68-'82) Corvette ('84-'96) Corvette ZR-1 (all) 240Z/260Z/280Z 280ZX non-turbo 280ZX Turbo ('79-'83) 300ZX Turbo ('84-'89) 300ZX Turbo ('90+) 350Z
DeLorean	(all)
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
Mitsubishi	3000GT Turbo Lancer EVO 8
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
Honda	Abarth (all) Civic ('88-'91) CRX ('88-'91) Civic 1500 ('84-'87) CRX 1500 ('84-'87)
Lancia	Scorpion
Lotus	Cortina
Mazda	Elite (1216cc) MX-5 Miata

## CAC Rulebook

## Appendices

	RX-2, & 616		Shadow V6 & Turbo 4 cyl.
	RX-3, RX-3SP, 808 Mizer		Shelby Charger Turbo
	RX-7, non-Turbo ('78-'85)		Spirit V6 & Turbo 4 cyl.
	RX-7, non-Turbo ('86-'92)		Sundance Turbo
Mercedes	190	Datsun/Nissan	200 SX (V6)
Morgan	4/4 (all)		200 SX SE-R
Pininfarina	2000		200 SX Turbo
Pontiac	Fiero V-6		240 SX
Porsche	Carrera 4 cyl. (all)		Maxima
	356, 1600 (all)		NX2000
	924S & 944 (8V)		Pulsar 16V
Toyota	MR-2, non-Supercharged ('85-'90)		Pulsar NX Turbo
	MR-2, non-Turbo ('91+)		Sentra SE-R ('91+)
	MR-2 Supercharged		Sentra 2.0L ('95-'99)
	Supra ('79-'81)		Sentra 2.0L ('00-'01)
		Eagle	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
		Maserat	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)
		Nissan	Sentra SE-R, SE-R Spec-V
		Peugeot	Mi16 1.9L DOHC
		Pontiac	Vibe

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 & Spyderys (all)	Honda	
	1750, and 2000 Coupes & Spyderys (all)		
	GTV V6 (all)		
	Milano		
Audi	4000 Quattro		
	Coupe		
	80 Quattro		
	A4 1.8T FWD & AWD ('02+)	Hyundai	
	A4 1.8T FWD & AWD ('95-'01)	Isuzu	
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	Lexus	
	L Body V6 & Quad 4	Maserat	
	N Body V6 & 4Cyl. Turbo & Quad 4	Mazda	
	Spectrum Turbo ('85-'89)		
	Storm Gsi ('85-'89)		
	X Body V6		
Chrysler/Dodge/Plymouth	Acclaim V6 and Turbo	Mercedes	
	Charger GLH-S	Mercury	
	Colt Turbo 16V ('89)	Merkur	
	Colt Turbo ('84)	Mini	
	Conquest/Starion non-turbo	Mitsubishi	
	Daytona Turbo		
	Daytona V6		
	GLH-S & GLH turbo		
	Laser non-Turbo 16V		
	Laser Turbo & K-car Turbo		
	Neon (all)		

## CAC Rulebook

## Appendices

Porsche	914 1.7L & 1.8L & 2.0L 924 (Audi engine)	Eagle	Stealth non-turbo
Renault	Fuego Turbo R-5 Turbo	Ferrari	Talon all turbo ('89-'99) 400 America (all) 500 Superfast (all)
Saab	99, 99 EMS, 99 Turbo 900 & 900 Turbo ('79- '94)	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)
Saturn	All 16V		Taurus SHO
Subaru	Impreza 2.5		Thunderbird & Cougar all ('83-'88) Thunderbird & Cougar all ('89-'97)
Toyota	Camry V6 Celica ('00+) Celica AllTrac Corolla GTS ('84-'87) FX-16 Matrix Supra ('82-'85)	Infiniti	G35 M30 Q45
Volkswagen	Corrado (all) Golf (16V), Jetta (16V), Scirocco (16V) Golf & Jetta VR6 New Beetle Turbo Passat VR6 & G60	Jaguar	Sedans, 6 & 12 cyl. XJS (all) XK 120, 140, 150, 160
Volvo	240 Series Turbo (all) <i>All 6 cyl and mechanically forced induction 2WD sedans under 3.0L not otherwise classified</i>	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)
		Nissan	Starion Turbo 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
			<i>All American inline 6, V-6 and V-8 sedans and pick-ups not otherwise classified. Other sedans over 3.0 liters NOC.</i>
<b><u>E Super Stock/Street Prepared</u></b>			
AMC	AMX & Javelin (all)		
Audi	200 V-8 5000 Turbo		
BMW	2500, 2800 (all) 3.0S & CS (all) 528, 530, 533 (all) 633i, 733i (all)		
Chevrolet/Buick/ Pontiac/Oldsmo bile	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) Corvair 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		

**F Super Stock/Street Prepared**

			200 SX NOC ('84+)210
			210
			310
Acura	Legend		510 ('68-'73)
Alfa Romeo	Alfetta GT		510 ('78-'81)
	1300 cc Models (all)		610
	1600cc Sedans (all)		710
	1750 and 2000 Sedans		B210
AMC	All 4 cyl. models		F10
Audi	80 FWD		NX 1600
	100 LS (all)		Pulsar & Pulsar NX non-turbo (all)
	4000, 5 cyl.		Sentra 1.6 ('91+)
	5000		Stanza (all)
Austin	America (all)	Eagle	Summit, non-turbo
	Mini (See Mini Cooper listing)		Talon non-turbo all ('89-'99)
Austin-Healey	Sprite (all)	Fiat	Brava and 131
	100-4, 100-6, 3000		Strada
BMW	1600		128
	1600-2 & 1602 & 2002 (NOC)		850 Sedan
	1800 ti, TISA		850 Coupe and Spyder
	318i (NOC)	Ford/Mercury	Capri II ('76-'77)
	320i		Cortina
Chevrolet/Pontiac	Beretta, 4 cyl.		Escort GT
/Buick/Oldsmobile	Camaro, 4 cyl. ('82+)		Escort & Tracer 1.9L
/Geo/Suzuki	Chevette, T1000		EXP, LN7, Escort, Lynx (NOC)
	Citation & Omega		Festiva
	<b>Corvaire (non-Yenko)</b>		Fiesta
	Fiero 4cyl (all)		Mustang II, 4 cyl. ('74-'78)
	Firebird, 4 cyl ('82+)		Mustang/Capri, 4 cyl., non-turbo
	Metro & Swift all		Pinto/Bobcat 1600, 2000, 2300
	Monza (NOC), Vega, Starfire, Omega,		Pinto Wagon 2000, 2300, 2600
	Astre & Skyhawk (NOC), all RWD		Probe, 4-cyl non-turbo
	Phoenix, Skylark	Honda	Accord ('76-'81)
	Prism		Accord ('82+)
	Spectrum 1.5L non-Turbo ('85-'89)		Civic ('73-'79)
	Spectrum NOC		Civic ('80-'83)
	Sprint & Sprint Turbo		Civic ('92-'95) NOC
	Storm base model 12V ('89-'93)		Civic ('96+) NOC
	Sunbird, 4 cyl.		CRX 1300 & Civic 1300 ('84-'87)
	Vega & Cosworth Vega		Prelude ('79-'82)
Chrysler/Dodge/	Acclaim, 4 cyl. non-turbo	Hyundai	Elantra
Plymouth	Arrow 1600, 2000, 2600		Excel
	Champ non-turbo (all)		Scoupe
	Colt, non-turbo 8V		all NOC
	Colt RWD, 2000, 1600cc	Isuzu	I-Mark 1.5L non-turbo (FWD)('85-'89)
	Colt FWD, non-turbo		I-Mark RS 16V ('85-'89)
	Daytona, non-turbo		I-Mark RWD ('80-'85)
	Horizon, TC3, Turismo, 1.7, 1.8, 2.2		Impulse non-turbo ('83-'89)
	Laser non-turbo all ('89-'99)		Stylus S 12V ('90-'93)
	Omni, 024, Charger	Kia	Spectra 1.8 4 cyl
	Rampage 2.2L	Lancia	Beta, Zagato ('75-83)
	Sapporo 1600cc, 2000, 2600	Mazda	Cosmo (all)
	Shelby 2.2L non-turbo ('83-'84)		GLC RWD (all)
	Spirit, 4 cyl., non-turbo		GLC FWD (all)
Datsun/Nissan	1200		MX-6 4-cyl non-turbo
	200 SX NOC ('76-'79)		Protégé
	200 SX NOC ('80-'83)		RX-4 (all)

## CAC Rulebook

## Appendices

	R-100 (all)	Volkswagen	Beetle (RWD)
	323, non-turbo		Cabriolet ('85-'92) (A-2 chassis)
	626 RWD (all)		Dasher, Quantum, all 4-cyl
	626 FWD (all)		Fox GL
MG	Midget 948, 1098, 1275, 1500		Golf / Jetta (8V, '85-'92) (A-2 chassis)
	A (all)		Golf / Jetta & Cabrio ('8v, 93-'98) (A-3 chassis)
	B, B-GT (all)		Golf / Jetta (8v, 99+) (A4 chassis)
	C, C-GT (all)		Golf & Jetta & Beetle TDI
	1100, 1300 Sedan (all)		Karmann Ghia
Mini	Cooper non-S ('02+)		Passat (all NOC)
Mini Cooper	850, 970, 997, 998, 1071, 1275cc, (all)		Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75-'84) (A-1 chassis)
Mitsubishi	Cordia, non-turbo (all)		Scirocco (8V, all)
	Eclipse, non-turbo (all)	Volvo	120 Series (all)
	Mirage non turbo ('97-'02)		140 Series (all)
	Mirage non turbo ('84-'96)		160 Series (all)
	Lancer non turbo		1800, P1800, ES1800 (all)
	Tredia, non-turbo (all)		240 Series, non-turbo (all)
Opel	GT 1100cc (all)		260 Series (all)
	GT 1500 & 1900		700 Series (all)
	Kadett 1100 (all)		
	Kadett 1500, 1900 (all)		
	1900, Manta		
Peugeot	405 DL & S	Yugo	(all)
Porsche	912		<i>All sedans under 1.7 liters not otherwise classified. All 4 Cylinder and Rotary Rear-wheel Drive Mini-Pickups</i>
	912E		
Renault	15, 17 (all)		
	16 (all)		
	17 Gordini		
	18i (all)		
	Alliance, GTA, Encore		
	Fuego, non-turbo		
	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		
	Aerio		
Toyota	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		

Changes to classifications or wording

Additions to the classifications