

# **CANADIAN AUTOSLALOM CHAMPIONSHIP RULES**

## **AUTOSLALOM EVENT RULES**

EFFECTIVE JAN. 01, 2004

## CANADIAN AUTOSLALOM CHAMPIONSHIP (CAC)

***" Competitors are reminded that participation in any form of motor sport involves a certain level of risk. This level of risk is accepted by the competitor whenever he enters an event. CAC events held under these rules must adhere to the safety requirements herein. Though the safety standards are adequate for this type of sport, it is the ultimately the competitor's responsibility to ensure his own safety and the safety of those around him. Modification allowances defined in the CAC rules may require installation/fabrication by qualified individuals. If you lack the tools or knowledge to attempt such modifications please consult those who have the expertise to properly modify your vehicle. CAC assumes no responsibility or liability for any results attained by consulting this rulebook. Due to the passage of time, these Rules and Regulations will be subject to change. Competitors are warned that they should check with their local CAC representative before using this book to prepare a vehicle for the 2004 season. "***

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

All rights reserved. This book may not be reproduced in any form or by any means without written permission from ASN Canada FIA.

---

|   |            |
|---|------------|
| <b>1. CANADIAN AUTOSLALOM CHAMPIONSHIP 2004</b> | <b>1-1</b> |
| <b>2. TERMINOLOGY</b>                           | <b>2-1</b> |
| <b>3. SOLO EVENTS REGULATIONS</b>               | <b>3-1</b> |
| <b>3.1. GENERAL REGULATIONS</b>                 | <b>3-1</b> |
| A. Autoslalom Event .....                       | 3-1        |
| B. Insurance .....                              | 3-1        |
| C. Coverage .....                               | 3-1        |
| D. Disclosure .....                             | 3-2        |
| E. Accident Reports .....                       | 3-2        |
| <b>3.2. VEHICLE ELIGIBILITY</b>                 | <b>3-2</b> |
| A. General .....                                | 3-2        |
| B. Minimum Standards .....                      | 3-2        |
| C. Driver Restraints .....                      | 3-2        |
| D. On-Board Starters .....                      | 3-2        |
| E. Fluid Containment .....                      | 3-2        |
| F. Batteries .....                              | 3-3        |
| G. Accessories .....                            | 3-3        |
| <b>3.3. EVENT OFFICIALS AND DUTIES</b>          | <b>3-3</b> |
| <b>3.4. COMMON SENSE AND COURSE DESIGN</b>      | <b>3-3</b> |
| Guidelines .....                                | 3-3        |
| <b>4. AUTOSLALOM EVENT REGULATIONS</b>          | <b>4-1</b> |
| <b>4.1. DEFINITIONS</b>                         | <b>4-1</b> |
| A. Interchangeable Terms .....                  | 4-1        |
| B. Category .....                               | 4-1        |
| C. Class .....                                  | 4-1        |
| D. Licensed Competitor .....                    | 4-1        |
| <b>4.2. COMPETITOR ELIGIBILITY</b>              | <b>4-1</b> |
| A. Eligibility to Compete .....                 | 4-1        |
| B. Underage Drivers .....                       | 4-1        |
| C. Numbers .....                                | 4-2        |
| <b>4.3. CAC AUTOSLALOM EVENT GUIDELINES</b>     | <b>4-2</b> |
| A. Advanced Notice .....                        | 4-2        |
| B. Form of Notice .....                         | 4-2        |
| C. Event Documentation .....                    | 4-2        |
| D. Unrestricted Entry .....                     | 4-3        |
| E. Adverse Weather Conditions .....             | 4-3        |
| F. Alcohol and Narcotics Policy .....           | 4-3        |
| G. Registration Time Limit .....                | 4-3        |
| H. Order of Running .....                       | 4-3        |
| I. Impound .....                                | 4-3        |
| <b>4.4. COURSE DESIGN AND EVENT SAFETY</b>      | <b>4-4</b> |
| A. Minimum Standards .....                      | 4-4        |
| B. Consultation .....                           | 4-4        |
| C. Demonstration .....                          | 4-4        |
| D. Surface Hazards .....                        | 4-4        |
| E. Buildings and Structures .....               | 4-4        |
| F. Immovable Objects .....                      | 4-4        |
| G. Off-Camber Turns .....                       | 4-4        |

---

---

|             |  |            |
|-------------|--|------------|
| H.          | Minimum Dimensions.....                      | 4-4        |
| I.          | Course Markers.....                          | 4-4        |
| J.          | Spectator Safety.....                        | 4-4        |
| K.          | Passenger.....                               | 4-5        |
| L.          | Placement of Timers.....                     | 4-5        |
| M.          | Worker Stations.....                         | 4-5        |
| N.          | Visibility of Workers.....                   | 4-5        |
| O.          | Noise Limit.....                             | 4-5        |
| P.          | Stop Box Requirement.....                    | 4-5        |
| Q.          | Stop Box Specifications.....                 | 4-5        |
| R.          | Course Maps.....                             | 4-6        |
| S.          | Vehicle Restrictions.....                    | 4-6        |
| T.          | Maximum Speed Considerations.....            | 4-6        |
| <b>4.5.</b> | <b>TIMING AND SCORING</b>                    | <b>4-6</b> |
| A.          | Bumping.....                                 | 4-6        |
| B.          | Car Limits.....                              | 4-6        |
| C.          | Competitor Limits.....                       | 4-6        |
| D.          | Official Number of Runs.....                 | 4-6        |
| E.          | Run Limits.....                              | 4-6        |
| F.          | Re-runs.....                                 | 4-6        |
| G.          | Consecutive Runs.....                        | 4-7        |
| H.          | Scoreboard.....                              | 4-7        |
| I.          | Scoring Format.....                          | 4-7        |
| J.          | Down-and-Out Rule.....                       | 4-7        |
| K.          | Downed Pylon Exemption.....                  | 4-7        |
| L.          | Timer Specifications.....                    | 4-7        |
| M.          | Timer Failure.....                           | 4-7        |
| N.          | Back-up Timing System.....                   | 4-7        |
| O.          | Basis for Scoring.....                       | 4-7        |
| P.          | Ties.....                                    | 4-8        |
| Q.          | Did Not Finish (DNF).....                    | 4-8        |
| R.          | Airport Loop.....                            | 4-8        |
| S.          | Complete Stop Requirement.....               | 4-8        |
| T.          | Proper Exit from the Course.....             | 4-8        |
| U.          | Completion of Run.....                       | 4-8        |
| V.          | Scoring a DNF.....                           | 4-8        |
| W.          | Did Not Start (DNS).....                     | 4-8        |
| X.          | Points Calculation.....                      | 4-8        |
| Y.          | Ranking.....                                 | 4-8        |
| Z.          | Ladies Classes.....                          | 4-8        |
| <b>4.6.</b> | <b>CAC EVENT RESULTS GUIDELINES</b>          | <b>4-9</b> |
| A.          | Event Classification.....                    | 4-9        |
| B.          | Results Format.....                          | 4-9        |
| C.          | CAC Awards.....                              | 4-9        |
| <b>4.7.</b> | <b>PROTESTS &amp; APPEALS</b>                | <b>4-9</b> |
|             | Sportsmanship.....                           | 4-9        |
| <b>4.8.</b> | <b>VEHICLE PREPARATION AND DRIVER SAFETY</b> | <b>4-9</b> |
| A.          | Noise Limit.....                             | 4-10       |
| B.          | Noise Measurement.....                       | 4-10       |

---

---

|             |  |            |
|-------------|--|------------|
| C.          | Technical Inspection .....                         | 4-10       |
| D.          | Tire Condition.....                                | 4-10       |
| E.          | Swing Axle Vehicles .....                          | 4-11       |
| F.          | Remove Hub Caps.....                               | 4-11       |
| G.          | Tonneau Covers.....                                | 4-11       |
| H.          | Batteries .....                                    | 4-11       |
| I.          | Roll-over Protection .....                         | 4-11       |
| J.          | Closed Car Roll-over Considerations .....          | 4-11       |
| K.          | Window Requirements.....                           | 4-11       |
| L.          | Driver Restraints.....                             | 4-11       |
| M.          | Helmets .....                                      | 4-14       |
| N.          | Footwear .....                                     | 4-14       |
| O.          | Starters.....                                      | 4-14       |
| P.          | Fluid Recovery Systems .....                       | 4-14       |
| Q.          | On-board Cameras .....                             | 4-14       |
| <b>5.</b>   | <b>CAR PREPARATION GUIDELINES</b>                  | <b>5-1</b> |
| <b>5.1.</b> | <b>GENERAL DEFINITIONS &amp; GUIDELINES</b>        | <b>5-1</b> |
| A.          | Automobile (Car).....                              | 5-1        |
| B.          | Sedan.....   | 5-1        |
| C.          | Model.....   | 5-1        |
| D.          | Standard Parts and Equipment.....                  | 5-1        |
| E.          | Open and Closed Cars.....                          | 5-1        |
| F.          | Series Produced.....                               | 5-1        |
| G.          | Burden of Proof .....                              | 5-1        |
| H.          | Tread.....   | 5-2        |
| I.          | Special Considerations .....                       | 5-2        |
| J.          | Unsuitable Vehicles.....                           | 5-2        |
| <b>5.2.</b> | <b>VEHICLE MODIFICATION AND PREPARATION</b>        | <b>5-2</b> |
| A.          | General Modification Guidelines.....               | 5-2        |
| B.          | Substitution of Coachwork.....                     | 5-3        |
| C.          | Substitution of Suspension .....                   | 5-3        |
| D.          | Compliance with the rules .....                    | 5-3        |
| <b>5.3.</b> | <b>STOCK CATEGORY</b>                              | <b>5-3</b> |
| A.          | Authorized Modifications.....                      | 5-3        |
| B.          | Allowable Preparation Points.....                  | 5-3        |
| C.          | Bodywork .....                                     | 5-3        |
| D.          | Shock Absorbers.....                               | 5-4        |
| E.          | Suspension.....                                    | 5-5        |
| F.          | Brakes .....                                       | 5-6        |
| G.          | Tires & Wheels .....                               | 5-6        |
| H.          | Electrical System.....                             | 5-7        |
| I.          | Engine and Drive Train.....                        | 5-7        |
| J.          | Fasteners.....                                     | 5-8        |
| <b>5.4.</b> | <b>PREPARATION POINT SCHEDULE – STOCK CATEGORY</b> | <b>5-8</b> |
| A.          | Method of Assessment .....                         | 5-8        |
| B.          | Negative Points .....                              | 5-8        |
| C.          | Weight Reduction .....                             | 5-8        |
| D.          | Running Gear and Suspension.....                   | 5-8        |
| E.          | Engine and Drive Train.....                        | 5-8        |

---

---

|   |             |
|---|-------------|
| <b>5.5. SUPER STOCK CATEGORY</b>  | <b>5-9</b>  |
| A. Authorized Modifications.....  | 5-9         |
| B. Lower Category Modifications .....   | 5-9         |
| C. Allowable Preparation Points.....  | 5-9         |
| D. Bodywork .....   | 5-9         |
| E. Suspension.....  | 5-9         |
| F. Brakes .....   | 5-10        |
| G. Tires & Wheels .....   | 5-10        |
| H. Electrical System.....   | 5-10        |
| I. Engine and Drive Train.....  | 5-10        |
| J. Body structure modifications .....   | 5-11        |
| <b>5.6. STREET PREPARED CATEGORY</b>  | <b>5-12</b> |
| A. Authorized Modifications.....  | 5-12        |
| B. Lower Category Modifications .....   | 5-12        |
| C. Allowable Preparation Points.....  | 5-12        |
| D. Bodywork .....   | 5-12        |
| E. Suspension.....  | 5-12        |
| F. Brakes .....   | 5-12        |
| G. Tires & Wheels .....   | 5-13        |
| H. Engine and Drive Train .....   | 5-13        |
| I. Updating and Backdating of Parts .....   | 5-13        |
| J. Body Structure Modifications .....   | 5-14        |
| <b>5.7. MODIFIED CATEGORY</b>   | <b>5-15</b> |
| A. Authorized Modifications.....  | 5-15        |
| B. Running Gear and Suspension.....   | 5-15        |
| C. Minimum Requirements .....   | 5-15        |
| D. Bodywork .....   | 5-15        |
| E. Eye Protection .....   | 5-15        |
| F. Roll-over protection.....  | 5-15        |
| <b>5.8. PREPARATION POINT SCHEDULE – SUPER STOCK, STREET PREPARED AND<br/>MODIFIED CATEGORY</b>                     | <b>5-15</b> |
| A. Method of Assessment .....   | 5-15        |
| B. Negative Points .....  | 5-15        |
| C. Weight Reduction .....   | 5-15        |
| D. Running Gear and Suspension.....   | 5-16        |
| E. Engine and Drive Train.....  | 5-16        |
| <b>6. VEHICLE CLASSIFICATION LIST</b>   | <b>6-1</b>  |
| <b>6.1. GENERAL CONSIDERATIONS</b>  | <b>6-1</b>  |
| A. Responsibility for Classifying .....   | 6-1         |
| B. Unclassified Vehicles.....   | 6-1         |
| C. Classification Request.....  | 6-1         |
| D. Declaration of Preparation .....   | 6-1         |
| E. Re-Classification or Re-Alignment of Car Classes.....  | 6-1         |
| F. Class Corrections .....  | 6-1         |
| <b>6.2. STOCK CATEGORY</b>  | <b>6-1</b>  |
| A. For all Stock Category listings refer to 2004 CAC classifications in Appendix A. ....                            | 6-1         |
| <b>6.3. SUPER STOCK &amp; STREET PREPARED CATEGORY</b>  | <b>6-1</b>  |
| A. For all Super Stock & Street Prepared Category listings refer to 2004 CAC classifications in<br>Appendix A. .... | 6-1         |

---

|                               |            |
|-------------------------------|------------|
| <b>6.4. MODIFIED CATEGORY</b> | <b>6-2</b> |
| A. A/Modified.....            | 6-2        |
| B. B/Modified.....            | 6-2        |
| C. C/Modified.....            | 6-2        |
| D. D/Modified.....            | 6-2        |
| E. NOTES:.....                | 6-2        |

Appendix A - CAR CLASSES

Appendix B - ROLL BARS SPECIFICATIONS

Appendix C - ROLL CAGES SPECIFICATIONS

Appendix D - OFFICIALS AND THEIR DUTIES

Appendix E - PROTESTS AND APPEALS

Appendix F - NOISE LIMIT

Appendix G - 1972-1991 AND 2001 NATIONAL CHAMPIONS

Appendix H - CONTACTS (REGIONS, CAC BOARD)

## **Canadian Autoslalom Championship (CAC)**

### **1. CANADIAN AUTOSLALOM CHAMPIONSHIP 2004**

Effective January 01, 2004. ASN Canada FIA (ASN) reserves the right to revise these rules, to issue supplements to them, and initiate special rulings at any time in an emergency. Changes to these rules will become effective upon the official issuing of a ASN Competition Bulletin. Questions concerning rules clarifications should be directed to the ASN SoloSport committee.

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

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

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

Determinations by ASN officials are non-litigable;

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

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

## 2. TERMINOLOGY

The following definitions are adopted for use in the Regulations of ASN, in the appendices thereto, in all Supplementary Regulations, and for general use.

|                 |   |
|-----------------|---|
| ASN:            | ASN Canada FIA, the National Body recognized by the FIA as sole holder of the sporting power in Canada.   |
| 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. |
| CAC:            | Canadian Autoslalom Championship.   |
| CAC board.      | A group of individuals responsible for the administration of the National solo event and enacting the policies adopted by CAC.  |
| CLOSED EVENT:   | A competition confined solely to the members of the club organizing the competition and invited competitors.  |
| CLUB:           | Any body recognized by ASN as a club.   |
| COMPETITION:    | A contest, governed by the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.                               |
| COMPETITOR:     | A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.  |
| CONTROL LINE:   | 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.  |
| DRIVER:         | A person nominated as the driver of an automobile in any competition.   |
| ENTRANT:        | A person or organization whose entry is accepted for any competition.   |
| EVENT:          | A program of one or more competitions.  |
| FIA:            | Fédération internationale de l'automobile, the international federation of National Automobile Clubs.   |
| 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.  |
| LICENSE:                  | A certificate of registration issued by ASN or an ASN territory to any person wishing to take part in competitions.  |
| NATIONAL EVENT:           | A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by ASN and conducted under the organizing permit issued by ASN.  |
| NON-SPEED EVENT:          | An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, concourse, slalom, autocross, sprint, etc.  |
| OPEN EVENT:               | A competition in which participants comprise members of any recognized ASN motor sport club.   |
| ORGANIZER(S):             | A person or persons approved by ASN 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 rules and shall be deemed to be the agent of the promoters. |
| 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.  |
| SOLOSPORT EVENT:          | A competition in which competitors complete the test one car at a time. This shall not preclude the running of more than one 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 or more cars racing with each other.                    |
| STARTING LINE:            | The first control line on a course.  |
| SUPPLEMENTAL REGULATIONS: | Regulations drawn up by the organizers of a competition or competitions and approved by ASN with the object of laying down details of such competitions. These are supplementary to the Regulations of ASN.  |
| TERRITORY:                | A Canadian province or group of provinces under the authority of ASN Canada FIA. Currently, the Territories are: CACC (British Columbia), WCMA (Alberta, Saskatchewan, Manitoba), CASC-OR (Ontario), FAQ (Quebec) and ARMS (New Brunswick,   |

Newfoundland, Prince Edward Island and Nova Scotia). The Territories' coordinates can be found in Appendix H.

### **3. SOLO EVENTS REGULATIONS**

#### **3.1. GENERAL REGULATIONS**

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

##### **A. Autoslalom Event**

- ii) A non-speed event held under ASN 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 ASN Competition License. For the purposes of this rulebook, the terms autoslalom, autocross, Solo II event, and slalom shall mean the same. (The term "Solo II" is a registered trademark of the Sports Car Club of America and is used for definition purposes only in this rulebook.)
  - a) 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.
  - b) Slalom: or Autosprint: Alternate terminology for an AutoSlalom event described in (i).
  - c) 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.

##### **B. Insurance**

- i) All solo events must be covered by a minimum of five million dollars (\$5 000 000) of public liability insurance. The policy will protect ASN, the organizing club, property owners and sponsors against claims for injury or property damage brought against them by the general public.
- ii) Clubs organizing street solo events must obtain the extra spectator insurance. Clubs organizing solo events advertising to attract spectators to the event (paid or otherwise) must obtain the extra spectator insurance.

##### **C. Coverage**

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

**D. Disclosure**

- i) The organizing club of an event must ensure that the insurance certificate is posted at the event.

**E. Accident Reports**

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

**3.2. VEHICLE ELIGIBILITY**

**A. General**

- i) All vehicles must be in a safe condition and pass a safety inspection to be conducted prior to the event. Inspections are outlined in these rules.

**B. Minimum Standards**

- i) To qualify as eligible to compete in a solo event, each vehicle must comply with the following minimum requirements:
  - a) It must have four road wheels, not in a line, a minimum of two of which must be driven.
  - b) It must have a braking system that works on all four wheels simultaneously.
  - c) It must have a structure and bodywork that surrounds and protects the driver, at least to his waist level when seated in his normal driving position.
  - d) It must have a minimum wheelbase of 152 cm (60 in.), a minimum front and rear track of 107 cm (42 in.), and a minimum wheel diameter of 25.4 cm (10 in.).

**C. Driver Restraints**

- i) All vehicles must be equipped with the required seat belts and drivers and/or passengers must wear the belts securely fastened during the competition. The minimum width of all belts is 51 mm (2 in.). The material of all straps shall be Dacron or nylon and in new or good condition. All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 51 mm (2 in.) and a minimum thickness of 4 mm (0.6 in.).

**D. On-Board Starters**

- i) All vehicle must be capable of self starting.

**E. Fluid Containment**

- i) All vehicles must be equipped with containment devices for all fluids.

**F. Batteries**

- i) The battery must be securely fastened.

**G. Accessories**

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

**3.3. EVENT OFFICIALS AND DUTIES**

See Appendix D.

**3.4. COMMON SENSE AND COURSE DESIGN**

**Guidelines**

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

- i) Organizers are cautioned that participants in solo events may not be covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken. Competitors are encouraged to check with their insurance providers.
- ii) 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.
- iii) 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.
- iv) Surfaces must be paved and in good condition. Gravel or any type of non-stabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be avoided.
- v) 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.
- vi) Consideration should be given to competitors' safety when choosing a course. Where possible, location 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.
- vii) Clubs must not run events that require the competitor to leave the car during a timed run. Nor must the competitor be required to start the event from outside the car.
- viii) 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.

## **4. AUTOSLALOM EVENT REGULATIONS**

### **4.1. DEFINITIONS**

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

#### **A. Interchangeable Terms**

For the purposes of this rulebook, the terms autoslalom, autocross, solo event, event, and slalom shall mean the same.

#### **B. Category**

Category is a grouping of cars based upon their degree of preparation as outlined in this rulebook. Categories shall be named Stock, Super Stock, Street Prepared, and Modified.

#### **C. Class**

A Class is a grouping of cars within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to the Vehicle Classification Schedule in this rulebook.

#### **D. Licensed Competitor**

A licensed competitor is a competitor holding a Solo 2 or AutoSlalom Licence issued by

- i) a Canadian motorsport club that is recognized by the ASN

OR

- ii) the SCCA

### **4.2. COMPETITOR ELIGIBILITY**

#### **A. Eligibility to Compete**

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

- i) Hold a current and valid provincial or state Driver's License, and
- ii) Hold a Solo 2 or Autoslalom License
- iii) And have a current membership card of a recognized ASN affiliated club.

OR

Have a current membership card of the SCCA

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

#### **B. Underage Drivers**

Competitors under the age of 18 must present the consent of his parent or legal guardian.

**C. Numbers**

All competitors entering the CAC will be provided a pair of vinyl numbers by the organizer. Competitors may supply their own numbers if they meet the approval of the organizers. These numbers must be at least 20 cm high

**4.3. CAC AUTOSLALOM EVENT GUIDELINES**

**A. Advanced Notice**

The organizer of a National event shall provide notice of a National event to all Territories not later than 60 days prior to the event.

**B. Form of Notice**

Notification shall be given by mail or other means of physical distribution and the notice shall include information on at least the time and location of the event, and the time and location of registration and technical inspection if different from the event.

**C. Event Documentation**

All of the following is required in the hands of the National Board 30 days prior to the event to avoid the penalties indicated below.

- i) Copy of event permit.
- ii) Copy of insurance certificate applicable to the event.
- iii) Copy of letter showing site authorization.  
Note: These three items (above) must be displayed at the event scoring area.
- iv) Supplementary Regulations.
- v) Name and phone number of the Event Steward.

A letter including the following:

- vi) the safety equipment available at your event including fire extinguishers, flags, radios, etc.
- vii) a description of how timing will be done c/w sample timing slip (if available).
- viii) a description of how course worker situations will be handled (complete with a copy of worker slip if available).
- ix) a complete event schedule (timetable) c/w tech and registration, walk-throughs, pre-grid and lunch breaks, etc., openings and closings.
- x) Maps to local facilities and amenities (washrooms, restaurants, stores, etc. are recommended).

It is strongly recommended that flyers are circulated to advertise the events.

**D. Unrestricted Entry**

The National event shall not be limited to any specific club, marquee or model of car, or type of car.

**E. Adverse Weather Conditions**

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

**F. Alcohol and Narcotics Policy**

Competitors and their crews, and all officials are prohibited from consuming any beverages containing alcohol or drugs immediately prior to, or during the conduct of the event. Pharmaceutical drugs that may sufficiently affect normal alertness are also included in this Policy.

**G. Registration Time Limit**

Pre-registration/early registration shall close fourteen (14) days prior to the event. Late registration shall be available on the day of the event at a specified time.

**H. Order of Running**

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

**I. Impound**

For CAC Events, impound shall be applicable to all competitors who are eligible for awards according to section 4.7.C. of the Regulations. After each run group all eligible competitors shall go directly to impound where they will be held for inspection. No work is to be performed on a car between the last run and impound. Stock, Super Stock and Street Prepared cars shall have hoods and trunks fully opened. Drivers may visually inspect each other's vehicles. The time limit for protests based on this inspection may be extended if the protestor can show that evidence pertinent to the protest was not available within the normal time limit. During impound, the following minimum procedures will be administered by the Chief of Impound, or his representative(s), on all potential award-winning cars (as per unofficial results).

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

Street Prepared - Validate Legality

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

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

Competitors risk disqualification if they do not follow impound procedures or if a vehicle fails to meet inspection requirements at impound. Vehicles must meet their preparation points sheet to avoid disqualification, no matter if the vehicle protested is still meeting his category preparation points limit.

#### **4.4. COURSE DESIGN AND EVENT SAFETY**

##### **A. Minimum Standards**

These are the minimum requirements only and the Steward of the event may require more stringent precautions.

##### **B. Consultation**

The course must be adequately discussed to the satisfaction of either the Steward of the event or the ASN SoloSport Committee representative a minimum of one month prior to the event.

##### **C. Demonstration**

The course shall be clearly defined and shall be amply demonstrated so that all competitors fully understand the direction of travel through the course from start to finish.

##### **D. Surface Hazards**

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

##### **E. Buildings and Structures**

Any course running directly at a building must deviate away from said objects. At no time within thirty (30) meters shall a course run toward any buildings or spectator areas.

##### **F. Immovable Objects**

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

##### **G. Off-Camber Turns**

Negative camber turns shall be avoided if at all possible.

##### **H. Minimum Dimensions**

Minimum gate width shall be no less than four (4) meters wide as measured between the pylon bases. Minimum distance between cones in a linear slalom shall be fourteen (14) meters as measured between the pylon bases. Minimum turn radius shall be no less than ten (10) meters and the radius of one turn must not overlap the next turn.

##### **I. Course Markers**

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

##### **J. Spectator Safety**

Spectator safety is a must. Uninformed and misguided spectators are to be expected and adequate marshaling provisions must be made to avoid their unwanted wanderings onto the course. It is important that spectators be kept a safe distance from the course, particularly at the outside of turns and at the start/finish area. Unless protected by substantial barriers, spectator areas are to be roped off.

**K. Passenger**

Passengers are NOT allowed during official runs of CAC events.

**L. Placement of Timers**

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

**M. Worker Stations**

Adequate marshaling shall be provided to ensure adequate and consistent policing of course infractions. Marshaling stations shall be placed in appropriately safe sections of the course so as to allow workers an unobstructed view of the pylons in their section, and allow fast and easy access to correct course infractions and deal with hazards.

**N. Visibility of Workers**

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

**O. Noise Limit**

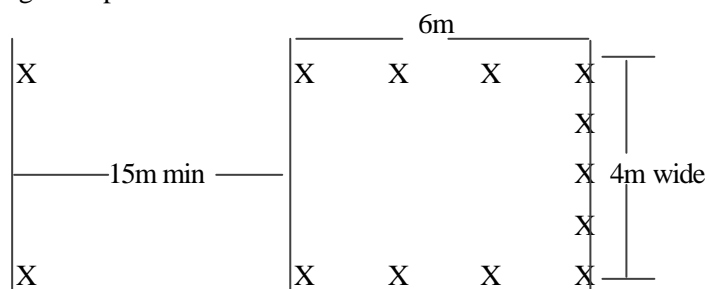
The ASN AutoSlalom noise limit is 96db unless there is an alternate noise limit for that facility/track listed in these regulations, Appendix F. Event organizers may apply to ASN for alternate noise limits depending on event location, but such application must be approved by ASN prior to issuing Supplementary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

**P. Stop Box Requirement**

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

**Q. Stop Box Specifications**

The end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters.



The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons.

**R. Course Maps**

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

**S. Vehicle Restrictions**

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

**T. Maximum Speed Considerations**

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

**4.5. TIMING AND SCORING**

**A. Bumping**

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

**B. Car Limits**

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

**C. Competitor Limits**

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

**D. Official Number of Runs**

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

**E. Run Limits**

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

**F. Re-runs**

Re-runs shall be granted only for timer failure (as described in 4.6.L), persons on course, or hazardous objects on course. The affected competitor shall be shown a red flag on course and shall stop and await course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs and may be considered sufficient cause for disqualification. Re-runs shall be administered as in 4.6.G. Any and all pylon penalties from the previous aborted run shall NOT carry

over to the re-run. Any competitor executing a D.N.F. prior to being 'red-flagged' is not eligible for a re-run.

**G. Consecutive Runs**

No driver shall make two runs back to back. There shall be a 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.

**H. Scoreboard**

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

**I. Scoring Format**

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

**J. Down-and-Out Rule**

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

**K. Downed Pylon Exemption**

If a course pylon displaced by a previous competitor is not replaced before the current competitor reaches to 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.

**L. Timer Specifications**

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

**M. Timer Failure**

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

**N. Back-up Timing System**

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

**O. Basis for Scoring**

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

**P. Ties**

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

**Q. Did Not Finish (DNF)**

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.

**R. Airport Loop**

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

**S. Complete Stop Requirement**

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.

**T. Proper Exit from the Course**

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

**U. Completion of Run**

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

**V. Scoring a DNF**

A competitor recording a D.N.F. will not be scored but will be used in determining class size.

**W. Did Not Start (DNS)**

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

**X. Points Calculation**

Scoring shall be determined by the time. In 2 days events, the best times from both days shall be added.

**Y. Ranking**

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

**Z. Ladies Classes**

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

#### **4.6. CAC EVENT RESULTS GUIDELINES**

##### **A. Event Classification**

An event may be classed under any system at the organizer's discretion. However, the results published shall conform to CAC format outlined in this section.

##### **B. Results Format**

All results for National events shall meet the following requirements:

- i) Results should be structured in category (Stock, Super Stock, Street Prepared, Modified), with Classes listed alphabetically in each Category.
- ii) Class winners shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons and not time plus seconds.
- iii) There will be Ladies Classes for each Open Class.
- iv) Competitors with sponsors shall have their sponsors names listed alongside the competitors name in the results under a heading of driver sponsors.
- v) A separate heading shall be used to list the top 10 competitors overall.
- vi) An indication of the total number of competitors at the National event.
- vii) Copies of all entry forms from the National event.

##### **C. CAC Awards**

ASN shall require the organizer to appropriate event trophies according to the following basis unless otherwise provided by supplementary regulations.

- i) 1 trophy for 1 to 3 competitors in a class,
- ii) 2 trophies for 4 to 6 competitors,
- iii) 3 trophies for 7 to 9 competitors,
- iv) 1 additional trophy for every four additional competitors.

#### **4.7. PROTESTS & APPEALS**

##### **Sportsmanship**

While the right to protest in proper cases is undoubted, it should be remembered that solo events are sporting events, to be conducted in a sporting manner, that all events are organized by volunteers who cheerfully give of their time and do their best; that the competitors should expect some imperfections of the organizers and fellow competitors; and that to a reasonable extent, these are part of the chances taken when entering the competition. Competitors are encouraged to discuss the problem with fellow competitors before lodging any formal protest. See Appendix E.

#### **4.8. VEHICLE PREPARATION AND DRIVER SAFETY**

In addition to the requirements described in Section 3.2, the following shall apply to all vehicles competing in a AutoSlalom event.

**A. Noise Limit**

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

**B. Noise Measurement**

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

**C. Technical Inspection**

Technical inspection shall be mandatory for all cars with special attention given to brakes, suspension, throttle linkages, and loose articles in the car.

- i) Confirm break pedal has solid feel and does not sink to the floor. Brake (and clutch where applicable) fluid must be sufficient in the master cylinder reservoir and no leaks must be present when the system is pressurized. Brakes must operate on all four wheels.
- ii) Confirm throttle return is safe and positive. Where the throttle is electronic, the vehicle must demonstrate throttle return.
- iii) Confirm loose items are removed from the interior of the vehicle. Driver's floor mat shall be removed or relocated so that it cannot possibly interfere with the operation of the pedals.
- iv) Confirm the wheels are securely fastened with all studs/nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/bolt. Wheels may not have missing spokes or cracks in the cast/forged units.
- v) Confirm wheel bearings and suspension components are functional and in good operating condition suitable of solo event conditions.

**D. Tire Condition**

When inspected at a safety inspection:

- i) each tire must have measurable tread depth as described in this provision. Measurable tread depth must be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the center one-half of the tread surface that normally touches the ground, and
- ii) the measurement points must be within tread grooves along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter

direction where measurement holes may be located. (Tread definition, see Section 5.1 H.)

Tires may not be regrooved or recapped in any way. The Competitor is required to compete on the inspected tires. Failure to do so shall result in refusal of entry or disqualification. Tires may not have cord visible at any time during competition, even if previously approved at safety inspection. (Also see section 3.2.C)

**E. Swing Axle Vehicles**

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

**F. Remove Hub Caps**

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

**G. Tonneau Covers**

Tonneau covers must be removed.

**H. Batteries**

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

**I. Roll-over Protection**

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

**J. Closed Car Roll-over Considerations**

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

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

**K. Window Requirements**

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

**L. Driver Restraints**

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. In the Modified Categories a four (4) point safety harness or better meeting FIA/ISO standard No. 8853 and the following specifications is 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.

### GENERAL FIXING SYSTEM

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

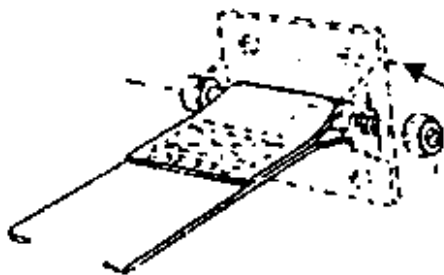
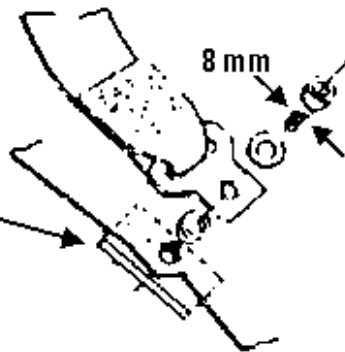
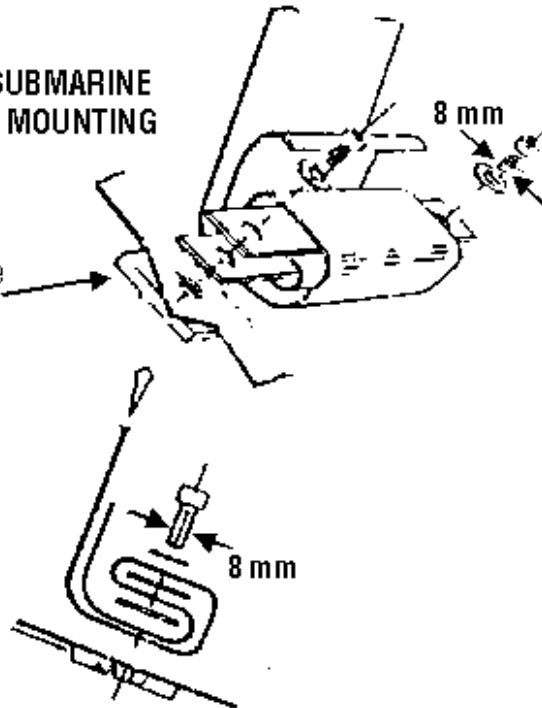


Plate fixed to the chassis and strengthened by a reinforcing plate on the other side

### ANTI-SUBMARINE STRAP MOUNTING

Reinforcing plate fixed to the car's chassis



- 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 in not acceptable.
- x. The restraint system installation is subject to approval of the scrutineer.

#### **M. Helmets**

All competitors must wear helmets conforming to the 1995 (or later) Snell Memorial Foundation standard and must be so marked to be acceptable. Helmets subject to much damage will not be allowed.

#### **N. Footwear**

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

#### **O. Starters**

All cars shall possess and utilize on-board self-starters. Starters shall be operable from the normal driving position by the driver of the vehicle, without requiring outside assistance under normal operation.

#### **P. Fluid Recovery Systems**

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

#### **Q. On-board Cameras**

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

- i) The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and
- ii) secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails.
- iii) All remote apparatus such as battery packs, remote recording/transmitting devices shall secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable during inspection.

- iv) All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized or, failing that, contact shall only cause minimal damage.

Final approval of camera mounts rests with the safety inspector under consultation with the Steward.

## **5. CAR PREPARATION GUIDELINES**

### **5.1. GENERAL DEFINITIONS & GUIDELINES**

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

#### **A. Automobile (Car)**

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

#### **B. Sedan**

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

#### **C. Model**

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

#### **D. Standard Parts and Equipment**

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

#### **E. Open and Closed Cars**

Open cars are cars with a convertible top. Closed cars are cars having a fixed roof or T-tops and Targa tops with full windshields.

#### **F. Series Produced**

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

#### **G. Burden of Proof**

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

protester to prove that item illegal. Failure to provide the appropriate manufacturer's documentation may result in disqualification.

#### **H. Tread**

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

#### **I. Special Considerations**

Because of the variation in vehicle design and manufacturing, the ASN SoloSport 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 bulletins.

#### **J. Unsuitable Vehicles**

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

### **5.2. VEHICLE MODIFICATION AND PREPARATION**

#### **A. General Modification Guidelines**

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, but are not prohibited, in each car category description. If a restricted modification is made, the applicable preparation points must be incurred. If a modification is not restricted, 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.

**B. 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 airstream. The material of replacement panels must be metal, glass-reinforced plastic, or other suitable fire-resistant material.

**C. Substitution of Suspension**

Except for 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).

**D. Compliance with the rules**

All modifications to the vehicles must be in compliance with all other applicable rules and regulations. No modifications are allowed in S/SS/SP unless specifically authorized in this rulebook. Assume that if the rule does not specifically say you can, then you can't.

**5.3. STOCK CATEGORY**

Stock Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on 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.

**A. Authorized Modifications**

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

**B. Allowable Preparation Points**

The vehicle is permitted a maximum of two (2) preparation points under the preparation-point system detailed in Section 5.4.

**C. Bodywork**

- i) 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.

- ii) The shift knob may be modified or substituted. This does not include the shifter lever, handle, body or mechanism.
- iii) 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.
- iv) Any fuel-filler cap may be used. Monza style gas caps must be secured against accidental opening.
- v) 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.
- vi) The removal of the spare tire(s), tools, and jack is permitted
- vii) Any alternate front fender is permitted, providing it is the same size, shape, and at least the same weight as the original.
- viii) Any alternate restraint harness is permitted as long as it meets or exceeds the minimum standards as outlined in Section 3.2.C.
- ix) 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.
- x) Standard fuel tank must remain unaltered in dimensions and mounting.
- xi) 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.

**D. Shock Absorbers**

- i) 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.
- ii) 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:
  - a) the enlarged hole must remain concentric with that of the original configuration;
  - b) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, plate, or sleeve);
  - c) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter.

- d) 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.
- e) The use of any shock absorber bushing material, including metal, is permitted. This does not permit the use of an offset shock absorber bushing.
- f) 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.
- g) Shock absorbers with adjustable spring perches which have been welded in the stock position on the shock absorber are permitted.
- h) The dimensional characteristics of the shock and relative placement of the spring must remain as stock. If the spring perch on an aftermarket shock/strut is a small amount (e.g. 1/4") lower than the standard part, but the shock/strut otherwise complies with the requirements of this Section, a shim may be added to the spring perch to raise the spring base to the correct height. This shim must be permanently attached to the perch.

**E. Suspension**

- i) 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.
- ii) 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.
- iii) The steering system and its associated linkages will be considered as part of the suspension system.

**F. Brakes**

- i) Any alternate make and material of brake shoe linings and brake pads is permitted.
- ii) The fitting of single cylinder dual circuit systems is permitted.
- iii) 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.

**G. Tires & Wheels**

- i) 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:
  - a) (no tire models currently listed),
  - b) R-compound tires are a restricted modification. Appropriate preparation points must be taken if such tires are used.
  - c) 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 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.
- ii) No alterations to the vehicle are permitted for wheel installation or clearance.
- iii) 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.**
- iv) Wheel Studs or Bolts length and diameter may be changed. Wheel bolts may be changed to wheel studs.
- v) Unless appropriate preparation points are taken for alternate sized wheels, vehicles with metric sized wheels may use alternate rims using the following sizing method:
  - a) Diameter- convert metric measurement to inches and round to the nearest lower inch measurement.

- b) Width- convert metric measurement to inches and round to the nearest smaller 1/2 inch measurement
  - c) Offset- measurement remains the same based on the closest millimetre equivalent.
- vi) Wheel spacers are allowed provided that the resulting change in standard offset is not more than 0.25”.

#### **H. Electrical System**

- i) 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.
- ii) On cars made before January 01, 1968, any ignition system using the standard distributor may be used.
- iii) Ignition settings may not be adjusted beyond manufacturer's specifications for non-competition purposes.
- iv) No changes are permitted to electronic engine management systems or their programming unless directed by the manufacturer.
- v) 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).

#### **I. Engine and Drive Train**

- i) 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.
- ii) Any alternate fuel pump may be used, providing the number of fuel pumps remains as standard.
- iii) 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.
- iv) 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.
- v) 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.
- vi) Normal maintenance machine work is permitted, provided that the service limits specified by the manufacturer are not exceeded.
- vii) 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.

- viii) 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.
- ix) Locked differentials are prohibited.

#### **J. Fasteners**

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

### **5.4. PREPARATION POINT SCHEDULE – STOCK CATEGORY**

#### **A. Method of Assessment**

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

#### **B. Negative Points**

The negative points assessed for roll-over protection and fire extinguishers may only be used to offset other points assessed in Section 5.4.C.

#### **C. Weight Reduction**

- |  |            |
|--|------------|
| 1) Removal of or substitution of the front seat.   | 1 pt. each |
| 2) Removal of or substitution of the rear seat.  | 1 pt.      |
| 3) Battery, change in weight/location  | 1 pt. each |
| 4) Installation of roll-over protection, which meets all specifications, contained in Appendix B or Appendix C | -2 pts.    |
| 5) Installation of any number of securely attached and fully charged 2.5 lb (5BC) or larger fire extinguisher. | -1 pt.     |

#### **D. Running Gear and Suspension**

- |   |            |
|---|------------|
| 1) R-compound tires   | 1 pt.      |
| 2) 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 |
| 3) Wheels of other than stock diameter and/or width and or offset beyond +/- 0.25".   | 1 pt.      |

#### **E. Engine and Drive Train**

- |   |       |
|---|-------|
| 1) Limited (slip) differentials, other than standard equipment (does not allow change in the final drive ratio) | 1 pt. |
| 2) Removal of any emission control equipment  | 1 pt. |

## **5.5. SUPER STOCK CATEGORY**

### **A. Authorized Modifications**

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

### **B. Lower Category Modifications**

All Stock-category 'authorized' modifications are permitted.

### **C. Allowable Preparation Points**

The vehicle is permitted a maximum of six (6) preparation points under the preparation point system detailed in Section 5.8.

### **D. Bodywork**

- i) 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.
- ii) Cutouts for oil coolers are permitted.
- iii) 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.
- iv) Any alternate steering wheel may be used.

### **E. Suspension**

- i) 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 (ie: no filing or slotting of holes).
- ii) The cars suspension may be aligned anywhere within the full range of the manufacturer's stock, unaltered adjusting mechanisms.
- iii) 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.
- iv) If 'other suspension modification(s)' preparation points are taken in the Super Stock category, then the suspension **MAY ONLY** be modified as specified below:
  - a) Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, adjustable coil spring perches, or modification of springs. This does not allow the use of

spacers which alter suspension geometry, such as those between the hub carrier and lower suspension arm.

- b) Suspension bump stops may be altered or substituted but not removed.
- c) Suspension bushings may be replaced with bushing of any material (except metal) as long as they fit in the original location. Offset bushings may not be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball & socket replacing a cylindrical bushing).
- d) Addition, modification or replacement of lateral locating devices ( i.e.: Panhard Rods and Watts Linkage. ) is permitted. . Method of attachment and attachment points are unrestricted.

**F. Brakes**

- i) Substitution of brake hydraulic lines with braided metal lines is permitted.
- ii) 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.

**G. Tires & Wheels**

- i) Any make, model, or size of tire may be used provided there is both a DOT Approval stamp and approval number on the tire.
- ii) Any size and offset of road wheel may be used. providing the wheel/tire combination fits within the standard wheel well opening.
- iii) When viewed from directly above the outermost edge of the fender (using the hub center-line as the viewing axis) from an angle perpendicular to the ground, no portion of the tread 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. No modifications to the bodywork or suspension may be performed to facilitate installation.

**H. Electrical System**

- i) Any ignition system or part may be used. Ignition settings and curves may be altered beyond manufacturer's specifications.
- ii) Alternate ECU's /chips may be used on normally aspirated vehicles. Alternate ECU's/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.

**I. Engine and Drive Train**

- i) 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.

- ii) The engine cooling fan(s) may be modified or substituted, but not removed.
- iii) Removal of, or use of any alternate air cleaner assembly is permitted. Cold air induction ducting upstream of the air cleaner is allowed. On vehicles so equipped, the duct between the air flow/mass sensor and the throttle body is considered part of the air cleaner assembly/system.
- iv) 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.
- v) The transmission shifter and/or mechanism may be changed or modified
- vi) No "restricted" internal engine modifications may be made.

**J. Body structure modifications**

- i) 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.
- ii) Frame connectors are allowed.

## **5.6. STREET PREPARED CATEGORY**

### **A. Authorized Modifications**

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

### **B. Lower Category Modifications**

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

### **C. Allowable Preparation Points**

The vehicle is permitted a maximum of fifteen (15) preparation points under the preparation point system detailed in Section 5.8.

### **D. Bodywork**

- i) In order to provide clearance for tires and wheels:
  - a) Flares may be added and may be made of an alternate material.
  - b) 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.
- ii) 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.
- iii) Where tires extend beyond bodywork, no modification to the fender opening profile may be performed to allow for this.

### **E. Suspension**

- i) 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.
- ii) Any camber/caster alteration device is allowed provided preparation points for suspension are taken.
- iii) If the appropriate suspension points are taken, then the suspension mounting/pickup points may be modified or relocated.
- iv) The addition of/or modification of Traction Bars, Ladder Bars and Torque Arms is permitted. Mounting points and method of attachment are unrestricted.

### **F. Brakes**

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

**G. Tires & Wheels**

- i) 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.

**H. Engine and Drive Train**

- i) 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.
- ii) 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.
- iii) 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).
- iv) The cooling fans may be removed. The radiator may be modified or substituted.
- v) Any shift linkage may be used

**I. Updating and Backdating of Parts**

- i) 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.
- ii) The component must be standard equipment on the vehicle from which it was taken.
- iii) 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.
- iv) 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.
- v) 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.
- vi) 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.

- vii) 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.

**J. Body Structure Modifications**

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

**5.7. MODIFIED CATEGORY**

**A. Authorized Modifications**

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

**B. Running Gear and Suspension**

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

**C. 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.

**D. 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's 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.

**E. Eye Protection**

All drivers of open-wheeled and open cockpit cars shall wear adequate eye protection.

**F. 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 B or C of the Solo rulebook.

**5.8. PREPARATION POINT SCHEDULE – SUPER STOCK, STREET PREPARED AND MODIFIED CATEGORY**

**A. Method of Assessment**

A vehicle with modifications, except those permitted under 4.9. or those permitted under authorized modifications for the category in which the vehicle is entered, shall be assessed preparation points according to this section.

**B. Negative Points**

The negative points assessed for roll-over protection and fire extinguishers may only be used to offset other points assessed in Section 5.8.C.

**C. Weight Reduction**

- 1) Lightweight or removed panel. A panel is defined as a convertible top, roof, trunk or hatch back (or similar) lid, door, fender, hood, grill, valance, or any other coachwork panel. 1 pt. each

- 2) Lightweight bumper assembly or part of the bumper assembly removed, including bumper hardware, brackets, and energy-absorbing devices. 1 pt. per front or rear
- 3) Removal of or lightweight windshield or rear window, including the window hardware and trim. 1 pt. each
- 4) Removal of or lightweight side windows, including the window hardware 2 pts. any or all
- 5) Removal of exterior light assemblies, including the light hardware and trim. 2 pts. any or all
- 6) 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
- 7) Removal of or substitution of the front seat. 1 pt. each
- 8) Removal of or substitution of the rear seat. 1 pt.
- 9) Battery, changes in location or weight 1 pt. each battery
- 10) Installation of roll-over protection, which meets all specifications, contained in Appendix B or Appendix C -2 pts.
- 11) Installation of any number of securely attached and fully charged 2.5 lb (5BC) or larger fire extinguisher. -1 pt.

**D. Running Gear and Suspension**

- 1) 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
- 2) Any other suspension modification(s). 3 pts.

**E. Engine and Drive Train**

- 1) Limited (slip) differentials, other than standard equipment (does not allow change in the final drive ratio) (in Super Stock only) 1 pt.
- 2) Tubular headers or exhaust manifold other than OEM 2 pts.
- 3) Turbocharger, supercharger, or NO2 injection. other than OEM 4 pts. Each
- 4) Carburetor/fuel injection\*/induction system\*: any unauthorized modification which does not *change* the number of venturies/air throttles. 2 pts.
- 5) Carburetor/fuel injection\*/induction system\*: any unauthorized modification which results in a *change* in the number of venturies/air throttles. 4 pts.

\* 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."

\* Definition of fuel injection system: fuel metering unit, fuel distribution unit, injection nozzle(s), air duct, air throttle

- 6) Any other engine modification(s), subject to the restrictions below (not available in Super Stock): 4 pts.
- Reciprocating engine:** The cylinder bore diameter may be increased, provided the resulting increase can be achieved within the standard equipment block/barrels without the need to add material to the block/barrels. The number and location of the camshafts and valves may not be changed. The stroke may not be changed.
- Rotary engine:** The capacity of the working chambers may be increased, provided the resulting increase can be achieved within the standard rotor housing without the need to add material to the housing. The rotor is free, provided the number of lobes and rotors is not changed.
- 7) Flywheel change or modifications (except when part of engine modifications done as described in the above allowance). 2 pts.
- 8) Engine and/or transmission support may be modified with any alternate materials (except when part of engine modifications done as described in the above allowance). 2 pts
- 9) Any modifications/substitution of turbo chargers and/or boost control devices. 2 pts.
- 10) Change of controller (ECM and/or management chip) where the ECM also controls boost and/or shift points as applicable. (No points for ECM and/or chips if they don't control boost and/or shift points. They are authorized in these categories) 2 pts.

## **6. VEHICLE CLASSIFICATION LIST**

### **6.1. GENERAL CONSIDERATIONS**

#### **A. Responsibility for Classifying**

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).

#### **B. Unclassified Vehicles**

Unclassified vehicles (those not listed in the class lists) may be tentatively classified by the event organizer. The ASN SoloSport Committee may reclassify tentatively classified vehicles.

#### **C. Classification Request**

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

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

#### **D. Declaration of Preparation**

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.

#### **E. Re-Classification or Re-Alignment of Car Classes**

The ASN SoloSport Committee may classify or reclassify vehicles during the year.

#### **F. Class Corrections**

The ASN SoloSport Committee may correct improperly classified vehicles, subject to the grievance procedures contained in Appendix E.

### **6.2. STOCK CATEGORY**

- A. For all Stock Category listings refer to 2004 CAC classifications in Appendix A.

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

- A. For all Super Stock & Street Prepared Category listings refer to 2004 CAC

classifications in Appendix A.

#### **6.4. MODIFIED CATEGORY**

##### **A. A/Modified**

- i) All Formula Cars 2.5L and over. All non-compliant (to the GCRs) Sports Racers subject to the open wheel requirements listed below. All other open wheel vehicles not otherwise classified meeting the following requirements: Minimum weight of 318 kg (700 lbs) less driver; maximum wing area of 186 sq. cm. (20 sq ft.).

##### **B. B/Modified**

- i) All Formula Cars under 2.5L, and all Sports Racers. 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.) wheel base.

##### **C. C/Modified**

- i) All series-based/closed wheel cars with either a reciprocating engine or a rotary engine, of 2.0L and under.

##### **D. D/Modified**

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

##### **E. NOTES:**

- i) Formula Cars and Sports Racers

All Formula cars/Sports racers in Modified classes must be compliant to at least the previous year's GCR and be prepared to their respective race rules, except that non-spec wheels and tires may be installed. For the sake of these rules, "Formula Libre" vehicles are NOT considered a "Formula car" and as such must compete under the wheel base/weight/engine formula.

- ii) 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.

- iii) Wing Dimensions:

Wing areas will be calculated as in a plan (top down) view.

iii) General Competition Rules:

The GCRs referred to in this rule book are the current CACC General Competition Rules.