

APPENDIX B - ROLL BARS SPECIFICATIONS

1. General

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

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

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

2. Construction Materials

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

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

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

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

Under 1500 lbs	3.81 cm X 0.30 cm (1.50" X .120")
Under 2500 lbs	4.45 cm X 0.30 cm (1.75" X .120")
Over 2500 lbs	5.72 cm X 0.30 cm (2.250" X .120")

3. Fabrication

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

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

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

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

4. Bracing

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

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

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

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

5. Removable Bracing

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

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

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

- Wall thickness of the joining tube shall be a minimum of 0.30 cm (.120").

- Length of this tube shall be a minimum of 7.62 cm (3") on either side of the splice.

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

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

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

6. Mounting Plates

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

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

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

7. Welding

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

8. Alternate Designs

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

1.5 G lateral

5.5 G fore/aft

7.5 G vertical

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

APPENDIX C – ROLL CAGE SPECIFICATIONS

1. General Requirements

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

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

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

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

2. Construction Materials

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

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

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

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

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

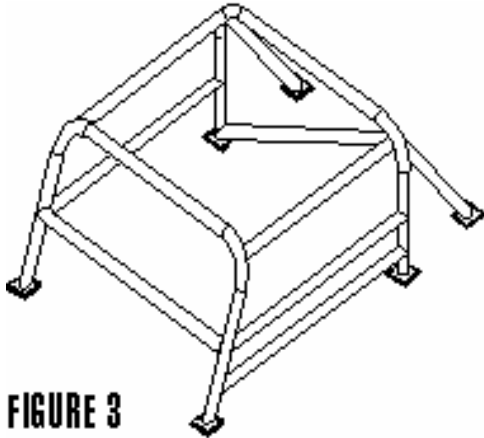
Under 2500 lbs 3.81 cm X 0.24 cm (1.500" X .095") or 3.49 cm X 0.30 cm (1.375" X .120")

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

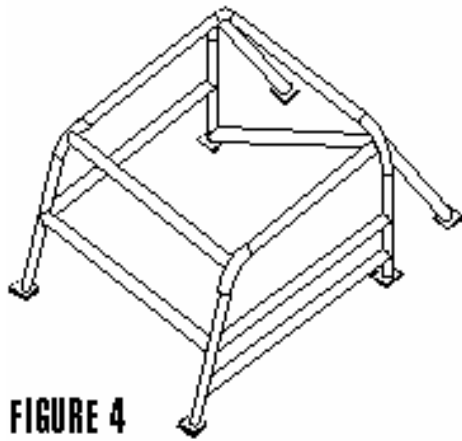
3. Fabrication

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

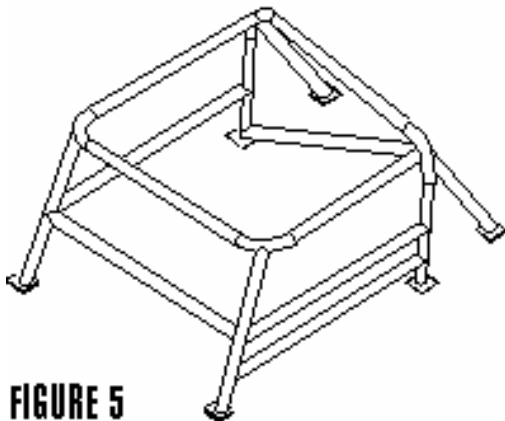
A figure of each hoop configuration is provided to illustrate the acceptable basic configurations:



**FIGURE 3
MAIN HOOP / PARALLEL FRONT HOOP**



**FIGURE 4
MAIN HOOP / TWO SIDE HOOPS**



**FIGURE 5
MAIN HOOP / TOP HOOP**

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

Construction guidelines for acceptable ovality and crimping will be:

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

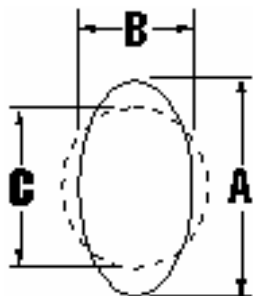


FIGURE 1 – OVALITY

Formula for ovality:

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

Notes:

A = maximum measurement

B = minimum measurement

C = nominal diameter

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

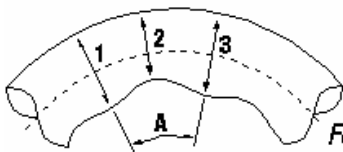


FIGURE 2 – CRIMPING

Formula for crimping:

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

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

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

4. Bracing

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

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

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

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

5. Mounting Plates

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

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

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

6. Welding

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

7. Gusseting

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

8. Removable Type Cages

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

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

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

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

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

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

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

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

9. Alternate Designs

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

1.5 G lateral

5.5 G fore/aft

7.5 G vertical

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

Appendix D - OFFICIALS AND THEIR DUTIES

1.1.Stewards

A. Requirement of Stewards

At least one CAC appointed Steward must be available for all or part of each CAC competition.

B. Assignment of Stewards

Stewards receive assignments from the CAC or the region executive solo events steward (if one has been appointed). A steward must be present at all championship solo events. Expenses for Stewards and Observers are the responsibility of the region listing the event.

C. Authority of the Stewards

The Stewards of the Meeting shall have supreme authority for the enforcement of the regulations governing the event and are responsible solely to CAC. They shall settle any claim which might arise during a meeting, under reserve of the right of appeal.

They shall act primarily in a judicial capacity and therefore shall not incur any responsibility for the organization or execution of an event.

A steward may not be a competitor at the event he is stewarding unless there are at least three stewards which may be competing or not.

The Stewards of the Meeting shall have supreme authority for the enforcement of the regulations governing the event and are responsible solely to CAC. They shall settle any claim which might arise during a meeting, under reserve of the right of appeal.

They shall act primarily in a judicial capacity and therefore shall not incur any responsibility for the organization or execution of an event.

When CAC has appointed one or more of the Stewards of the Meeting, such Steward, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards of the Meeting. The Senior Steward will have the final decision on any subject relevant to the Steward's authority. The Senior Steward is, in particular, responsible for assigning stewarding duties, planning and holding meetings and for ensuring that the event report is prepared and submitted on time.

The Senior Steward may not be a competitor at the event he is stewarding. Other Stewards may be competing in the event but can not act as Stewards in their class or run group.

The Stewards of the Meeting have power in accordance with these rules to:

- (a) Settle any protest or dispute arising during an event, subject to the right to appeal.
- (b) Inflict penalties of reprimand, fine, time, distance, probation or exclusion.
- (c) Prohibit from competing any driver or any vehicle which they consider to be dangerous.
- (d) Exclude from any one competition or from the event any driver who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice.
- (e) Penalize and/or order the removal from the course and its precincts any competitor who refuses to obey the order of a responsible official.
- (f) In case of force majeure or for reasons of safety either postpone, abandon, or stop a competition. If a competition is stopped, the Stewards may declare it "no contest" and arrange for

it to be restarted or alternatively declare the event concluded and determine the results based on the competitors positions at that time.

- (g) Appoint a temporary substitute or substitutes to replace any Steward not able to perform his duties.
- (h) Enquire into allegations of reckless driving and, if appropriate, penalize the individual or refer the matter to CAC for hearing.
- (i) Authorize amendments to the Supplementary Regulations for reasons of safety or force majeure.
- (j) Authorize the alteration of composition or the consolidation of heats.
- (k) Authorize a rerun in the case of tie runs.
- (l) Authorize the change of an automobile.
- (m) Authorize the modification of the program as to the position of the starting or finishing lines or in any other manner, in accordance with a request of the organizer where necessary to ensure reasonable safety for drivers and spectators.
- (n) Authorize the amendment of the results of a competition based on a correction by the Chief Timekeeper to take into account a penalty assessed against a competitor.
- (o) At his discretion he may reclassify a vehicle which a competitor has incorrectly classified, provided it is a case of honest error.

D. Duties of Solo Stewards

- (a) He shall ensure the course complies with the CAC Regulations.
- (b) He shall ensure that the necessary standards for protection of competitors, spectators, and property are complied with.
- (c) He shall ensure that all required safety equipment and personnel are present at the event.
- (d) He shall be available to all competitors one hour prior to the start of the event and must remain at the event until the grievance proceedings have concluded.
- (e) He shall make grievance forms available to competitors.
- (f) He shall accept inquiries which are submitted on the proper forms and within the time limits described in Appendix E 1.1.A.
- (g) Following receipt of an inquiry, he shall note the time of receipt of the inquiry, return one copy to the inquirer, give one copy to the organizer, and retain the remaining copies.
- (h) He shall receive the organizer's replies to all inquiries, transmit a copy of the reply to the original inquirer, and retain the remaining copies.
- (i) He shall accept protests which are submitted on the proper forms and within the time limits specified and accompanied by the appropriate fee specified.
- (j) He shall note the time the protest was received, return one copy to the protestor, and bring the remaining copies to the protest hearing.
- (k) Upon receiving a protest, the steward shall first verify that the protest has been properly submitted according to the rulebook. He shall then prepare a notice giving the location and time at which the protest hearing shall be held. This notice shall be posted next to the scoreboard. Notice shall also be given individually to each of the protested parties.

- (l) The steward shall conduct the protest hearing and render a decision. If the decision is deferred, the steward shall obtain such further evidence as he deems necessary, prepare his decision, and send it to the organizer.
- (m) If applicable, the steward shall consider protests submitted to him by mail. He shall then prepare his decision and send it to the organizer.
- (n) He shall accept appeals which are submitted within the specified time limits and with the specified fee, note the date and time of receipt on the appeal, return one copy to the appellant, and post one copy next to the scoreboard. Within twenty four hours after the conclusion of the event, the steward shall send by first class mail copies of the appeal to CAC.
- (o) Following the conclusion of the grievance proceedings, the steward shall obtain one copy of each grievance, reply, and notice which shall be included with his report. The steward shall retain all remaining copies for sixty days in case they are needed as evidence at a later appeal hearing.
- (p) Following the event, the steward shall submit a report on the event to the CAC. This report shall include his evaluation of the organization and conduct of the event; details on all accidents that may have occurred; copies of all inquiries, replies, protests, and appeals that were received; details of actions taken with respect to each lodged grievance; copies of the supplementary regulations, official notices, and results of the event; and any other information the steward feels should be brought to the attention of CAC.

E. Stewards Reports

As soon as practicable after the conclusion of an event, the Senior Steward shall compile, sign and send a Steward's report to:

- (a) The Organizer.
- (b) The Regional Solo Director.
- (c) The CAC.

The report must give the results of each competition, together with particulars of all protests lodged, action taken thereon, penalties imposed together with recommendations in respect of such cases.

The report shall also contain the Steward's general comments on the organization of the event and the exercise of their own powers in relation thereto and any other observations as to the conduct of the event which they consider should be made to CAC.

The report shall also contain a copy of the senior steward's instructions to the organizer and details of all accidents in which personal injury or property damage are believed to have occurred, detailing names and addresses of those involved.

1.2 Event Officials

A. General

- a) The staff of officials at each event shall include, but not be limited to the following:

- Chief Organizer
- Starter
- Scrutineer
- Clerk of the Course
- Chief Timekeeper

Course Marshals

- c) b) The individuals referred to above, shall be termed "officials" and may have assistants to whom any of their duties may be delegated.

B. Chief Organizer: Duties

- a) The duties of the chief organizer may include those of the clerk of the course.
- b) The chief organizer is responsible for the organization and general conduct of the event in accordance with the rulebook and any supplementary regulations.
- c) The chief organizer shall ensure that all reasonable safety precautions have been taken with regard to spectator safety and that all spectator control measures are operational at all times. This includes course security which is defined as maintaining control over spectator access to the course.
- d) The chief organizer shall be responsible for the completion of all accident report forms.

C. Clerk of the Course: Duties

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

D. Chief Timekeeper: Duties

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

E. Starter: Duties

- a) The starter shall be responsible for starting the cars off onto the course.
- b) The starter shall provide flagging to drivers if necessary.

c) The starter shall be responsible for staging vehicles, checking of safety inspection stickers, ensuring that the drivers are properly fastened in with seat belts and wearing helmets, and other aspects of the starting function. He may have assistants to help him in these duties.

F. Scrutineer: Duties

a) The Scrutineer shall ascertain that all vehicles comply with all safety regulations.

b) The Scrutineer shall report to the clerk of the course any vehicles that he finds that do not conform to the requirements of the regulations.

c) The Scrutineer shall reinspect any and all vehicles that may become unsafe at any time during the event and shall conduct technical inspections at the request of the clerk of the course.

d) The Scrutineer shall not communicate any official information to any other person than the clerk of the course.

G. Course Marshals: Duties

a) There must be sufficient course marshals to watch over the competition runs to ensure equality and safety to all competitors.

b) All portions of the course must be visible to at least one course marshal who can communicate through signals or by electronic means to the clerk of the course and/or the starter.

c) Each course marshal shall be supplied with the required flag(s) by the chief organizer. These flags shall be used to communicate with the drivers while they are on the course and shall be deployed in order to ensure their maximum effectiveness.

d) Course marshals shall be granted the powers of judges of fact in accordance with the duties of that position outlined in the rules.

APPENDIX E - PROTESTS AND APPEALS

This section is superceded by ASN Solosport GCR's

APPENDIX F - NOISE LIMIT

TRACKS OR VENUES ALLOWING A 103 DECIBELS LIMIT FOR MODIFIED CATEGORY VEHICLES (MAXIMUM PERMITTED UNDER CAC REGULATIONS). 96 DECIBELS WILL REMAIN THE MAXIMUM NOISE LIMIT FOR STOCK, SUPER STOCK AND STREET PREPARED VEHICLE AS SPECIFIED IN SECTION 4.8.A OF THE 2004 CAC RULEBOOK

- Gimli Motorsport Park (Gimli, Manitoba)
- PMG Technologies (Blainville, Quebec)
- Sanair Superspeedway (Ste-Pie, Quebec)
- Slemon Park (Prince Edward Island)

TRACKS OR VENUES WITH SPECIFIC LIMITS

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

APPENDIX G – 1972-2004 CANADIAN AUTOSLALOM CHAMPIONS

Overall Championship Winner

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

Ladies Overall

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

SuperSport

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

A Stock

2003	Noel Rabey	Calgary, AB	2004 Subaru WRX STi
2002	no entries		
2001	Gordon Zacharias	Morden, MB	2001 Honda S2000
2000	Gord Leach	Regina, Sask.	1971 Lotus Europa
1991	Susan Hagaman	Kirkland, Wash.	1989 Porsche 911 C4
1990	Jim Howell	Vancouver, B.C.	1985 Corvette
1989	Joe Cheng	Burnaby, B.C.	1988 Corvette
1988	Patrick Ma	Vancouver, B.C.	1987 Porsche 911 Carrera
1987	Joe Ulman	Mississauga, Ont.	1970 Corvette
1986	Joe Ulman	Mississauga, Ont.	1970 Corvette
1985	Joe Ulman	Mississauga, Ont.	1970 Corvette
1984	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1983	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1982	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1981	Gary Milligan	Richmond, B.C.	1970 Lotus Europa
1980	Gary Milligan	Richmond, B.C.	1969 Lotus Europa

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

B Stock

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

C Stock

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

D Stock

2003	Ian Basford	Calgary, AB	2002 Nissan Sentra SER V-Spec
2002	Edward Savage		1995 Plymouth Neon ACR
2001	no entries		
2000	no entries		
1991	Raymond Bastille	Moncton, NB	1988 Honda CRX Si
1990	Michel Leveque	St. Romuald, Que.	1981 Fiat X 1/9
1989	Christian Giroux	Terrebonne, Que	1985 Toyota MR2
1988	David Lai	Mississauga, Ont.	1985 Toyota MR2

1988	John Paczynski	Brampton, Ont.	1985 Honda CRX
1986	Bill Irving	Tantallon, N.S.	1985 Honda Civic
1985	John Paczynski	Brampton, Ont.	1981 Dodge Colt
1984	John Paczynski	Brampton, Ont.	1981 Dodge Colt
1983	Man Pong Tang	Vancouver, B.C.	1982 Toyota Starlet
1982	Wayne Manuel	Upper Gullies	1981 Mazda 626
1981	Art Trinidad	Richmond, B.C.	1979 Ford Fiesta
1980	Fred Hirschfeld	Edmonton, Alta.	1974 VW Beetle
1979	Andrew Field	Richmond, B.C.	1979 Honda Prelude
1978	Sam O'Young	Vancouver, B.C.	Honda Civic
1977	Robert Roy	Montreal, Que.	Honda Civic
1976	Stuart Rulka	Burnaby, B.C.	Morgan 4/4
1975	Fred Perez	Vancouver, B.C.	MBG
1974	Sam O'Young	Vancouver, B.C.	Alfa Spyder
1973	Stuart Rulka	Burnaby, B.C.	1968 Morgan 4/4
1972	Tom Wilson	Vancouver, B.C.	Cooper

D Stock Ladies

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

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

E Stock Ladies

2003	Carol Leuty	Federal Way, WA	1988 Porsche 924S
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F Stock

2003	Anthony Rehlinger	Calgary, AB	1999 Ford Mustang
2002	Paul Zahomasky	Haverhill, MA	2001 Ford Mustang 'Bullitt'
2001	no entries		
2000	Ron Simmonds	Calgary, AB	1988 Ford Mustang
1991	Campbell Carlyle	Richmond, BC	1987 Trans-Am
1990	Thomas Hong	Burnaby, B.C.	1987 Camaro IROC
1989	Michael McCrea	Moncton, N.B.	1987 Mustang GT
1988	Alex Dumitrescu	Burnaby, B.C.	1988 Mustang
1987	Duncan Johnson	Agincourt, Ont.	1986 Mustang LX
1986	Ian Law	Scarboro, Ont.	1982 Volvo 242 GLT
1985	Peter Gresser	Aurora, Ont.	1960 Corvette
1984	Allen Reid	Kelowna, B.C.	1969 MGB
1978	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1977	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1976	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1975	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1974	Dave Thomson	Kingston, Ont.	Camaro Z28

G Stock

2003	Tom Brydon	Vancouver, BC	1996 Plymouth Neon ACR
2002	Pierre Roberge		2000 Acura Integra Type-R
2001	Warren Milton		1999 Subaru Impreza 2.5RS

2000	no entries		
1991	Dave Krulitsky	Surrey, BC	1986 Dodge Omni GLH Turbo
1990	Jean Gagne	Beauport, Que	1986 Dodge Charger
1989	Mark Snell	Puyallup, Wash.	1983 Alfa Romeo GTV
1988	Murray Burkett	Winnipeg, Man.	1974 TR-6
1987	Bill Irving	Tantallon, N.S.	1987 Acura Integra
1986	Laverne Burkhart	Breslau, Ont.	1986 GMC Jimmy
1985	Mike Patterson	London, Ont.	1974 Toyota Corolla
1984	Ian Paine	Kelowna, B.C.	1976 Chevette
1978	Ross Olafsen	Delta, B.C.	Karmann Ghis
1977	Norman Bouchard	Ste. Foy, Que.	Honda Accord
1976	Debbie Parker	Halifax, N.S.	Toyota Corolla
1975	Robert Meggy	Delta, B.C.	Datsun 510
1974	Andy Field	W. Vancouver, B.C.	Datsun 710

H Stock

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

A Sedan

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

B Sedan

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

C Sedan

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

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

B Super Stock

2003	no entries		
2002	no entries		
2001	no entries		
2000	no entries		
1991	Joe Ulman	Mississauga, ON	1972 Corvette
1990	Rick Taylor	Coquitlam, B.C.	1965 Corvette
1989	Joe Ulman	Mississauga, Ont.	1970 Corvette
1988	Duncan Johnson	Agincourt, Ont.	1986 Mustang
1987	Terry Oslowy	White Rock, B.C.	1966 Corvette

C Super Stock

2003	Andre Yeu	Richmond, BC	1990 Mazda Miata
2002	Graeme McCrea		1983 Mazda RX-7
2001	Reijo Silvennoinen	Calgary, AB	1990 Mazda Miata

2000	David Larose	Vaudreuil, Que.	1987 BMW 325 is
1991	Russ Orsborn	Vancouver, BC	1988 Honda CRX Si
1990	George Cheung	Richmond, B.C.	1987 Honda CRX
1989	Grahma McCrea	Halifax, N.S.	1983 Mazda RX7
1988	Reg Clayton	Halifax, N.S.	1985 Honda GL
1987	Reg Clayton	Halifax, N.S.	1985 Honda GL

C Super Stock Ladies

2003	Leanne Junnila	Calgary, AB	1990 Mazda Miata
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D Super Stock

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

E Super Stock

2003	Matt Howe	Calgary, AB	1994 Eagle Talon TSi
2002	John Paine		1996 Chevrolet Camaro
2001	Ken Blaich	Calgary, AB	1987 Ford Mustang
2000	Ken Blaich	Calgary, AB	1987 Ford Mustang
1991	Alex Dumitrescu	Burnaby, BC	1988 Mustang
1990	Erick Juraschka	Brampton, Ont.	1988 Mustang

F Super Stock

2003	Shane Jensen	Kelowna, BC	1994 Honda Civic
2002	Wayne West	Halifax, NS	1987 VW Jetta
2001	Corey Dyck	Winnipeg, MB	2000 Ford Focus ZX3

A Improved

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

B Improved

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

C Improved

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

D Improved

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

1980	Sandy Mendelson	Toronto, Ont.	1977 Toyota Celica
1979	Vern Lhotsky	Vancouver, B.C.	1970 MGB

E Improved

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

A Street Prepared

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

B Street Prepared

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

C Street Prepared

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

D Street Prepared

2003	Terence Chu	Vancouver, BC	1992 BMW 325i
2002	Mike Benjamin		1992 Nissan 240SX
2001	no entries		
2000	Amir Navabi	St-Hubert, Que.	1978 Triumph Spitfire
1991	Eric Tong	Vancouver, B.C.	1984 Honda Civic
1990	Mikel Ruegamer	Vancouver, B.C.	1986 Honda CRX
1989	Dave Lam	Vancouver, B.C.	1984 Honda Civic
1988	Miles Holden	N. Vancouver, B.C.	1978 Honda Civic
1987	Donald Nimi	N. Vancouver, B.C.	1964 Healey Sprite

D Street Prepared Ladies

2003	Heather McKone	Vancouver, BC	2001 Ford Focus ZX3
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E Street Prepared

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

E Street Prepared Ladies

2003	Diane Carlyle	Surrey, BC	1994 Ford Mustang GT
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F Street Prepared

2003	Mason Yu	Vancouver, BC	1997 Honda Civic
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A Prepared

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

B Prepared

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

C Prepared

1986	Richard Boyk	Coquitlam, B.C.	1973 Camaro Z28
1985	Campbell Carlyle	Vancouver, B.C.	Trans Am
1984	Jim Best	Toronto, ON	1979 Mazda RX7
1983	Alan Weller	Gores Landing, Ont.	1970 Austin Mini
1982	David Gaze	Oakville Ont.	1974 Austin Mini
1981	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1980	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1979	Noel Montgomery	Peterborough, Ont.	1970 Austin Mini
1978	Gunter Schmidt	Midland, Ont.	VW Scirocco
1977	Bill Ferguson	Delta, B.C.	Alfa Spyder
1976	Bill Ferguson	Delta, B.C.	Alfa Guilietta
1975	Stuart Rulka	Burnaby, B.C.	Morgan 4/4
1974	Dave Hiley	Vernon, B.C.	AH Sprite 1098
1973	Barry Child	Vancouver, B.C.	BMW 2002tii
1972	John Sharples	Kelowna, B.C.	Alfa 2000

D Prepared

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

A Modified

2003	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
2002	Tyson Sawyer	Rindge, NH	1972 Tui Super Vee
2001	no entries		
2000	Joe Cheng	Burnaby, B.C.	1995 Phantom Extreme-R

1991	no entries		
1990	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1989	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1988	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1987	John Haftner	Vancouver, B.C.	1987 Super Vee
1986	John Haftner	Vancouver, B.C.	1976 Zink FF
1985	John Haftner	Vancouver, B.C.	1980 March Super V
1984	John Haftner	Vancouver, B.C.	1976 Zink FF
1983	John Haftner	Vancouver, B.C.	VW Dune Buggy
1982	John Haftner	Vancouver, B.C.	VW Dune Buggy
1981	Lawrie Watters	Vancouver, B.C.	1981 Lazer F440

B Modified

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

C Modified

2003	Alan Rae	Calgary, AB	1991 Caterham Super 7
2002	Glen Hoar		1971 Datsun 510
2001	Alan Rae	Calgary, AB	1991 Caterham Super 7
2000	Ian Basford	Edmonton, AB	1972 Datsun 510
1991	Keith Law	White Rock, BC	1973 Datsun 510 turbo
1990	Sam O'Young	Vancouver, B.C.	1977 Honda Civic
1989	Sam O'Young	Vancouver, B.C.	1977 Honda Civic
1988	Mike Boyle	Richmond, B.C.	1977 Honda Civic
1987	Ed Komori	Surrey, B.C.	1966 Sunbeam Tiger
1986	Glenn Fukui	Burnaby, B.C.	1966 Sunbeam Tiger
1985	Peter Wright	Mt. Albert, Ont.	1970 Datsun 240Z
1984	Robert Lee	Vancouver, B.C.	1975 Triumph TR7
1983	Len Welin	Pickering Ont.	1972 Datsun 240Z

C Modified Ladies

2003	Lisa Pusey	Coquitlam, BC	1985 Honda Civic
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D Modified

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

Appendix H – CONTACTS (REGIONS, CAC BOARD)

a) Canadian Autoslalom Championship

<http://www.asncanada.com/index2.html>

b) ASN/Canada/FIA Territories

Atlantic :(PEI, NS,NB, Nfld)

Atlantic Region Motor Sports(ARMS)

PO Box 31333, Halifax, NS, B3K 5Y5

<mailto:arms.inc@ns.sympatico.ca>

British Columbia

Confederation of Autosport Car Clubs (CACC)

<http://www.caccautosport.org/>

Ontario

Canadian Autosports Clubs – Ontario Region (CASC-OR)

Contact: 416-667-9500 Bob Varey

703 Petrolia Road, Downsview, ON M3J-2N6

<http://www3.sympatico.ca/casc.or>

Québec

Fédération Auto-Québec (FAQ)

4545 Pierre-de-Coubertin, Case postale 1000, succursale M, Montréal, Quebec H1V 3R2

Tél.: (514) 252-3052

Fax.: (514) 254-5369

info@autoquebec.ca

<http://www.autoquebec.ca>

Prairie (Alberta, Manitoba, Saskatchewan)

Western Canada Motorsport Association (WCMA)

Box 20341, Calgary Place P.O., Calgary, Alberta , T2P 4J4

(403) 242-1966

<http://www.wcma.ca>

c) 2004 ASN Solosport Committee

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