



ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

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

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

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

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

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ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

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1. ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS-AUTOSLALOM

Effective January 01, 2010. ASN Canada FIA (ASN) reserves the right at any time and from time to time to alter these regulations. Such alterations or additions will be published in the form of revised regulations or bulletins. Changes to these regulations will become effective on the date issued unless amended or revoked by ASN. Questions concerning rule clarification should be directed to the ASN SoloSport Committee.

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

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

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

Determinations by ASN officials are non-litigable;

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

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

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

2. TERMINOLOGY

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

- ASN: ASN Canada FIA, the National Sporting Authority recognized by the FIA as sole holder of the sporting power in Canada.
- Automobile: A land vehicle with a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches) propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; The steering must be ensured by at least two wheels and the propulsion by at least two of the wheels.
- ASN National SoloSport Committee: A group of nationally appointed individuals responsible for the administration of SoloSport events and enacting the policies adopted by ASN.
- AutoSlalom Technical Sub-Committee: A group of nationally appointed individuals responsible for the administration of these regulations and carrying out their mandate as determined by the ASN National SoloSport Committee.
- CAC: ASN Canada FIA Canadian AutoSlalom Championship.
- Category: Category is a grouping of vehicles based upon their degree of preparation as outlined in this rulebook. Categories shall be named Stock, Super Stock, Street Prepared, Modified and Touring.
- Class: A Class is a grouping of vehicles within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to the Vehicle Classification Schedule in this rulebook.
- Club: Any body recognized by ASN as a club. Clubs must be registered as societies in their provincial jurisdiction.
- Competition: A contest, governed by the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
- Competitor: A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
- Control Line: A line, at the crossing of which a vehicle is timed: i) start line is the first control line, with or without timing; ii) finish line is the final control line, with or without timing.
- Course: The route to be followed by competitors in a competition.
- Driver: A person nominated as the driver of an automobile in any competition.

- Entrant:** A person or organization whose entry is accepted for any competition.
- Event:** (a) A non competition event is when an automobile takes part in a scheduled program and which has no competitive nature in that neither times are given or results produced.
- (b) A competition event is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results (also see GCR 2.14).
- FIA:** Fédération internationale de l'automobile, the international federation of National Automobile Clubs.
- GCRs:** ASN Canada FIA SoloSport National General Competition Rules.
- Licence:** A certificate of registration issued to any person or body (drivers, entrants, manufacturers, teams, officials, organizers, etc.) wishing to participate or taking part in competitions (also see GCR 2.16).
- National Event:** A competition which is open only to competitors and drivers holding an appropriate licence issued or recognized by ASN and conducted under an organizing permit issued by ASN.
- Organizer(s):** A person(s), approved by ASN or ASN territory, invested by the club of record with all necessary powers for the organization of an event and the enforcement of supplementary regulations.
- Program:** A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.
- SoloSport Event:** A SoloSport event is conducted on closed courses in which each competitor completes the course one vehicle at a time. Jurisdiction over SoloSport Events (SoloSprint, AutoSlalom, Time Attack, Lapping and Drifting) is regulated by category specific regulations (also see GCR 2.23).
- Supplementary Regulations:** Compulsory official document issued by the promoters of a sporting competition with the object of laying down the details of a competition.
- Territory:** A Canadian province or group of provinces under the authority of ASN Canada FIA. Currently, the Territories are: CACC (British Columbia), WCMA (Alberta, Saskatchewan, Manitoba), CASC-OR (Ontario), FSAQ (Quebec) and ARMS (New Brunswick, Newfoundland, Prince Edward Island and Nova Scotia). The Territories' coordinates can be found in Appendix G

3. AUTOSLALOM EVENT REGULATIONS

3.1. GENERAL REGULATIONS

The regulations contained in this section shall apply to AutoSlalom events.

3.1.1. AutoSlalom Event

AutoSlalom: An event generally held on a paved, flat surface where the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize vehicle handling skill and maneuverability rather than vehicle performance. The course is appropriately defined so that a test of memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run. Competitors may be required to possess a valid ASN competition licence. For the purposes of this rulebook, the terms AutoSlalom, Autocross, Dual Solo shall mean the same.

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

3.1.2. Insurance

ASN requires that all sanctioned events have an event insurance certificate issued through the ASN insurance program. Details on policy coverages and application/report forms are available on the ASN web site (www.asncanada.com). (Also see GCR 4.20)

3.1.3. Waivers

It is a condition of the ASN insurance policy that waivers in the form specified by the insurance company be signed by all persons who participate in an event as an official, instructor, worker, student, competitor, crew member or who are permitted to enter areas normally closed to the public or spectators.

3.1.4. Disclosure

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

3.1.5. Incident Reports

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

3.2. EVENT PROCEDURES

3.2.1. a) Application for permit for AutoSlalom events

Applications for hosting an AutoSlalom event should follow the procedures set out in the applicable territory's procedures and policies.

b) Application to Host the ASN Canada FIA Canadian AutoSlalom Championship

The ASN Canada FIA National SoloSport Committee (NSC) has instituted a policy whereby the ASN Canada FIA Canadian AutoSlalom Championship will alternate between eastern and western Canada yearly. The NSC conducts a bidding process for hosting the event in the early fall. An ASN affiliated club or a promoter wishing to enter a bid to host the following year's event may do so by making application.

3.2.2.Event Supplementary Regulations

a) For non CAC AutoSlalom events, territory regulations shall govern the timelines.

b) For CAC events, a draft set of Supplementary Regulations shall be sent to all members of the NSC for approval not later than 90 days prior to the event.

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

3.2.3.Event Documentation

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

- Event permit:
- Insurance certificate
- Letter showing site authorization

Supplementary Regulations

3.2.4.Adverse Weather Conditions

The event shall proceed without consideration of weather conditions unless such conditions make it unsafe to conduct the event and warrant special consideration by the Organizer and/or the Event Steward(s).

3.2.5.Order of Running

The vehicles should run by class. The order must not be changed once announced.

3.2.6.Impound

Impound shall be applicable to all competitors. After each run group's final run of the event, all competitor vehicles shall go directly to impound where they will be held for inspection. No work is to be performed on a vehicle between the last run and impound.

All vehicles shall have hoods and trunks fully opened. Where applicable, each vehicle shall prominently display the vehicle's Preparation Point Schedule (PPS). Drivers may visually inspect each other's vehicles. The time limit for inquiries concerning eligibility of other entrants, drivers or their vehicles arising from Impound inspections is 30 minutes (GCR 9.5.i). During impound, the following minimum procedures will be administered by the Chief Scrutineer, or his representative(s), on all potential award-winning vehicles (as per unofficial results).

Stock, Super Stock, Street Prepared and Touring- Inspect for confirmation with PPS. Any tires not previously inspected may be subject to inspection here, if applicable.

Modified - Validate minimum weights (where possible) and confirmation with PPS. During weighing, if there is any question as to legality, the vehicle must be weighed in both directions.

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

A competitor risks disqualification if he does not follow impound procedures or if his vehicle fails to meet inspection requirements at impound.

3.3. COURSE DESIGN AND EVENT SAFETY

3.3.1. Minimum Standards & Guidelines

The following standards of course design are provided to give organizers direction in designing a course and to ensure that safety precautions are in place.

Organizing an event that complies with these regulations, calls for the exercise of prudent, good judgment and common sense. The protection of participants and property should be the prime factor governing all decisions relating to course design and safety.

Caution and proper attention should be given to the location of property which might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, paddock and grid locations and the like should all be carefully considered.

Surfaces must be paved and in good condition. Gravel or any type of non-stabilized, soft surface must not be used for an AutoSlalom event, with the exception of Autocross events. Attainable speeds on the course should be taken into consideration. Courses with dips that get a vehicle airborne are to be avoided.

Pylons should be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes or gates may be used to increase safety margins at certain points in the course.

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

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

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

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

3.3.2.Course Outline

The direction of travel through the course should be clearly defined.

3.3.3.Surface Hazards

Care should be taken to avoid potholes, loose gravel, grates, curbs, oily spots or other such features.

3.3.4.Buildings and Structures

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

3.3.5.Immovable Objects

The course should not pass closer than eight (8) meters from any permanent object such as a lamp post, planter, curb, or tree nor should such an object be on an exit pathway of a course curve or turn.

3.3.6.Off-Camber Turns

Negative camber turns should be avoided if at all possible.

3.3.7.Minimum Dimensions

Minimum gate width should be no less than four point six (4.6) meters wide as measured between the pylon bases. Minimum distance between cones in a linear slalom should be fourteen (14) meters as measured between the pylon bases. Minimum turn radius should be no less than ten (10) meters and the radius of one turn should not overlap the next turn.

3.3.8.Course Markers

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

3.3.9.Spectator Safety

Spectators should be kept well back 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. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course.

3.3.10. Passenger

Passengers are NOT allowed during official runs of an event.

3.3.11. Placement of Timers

Care should be taken in the course design with the location of the finish area as well as the design of the final course elements to control the speed over the timing line. The timing equipment and marshals should be placed well clear of the course.

3.3.12. Worker Stations

Adequate marshaling should be provided to staff each worker station to ensure adequate and consistent policing of course infractions. Marshaling stations should be placed so that they are visible from the main timing and scoring area, in appropriate sections of the course which allow workers an unobstructed view of the pylons in their section as well as allowing for fast and easy access to replace pylons. Each worker station should contain a fire extinguisher, a red flag, a means to log pylon penalties and other infractions and a radio in order to be in radio contact with the Clerk of the Course and scoring.

Marshals should also be instructed on their duties and advised that they remain standing while the course is active. Marshals should refrain from using cameras or personal communication devices while on the course.

3.3.13. Noise Limit

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

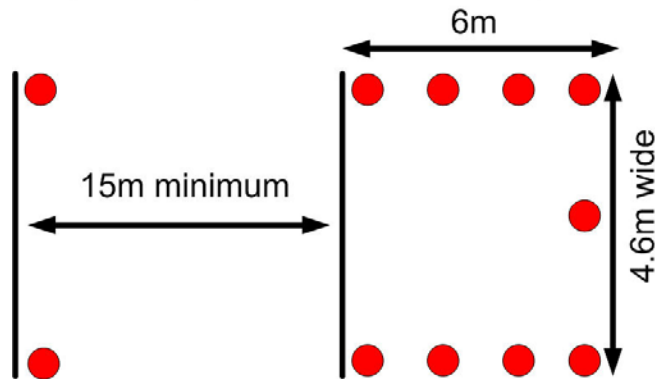
3.3.14. Finish Area/Stop Box Requirement

All course finishes shall be constructed either in the form of a stop box such that the competitor must come to a full stop before leaving the stop box or with sufficient distance that the competitor can slow to a walking speed within a controlled area before leaving the finish area via the direction indicated by the pylons. In all cases, a sufficient distance past the timing line must be available to safely slow or halt any vehicle from the highest possible speed attainable at the timing line without locking brakes. (A stop box should be constructed so that at least one marker must be removed to allow a vehicle to exit in a forward direction.) The finish area must also be pointed away from all spectator, parking, and staging areas.

3.3.15. Stop Box Specifications for Complete Stop

The end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m.

Stop Box Specifications for Complete Stop

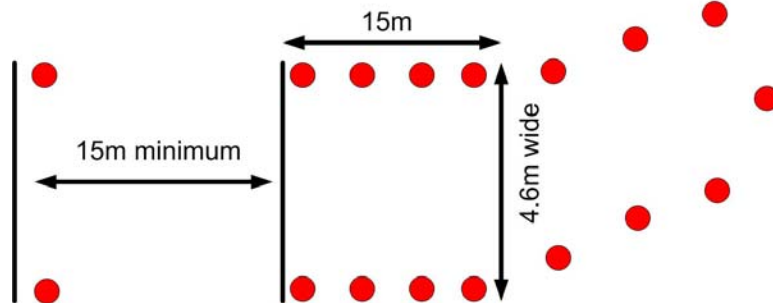


The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons.

3.3.16. Stop Box Specifications for Slow Rolling Design

The end of the course must be made into a finish box consisting of at least eleven (11) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m with pylons narrowing the box and indicating direction to leave the course.

Stop Box Specifications for Slow Rolling



3.3.17. Course Maps

At or prior to the event, the organizers should provide each competitor with a map of the course(s) to be used. The organizer should post an enlarged course map for easy viewing at the event.

3.3.18. Vehicle Restrictions

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

3.3.19. Maximum Speed Considerations

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

3.4. TIMING AND SCORING

3.4.1. Vehicle Limits

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

3.4.2. Competitor Limits

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

3.4.3. 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. There shall be a time period for Competitors to have an opportunity to walk the course prior to commencement of the first timed run of the event.

3.4.4. Run Limits

No driver may drive the course more than the official number of runs allowed for any other entry (except for re-runs as below)..

3.4.5. Re-runs

Re-runs shall be granted only for timer failure (as described in 3.4 13), persons on course, or hazardous objects on course. The affected competitor shall be shown a red flag on course and shall stop and await the course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs. Some competitor actions may be considered sufficient cause for disqualification by the steward(s). Any pylon penalties from the aborted run shall not carry over to the re-run. Any competitor executing a DNF prior to being 'red-flagged' is not eligible for a re-run.

3.4.6. Consecutive Runs

No driver shall make two runs back to back. There shall be a minimum five-minute space between runs made by the same vehicle either by a second driver or by the same driver, including re-runs.

3.4.7.Run Group Results

After each run group completes a run, the organizer should post the scores including the driver's name, vehicle number and class prior to the next run of the run group.

3.4.8.Scoring Format

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

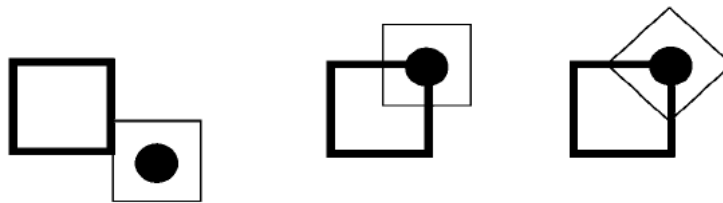
3.4.9.Down-and-Out Rule

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

Penalty Assessed:



No Penalty Assessed:



3.4.10. Pylon Down on Course

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

3.4.11. Timer Specifications

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

3.4.12. Timer Failure

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

3.4.13. Back-up Timing System

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

3.4.14. Basis for Scoring

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

3.4.15. Ties

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

3.4.16. Did Not Finish (DNF)

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

3.4.17. 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 finish timing line, this will be classed as an airport loop.

3.4.18. Complete Stop Requirement

Failure to come to a complete stop within the finish box shall be scored a DNF (within the finish box is defined as no part of the vehicle is beyond a line marking the perimeter). The down and out pylon 2-second penalty rule will apply to each of the stop box pylons.

3.4.19. Slow Rolling Requirement

Failure to reduce speed to 15 kph before passing the final directional indicating pylons or hitting one of the directional indicating pylons after the stop box shall be scored a DNF. The down and out pylon 2 second penalty rule will apply to each of the stop box pylons (finish marshal is judge of fact).

3.4.20. Proper Exit from the Course

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

3.4.21. Completion of Run

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

3.4.22. Scoring a DNF

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

3.4.23. Did Not Start (DNS)

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

3.4.24. Points Calculation

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

3.4.25. Ranking

The Competitor having the lowest time in his vehicle classification shall be designated as a class winner and, in the CAC, National Class Champion.

3.4.26. Ladies Classes

For each vehicle class, there will be a Ladies Class, identified by the letter "L" at the end of the class name. Ladies may choose to compete in the regular class or the Ladies Class, but not both at the same time.

3.4.27. Bumping

Voluntary Class or Category Bumping:

Is allowed in order to facilitate the combining of classes and or to allow competitors to have a full class to compete in. The following is the recommended progression to follow when taking advantage of the voluntary class or category bumping rule for Regional and Club events.

Voluntary Class or Category bumping is not applicable to the National AutoSlalom Championship event.

Competitors will be permitted to voluntarily bump to the next higher class if in a non-full class. The following bumping order shall be followed:

Stock Category:

HS to GS to DS to ES to CS to BS to AS to SS to correct Super Stock class for bumped vehicle.

FS bumps directly to CS.

Super Stock Category:

ESS to BSS to ASS to correct Street Prepared class for each bumped vehicle.
FSS to DSS to CSS to ASS to correct Street Prepared class for each bumped vehicle.

Touring Category:

T1 to T2 to correct Street Prepared class for each bumped vehicle.

Street Prepared Category:

ESP to BSP to ASP to DM or CM whichever is appropriate.
FSP to DSP to CSP to ASP to DM or CM whichever is appropriate.

Modified Category:

DM to CM to BM to AM

Ladies Classes:

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies' Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies' Class. If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to ESL, then to ES, then to DSL, etc.

Competitors will be permitted to voluntarily bump to the next higher category if in a non-full class, as long as they are in their correct class in that category. For example:
Chevrolet Comaro V8- moves from F/Stock to E/Super Stock to E/Street Prepared to D/Modified

Bumping will only continue until the competitor has reached a full class (3 competitors). This applies for bumping class or category

Example:

Bumping Class - you cannot bump from GS to CS if ES is or will become a full class as you bump through

Bumping Category - you cannot bump from CS to CM if CSS is or will become a full class as you bump through

3.4.28. Overall National Champion

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

3.5. NATIONAL EVENT RESULTS GUIDELINES

3.5.1. Results Format

All results for National events shall meet the following requirements:

- Results should be structured in category (Stock, Super Stock, Street Prepared, Modified and Touring), with Classes listed alphabetically in each Category;
- Class winners shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons, and the corrected time (e.g. – competitor A: 65.25 sec + 2 pylons = 69.25 sec);
- Ladies Classes will be listed separately from each regular class;
- A separate heading shall be used to list the top 10 competitors overall with PAF times;
- A separate listing of all competitors with indexed times showing the Overall National Champion rankings.
- An indication of the total number of competitors at the event.

3.5.2. Final Results -Presentation Format

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

- Details concerning the event (name, organizing club, date of event, permit number
- Acknowledgement of sponsors, stewards, organizing committee, etc.
- Results as per 3.5.1

3.5.3. ASN Canada FIA Canadian AutoSlalom Championship Awards

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

- 1 trophy for 1 to 3 competitors in a class;
- 2 trophies for 4 to 6 competitors;
- 3 trophies for 7 to 9 competitors;

- 1 additional trophy for every four additional competitors.

3.5.4. Grievance Procedures and Sportsmanship

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

4. COMPETITOR ELIGIBILITY

4.1. Eligibility to Compete

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

- Hold a current provincial or state Driver's Licence and,
- Hold a membership or licence from ASN or ASN Territory that grants eligibility for AutoSlalom events and,
- Have a current membership card of an ASN affiliated club.

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

4.2. Underage Drivers

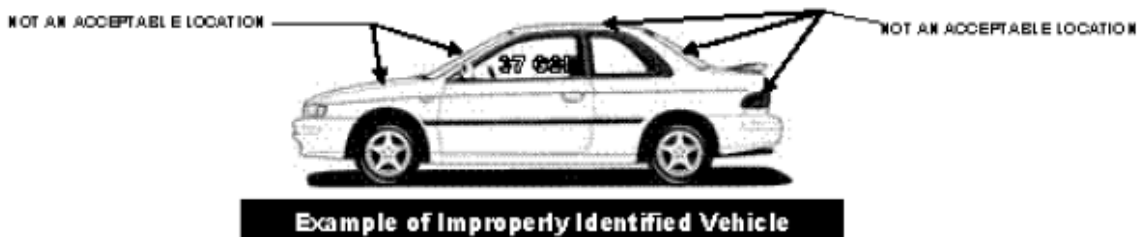
Competitors under the age of majority for the province in which the event is taking place must present both a completed Parental Consent Waiver and a Minor Participant Waiver. These waivers are available on the ASN Canada FIA web site (www.asncanada.com).

4.3. US Competitors

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

4.4. Numbers

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



4.5. Helmets

4.5.1 Helmets meeting the following FIA standards are approved for use in AutoSlalom.

FIA 8860-2004

Snell 2000 SA or 2005 SA

SFI Foundation 31.1A, 31.2A or 31.1/2005

British Standards Institution BS 6658-85 type A/FR (expires Dec 31, 2013)

Snell 2000 M or 2005 M rated helmets are not acceptable for vehicles described in section 2.4.1

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

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

4.6. Footwear

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

5. BASIC VEHICLE PREPARATION

5.1. Basic Vehicle Eligibility

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

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

Be propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two wheels and the propulsion by at least two of the wheels;

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

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

5.2. Unsuitable Vehicles

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

5.3. Driver Restraints

- 5.3.1 All participants shall properly wear an OE or an FIA/SFI approved seat belt (restraint system) during the event. The participant has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.
- 5.3.2 (Effective January 1, 2011) FIA homologated harness sets must not be used in competition after the expirations date on the label affixed to the harnesses. SFI licensed harness sets must have a date of manufacture label that is no older than two years.
- 5.3.3 An OE or DOT three point restraint system is acceptable for vehicles equipped without roll bars/cages , excluding 'Modified' vehicles. An OE or DOT approved three point restraint system is also acceptable for vehicles, excluding 'Modified' vehicles, equipped with a roll bar provided the head of the competitor cannot strike the roll bar during an incident. 'CG Lock' or other devices that lock the lap belt portion of the OE seat belt in place are also permitted.
- 5.3.4 A minimum of a four point restraint system is required for all vehicles equipped with a roll bar where the head of the competitor could strike the roll bar during an incident. Such restraint systems must meet one of the following standards: FIA Standard 8853/98, SFI 16.1 or 16.5.
- 5.3.5 A five or six point restraint system is required for all modified vehicles and vehicles equipped with a roll cage. Such restraint systems must meet one of the following standards: FIA Standard 8853/98, SFI 16.1 or 16.5.

5.4 Harness Installation

5.4.1 (Please note the 'Drawings' mentioned below are to be found on the FIA web site: www.fia.com, under Regulations, then International Sporting Code and Appendices, then Article 253 -2009, Safety Equipment, Article 6)

5.4.2 It is prohibited for the seat belts to be anchored to the seats or their supports.

- 5.4.3 A safety harness may be installed on the anchorage points of the series car.
- 5.4.4 The recommended geometrical locations of the anchorage points are shown in Drawing 253-61.
- 5.4.5 In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°. The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent.
- 5.4.6 If possible, the anchorage point originally mounted by the car manufacturer on the C-pillar should be used.
- 5.4.7 Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard.
- 5.4.8 In that case, the shoulder straps of 4-point safety harnesses may be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer.
- 5.4.9 For a 4-point harness, the shoulder straps must be installed crosswise symmetrically about the centre-line of the front seat. (see Drawing 253-61)
- 5.4.10 The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. Care must be taken that the straps cannot be damaged through chafing against sharp edges.
- 5.4.11 If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps.
- 5.4.12 The shoulder straps may also be fixed to the safety cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement welded between the backstays of the cage (see Drawing 253-66).
- 5.4.13 In this case, the use of a transversal reinforcement is subject to the following conditions:
- The transversal reinforcement shall be a tube measuring at least 38 mm x 2.5 mm or 40 mm x 2 mm, made from cold drawn seamless carbon steel, with a minimum tensile strength of 350 N/mm².
 - The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downward with an angle of between 10° and 45° to the horizontal from the rim of the backrest, an angle of 10° being recommended.
 - The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see Drawing 253-67 for the dimensions). These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16UNF specification.

Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps.

- In the case of one anchorage point for two straps (prohibited for shoulder straps), the load considered will be equal to the sum of the required loads.
- For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a thickness of at least 3 mm must be used.
- Principles of mounting to the chassis / monocoque:

General mounting system: see Drawing 253-62.

Shoulder strap mounting: see Drawing 253-63.

Crotch strap mounting: see Drawing 253-64.

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

5.5 Use of Driver Restraints

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.

The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained.

The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.

They must also be replaced if metal parts or buckles are bent, deformed or rusted.

Any harness which does not function perfectly must be replaced.

5.6 On-Board Starters

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

5.7 Fluid Containment

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

5.8 Noise Limit

Adequate muffling devices must be installed on all vehicles with a sound level to a maximum of 96 decibels unless there is a higher alternate noise limit for that facility/track listed in the Appendix E. In such cases, the maximum limit shall not exceed 103 decibels for vehicles in the Modified category but will remain 96 decibels for Stock, Super Stock

and Street prepared vehicles. Organizers may apply to ASN for alternate noise limits if the facility/track requires or permits. Such limits must be sent out to all competitors in the Supplementary Regulations 60 days in advance of the event and must be posted at the site on the day of the event. Please note that some facilities require a lower decibel reading and, in order to compete there, vehicles will have to abide by those lower decibel limits. Event organizers should include notice of a lower limit in the event's supplementary regulations.

5.9 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. Please note that some facilities have their own measurement procedures and, in order to compete there, vehicles will have to abide by those measurement procedures. Event organizers should include a notice in the event's supplementary regulations when such measurement procedures occur.

5.10 Technical Inspection

A technical inspection for all competing vehicles is to be held at the start of an event. The technical inspection consists of: a self declaration on the preparation standard of the competition vehicle, a check on compliance with mandated safety requirements and vehicle class eligibility..

5.11 Vehicle Preparation Checks

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

5.11.1 Brakes

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

5.11.2 Throttle

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

5.11.3 Engine Compartment

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

5.11.4 Loose Items

There are no loose items in the interior of the vehicle. Driver's floor mat has been removed or relocated so that it cannot interfere with the operation of the pedals.

5.11.5 Road Wheels

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

Wheel bearings and suspension components are functional and in good operating condition suitable for SoloSport event conditions.

5.11.6 Steering and Suspension

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

5.11.7 Tire Condition

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

The measurement points must be within tread grooves or measurement holes along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter direction where measurement holes may be located. (Tread definition, see Section 6.1 7.)

Tires are not re-grooved or recapped.

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

5.11.8 Swing Axle Vehicles

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

5.11.9 Tonneau Covers

Tonneau covers are removed.

5.11.10 Batteries

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

5.11.11 Roll-over Protection

Roll-over protection is highly recommended for all open vehicles and is required for all A&B modified vehicles. Roll-over protection is required for C&D modified vehicles having 16 preparation points or more. All roll-over protection devices shall be constructed to the requirements outlined in Appendix C or D of these regulations or to the requirements of Article 253 of Appendix J of the FIA.

5.11.12 Closed Vehicle Roll-over Considerations

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

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

5.11.13 Window Requirements

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

5.11.14 On-board Cameras

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

- The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and;
- The camera and camera mount do not pose a safety concern to the competitor, and;
- Secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails;
- All remote apparatus such as battery packs, remote recording and/or transmitting devices shall be secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable during inspection.
- All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized;
- Final approval of camera mounts rests with the chief scrutineer.

5.11.15 Vehicle Modifications

Modifications to the vehicle shall be properly installed or fabricated as per the respective part manufacturer's instructions. Any modification shall be securely fastened so as to

allow the proper function of both the modification and the vehicle itself-with no interference or potential interference with moving parts.

6. VEHICLE PREPARATION REGULATIONS

6.1 GENERAL DEFINITIONS:

6.1.1.Sedan

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

6.1.2.Model

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

6.1.3.Standard Parts and Equipment

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

6.1.4.Open and Closed Vehicles

Open vehicles have a convertible top. Closed vehicles have a fixed roof, a T-top or a Targa top with a full windshield.

6.1.5.Series Produced

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

6.1.6.Burden of Proof

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

6.1.7.Tread

Tread is defined as 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 further 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 and included angle of 45 degrees or more from the straight-edge shall not be considered tread.

6.1.8.Special Considerations

Because of the variation in vehicle design and manufacturing, the NSC may authorize specific, alternate specifications for specified models of vehicles under exceptional circumstances as they occur. Such instances may occur where the design or construction of a certain model of vehicle may not meet the requirements of an item in this rulebook. Such specific authorizations will be published in future editions of this rulebook or as ASN competition bulletins.

6.2. VEHICLE MODIFICATION AND PREPARATION

6.2.1.General Modification Principles

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

i. Authorized

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

ii. Restricted

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

iii. Prohibited

These are modifications that are specifically prohibited in a vehicle 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 vehicle ineligible for competition under the category where such modifications are not allowed.

6.2.2.Substitution of Coachwork

Where substitution of coachwork is permitted (either with or without incurring preparation points), the replacement panel must completely replace the original panel and must be

without holes or other interruptions in the continuity of the surface unless specifically listed in the authorized modifications of the category. Coachwork is defined as all external panels and pieces of the body exposed to the air stream. The material of replacement panels must be metal, glass-reinforced plastic, or other suitable fire-resistant material.

6.2.3.Substitution of Suspension

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

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

6.2.4.Compliance with the Regulations

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

7. STOCK CATEGORY

Stock Category vehicles must be run as specified by the factory with only standard equipment as defined by these regulations. This requirement refers to individual parts and to combinations thereof which would have been ordered individually or together for a specific vehicle. 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 vehicle must meet all requirements of this section.

7.1. Authorized Modifications

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

7.2. Allowable Preparation Points

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

7.3. Bodywork

7.3.1.The addition or use of alternate accessories, gauges, indicators, lights, mirrors, and other appearance, comfort, and convenience modifications which have no effect on performance and/or handling are permitted. A single wiper arm system may replace the original if operational. Foot pedal covers are allowed.

7.3.2.The shift knob may be modified or substituted. This does not include the shifter lever, handle, body or mechanism.

7.3.3.Substitution of steering wheels is allowed provided the new steering wheel does not differ

in outside diameter by more than 26 mm from the original wheel. Air bags may be electronically disabled. Air bags may be removed if 1 preparation Point is taken.

- 7.3.4. Any fuel-filler cap may be used. Monza style gas caps must be secured against accidental opening.
- 7.3.5. The folding, but not removal of the windshield and/or the convertible top is permitted, providing the mechanism is standard equipment. T-tops and Targa tops may be removed.
- 7.3.6. The removal of the spare tire(s), tools, and jack is permitted.
- 7.3.7. Any alternate front fender is permitted, providing it is the same size, shape, and at least the same weight as the original.
- 7.3.8. Any alternate restraint harness is permitted as long as it meets the standards as outlined in Section 5.3.
- 7.3.9. Any spoiler/air dam may be added or modified, provided it is at least the same weight as the original spoiler/air dam or the panel(s) it replaces.
- 7.3.10. Standard fuel tank must remain unaltered in dimensions and mounting.
- 7.3.11. Tow-bar brackets and hooks may be installed, and the appropriate modifications to the bumper and/or frame in order to install them are permitted, provided such modifications do not reduce the weight of the vehicle.

7.4. Shock Absorbers

- 7.4.1. The make of shock absorber may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered. Substituted shock absorbers may provide no more than two external damping adjustments.
- 7.4.2. The mounting hardware shall be the original type. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft is larger than the center hole of an upper mount assembly, that hole may be enlarged by the minimum amount necessary to accommodate the shock shaft size, provided the following restrictions are met: (1) The enlarged hole must remain concentric with that of the original configuration; (2) The enlargement of the hole does not require modification of a bearing (as opposed to a washer, plate, or sleeve); (3) Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter.
- 7.4.3. Bump stops installed externally and concentric with the shaft of a shock absorber may be drilled out to fit larger-diameter shock shafts. Bump Stops with similar characteristics to those of the original may be substituted for the purpose of installing aftermarket shock absorbers.
- 7.4.4. The use of any shock absorber bushing material, including metal, is permitted. This does not permit the use of an offset shock absorber bushing.
- 7.4.5. The interchange of gas and hydraulic shock absorbers is permitted. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use non-electronically controlled alternatives.
- 7.4.6. Shock absorbers with adjustable spring perches which have been mounted in the stock location using the OE fastenings (or welded in the stock location) are permitted.

7.4.7. The dimensional characteristics of the shock and relative placement of the spring must remain as stock. If the spring perch on an aftermarket shock/strut is a small amount (e.g. ¼") lower than the standard part, but the shock/strut otherwise complies with the requirements of this section, a shim may be added to the spring perch to raise the spring base to the correct height. This shim must be permanently attached to the perch.

7.5. Suspension

7.5.1. The bushing attaching the end of the strut to the body or frame on a strut type suspension is a suspension bushing, not a shock absorber bushing. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension.

7.5.2. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual for non-competition purposes. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts. If authorized by the manufacturer, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed. If enlarging mounting holes is specifically authorized, but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification

7.5.3. The steering system and its associated linkages will be considered as part of the suspension system.

7.6. Brakes

7.6.1. Any alternate make and material of brake shoe linings and brake pads is permitted.

7.6.2. The fitting of single cylinder dual circuit systems is permitted.

7.6.3. The addition of a brake cooling system is permitted. The brake backing plates may be modified or removed. Minor modification to the interior fender panels and interior front body panels are permitted in order to facilitate the installation of the brake cooling system, provided such minor modifications serve no other function. Water-cooled braking systems are prohibited.

7.7. Tires

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

(no tire models currently listed);

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

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

- 7.7.2 Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited.

7.8. Wheels

- 7.8.1. Unless appropriate preparation points are taken for alternate sized wheels, any type wheel may be used provided it complies with the following: it is the same width and diameter as standard, and as installed (including wheel spacers if applicable) it does not have an offset more than +/- 0.25 inch from a standard wheel for the vehicle. The resultant change in track dimensions is allowed. Vehicles originally equipped only with 12 inch diameter wheels, may use 13 inch diameter wheels of the same width as standard and offset within +/- 0.25 inch of standard. Vehicles normally equipped w/ rim less than 5" wide may use 5" wide rims.
- 7.8.2. Wheel spacers are allowed provided that the resulting change in standard offset is not more than 0.25".
- 7.8.3. Wheel Studs or Bolts length and diameter may be changed. Wheel bolts may be changed to wheel studs.
- 7.8.4. No alterations to the vehicle are permitted for wheel installation or clearance.
- 7.8.5. Unless appropriate preparation points are taken for alternate sized wheels, vehicles with metric sized wheels may use alternate rims using the following sizing method:
- Diameter- convert metric measurement to inches and round to the nearest lower inch measurement;
 - Width- convert metric measurement to inches and round to the nearest smaller ½ inch measurement;
 - Offset- measurement remains the same based on the closest millimeter equivalent.

7.9. Electrical System

- 7.9.1. The make of spark plugs, points, ignition coil, and high tension wires is free, providing the number of such items does not change from that originally installed in the vehicle.
- 7.9.2. On vehicles made before January 01, 1968, any ignition system using the standard distributor may be used.
- 7.9.3. Ignition settings may not be adjusted beyond manufacturer's specifications for non-competition purposes.
- 7.9.4. No changes are permitted to electronic engine management systems or their programming unless directed by the manufacturer.
- 7.9.5. Any alternate battery may be used, provided the number, mounting, size/weight (plus or minus 20%) and location are the same (motorcycle and other weight saving batteries are not allowed).

7.10. Engine and Drive Train

- 7.10.1. The carburetor metering rods and jets may be changed. The air/fuel mixture may be adjusted using the method authorized by the manufacturer for non-competition purposes.
- 7.10.2. Any alternate fuel pump may be used, providing the number of fuel pumps remains as

standard.

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

7.11. Fasteners

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

8. SUPER STOCK CATEGORY

8.1. Authorized Modifications

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

8.2. Lower Category Modifications

All Stock-category 'authorized' modifications are permitted.

8.3. Allowable Preparation Points

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

8.4. Bodywork

8.4.1. In order to provide engine induction or ventilation, the addition of grills or air scoops is permitted. The removal, modification or substitution of hood liners permitted.

8.4.2. Cutouts for oil coolers are permitted.

8.4.3. Spoilers, body kits, rear wings, etc. are allowed. Only minor modification to the standard bodywork is allowable to fit an aftermarket body panel. Rear wings other than O.E.M. may

not extend higher than the highest point of the roofline, may not extend rearward more than the rear most edge of the factory bodywork, and may be no wider than the widest point on the body not including side mirrors or aftermarket accessories. The intent of this rule is to allow as wide a variety of appearance kits as possible while maintaining some limits on wing/spoiler technology.

8.4.4. Any alternate steering wheel may be used.

8.5. Suspension

8.5.1. The standard suspension mounting points on the chassis may be reinforced, but their location may not be changed. Suspension geometry may not be altered through the modification of suspension mounting points on the chassis (e.g.: no filing or slotting of holes).

8.5.2. The vehicle's suspension may be aligned anywhere within the full range of the manufacturer's stock, unaltered adjusting mechanisms.

8.5.3. The addition, substitution, or modification of any part of a front or rear suspension anti-sway bar system is allowed subject to the applicable preparation points.

8.5.4. If 'other suspension modification(s)' preparation points are taken in the Super Stock category, then the suspension MAY ONLY be modified as specified below:

8.5.5. Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, adjustable coil spring perches, or modification of springs. The use of spacers to alter suspension geometry, can only be as specified in Section 8.5.

8.5.6. Suspension bump stops may be altered or substituted but not removed.

8.5.7. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted

8.5.8. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in 7.5.2. Caster changes resulting from the use of camber bolts are permitted.

8.5.9. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide an adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

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

- On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment may be used, but not both.
- On swing or trailing arm suspensions, the main arms may not be modified but locating links/arms may be modified or replaced.
- Note: Many modern suspension designs known by other names actually function as double A-arm designs. These include the rear suspensions on 88+ Honda Civic/Integra, Neon, E36 BMW, and most “multi-link” and are covered by 7.5.10. suspension bushings may be replaced with bushings of any material (except metal) as long as they fit in the original location. In a replacement bushing, the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball & socket replacing a cylindrical bushing), or use of a bushing with an angled hole whose direction differs from that of the original bushing. If the Stock bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.
- The replacement arms or mounts must attach to the original mounting points. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

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

8.6. Brakes

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

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

8.7. Tires & Wheels

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

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

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

8.8. Electrical System

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

8.8.2. Alternate ECUs /chips may be used on normally aspirated vehicles. Alternate

ECUs/chips may be used on forced induction vehicles only if the ECU/chip does not directly alter boost settings. If boost settings are directly altered by the ECU/chip then the appropriate preparation points must be taken as per the preparations point schedule.

8.9. Engine and Drive Train

- 8.9.1. Exhaust emission control air pumps, nozzles, associated lines and fittings, EGR devices, and evaporator canisters may not be modified in any way except that they may be completely removed. Catalytic converters and thermal reactors may be replaced with aftermarket units or removed.
- 8.9.2. The engine cooling fan(s) may be modified or substituted, but not removed.
- 8.9.3. Removal of, or use of any alternate, air cleaner assembly is permitted. Cold air induction upstream of the air cleaner is allowed. On vehicles so equipped, the duct between the air flow/mass sensor and the throttle body may be changed, the replaced duct work must serve no other purpose beyond that of a duct. This section of duct work is considered part of the air cleaner assembly.
- 8.9.4. Installation of vents, catch tanks, and oil coolers on the engine, transmission, or differential is permitted. If no vents or catch tanks are added, OEM systems must be in place.
- 8.9.5. Any clutch plate and friction disk that attaches to the stock unmodified flywheel is allowed.
- 8.9.6. The transmission shifter and/or mechanism may be changed or modified.
- 8.9.7. No “restricted” internal engine modifications may be made.

8.10. Body structure modifications

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

9. STREET PREPARED CATEGORY

9.1. Authorized Modifications

The modifications detailed below are the only ‘authorized’ modifications in Street Prepared category. JDM –spec vehicles will be classified in Street Prepared Category upon reviewing modifications and specification differences according to the allowance in this section and Section 11.

9.2. Lower Category Modifications

All Stock and Super Stock category ‘authorized’ modifications are permitted.

9.3. Allowable Preparation Points

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

9.4. Bodywork

- 9.4.1. In order to provide clearance for tires and wheels, flares may be added and may be made of

an alternate material. The exterior contour of the fenders may be altered, provided that the fender opening profile (approximate size, location, and shape) viewed from the side of the vehicle is unchanged.

9.4.2. Modifications to the interior fender panels are permitted in order to facilitate the addition of fender flares or the alteration of the exterior contour of the fenders, provided such modifications serve no other function. Fender panels may be modified or removed provided this change does not result in any openings between the wheel wells and the passenger, engine, or luggage compartments.

9.4.3. Where tires extend beyond bodywork, no modification to the fender opening profile may be performed to allow for this.

9.5. Suspension

9.5.1. If suspension points are taken in the street prepared category, then any suspension component may be altered or replaced in any way, provided that the configuration remains the same as the original manufacturer.

9.5.2. If the appropriate suspension points are taken, then the suspension mounting/pickup points may be modified or relocated.

9.5.3. The addition of/or modification of Traction Bars, Ladder Bars and Torque Arms is permitted. Mounting points and method of attachment are unrestricted.

9.6. Brakes

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

9.7. Tires & Wheels

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

9.8. Engine and Drive Train

9.8.1. Substitution or addition of fuel pumps and pressure regulators, but not fuel distribution units, is permitted. Any other fuel system modification is subject to preparation points.

9.8.2. The clutch may be modified or substituted. The clutch is defined as the linkage, throw-out bearing, disc, pressure plate, and pilot bearing. This does not include the flywheel.

9.8.3. The transmission, differential, and transaxle may be modified or substituted, provided that neither the original suspension configuration, nor drive layout is changed. Modifications include any or all mechanical or hydraulic components relating to the transfer, application and distribution of power flow from the input shaft of the transmission up to and including the drive axle(s).

9.8.4. Radiator cooling fans may be removed, replaced, or added

9.8.5.. The radiator may be modified or substituted.

9.8.6. Cooling, fans where originally equipped, may be modified or relocated anywhere within the engine bay, but may serve no other purpose. Such devices may not be substituted by larger

capacity units

9.8.7. Any shift linkage may be used

9.9. Updating and Backdating of Parts

9.9.1. Interchange of components between various years of the same model or between various models produced by the same manufacturer under the same brand name is permitted. For purposes of updating and backdating of parts, the country of origin of the components is unrestricted.

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

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

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

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

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

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

9.10. Body Structure Modifications

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

10. TOURING CATEGORY

The Touring category of vehicle modifications is meant to fit between the current Stock and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports sedans equipped with common suspension, engine, and appearance modifications that are fully legal and compatible with street use anywhere in the country. "Dress-up" items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.

Vehicles eligible for this category include:

T1: All coupes/sedans with a minimum of four seats, four seatbelts; that are non-sports vehicle based with maximum engine displacement of 3.1 liters, normally aspirated and certain small displacement turbocharged sedans. No limited slip differentials are permitted except for factory standard viscous

coupler type units. As a guideline, eligible vehicles would typically come from the D, F, G or H-Stock classes.

T2: Engine size allowance: up to 5.1, normally aspirated and 2.0, forced induction (single turbo or supercharger). As a guideline, eligible vehicles would typically come from the A, B, C, or E-Stock classes. See 13.9 for further eligibility and modification parameters.

For eligible vehicles see Appendix A: Vehicle Classes

10.1 AUTHORIZED MODIFICATIONS – T1

All CAC Stock and Super Stock Category allowances (excluding preparation points), plus all allowances contained in this section are allowed.

Air conditioning systems may be removed in whole or in part. This rule should not be interpreted to allow modification of the heater system.

10.2. BODYWORK

10.2.1 The driver and front passenger seats may be replaced, with the following restrictions: The seating surface must be fully upholstered: The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, not including mounting hardware, must weigh at least 15 pounds. (subject to prep. points assessed)

10.2.2 Removal of factory trim (rub strips, emblems, mud flaps) is allowed.

10.2.3 Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. Flares that are part of body kits may be attached to the stock fenders. The intention is to permit fitting the maximum allowable tire size. No other changes to the stock fenders or wheel wells are permitted. Wear marks on inside surfaces of the fender well from tire rub are permitted. However, wear holes or slots completely through a fender well surface (which, in effect, provide additional tire clearance) are not permitted.

19.2.4 Removal of interior trim is not allowed unless required for fitment of seats in 10.2.1.

10.3 TIRES

10.3.1 Tires up to and including a width of 225.

10.3.2 Tires must have a minimum tread wear rating of 140.

10.4 WHEELS

10.4.1 Any wheels up to 7.5" in width that fit over stock brakes and within the stock wheel opening are allowed.

10.5 SHOCK ABSORBERS

10.5.1 Any shock absorbers may be used. Shock absorber mounting brackets that serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/ sub-frame/chassis/suspension member are not altered. This installation may

incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed. The number of shock absorbers shall be the same as Stock. No shock absorber may be capable of adjustment while the vehicle is in motion, unless fitted as original equipment. MacPherson strut equipped vehicles may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel

10.6 BRAKES

10.6.1 Original equipment ABS braking systems may be electrically disabled, but may not be removed or altered in any other way.

10.7 SUSPENSION

10.7.1 Differential mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

10.7.2 Addition or replacement of suspension stabilizers (linkage connecting axle or De Dion to the chassis that controls lateral suspension location) is permitted. Traction Bars or torque arms may be added or replaced. A panhard rod may be added or replaced. Methods of attachment and attachment points are unrestricted. The addition, substitution, or modification of any part of a front or rear suspension anti-sway bar system is allowed.

10.7.3 Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts that provide an adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

- On double/unequal arm suspensions, only the upper arms OR lower arms may be modified or replaced, but not both.
- On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Super Stock category rules may be used, but not both.
- On swing or trailing arm suspensions, the main arms may not be modified but locating links/arms may be modified or replaced.
- The replacement arms or mounts must attach to the original mounting points. All bushings must meet the requirements of 10.7.A. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

10.7.4 Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers,

adjustable coil spring perches, or modification of springs. The use of spacers to alter suspension geometry, can only be as specified in Section 8.5.

10.7.5 Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of x.7.A are allowed, including those resulting from a change in the pivoting action to:

- About the mounting bolt, or
- About the bushing itself.

10.7.6 Sub-frame mount bushings may be replaced, but must attach in the factory location(s) without additional modification or changes. Sub-frame position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.

10.7.7 Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, adjustable coil spring perches, or modification of springs. The use of spacers to alter suspension geometry, can only be as specified in Section 8.5.

10.8 ENGINE

10.8.1 Engine and transmission must remain unmodified, including emissions equipment, except as noted below:

10.8.2 Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.

10.8.3 The air intake system up to, but not including, the engine inlet may be modified or replaced. For naturally aspirated engines, the engine inlet is the inlet to the throttle body or carburetor. For turbocharged or supercharged engines, the engine inlet is the compressor inlet. The existing structure of the vehicle may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting.

10.8.4 Exhaust manifolds and headers may be replaced with alternate units that are emissions-legal. Relocation of the oxygen sensor on the header is permitted. Alternate oxygen sensors, including heated types, are permitted.

10.8.5 The engine management system parameters and operation may be modified only via the methods listed below. Any and all modifications must meet or exceed the applicable MOT emissions standards for the year, make, and model of the vehicle. These allowances also apply to forced induction vehicles, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible, but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited.

- 10.8.6 Reprogrammed ECU may be used in the standard housing. Traction control parameters may not be altered. Altered engine controllers may not alter boost levels in forced induction engines.
- 10.8.7 Electronic components may be installed in-line between an engine's sensors and ECU. These components may alter the signal coming from the sensor in order to affect the ECU's operation of engine management system. Example: fuel controllers that modify the signal coming from an airflow sensor.
- 10.8.8 Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel pressure regulator.
- 10.8.9 Ignition timing may be set at any point on factory adjustable distributor ignition systems.
- 10.8.10 VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.
- 10.8.11 The mass airflow sensor must remain in its approximate original location.
- 10.8.12 All Touring Category vehicles must comply with the tailpipe emissions test requirements as a minimum.
- 10.8.13 Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts that are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged vehicles may not change the effective diameter of any pulley that drives the supercharger.
- 10.8.14 Engine mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. The volume of metal in a replacement mount may not be increased relative to the volume of metal found in a stock mount for the particular application. Solid metal mounts are specifically prohibited. Any non-metallic inserts may be used. Hydraulic shock type rear engine locators, or bobble struts may be replaced by manufacturer's performance part, or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type. No solid mounts may be substituted.)

10.9 Touring 2 (T2)

- 10.9.1 The T2 class expands the vehicle eligibility limits beyond those specified for T1, and adds a limited number of allowed modifications.
- 10.9.2 All allowances in T1 carry over, including street tires, emissions, etc.
- 10.9.3 All restrictions regarding body type carry over.

- 10.9.4 Engine size allowance: up to 5.1, normally aspirated and 2.0, forced induction (single turbo or supercharger).
- 10.9.5 Rim restriction: maximum width of 8", diameter/offset unrestricted. Tire restriction: max width 245 mm. and fit within the stock wheel opening.
- 10.9.6 Only standard equipment limited slip differentials (LSD) are allowed on AWD vehicles. For AWD vehicles that did not come with any type of limited slip differential (including center differential or transfer case), a single aftermarket LSD may be added. 2WD vehicles may use any LSD unit.
- 10.9.7 High flow catalytic converters are allowed, but must attach within six inches of the original unit. A single unit may replace multiple catalytic converters. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter.
- 10.9.8 Brake rotors may be replaced with any rotor of equal or larger diameter made from a ferrous or aluminum alloy. Calipers are unrestricted, but must mount to the original attachment points. Drum brakes may be replaced with disk brakes of a diameter equal to or greater than the inside diameter of the standard drum part. Brake backing plates (dust shields) may be modified the minimum amount necessary to accommodate allowed alternate rotors and calipers.
- 10.9.9 Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.
- 10.9.10 Additionally excluded vehicles: Audi S4 V8 ('04+), BMW M3 (E36 and E46), BMW M5 (all), Mazda RX-8, Mitsubishi Evo 8, Subaru WRX Sti.

11 MODIFIED CATEGORY

11.1 Vehicle Eligibility

All production based vehicles prepared beyond the allowances of Street Prepared. All vehicles specifically constructed for competition in either AutoSlalom or in other racing series. Vehicles need not meet the requirements of 6.1.5

11.2 Authorized Modifications

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

11.3 Running Gear and Suspension

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

11.4 Minimum Requirements

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

11.5 Bodywork

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

11.6 Eye Protection

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

11.7 Roll-over protection

Roll-over protection is highly recommended for all open vehicles and is required for all A&B modified vehicles. Roll-over protection is required for C&D modified vehicles having 16 preparation points or more. All roll-over protection devices shall be constructed to the requirements outlined in Appendix C or D of these regulations or to the requirements of Article 253 of Appendix J of the FIA.

12 PREPARATION POINT SCHEDULE – ALL CATEGORIES

12.1 Method of Assessment

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

12.2 Negative Points

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

12.3 Weight Reduction

<i>✓</i> Indicates the modification is permitted but may be subject to the applicable preparation points. See the Authorized Modifications of each category for further clarification on preparation point assessment. <i>✓*</i> Indicates the modification is authorized , with no preparation points assessed.		Stock	SS	SP	Mod	T1	T2
		Lightweight or removed panel. A panel is defined as a convertible top, trunk or hatchback (or similar) lid, door, fender, hood, grille, valance, or any other coachwork panel that may be unbolted or unfastened from the body structure.	1 pt. each		✓	✓	✓
Lightweight bumper assembly or part of the bumper assembly removed, including bumper hardware, brackets, and energy-absorbing devices.	1 pt. per front or rear		✓	✓	✓	✓	✓
Removal of or lightweight windshield or rear window, including the window hardware and trim.	1 pt. each		✓	✓	✓	✓	✓
Removal of or lightweight side windows, including the window hardware	2 pts. any or all		✓	✓	✓	✓	✓
Removal of exterior light assemblies, including the light hardware and trim.	2 pts. any or all		✓	✓	✓	✓	✓
Interior trim removal, defined as interior body panels, dashboard, headliner, sun visors, carpet, underpad, sound insulation, and any other interior dress-up or comfort items.	2 pts. any or all		✓	✓	✓	✓	✓
Removal or substitution of a front seat or any/all of the rear seat(s). Removal of the seat also permits the removal of the seat belt(s) for that seat(s).	1 pt. each	✓	✓	✓	✓	✓	✓
Battery, change in location (and/or weight for Stock category)	1 pt. each	✓	✓	✓	✓	✓	✓

Installation of roll-over protection which meets all specifications contained in Appendix A. If the roll-over protection is a roll cage, then the driver's side anti-intrusion tubes may extend into the door. The inner door structural panel may be modified, but not removed to facilitate this type of side protection. The stock impact beam and the outside door latch/lock operating mechanism shall not be removed.	-2 pts.	✓	✓	✓	✓	✓	✓
Installation of one (per vehicle) securely attached and fully charged 2.5 lb (5BC) or larger fire extinguisher. Fire extinguishing systems that meet the requirements of the GCR are also permitted.	-1 pt.	✓	✓	✓	✓	✓	✓

12.4 Running Gear and Suspension

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

12.5 Engine and Drive Train

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

Any other internal engine modification(s), subject to the restrictions below: 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 engine may be stroked. Resulting engine capacity increase from all changes must not exceed 10% of stock. 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.	4 pts.			✓	✓		
Flywheel change or modifications (except when part of engine modifications done as described in the above allowance).	2 pts.			✓	✓		
Any modifications/substitution of turbo chargers	2 pts.			✓	✓		
Any modifications/substitution of boost control devices	2 pts.		✓	✓	✓	✓	✓
Change of controller (ECM and/or management chip) where the ECM also controls boost and/or shift points as applicable.	4 pts.		✓	✓	✓*	✓	✓
Modification and/or substitution of any or all external engine components and/or accessories. Eligible components include: Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g. alternator, water pump, power steering pump, and crankshaft drive pulleys with or without pulley-damper/balancer assemblies). Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve-timing system exists as standard. Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware). Supercharger drives are excluded from this allowance. Alternate pulley materials may be used. They may serve no other purpose. Any alternate water pumps, alternators, cooling and oiling systems (beyond allowable items). The original system (wet sump or dry sump) of engine oiling must be retained. Any oiling system component may be added, modified or substituted.	2pts (Super Stock, Street Prepared), unless the full 4pts (Street Prepared only) for internal engine items already taken.		✓	✓	✓	✓	✓

13 VEHICLE CLASSIFICATION LIST

13.1 GENERAL CONSIDERATIONS

- 13.1.1 It is the responsibility of the competitor to correctly classify his vehicle. A competitor needing assistance in classifying his vehicle should ask the event organizer for help. A competitor incorrectly classifying his vehicle may be excluded by the steward(s).
- 13.1.2 Unclassified vehicles (those not listed in Appendix A) may be tentatively classified by the event organizer. The NSC may reclassify tentatively classified vehicles.
- 13.1.3 A competitor or an official may submit a written classification request to the NSC. All requests must include detailed vehicle information and are subject to the following timetable:
 Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted;

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

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

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

- 13.1.4 The NSC shall endeavor to process requests within thirty (30) days of receipt. All classification and amendments shall be published as ASN bulletins.
- 13.1.5 A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment. A false declaration, voluntary or not, may result in disqualification, even if the vehicle meets the preparation points limit.
- 13.1.6 The NSC may classify or reclassify vehicles during the year.
- 13.1.7 The NSC may correct improperly classified vehicles, subject to the grievance procedures contained in ASN Canada FIA SoloSport GCRs.

13.2 STOCK CATEGORY

For all Stock Category listings refer to 2010 vehicle classifications in Appendix A.

13.3 SUPER STOCK & STREET PREPARED CATEGORY

For all Super Stock & Street Prepared Category listings refer to 2010 vehicle classifications in Appendix A.

13.4 TOURING CATEGORY

For all Touring Category listings refer to 2010 vehicle classifications in Appendix A.

13.5 MODIFIED CATEGORY

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

- Homologation not required
- Alternate wheels are allowed
- Tires are unrestricted
- Fuel cell not required
- Fire suppression systems are not required
- Running lights, windscreens and mirrors not required
- Logbooks not required
- Fire retardant driving suits not required

13.5.1 A/Modified

A/Modified are all Formula vehicles 2.5L and over, all non-compliant Formula vehicles and Sports Racers subject to the open wheel requirements listed below and all other open wheel

vehicles not otherwise classified and meeting the following requirements: minimum weight of 318 kg (700 lbs) less driver; maximum wing area of 186 sq. cm. (20 sq ft.). Wing areas will be calculated as in a plan (top down) view.

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

13.5.2 B/Modified

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

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

13.5.3 C/Modified

C/Modified are all series-based/closed wheel vehicles with either a reciprocating engine or a rotary engine of 2.0L and under according to 12.4.5

13.5.4 D/Modified

All other series-based/closed wheel vehicles with reciprocating engine(s) or rotary engine(s) of more than 2.0L according to 12.4.5.

13.5.5 Engine Sizing

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

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

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