



# Lapping Regulations



# National Lapping Regulations

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These regulations are intended to assist in the conduct of Lapping events.

ASN Territories and regions may adopt these regulations for use within their jurisdictions. By so doing they assume 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 the publication of or compliance with these Regulations.

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ASN Canada FIA is the governing body of motorsport in Canada  
appointed by the Fédération Internationale de l'Automobile

**Rule Changes are indicated in Bold with a Bar in the left margin**



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# 1. National Lapping Regulations

- 1.1 ASN Canada FIA (ASN) reserves the right at any time to alter these regulations. Such alterations or additions are published in the form of revised regulations or bulletins. Changes to these regulations become effective on the date issued.
- 1.2 Questions concerning clarification of these regulations are to be directed to the ASN National SoloSport Committee chairperson through the ASN office.
- 1.3 These regulations were established by the ASN and are intended to assist in the orderly conduct of Lapping events and to further participant and spectator safety.
- 1.4 ASN does not represent or intend that a vehicle prepared according to these regulations will meet any Federal or Provincial motor vehicle regulations or local highway traffic laws.
- 1.5 At all times, it is entirely the entrant's/driver's responsibility to ensure that any vehicle operated on public roads is in compliance with all applicable federal and provincial motor vehicle regulations and local highway traffic laws.
- 1.6 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 any translation, the English text shall prevail.
- 1.7 By participation in these events, all participants are deemed to have agreed to be bound by these regulations. The interpretation of these regulations by ASN officials shall be final and binding.
- 1.8 All participants, members, clubs and officials of ASN hereby agree that: Determinations by ASN officials are non-litigable;
- 1.9 Litigation shall be not initiated against ASN, ASN territories, their members or 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. Should a person initiate or maintain litigation in violation of this provision, that person agrees to reimburse ASN for all costs associated with the legal action.
- 1.10 Go-karts, motorcycles, pocket bikes and non-motorized vehicles are not permitted. The Organizer reserves the right to refuse the entry of any vehicle or participant.
- 1.11 Driver help is essential for the success of events. Organizers may require drivers to marshal. Drivers who do not fulfill requested duties may be excluded from the rest of the event.

# 2. Terms of Reference

ASN: ASN Canada FIA	<a href="http://www.asncanada.com">www.asncanada.com</a>
BSI: British Standards Institution	<a href="http://www.bsi-global.com">www.bsi-global.com</a>
DOT: Transport Canada	
FIA: The Fédération Internationale de l'Automobile	<a href="http://www.fia.com">www.fia.com</a>
GCR: General Competition Regulations	
SCCA: The Sports Car Club of America	<a href="http://www.scca.org">www.scca.org</a>
SFI: SFI Foundation	<a href="http://www.sffoundation.com">www.sffoundation.com</a>
Snell: The Snell Memorial Foundation	<a href="http://www.smf.org">www.smf.org</a>



### **3. Supplementary Regulations and Event Flyers**

- 3.1. Event Supplementary Regulations and the Event Flyer shall contain:
- The words "sanctioned by ASN CANADA FIA";
  - The statement: "Held under the ASN SoloSport GCRs, ASN National Lapping Regulations";
  - The names of the event and organizing club;
  - The name, address telephone number and email address of the Organizer or alternate club contact;
  - The names and contact information for the Clerk(s) of the course;
  - Date and location of the event;
  - The hours of registration, technical inspection, drivers' meeting, event schedule
  - The entry fee schedule;
  - Any vehicle noise level restrictions;
  - Passing rules and procedures, plus a description of the passing zones (if used).
- 3.2. Supplementary Regulations are to be posted at the event and participants are to be made aware of them at the Drivers' Meeting.

### **4. Organizer's Documentation**

- 4.1. The Organizer should display the following items at a central and easily accessible location, e.g. registration area or the same location where run groups and marshaling assignments, are posted.
- Insurance certificate;
  - Copy of Supplementary Regulations;
  - List of officials.

### **5. Insurance**

- 5.1. The organizer must apply for event insurance coverage from ASN.
- 5.2. Property owners or sponsors who request they be added to the event insurance certificate as additional insureds can be accommodated by Organizers listing the additional insureds in the event insurance application.

### **6. Waivers**

- 6.1. The age of majority is that of the province in which an event takes place.
- 6.2. All drivers, officials, workers, volunteers and passengers must read and sign the ASN insurance waiver before being allowed into a restricted area (e.g. marshal post or other non-public area).
- 6.3. All drivers and passengers under the age of majority must have a current ASN Canada FIA Annual Parental Waiver signed by a parent/guardian and must also sign the ASN Canada FIA Minor Participant Waiver.
- 6.4. ASN waiver forms may be downloaded from [www.asncanada.com](http://www.asncanada.com) and printed by the Organizer(s) for use during an event. Care must be taken to ensure all words on the printed copies are clearly legible.



- 6.5. All waivers are to be completed in full including the date(s) and name of the event at the top of the waiver.
- 6.6. In the registration process, individuals responsible for the waiver are to maintain the waiver under their control at all times and sign the witness section as each participant signs the waiver.
- 6.7. Completed waivers must be retained in a safe place by the Club secretary for a period of seven years.

## 7. Incident Reports

- 7.1. All accidents, injuries, incidents and impacts or damages occurring during the event are to be reported by faxing a completed ASN Canada FIA Incident Report Form to the ASN Canada FIA office within forty-eight hours of the conclusion of the event.
- 7.2. An Incident Report is to be completed for every accident, whether or not a claim is anticipated. Organizers should download and print the Incident Report form from the ASN Canada FIA website.
- 7.3. Incident Reports should be completed in full following the instructions in the form, with as many details as possible, including names and addresses of any witnesses or injured parties as well as medical treatment provided, details of any video tapes and photographs that may have been taken, etc.
- 7.4. The original Reports should be faxed and mailed to the ASN Canada FIA office.

## 8. Event Operation Guidelines

- 8.1. There shall be a Clerk of the Course who has overall control of the on-track sessions and who should be in radio contact with the Start/Finish/Pit Exit Marshal(s) and, preferably, with all marshal and flagging stations.
- 8.2. Instructions to Competitors: The organizer shall call all participants to a Driver's Meeting prior to the start of the event. All participants are required to attend this meeting. The Organizer shall cover the following topics:
  - Introduce the event officials
  - Review the course diagram/track layout (passing zones), and procedures.
  - Make sure all entrants have signed the waiver
  - Describe any penalties to be assessed. (off course, and DNF)
  - Review supplementary regulations: run groups, gridding, flagging, work requirements (marshaling).
- 8.3. Organizers should have a system in place to verify attendance at the Driver's Meeting, to avoid uninformed participants on the course/track. This may be in the form of a roll call, sign off, issuance of stickers or wristbands etc. At the discretion of the Organizers, drivers missing the Driver's Meeting may be excluded, or they must receive all of the information covered, before they will be allowed to participate
- 8.4. There should be a Start/Finish Marshal to control track sessions. The Start/Finish/Pit Exit Marshal can be the same person.
- 8.5. The maximum number of vehicles permitted on a track at one time is determined as follows: a) the length of the track in meters divided by 125 and b) vehicle spacing is controlled by the Start/Finish marshal.
- 8.6. At each track there shall be no more than three designated passing zones. Passing must take place only between markers/pylons defining the limits of passing zones. Passing is not permitted in other areas. (Exception: a) For Calabogie Motorsports Park long track configuration, there shall be no more than five designated passing



- zones; b) For the Driver Development Centre Track at Canadian Tire Motorsport Park, there shall be no more than four designated passing zones; c) For Mission Raceway Park there shall be no more than 4 designated passing zones).
- 8.7. Aggressive driving of any kind will be penalized by black-flagging the offending party.
  - 8.8. Potential speed differential among participating vehicles should be considered and addressed by organizing Lapping Groups to take into account vehicle speed potential as well as other factors including driver experience.
  - 8.9. At no time should race-prepared vehicles be in the same track session as street vehicles driven by Novice Drivers.
  - 8.10. Open wheeled vehicles shall have their own track sessions.
  - 8.11. Drivers being passed must acknowledge they are allowing a pass by signaling with a raised arm. Turn signals may also be used.
  - 8.12. Cars being passed must remain on the racing line.
  - 8.13. Drivers should indicate their intention to enter the pits using signal lights and raising their hands out the driver's side window to warn faster drivers. Drivers should also do this if they are circulating slowly on the track for any reason and drive on the edge of the track which leads to track exit.
  - 8.14. A paddock area is to be provided for the use of participating vehicles and their service vehicles. The speed limit in the paddock is 15 kph.

## **9. Course Safety**

- 9.1. Course security is a priority. It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/finish area.
- 9.2. Spectators are to be expected, and adequate crowd control provisions should be in place. Unless protected by substantial barriers, spectator areas should be clearly defined and roped/taped off.
- 9.3. Full consideration should be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention should be given to ensuring that no-one, including marshals, are placed in hazardous locations.
- 9.4. Flag Marshal stations should be posted before any blind corners, where drivers cannot see hazards ahead, or a minimum of one for every 1000m of track.
- 9.5. Where the course is not visible in its entirety by the Clerk of the Course, a reliable communication system linking the marshal stations with the Clerk of the Course is to be established.
- 9.6. The Organizer is to provide each manned marshal station and the start/finish area with red, green and black flags, and a 10BC or larger fire extinguisher.
- 9.7. The Organizer is to have a prearranged plan to cope with emergencies. This, as a minimum, means having quick access to an unlocked cellular phone with a list of local emergency phone numbers. Note: 911 dialing is not available in all areas. Organizers are responsible to post all area emergency numbers for quick access by organizing staff and safety officials.

## **10. Flag Signals**

- 10.1. All Flags are to be used only on the instructions from the Clerk of the Course.
- 10.2. Green Flag: used to start or re-start a track session.



- 10.3. Yellow Flag (optional): Waved at local station. The Yellow flag informs drivers of an incident ahead and to proceed with caution with no passing.
- 10.4. White Flag (optional): Waved at local station. The white flag informs drivers of a slow moving vehicle ahead and to proceed with caution. Passing the slow moving vehicle is permitted (see 8.10-12).
- 10.5. Red Flag: Waved at all marshal stations and by the starter. The Red flag informs drivers to safely come to a complete stop and then slowly proceed to the next marshal station for further instruction. Drivers must be prepared to stop at any time.
- 10.6. Black Flag: Displayed at the start/finish line or any other marshal station. The Black flag informs the driver to return to the pits immediately and await instructions from the officials.
- 10.7. Black and White Checkered Flag: Indicates the end of a lapping session when waved at the finish line or other location specified in the Supplementary Regulations.

## **11. Vehicle Noise Limitations**

- 11.1. The organizers of an event may establish a maximum vehicle noise level for all vehicles.
- 11.2. Measurement may be at various locations around the facility.
- 11.3. Penalties arising from noise limit violations are not subject to protest or appeal.
- 11.4. Known specified maximum vehicle noise levels:
- 11.5. 96db for Modified class cars, and 95db all other cars at Shannonville Motorsport Park and Toronto Motorsport Park.
- 11.6. 92db for all cars at Mosport Drivers' Development Track.
- 11.7. 90db for Mission Raceway Park

## **12. Organizer Timing of Vehicles Not Permitted**

- 12.1. Official timing of vehicles of any sort by the organizers is not permitted.

## **13. Driver Eligibility**

- 13.1. All drivers must hold current provincial or state driver's licences. (Graduated licences, where the driver is authorized to drive without another licensed driver being present, are permitted.)
- 13.2. The driver is responsible for the conduct of their crew and guests.
- 13.3. Consumption of alcoholic beverages by any participant before the end of any day's activities at an event is forbidden.
- 13.4. The use of doping, any narcotic or illegal substance as defined in law or the improper use of legal substances by any participant is prohibited.

## **14. Novice Drivers**

- 14.1. A novice driver is defined as one who has participated in 3 three or fewer lapping events or does not hold an ASN Canada FIA recognized competition licence.
- 14.2. Novice drivers on the track are required to be accompanied by an instructor assigned by the Clerk of the Course until the instructor signs them off to run unaccompanied.
- 14.3. Each Novice drivers is required to affix a triangle to the back of their vehicle until signed off to run unaccompanied.





- 14.4. Novice drivers are not allowed to carry passengers other than an instructor required in 14.2 .

## 15. Passengers

- 15.1. To be eligible to participate as a passenger, a person must:
- 15.2. Have the consent of the organizer;
- 15.3. Have signed the ASN Canada FIA General Waiver;
- 15.4. Wear personal safety equipment as required for the driver;
- 15.5. Keep hands and arms inside the vehicle at all times;
- 15.6. Not carry items such as food, drink, cameras, video recorders, purses, etc.
- 15.7. Passengers may occupy the front, passenger seat only.
- 15.8. Participants (drivers or passengers) under the age of majority for the province in which the event is taking place must also present both a completed Parental Consent Waiver and a Minor Participant Waiver at event registration. In addition, minors participating as passengers must:
- 15.9. Be at least 14 years old;
- 15.10. Be in a vehicle being driven by their parent or legal guardian;

## 16. Helmets

- 16.1. Drivers and passengers must wear helmets during all track sessions.
- 16.2. Acceptable helmets:
- FIA 8860-2004
  - FIA 8860-2010
  - FIA 8859-2015
  - Snell 2015 SA, or 2015 M
  - Snell 2010 SA, 2010 SAH, or 2010 M
  - Snell 2005 SA, or 2005 M (expiry 31.12.2018)
  - SFI Foundation 31.1/2015
  - SFI Foundation 31.1/2010
  - SFI Foundation 31.1/2005 (expiry 31.12.2018)
  - SFI Foundation 31.1A or 31.2A (expiry 31.12, 2015)
- 16.3. Helmets homologated to Snell M ~~or K~~ standards are not acceptable for use in vehicles equipped with roll cages.
- 16.4. Helmets must be in good condition both inside and outside.
- 16.5. It is strongly recommended that helmets be discarded due to deterioration, after a serious accident or an impact to the helmet.
- 16.6. No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer. Hardware may be mounted on a helmet for FIA/SFI approved HANS/FHR devices, provided the hardware is installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices.
- 16.7. Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets; these must be followed.

## 17. Seats and Seat Belts/Safety Harnesses

17.1. All participants must wear seat belts/safety harnesses during all track sessions.

### 17.2. OEM Seats and Seat Belts

17.2.1. If Original equipment seats are used, ~~they and replacement competition seats should~~ shall be installed according to the manufacturers' specifications.

17.2.2. Should the original equipment (OEM) seat belts be replaced with seat belts of the same configuration, the replacement seat belts ~~(safety harness) shall:~~

- Use the original mounting points;
- Be the same configuration as the original OEM belts;
- Be made from Dacron or nylon;
- Have a minimum width of 51 mm (2 in.) and must meet the standards of the FIA or SFI.
- ~~▪ The material of all straps shall be Dacron or nylon and in new or good condition.~~
- ~~▪ All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 51 mm (2 in.) and a minimum thickness of 4 mm (0.15 in.).~~
- ~~▪ Original equipment seat belts and racing safety harness restraint systems should be installed according to the manufacturers' specifications.~~

17.2.3. An original equipment three point seat belt system is acceptable for vehicles equipped with/without roll bars except 'Modified' vehicles.

17.2.4. ~~The addition of lap strap portions of a racing safety harness is permitted when used in addition to the original equipment seat belt (or its replacement as per 14.2.2).~~

17.2.5. "CG Lock" or similar devices that lock the lap belt portion of the original equipment seat belt in place are also permitted.

### 17.3. ~~Seat Belt~~ Safety Harness Requirement for Modified Category Vehicles Equipped with a Roll Cage

17.3.1. A five or six point racing safety harness is required for any ~~Modified category~~ vehicle equipped with a roll cage. ~~as per section 8 of the current ASN Canada FIA~~  
~~17.3.2. AutoSlalom regulations. (as published on www.asncanada.com)~~

### 17.4. Competition Seats and Safety Harnesses

17.4.1. ~~When an OEM seat is replaced by a competition seat, it is highly recommended that the replacement seat shall meet the FIA standard 8815-1999 or 8862-2009.~~

17.4.2. ~~When a safety harness (2 lap straps, 2 shoulder straps and 1 or 2 crouch strap/straps) is used, it must meet one of the following standards:~~

- FIA Standard 8853-98
- SFI 16.1
- SFI 16.5

#### 17.4.3. Validity of Safety Harnesses

- a. FIA 8853-98 –The expiry date is identified on the FIA label which is affixed to each part of the harness.

- b) SFI 16.1 or 16.5 – The expiry date is two years from the date of manufacture which is on the SFI label which is affixed to each part of the harness.

Note: It is not permitted to mix parts of different safety harnesses. Only complete sets may be used. (Also see section 17.4.4)

#### 17.4.4. Use

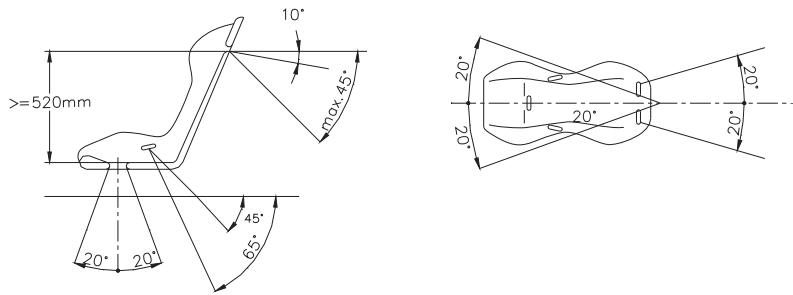
- a) A safety harness must be used in its homologation configuration without any modification or removal of parts and in conformity with the manufacturer's instructions.
- b) The effectiveness and longevity of safety harness straps are directly related to the manner in which they are installed, used and maintained.
- c) The safety harness, in its entirety, must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.
- d) The safety harness must also be replaced if metal parts or buckles are bent, deformed or rusted.
- e) Any safety harness which does not function properly must be replaced.

#### 17.4.5. Fit of Safety Harness

- a) The lap and crotch straps must not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface.
- b) 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.
- c) Care must be taken that the straps cannot be damaged through chafing against sharp edges.

#### 17.4.6. Installation Points

- a) It is prohibited for the safety harness lap straps to be anchored to the seat or its supports.
- b) A safety harness may be installed on the anchorage points of the vehicle as long as those anchorage points are not part of the seat or its supports.
- c) The recommended geometrical locations of the anchorage points are shown below:
- d) 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. Anchorage points creating a higher angle to the horizontal must not be used.

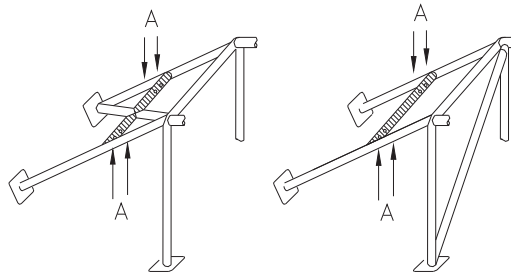


#### 17.4.7. Locking Bales

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

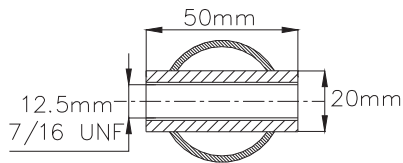
#### 17.4.8. Alternative Anchorage Options

- a) If installation using the OEM anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis (as near as possible to the centre-line of the rear wheels for the shoulder straps). The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear OEM belts, or be fixed or leaning on a transversal reinforcement welded to the backstays of the roll bar. (See drawing below.)



Ⓐ trous de montage pour harnais  
mounting holes for harness

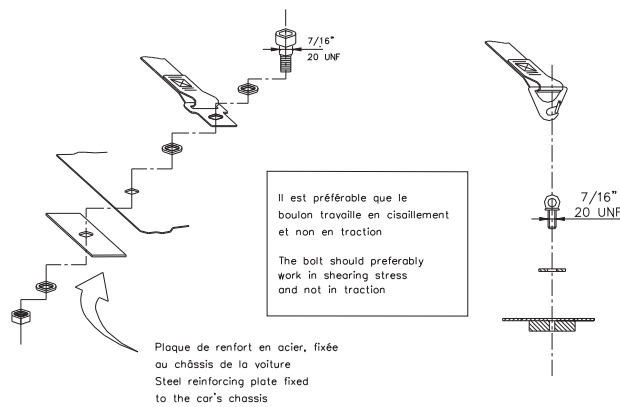
- b) In this case, the use of a transversal reinforcement is subject to the following conditions:
- i. The transversal reinforcement shall be a tube measuring at least 38 (1.5") mm x 2.5 mm or 40 (1.6") mm x 2 mm, made from cold drawn seamless carbon steel, with a minimum tensile strength of 350 N/mm<sup>2</sup>;
  - ii. The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downwards with an angle of between 10° and 45° to the horizontal from the rim of the backrest, an angle of 10° being recommended;
  - iii. The straps may be attached by looping or by bolts, but in the latter case an insert must be welded for each mounting point (see drawing below for the dimensions);
  - iv. These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts as per 14.4.9 M12 8.8 or 7/16 UNF specification.



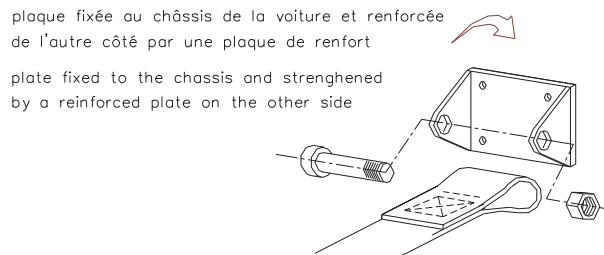
- c) Each anchorage point must be able to withstand a load of 1470 daN or 720 daN for the crotch straps.
- d) In the case of one anchorage point for two straps, the load considered will be equal to the sum of the required loads.
- e) For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm<sup>2</sup> and a thickness of at least 3 mm must be used.

#### 17.4.9. Principles of Mounting to the Chassis/Monocoque

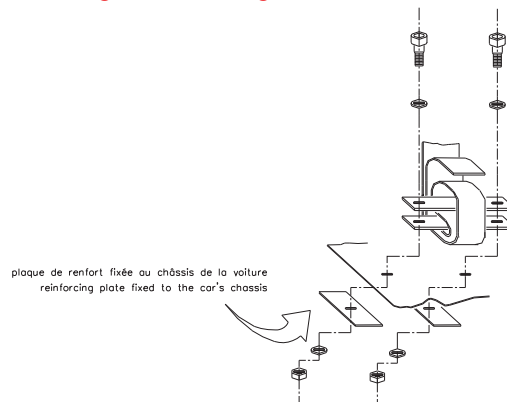
- a) General mounting system: see drawing below 253-43.



- b) Shoulder Strap Mounting: see drawing below.



- c) Crotch Strap Mounting: see drawing below.



## 18. Driver Personal Protective Equipment

- 18.1. Drivers of "Modified" vehicles, except those vehicles licensed for street use and participating on DOT approved tires, shall wear single layer Nomex (or better) gloves and driving suit.
- 18.2. Drivers of open-wheel vehicles require gloves, underwear, shoes, minimum two layer one-piece driving suit, balaclava, socks made of fire resistant material.

## 19. Roll Over Protection – Roll Bars and Roll Cages'

- 19.1. Roll-over protection guidelines can be found in Appendices "C and "D" in the SoloSport - Autoslalom section of the ASN Canada FIA website.
- 19.2. Roll Over protection installations are subject to the inspection of the Chief Scrutineer.
- 19.3. Roll over protection is required for Modified category vehicles and all open wheel vehicles, and for open top vehicles (convertibles). In the case of factory installed roll hoops found in some convertibles, these hoops are not acceptable as roll over protection to meet these requirements.

## 20. Vehicle Requirements

- 20.1. Vehicles must meet the following basic requirements:
- 20.2. Have a wheelbase of 183 cm (72") or longer; front and rear tracks of 107 cm (42") or wider. The maximum permissible height of vehicles is 160 cm (63 inches).
- 20.3. Have four road wheels of 10" diameter or larger. and four pneumatic tires in good condition, having no blemishes or under tread material showing and a proper working tandem (or dual) hydraulic braking system for all four wheels that can only be operated by a single purpose control.
- 20.4. Have bodywork up to at least driver's waist level when seated in the normal driving position.
- 20.5. Use only pump fuel from roadside gas stations, specially blended un-leaded gasoline for racing cars, diesel fuel (including biodiesel), or fuel containing ethanol. Auxiliary sources of fuel of any kind are prohibited.
- 20.6. Have an operational, on board self-starter and shall be able to idle on the grid (e.g. without overheating) for reasonable periods of time without affecting the conduct of the event.
- 20.7. Standard production hybrid vehicles are permitted.
- 20.8. The battery must be securely attached to the vehicle. If the battery is exposed directly to the passenger compartment, it must be enclosed in a securely attached and vented protective battery box, such as is commonly used in marine applications.
- 20.9. Hubcaps, centre caps, wheel disks and trim rings, not bolted to the wheels, must be removed;
- 20.10. The coolant system must incorporate a coolant catch tank.
- 20.11. Crankcase breather tubes must vent into a catch tank.
- 20.12. For vehicles equipped with any form of removable top such as a convertible soft tip, sunroof, T-top, etc; such tops must be secured and locked in their normal closed position.

## 21. Kit Cars

- 21.1. Kit Cars shall be classified as Modified and shall be equipped with roll-over protection.
- 21.2. Drivers of Kit Cars licensed for use on the public roads and fitted with DOT tires may participate with helmets which meet any of the standards listed in 16.2 and seat belts as per 17.1-17.7 (notwithstanding 16.3 and 17.8).
- 21.3. Examples of Kit cars are Aurora (Cobra style), Dutton, Caterham and Lotus 7 style home finished cars.

## 22. Production Vehicles

- 22.1. A Production Vehicle is defined as a vehicle that meets the following requirements:
- 22.2. Have been series produced and available for purchase and delivery to the general public through the vehicle manufacturer's retail sales outlets;
- 22.3. Be licensed for use on the public roads;
- 22.4. Conform to original equipment specifications in regard to engine and drive train or meet either ASN Canada FIA AutoSlalom Stock Category regulations or meet ASN Canada FIA Time Attack regulations for any class other than Modified.
- 22.5. The tire(s) may be replaced with any brand, model and size of tire(s), provided the tires are DOT rated and have the DOT approval number molded to each tire or the tires are, for all intents and purposes, equivalent to a DOT approved version, i.e. Grand Am Cup Hoosier, foreign market Yokohama A048R.

## 23. Modified Category

- 23.1. Modified Category includes the following non-production vehicles:
  - Formula cars; sports racing; open-wheel; tube frame; non-production drive configuration; more than one engine.
  - Any vehicle classified as modified based on the ASN Canada FIA Time Attack class structure;
  - Kit cars;
  - Any vehicles equipped with racing slicks which are defined as any tire(s) not meeting the requirements of 22.2.
- 23.2. Racing slicks are allowed.