

Table of Contents

12.1 INTRODUCTION:

12.1.1 General..... .2
12.1.2 Intent..... .2
12.1.3 Public Awareness..... .3
12.1.4 Definitions..... .3
12.1.5 Insurance..... .4

12.2 EVENT ORGANIZATION: AutoSlalom

12.2.1 Event Status and Permits..... .4
12.2.2 Notices and Publicity..... .5
12.2.3 Course Safety..... .5
12.2.4 Event Operation..... .5
12.2.5 Rules of the Course..... .6
12.2.6 Timing..... .7

12.3 A.R.M.S. AutoSlalom Championship - ASC:

12.3.1 General..... .7
12.3.2 Scoring..... .7
12.3.3 Determining AutoSlalom Competitor of the year..... .8
12.3.4 Awards..... .8

12.4 VEHICLE ELIGIBILITY AND CLASSIFICATION: AutoSlalom

12.4.1 General..... .9
12.4.2 Competitor Vehicle Safety Inspection..... .9
12.4.3 Competition Categories..... .9
12.4.4 Voluntary Classification Bumping..... .10
12.4.5 Classification Schedule..... .10
12.4.6 2005 PAX Factors..... .11

12.5 CAC AutoSlalom Rule Book:.....12 to 107

12.6 SoloSprint (Solo I) Regulations:

12.6.1 General..... .108
12.6.2 Course Design..... .109
12.6.3 Event Safety..... .109
12.6.4 Novice Drivers..... .111
12.6.5 Competitor Eligibility and Safety..... .112
12.6.6 Vehicle Safety..... .113

12.7 AutoCross Regulations:..... .114

12.8 Lapping Regulations:..... .114

12.1 INTRODUCTION:

12.1.1 General:

1. These regulations were established by the Atlantic Region Motor Sport (A.R.M.S.) SoloSport Events Committee and apply to all SoloSport events organized or sanctioned by A.R.M.S. or member Clubs. They are intended to assist in assuring safe and enjoyable events. By participating in these events, all participants are deemed to have agreed to be bound by these regulations.
2. The CAC rules in Section 12.5 have been adopted by A.R.M.S. as an extension of the A.R.M.S. General Competition Rules, with respect to AutoSlalom events.
3. All references to CAC in Section 12.5 also refers to A.R.M.S.
4. CAC rules that are duplicated by these A.R.M.S. rules to any extent are superceded by the A.R.M.S. rule, for A.R.M.S. Regional and Club AutoSlalom events.
5. The SoloSport Workshop Group and SoloSport Events Committee exists to serve the needs and interests of the sport in Atlantic Canada. Your input is needed and solicited. Any comments, suggestions, requests for rule changes, and the like should be directed to the Director of SoloSport Events in care of A.R.M.S.
6. The SoloSport Events Committee reserves the right to amend or update these regulations at any time. These regulations will generally be reviewed and updated on an annual basis. During the Competition Season the SoloSport Events Committee is also responsible for evaluating and finalizing each Regional AutoSlalom events results (i.e. creates "Official Final Results"). The SoloSport Events committee's final responsibilities each season, prior to the A.R.M.S. AGM, include verifying the "Official final Results" and overall & class award winners as prepared by the Director(s), and qualifying & evaluating "novice" and/or "improved" competitors for awards distribution at the A.R.M.S. Annual General Meeting.

12.1.2 Intent:

1. AutoSlalom events are intended to be enjoyable and fair contests where driving skill, not car preparation, is the primary difference between competitors. These regulations are intended to describe the minimum standards for the conduct of AutoSlalom events. The vehicle preparation rules contained in these regulations are intended to equalize vehicles having different performance capabilities, not to penalize those who wish to modify their vehicles.
2. All AutoSlalom events are organized and held under the General Competition Rules (GCR's) of Atlantic Region Motor Sports Inc. (A.R.M.S.). These AutoSlalom Regulations are intended to supplement the GCR's. In no way do these regulations supersede those regulations. Member Clubs of A.R.M.S. may add rules and substitute alternative vehicle classifications for the conduct of Club events. However, Club rules may not supersede or reduce the effect of any of these regulations. In cases of conflict between these regulations and Club regulations, these regulations shall take precedence.

A.R.M.S. SoloSport General Competition Rules

12.1.3 Public Awareness:

1. It is the responsibility of all Club members, whether they are organizers, competitors, spectators, etc. to ensure that all A.R.M.S. AutoSlalom events are carried out in a responsible manner with due care to the rights and wishes of property owners and the general public. The Clubs rely on the good will and understanding of local Police, Property Owners, Media, Neighbors, etc. to continue to be able to hold events in Public areas.

2. Therefore, all participants in any AutoSlalom Event shall take reasonable care to protect the safety and comfort of the Public. Any excessive noise or reckless behavior during an event shall be strictly discouraged. The judge of the acceptable level of noise and behavior shall be the Chief Organizer, and his/her decision shall be final. He/she shall take into consideration the location of the event, the proximity of surrounding homes and businesses, and local standards and bylaws in making a judgment.

12.1.4 Definitions:

The following definitions are adopted for these regulations, in addition to those in the CAC Rules.

CLUB: Any body recognized by A.R.M.S. as a Club.

GCR: The "General Competition Rules" of A.R.M.S. which govern the general organization and operation of motor sport activities in Atlantic Canada.

Novice Drivers: A Novice driver is considered to be an entrant who has competed in less than three (3) AutoSlalom events. Novice drivers shall be instructed on rules of the course and these regulations prior to his/her first run. The organizer may appoint an experienced entrant to act as coach for a novice driver. The coach may ride in the entrant's car as a passenger during the entrant's runs.

Multiple Entry Vehicle: Two or more competitors may multi-enter the same vehicle in an event provided that competitors can be spaced sufficiently in the running order so that the vehicle may be allowed to rest at least 5 minutes between consecutive runnings. The Chief Organizer may limit the number of entries if sufficient resting time can not be provided.

SANCTIONED EVENT: Any event or competition authorized and approved by A.R.M.S. and having the appropriate organizing permit.

SOLOSPORT EVENT: An SoloSport event is defined as a competition in which competitors complete a course one-car-at-a-time. Scoring is based on each competitor's success in following the course and controlling the car, and the time taken to complete the course. SoloSport events generally fall into three categories, AutoSlalom, AutoCross and SoloSprint (Solo I). Other types of events may be included Lapping Days, Hill Climbs, Drifting, Ice Dice, etc.

SOLOSPORT EVENTS COMMITTEE: a committee comprised of a maximum of one representative of each A.R.M.S. affiliated Club and chaired by the Region Director(s) of SoloSport Workshop Group meeting at the A.R.M.S. Annual General Meeting. Each club selected member sits on the Committee until otherwise indicated by the club. The committee is chaired by the Region SoloSport Director(s).

A.R.M.S. SoloSport General Competition Rules

SOLOSPORT WORKSHOP GROUP: a group comprised of A.R.M.S basic license holders who have an interest in SoloSport. A.R.M.S. basic license holders (i.e. ARMS Club Members) who have competed in at least one regional AutoSlalom in the most recent competition year are permitted to vote at the Solo Workshop during the A.R.M.S. Annual General Meeting.

SOLOSPRINT (SOLO I): A one-car-at-a-time event held on a closed course where speeds may approach the maximum potential of the car.

AUTOSLALOM: A one-car-at-a-time non-speed event held on a closed course where vehicle speeds and hazards to competitors, spectators, and property do not exceed those of normal street driving.

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

12.1.5 Insurance:

1. Liability insurance coverage is mandatory for all SoloSport events. Insurance is obtained through ASN Canada FIA. The policy covers the club and property owners against claims for injury or property damage brought by the general public.

2. All competitors, officials, and workers are covered against liability to third parties, but are individually responsible for deductible amounts. The policy does not cover participant injury or damages.

3. Any other person(s) permitted to enter areas normally closed to the public (such as the course, timing and scoring areas, competitor parking area, scrutineering area, etc.) must sign an Insurance Waiver.

4. A copy of the Insurance Certificate should be posted at all Auto Slalom Events.

12.2 EVENT ORGANIZATION: AutoSlalom

12.2.1 Event Status and Permits:

1. All A.R.M.S. AutoSlalom Events and other Regional status events require a valid permit prior to the event being held. Organizers shall apply for permits no later than 60 days before the date of the event, and shall include permit fee, performance bond and proposed Supplementary Regulations when applying.

2. The A.R.M.S. SoloSport Director shall issue an event permit only when all regulations have been complied with.

3. Club status events do not require an A.R.M.S. AutoSlalom permit.

12.2.2 Notices and Publicity:

1. For all A.R.M.S. AutoSlalom Championship events, supplementary regulations which include all pertinent information about the event type, location, date, times, and any special instructions or restrictions shall be mailed to all A.R.M.S. member clubs no later than 30 days before the date of the event. The A.R.M.S. AutoSlalom permit number shall be quoted on the supplementary regulations.

2. Organizers may publish information about an AutoSlalom event using posters or media advertisements provided the ads specify that the event is open only to members of A.R.M.S. clubs. Unless additional insurance coverage is obtained by the organizer to provide for spectator coverage, all public advertisements shall be in the form of a "notice", and not an "invitation" for the general public to attend.

12.2.3 Course Safety:

1. At least two fully charged and functional 5-pound 10BC dry-chemical fire extinguishers (or four 2.5-pound) shall be present at all AutoSlalom events.

2. There must be adequate course marshals to oversee all competition runs and to ensure equality and safety to all competitors.

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

4. Full consideration must be given to safety in the pits, around the start finish areas, and near the flag stations. Particular attention must be given to assuring that timekeepers and marshals are not placed in hazardous locations.

5. The organizer must elaborate a prearranged plan to cope with major emergencies, such as a car going into a crowd or a marshals station.

12.2.4 Event Operation:

1. Registration shall be opened at least one hour before the published starting time for the Event Registration shall remain open until the last car makes its first run on the course.

2. Instructions to Competitors: The organizer shall call all competitors to a driver's meeting prior to the start of the event. All competitors are required to attend this meeting. The Organizer shall cover the following topics:

- Introduce the event officials.
- Review the course diagram.
- Make sure all entrants have signed the waiver
- Describe the primary and backup timing.
- Describe the penalties to be assessed.
- Walk the course
- Review supplementary regulations

3. Scheduling: Events should be scheduled during daylight hours whenever possible. Night time events are permitted if adequate lighting is available. Allow adequate time to complete the event without undue rushing. As a guide, allow for the following minimums:

- Competitor arrival and preparation. 1 hour
- Registration and Scrutineering: 1 hour
- Timed Runs (varies): 3 hours
- Course Cleanup: 1 hour

A.R.M.S. SoloSport General Competition Rules

4. Changes to a course after an event has started require the approval of a majority (50% + 1) of the competitors AND permission of the event organizer AND permission of the event steward. Such changes may only be instituted after one complete run, except in the case of an obvious safety issue.

5. The organizer of an event may disqualify a competitor for not doing work assignments.

12.2.5 Rules of the Course:

1. Competitors shall be required to act in a subdued manner at all times. No burnout's or excessive noise are allowed.

2. The organizer of an event may enter the event provided that, where conflict might arise, the organizer's duties are delegated to other non-competing officials.

3. Pre-runs are not allowed. A course may be pre-run by a non competitor only. This includes any/all passengers.

4. Runs:

i) No practice runs will be allowed.

ii) No deliberate tire warming before a run. Competitors Vehicles will be stationary at least five (5) minutes before their run unless otherwise instructed by an official.

iii) The starting order for an event shall be determined by assigning each competitor number then drawing at random one of those numbers and continuing in numerical sequence from the drawn number. Competitors shall make all of their runs in that order with the exception of approved reruns.

iv) A run may be started only after the course has been cleared and the starter gives permission.

v) A DNF will be assessed to any competitor who makes an early start.

vi) A CHECKERED flag should be displayed at the finish line at the end of each Competitor's run.

vii) If, during an event, a vehicle experiences mechanical problems resulting in withdrawal from the event, the driver may finish the remaining runs in another car legal in the same class. Such a mechanical problem shall not be grounds for a re-run. Any replacement vehicle must pass scrutineering inspection.

12.2.6 Timing:

1. Each timer shall be calibrated. This may be carried out by designating the primary timer as the standard, and operating both timers simultaneously for a period of at least 15 minutes. A conversion factor for the backup timer shall be calculated by taking the ratio of the primary to backup times for the calibration period. The conversion factor shall be applied to all times from the backup timer used for scoring.

2. In the event of a complete/permanent failure of the primary timer, the event shall be completed using the backup timer.

A.R.M.S. SoloSport General Competition Rules

3. For Club status events, a primary timer capable of timing to at least 1/100 second with either manual or "hands-off" start/stop function may be used.

4. For Club events, a handheld timer with manual start/stop function may be used as a backup timer.

12.3 A.R.M.S. AutoSlalom Championship:

12.3.1 GENERAL:

1. The A.R.M.S. AutoSlalom Championship (A.R.M.S.-ASC) is composed of a series of events held across Atlantic Canada to determine the Regional AutoSlalom Champions.

2. The A.R.M.S.- ASC is sanctioned by the A.R.M.S. AutoSlalom Events Committee and is organized in conjunction with hosting Clubs in the Region.

3. Competitors must have a valid full membership in an A.R.M.S.-affiliated Club.

4. The conduct of each A.R.M.S.- ASC event shall conform to these regulations.

12.3.2 Scoring:

1. For scoring purposes, the A.R.M.S. AutoSlalom Championship Classification Schedule is as follows.

STOCK	SUPER STOCK	STREET PREPARED	Modified
S			
A	A	A	A
B	B	B	B
C	C	C	C
D	D	D	D
E	E	E	
F	F	F	
G			
H			

2. Time penalties shall be added to the recorded time for each run to arrive at the time used for scoring.

3. Elapsed times and penalties for each run by each competitor shall be posted continually throughout the event.

4. The fastest run including penalties if any for each competitor shall be used to determine finish placing in each class.

5. If identical fastest times are recorded for two or more competitors in the same class the next fastest times for these competitors will be used for tie breaking purposes only.

A.R.M.S. SoloSport General Competition Rules

6. Championship points will be awarded based on the finishing order of each class. Points are awarded for a full class consisting of three (3) or more entrants according to the following schedule

First	20	Sixth	7
Second	17	Seventh	5
Third	14	Eighth	3
Fourth	11	Ninth	2
Fifth	9	10, 11, on	1

a. For an entrant to be considered in a class, the entrant must be a valid full member of an A.R.M.S. affiliated club as of the close of registration for that event, and, therefore be a basic license holder. Only competitors who fulfill this requirement are counted toward class size and points allotment for that event.

7. Where there are only two (2) entrants in a class, 17 points shall be awarded to first place, and second place shall be awarded 14 points.

8. Where there is only one (1) entrant in a class, 14 points will be awarded.

9. The Overall Championship shall include points from all A.R.M.S. Regional AutoSlalom Championship Events in the current calendar year.

10. The various Class Championship's shall include points collected from all A.R.M.S. Regional AutoSlalom Championship Events in the current calendar year.

12.3.3 Determining AutoSlalom Competitor of the Year:

The Competitor of the Year will be selected by the Solo Events Committee and will be based equally on contribution and participation.

12.3.4 Awards:

1. Awards for the A.R.M.S Regional AutoSlalom Championship shall be presented for:

- a. First, Second, and Third Overall.
- b. First, Second, and Third in each class.
- c. Best novice and or most improved driver.
- d. Top Ladies Competitor of the year.

2. Additional awards may be presented if the number of entries warrant (e.g. fourth, fifth, etc.)

3. Trophies / Plaques to be presented at each Regional for first place in each class

12.4 VEHICLE ELIGIBILITY AND CLASSIFICATION:

12.4.1 General:

1. There will be no limit placed on the number and type of vehicle eligible to enter an event, except that each vehicle must pass the scrutineering safety inspection, have all modifications declared, be properly classified, and must meet the minimum equipment and safety standards.

2. All entrants must complete and sign a "Vehicle Classification and Declaration of Modifications" form prior to registering for an event. All variations from standard equipment must be declared on the form.

12.4.2 Competitor Vehicle Safety Inspection:

1. Helmet

i) Each driver, and passenger, must wear a helmet. The helmet must be rated Snell 95 or newer.

2. Engine Compartment

i) Battery should be securely mounted

ii) There should be no cracked hoses and belts should be tight

iii) There should be no oil, gas, antifreeze, hydraulic, or other fluid leaks

iv) Throttle must be free with no binding

v) The brake fluid reservoir should be full.

3. Wheels & Suspension

i) Tires should not have cracks, blisters, or cords showing.

ii) Lug nuts must all be there and tight.

iii) Hubcaps must be removed

iv) Wheel bearings must not show excessive play.

4. Interior

i) Solid brake pedal feel with no bleed down

ii) Seat belts must not be frayed or cut

iii) All loose items removed from interior and trunk

12.4.3 Competition Categories:

1. General.

i) The preparation points for each and every modification to the vehicle shall be added together.

ii) The sum of all preparation points for the vehicle shall be used to determine the Vehicle Category according to the following schedule.

2. Stock (S) Category.

The vehicle is permitted a maximum of two (2) preparation point under the preparation point schedule detailed in CNAC Solo II Rules Section 5.4.

3. Super Stock (SS) Category.

The vehicle is permitted a minimum of three (3) and a maximum of six (6) preparation points under the preparation point schedule detailed in CNAC Solo II Rules Section 5.8

4. Street Prepared (SP) Category.

i) The vehicle is permitted a minimum of seven (7) and a maximum of fifteen (15) preparation points under the preparation point schedule detailed in CNAC Solo II Rules Section 5.8.

ii) The following equipment is mandatory for vehicles in Street Prepared category. Appropriate preparation points shall be assessed.

a) The vehicle is required to be fitted with an approved 3-point y-Harness (or better) seat restraints for the driver (and passenger, if any).

5. Modified (M) Category.

i) The vehicle is permitted a minimum of sixteen (16) or more preparation points under the preparation point schedule detailed in CNAC Solo II Rules Section 5.8.

ii) The following equipment is mandatory for vehicles in Modified category. Appropriate preparation points shall be assessed.

a) The vehicle is required to be fitted with approved 4 point (or better) seat restraints for the driver (and passenger, if any).

b) The vehicle is required to be fitted with approved roll-over protection.

12.4.4 Voluntarily Classification Bumping:

1. Competitors will be permitted to voluntarily bump to the next higher class if in a non-full class (ie. HS to GS to FS and so on... or FSP to ESP to DSP and so on.)

2. Competitors will be permitted to voluntarily bump to the next higher category if in a non-full class (ie. Stock to appropriate Super Stock or Super Stock to appropriate Street Prepared and so on.)

12.4.5 Classification Schedule:

1. The vehicle classification schedule for A.R.M.S. AutoSlalom Championship events is as listed in CAC AutoSlalom Rules Appendix A.

12.4.6 2005 PAX Factors:

STOCK	SUPER STOCK	STREET PREPARED	Modified
SS - 0.837			
AS - 0.828	ASS - 0.850	ASP - 0.865	AM - 1.000
BS - 0.821	BSS - 0.839	BSP - 0.861	BM - 0.942
CS - 0.810	CSS - 0.838	CSP - 0.855	CM - 0.908
DS - 0.796	DSS - 0.822	DSP - 0.844	DM - 0.879
ES - 0.806	ESS - 0.826	ESP - 0.858	EM - 0.886
FS - 0.805	FSS - 0.811	FSP - 0.862	FM - 0.884
GS - 0.782			
HS - 0.777			FSAE - 0.948

12 . 5 - CAC Rules

CANADIAN AUTOSLALOM CHAMPIONSHIP RULES

AUTOSLALOM EVENT RULES

EFFECTIVE JAN. 01, 2005

CANADIAN AUTOSLALOM CHAMPIONSHIP (CAC)

"Competitors are reminded that participation in any form of motor sport involves a certain level of risk. This level of risk is accepted by the competitor whenever he enters an event. CAC events held under these rules must adhere to the safety requirements herein. Though the safety standards are adequate for this type of sport, it is ultimately the competitor's responsibility to ensure his own safety and the safety of those around him. Modification allowances defined in the CAC rules may require installation/fabrication by qualified individuals. If you lack the tools or knowledge to attempt such modifications please consult those who have the expertise to properly modify your vehicle. CAC assumes no responsibility or liability for any results attained by consulting this rulebook. Due to the passage of time, these Rules and Regulations will be subject to change. Competitors are warned that they should check with their local CAC representative before using this book to prepare a vehicle for the 2005 season. "

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

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

1. CANADIAN AUTOSLALOM CHAMPIONSHIP 2005	19
2. TERMINOLOGY	20
3. SOLO EVENTS REGULATIONS	22
3.1. GENERAL REGULATIONS	22
A. Autoslalom Event	22
B. Insurance	22
C. Coverage	22
D. Disclosure.....	22
E. Accident Reports	23
3.2. VEHICLE ELIGIBILITY	23
A. General	23
B. Minimum Standards.....	23
C. Driver Restraints	23
D. On-Board Starters.....	23
E. Fluid Containment.....	23
F. Batteries.....	23
G. Accessories.....	23
3.3. EVENT OFFICIALS AND DUTIES	24
3.4. COMMON SENSE AND COURSE DESIGN	24
Guidelines	24
4. AUTOSLALOM EVENT REGULATIONS	25
4.1. DEFINITIONS	25
A. Interchangeable Terms	25
B. Category	25
C. Class.....	25
D. Licensed Competitor	25
4.2. COMPETITOR ELIGIBILITY	25
A. Eligibility to Compete	25
B. Underage Drivers	25
C. Numbers.....	26
4.3. CAC AUTOSLALOM EVENT GUIDELINES	26
A. Advanced Notice	26
B. Form of Notice	26
C. Event Documentation	26
D. Unrestricted Entry	27
E. Adverse Weather Conditions.....	27
F. Alcohol and Narcotics Policy	27
G. Registration Time Limit	27
H. Order of Running	27
I. Impound	27
4.4. COURSE DESIGN AND EVENT SAFETY	28
A. Minimum Standards.....	28
B. Consultation	28
C. Demonstration	28
D. Surface Hazards.....	28
E. Buildings and Structures	28
F. Immovable Objects.....	28
G. Off-Camber Turns.....	28
H. Minimum Dimensions	28

I.	Course Markers	28
J.	Spectator Safety.....	28
K.	Passenger.....	29
L.	Placement of Timers	29
M.	Worker Stations.....	29
N.	Visibility of Workers	29
O.	Noise Limit.....	29
P.	Stop Box Requirement.....	29
Q.	Stop Box Specifications.....	29
R.	Course Maps	29
S.	Vehicle Restrictions	30
T.	Maximum Speed Considerations.....	30
4.5.	TIMING AND SCORING	30
A.	Bumping.....	30
B.	Car Limits	30
C.	Competitor Limits	30
D.	Official Number of Runs	30
E.	Run Limits.....	30
F.	Re-runs	30
G.	Consecutive Runs.....	31
H.	Scoreboard.....	31
I.	Scoring Format.....	31
J.	Down-and-Out Rule.....	31
K.	Downed Pylon Exemption.....	31
L.	Timer Specifications.....	31
M.	Timer Failure.....	31
N.	Back-up Timing System	31
O.	Basis for Scoring	31
P.	Ties	32
Q.	Did Not Finish (DNF).....	32
R.	Airport Loop.....	32
S.	Complete Stop Requirement.....	32
T.	Proper Exit from the Course	32
U.	Completion of Run	32
V.	Scoring a DNF	32
W.	Did Not Start (DNS)	32
X.	Points Calculation	32
Y.	Ranking.....	32
Z.	Ladies Classes	32
4.6.	CAC EVENT RESULTS GUIDELINES	33
A.	Event Classification.....	33
B.	Results Format	33
C.	CAC Awards.....	33
4.7.	PROTESTS & APPEALS	33
	Sportsmanship.....	33
4.8.	VEHICLE PREPARATION AND DRIVER SAFETY	33
A.	Noise Limit.....	34
B.	Noise Measurement.....	34
C.	Scrutineering Inspection	34
D.	Tire Condition	34

E.	Swing Axle Vehicles	35
F.	Remove Hub Caps.....	35
G.	Tonneau Covers.....	35
H.	Batteries	35
I.	Roll-over Protection.....	35
J.	Closed Car Roll-over Considerations	35
K.	Window Requirements.....	35
L.	Driver Restraints	35
M.	Helmets	37
N.	Footwear.....	37
O.	Starters	37
P.	Fluid Recovery Systems	37
Q.	On-board Cameras	37
5.	CAR PREPARATION GUIDELINES	39
5.1.	GENERAL DEFINITIONS & GUIDELINES	39
A.	Automobile (Car)	39
B.	Sedan.....	39
C.	Model	39
D.	Standard Parts and Equipment	39
E.	Open and Closed Cars.....	39
F.	Series Produced	39
G.	Burden of Proof	39
H.	Tread	39
I.	Special Considerations	40
J.	Unsuitable Vehicles	40
5.2.	VEHICLE MODIFICATION AND PREPARATION	40
A.	General Modification Guidelines	40
B.	Substitution of Coachwork.....	40
C.	Substitution of Suspension	41
D.	Compliance with the rules.....	41
5.3.	STOCK CATEGORY	41
A.	Authorized Modifications.....	41
B.	Allowable Preparation Points.....	41
C.	Bodywork.....	41
D.	Shock Absorbers	42
E.	Suspension	43
F.	Brakes.....	43
G.	Tires & Wheels	43
H.	Electrical System	44
I.	Engine and Drive Train	44
J.	Fasteners.....	45
5.4.	PREPARATION POINT SCHEDULE – STOCK CATEGORY	45
A.	Method of Assessment	45
5.5.	SUPER STOCK CATEGORY	45
A.	Authorized Modifications.....	45
B.	Lower Category Modifications.....	45
C.	Allowable Preparation Points.....	45
D.	Bodywork.....	45
E.	Suspension	46
F.	Brakes.....	46

G.	Tires & Wheels	47
H.	Electrical System	47
I.	Engine and Drive Train	47
J.	Body structure modifications.....	47
5.6.	STREET PREPARED CATEGORY	48
A.	Authorized Modifications.....	48
B.	Lower Category Modifications.....	48
C.	Allowable Preparation Points.....	48
D.	Bodywork.....	48
E.	Suspension	48
F.	Brakes.....	48
G.	Tires & Wheels	48
H.	Engine and Drive Train	49
I.	Updating and Backdating of Parts.....	49
J.	Body Structure Modifications.....	50
	MODIFIED CATEGORY	50
K.	Authorized Modifications.....	50
L.	Running Gear and Suspension	50
M.	Minimum Requirements	50
N.	Bodywork.....	50
O.	Eye Protection.....	50
P.	Roll-over protection.....	50
5.7.	PREPARATION POINT SCHEDULE – ALL CATEGORIES	51
A.	Method of Assessment	51
B.	Negative Points	51
C.	Weight Reduction.....	51
D.	Running Gear and Suspension	52
E.	Engine and Drive Train	52
6.	VEHICLE CLASSIFICATION LIST	54
6.1.	GENERAL CONSIDERATIONS	54
A.	Responsibility for Classifying	54
B.	Unclassified Vehicles.....	54
C.	Classification Request.....	54
D.	Declaration of Preparation.....	54
E.	Re-Classification or Re-Alignment of Car Classes	54
F.	Class Corrections	54
6.2.	STOCK CATEGORY	55
A.	For all Stock Category listings refer to 2005 CAC classifications in Appendix A.....	55
6.3.	SUPER STOCK & STREET PREPARED CATEGORY	55
A.	For all Super Stock & Street Prepared Category listings refer to 2005 CAC classifications in Appendix A.....	55
6.4.	MODIFIED CATEGORY	55
A.	A/Modified.....	55
B.	B/Modified	55
C.	C/Modified	55
D.	D/Modified.....	56
E.	NOTES:.....	56

Appendix A - CAR CLASSES

Appendix B - ROLL BARS SPECIFICATIONS

A.R.M.S. SoloSport General Competition Rules

Appendix C - ROLL CAGES SPECIFICATIONS

Appendix D - OFFICIALS AND THEIR DUTIES

Appendix E - PROTESTS AND APPEALS

Appendix F - NOISE LIMIT

Appendix G - 1972-1991, 2000-2004 NATIONAL CHAMPIONS

Appendix H - CONTACTS (REGIONS, CAC BOARD)

Canadian Autoslalom Championship (CAC)

Copyright @ 2000 First Printing
@ 2001 Revised
@ 2002 Revised
@ 2003 Revised
@ 2004 Revised
@ 2005 Revised

1. CANADIAN AUTOSLALOM CHAMPIONSHIP 2005

Effective January 01, 2005. ASN Canada FIA (ASN) reserves the right to revise these rules, to issue supplements to them, and initiate special rulings at any time in an emergency. Changes to these rules will become effective upon the official issuing of a ASN Competition Bulletin. Questions concerning rules clarifications should be directed to the ASN SoloSport committee.

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

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

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

Determinations by ASN officials are non-litigable;

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

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

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 the Regulations of ASN, in the appendices thereto, in all Supplementary Regulations, and for general use.

ASN:	ASN Canada FIA, the National Body recognized by the FIA as sole holder of the sporting power in Canada.
AUTOMOBILE:	A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must effect steering and at least two the propulsion.
CAC:	Canadian Autoslalom Championship.
CAC board.	A group of individuals responsible for the administration of the National solo event and enacting the policies adopted by CAC.
CLOSED EVENT:	A competition confined solely to the members of the club organizing the competition and invited competitors.
CLUB:	Any body recognized by ASN as a club.
COMPETITION:	A contest, governed by the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
COMPETITOR:	A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
CONTROL LINE:	The line by reference to which an automobile is timed or its performance in a competition is determined.
COURSE:	The route to be followed by a competitor in a competition.
DRIVER:	A person nominated as the driver of an automobile in any competition.
ENTRANT:	A person or organization whose entry is accepted for any competition.
EVENT:	A program of one or more competitions.
FIA:	Fédération internationale de l'automobile, the international federation of National Automobile Clubs.
FINISHING LINE:	The last control line on a course.

A.R.M.S. SoloSport General Competition Rules

FISA:	Fédération Internationale du Sport Automobile, the International Automobile Sport Federation, appointed by the FIA, to deal with competition matters.
LICENSE:	A certificate of registration issued by ASN or an ASN territory to any person wishing to take part in competitions.
NATIONAL EVENT:	A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by ASN and conducted under the organizing permit issued by ASN.
NON-SPEED EVENT:	An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, concourse, slalom, autocross, sprint, etc.
OPEN EVENT:	A competition in which participants comprise members of any recognized ASN motor sport club.
ORGANIZER(S):	A person or persons approved by ASN and authorized by promoters, clubs, or other groups to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer shall take the place of such promoters for the purposes of these rules and shall be deemed to be the agent of the promoters.
PROGRAM:	A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.
PROMOTER(S):	Any person or body (other than organizers) proposing to hold or holding an event.
SOLOSPORT EVENT:	A competition in which competitors complete the test one car at a time. This shall not preclude the running of more than one car at a time provided they are separated on the course by adequate time and distance to eliminate any possibility of a passing situation or of two or more cars racing with each other.
STARTING LINE:	The first control line on a course.
SUPPLEMENTAL REGULATIONS:	Regulations drawn up by the organizers of a competition or competitions and approved by ASN with the object of laying down details of such competitions. These are supplementary to the Regulations of ASN.
TERRITORY:	A Canadian province or group of provinces under the authority of ASN Canada FIA. Currently, the Territories are: CACC (British Columbia), WCMA (Alberta, Saskatchewan, Manitoba), CASC-OR (Ontario), FAQ (Quebec) and ARMS (New Brunswick, Newfoundland, Prince Edward Island and Nova Scotia). The Territories' coordinates can be found in Appendix H.

3. SOLO EVENTS REGULATIONS

3.1. GENERAL REGULATIONS

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

A. Autoslalom Event

- ii) A non-speed event held under ASN regulations; where hazards to competitors, spectators, and property do not exceed those encountered in normal legal highway driving; and in which competitors may be required to possess a valid ASN Competition License. For the purposes of this rulebook, the terms autoslalom, autocross, Solo II event, and slalom shall mean the same. (The term "Solo II" is a registered trademark of the Sports Car Club of America and is used for definition purposes only in this rulebook.)
 - a) AutoSlalom: An event generally held on a paved, flat surface wherein the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize car handling skill and maneuverability rather than car performance. Usually the course is well enough defined so that memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run.
 - b) Slalom: Alternate terminology for an AutoSlalom event described in (i).
 - c) Driving Skill Test: Generally, a level-ground contest of a car handling skill involving obstacles, forward and reverse maneuvers, cloverleaf turns, parking, and garaging exercises, with a time and penalty scoring system.

B. Insurance

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

C. Coverage

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

D. Disclosure

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

E. Accident Reports

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

3.2. VEHICLE ELIGIBILITY

A. General

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

B. Minimum Standards

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

C. Driver Restraints

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

D. On-Board Starters

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

E. Fluid Containment

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

F. Batteries

- i) The battery must be securely fastened.

G. Accessories

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

3.3. EVENT OFFICIALS AND DUTIES

See Appendix D.

3.4. COMMON SENSE AND COURSE DESIGN

Guidelines

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

- i) Organizers are cautioned that participants in solo events may not be covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken. Competitors are advised to check with their insurance providers.
- ii) Organizing an event that complies with these regulations calls for the exercise of prudent, good judgment and common sense. The protection of life and property shall be the prime factor governing all decisions relating to course design and safety.
- iii) Caution and proper attention must be given to the location of property which might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, and the like should all be carefully considered.
- iv) Surfaces must be paved and in good condition. Gravel or any type of non-stabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be avoided.
- v) Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes may be used to increase safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or failure to follow the chicanes.
- vi) Consideration should be given to competitors' safety when choosing a course. Where possible, location with curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset the car should be avoided.
- vii) Clubs must not run events that require the competitor to leave the car during a timed run. Nor must the competitor be required to start the event from outside the car.
- viii) The running of more than one car at a time is permitted, providing the cars are separated on the course by adequate time and distance to eliminate the possibility of a passing situation or of two or more cars racing with each other.

4. AUTOSLALOM EVENT REGULATIONS

4.1. DEFINITIONS

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

A. Interchangeable Terms

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

B. Category

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

C. Class

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

D. Licensed Competitor

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

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

OR

- ii) the SCCA

4.2. COMPETITOR ELIGIBILITY

A. Eligibility to Compete

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

- i) Hold a current and valid provincial or state Driver's License, and
- ii) Hold a membership or License from his ASN territory that grants eligibility for autoslalom events.
- iii) And have a current membership card of a recognized ASN affiliated club.

OR

Have a current membership card of the SCCA or other FIA recognized motorsport governing body

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

B. Underage Drivers

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

C. Numbers

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

4.3. CAC AUTOSLALOM EVENT GUIDELINES

A. Advanced Notice

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

B. Form of Notice

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

C. Event Documentation

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

- i) Copy of event permit.
- ii) Copy of insurance certificate applicable to the event.
- iii) Copy of letter showing site authorization.

Note: These three items (above) must be displayed at the event scoring area.

- iv) Supplementary Regulations.
- v) Name and phone number of the Event Steward.

A letter including the following:

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

It is strongly recommended that event notices be distributed or broadcast to advertise the events.

D. Unrestricted Entry

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

E. Adverse Weather Conditions

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

F. Alcohol and Narcotics Policy

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

G. Registration Time Limit

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

H. Order of Running

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

I. Impound

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

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

Street Prepared - Validate Legality

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

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

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

4.4. COURSE DESIGN AND EVENT SAFETY

A. Minimum Standards

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

B. Consultation

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

C. Demonstration

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

D. Surface Hazards

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

E. Buildings and Structures

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

F. Immovable Objects

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

G. Off-Camber Turns

Negative camber turns shall be avoided if at all possible.

H. Minimum Dimensions

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

I. Course Markers

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

J. Spectator Safety

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

K. Passenger

Passengers are NOT allowed during official runs of CAC events.

L. Placement of Timers

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

M. Worker Stations

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

N. Visibility of Workers

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

O. Noise Limit

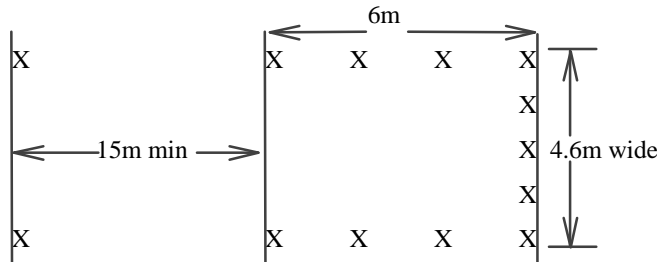
The ASN AutoSlalom noise limit is 96db unless there is an alternate noise limit for that facility/track listed in these regulations, Appendix F. Event organizers may apply to ASN for alternate noise limits depending on event location, but such application must be approved by ASN prior to issuing Supplementary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

P. Stop Box Requirement

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

Q. Stop Box Specifications

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



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

R. Course Maps

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

S. Vehicle Restrictions

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

T. Maximum Speed Considerations

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

4.5. TIMING AND SCORING

A. Bumping

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

B. Car Limits

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

C. Competitor Limits

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

D. Official Number of Runs

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

E. Run Limits

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

F. Re-runs

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

G. Consecutive Runs

No driver shall make two runs back to back. There shall be a minimum five-minute or five car space between runs made by the same car either by two drivers or by the same driver. If a competitor is granted a re-run, it shall be administered in this manner also.

H. Scoreboard

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

I. Scoring Format

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

J. Down-and-Out Rule

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

K. Downed Pylon Exemption

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

L. Timer Specifications

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

M. Timer Failure

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

N. Back-up Timing System

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

O. Basis for Scoring

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

P. Ties

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

Q. Did Not Finish (DNF)

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

R. Airport Loop

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

S. Complete Stop Requirement

Failure to come to a complete stop within the finish box shall be scored a D.N.F. The down and out pylon 2-second penalty rule will apply to each of the stop box cones.

T. Proper Exit from the Course

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

U. Completion of Run

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

V. Scoring a DNF

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

W. Did Not Start (DNS)

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

X. Points Calculation

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

Y. Ranking

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

Z. Ladies Classes

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

4.6. CAC EVENT RESULTS GUIDELINES

A. Event Classification

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

B. Results Format

All results for National events shall meet the following requirements:

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

C. CAC Awards

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

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

4.7. PROTESTS & APPEALS

Sportsmanship

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

4.8. VEHICLE PREPARATION AND DRIVER SAFETY

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

A. Noise Limit

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

B. Noise Measurement

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

C. Scrutineering Inspection

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

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

D. Tire Condition

When inspected at a scrutineering inspection:

- i) each tire must have measurable tread depth as described in this provision. Measurable tread depth must be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the center one-half of the tread surface that normally touches the ground, and
- ii) the measurement points must be within tread grooves along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter direction where measurement holes may be located. (Tread definition, see Section 5.1 H.)

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

E. Swing Axle Vehicles

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

F. Remove Hub Caps

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

G. Tonneau Covers

Tonneau covers must be removed.

H. Batteries

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

I. Roll-over Protection

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

J. Closed Car Roll-over Considerations

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

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

K. Window Requirements

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

L. Driver Restraints

Seat belts must be installed and worn by the driver while on the course. The seat belt must be a minimum lap belt with a DOT or SFI approved metal to metal fastening mechanism. In the Modified Categories a four (4) point safety harness or better meeting FIA/ISO standard No. 8853 and the following specifications is mandatory:

- i. The restraint system consists of a lap belt and two (2) shoulder straps.
- ii. The material of all straps shall be nylon or dacron polyester and in new or perfect condition. The buckles must be of metal-to-metal quick release type except in the

case of leg straps of a six (6) point system where they are attached to the seat belt or shoulder harness straps

- iii. The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness.
- iv. The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point to an angle of forty (40) degrees with the horizontal.

GENERAL FIXING SYSTEM

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

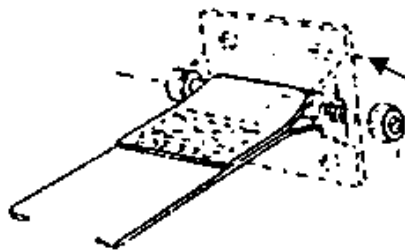
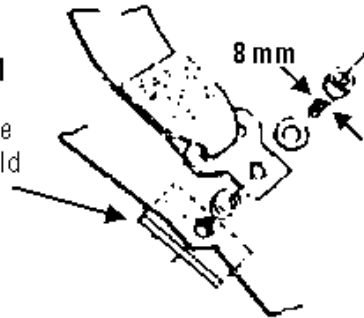
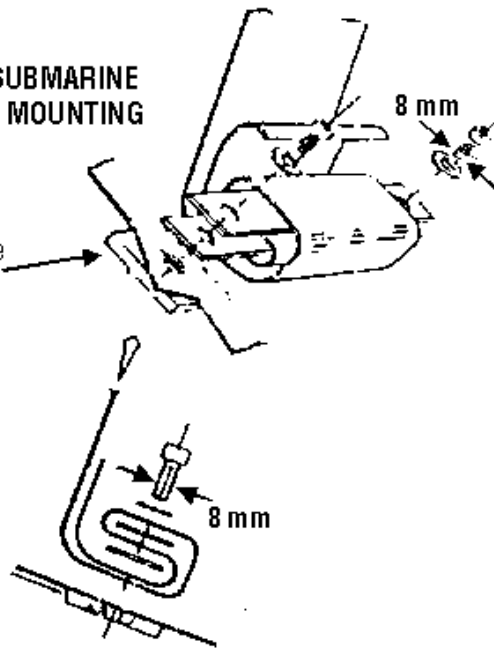


Plate fixed to the chassis and strengthened by a reinforcing plate on the other side

ANTI-SUBMARINE STRAP MOUNTING

Reinforcing plate fixed to the car's chassis



- v. In cases where the driver is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is forty-five (45) degrees or greater.
- vi. Only separate shoulder straps are permitted. "H" type configuration is allowed. "Y" type shoulder straps are not allowed.
- vii. The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE grade 5. Where possible, seat belts, shoulder harness and anti-submarine straps should be mounted to the roll structure or frame of the car. All harness mounting bolts must be of 10 mm (0.375") shank diameter, minimum. If clip-in eyebolts are used, the clip must be secured with a cotter pin or lockwire to prevent accidental release.
- viii. Where it is not possible to mount belts and straps directly to the roll structure or frame of the car and they must be attached to a structural panel for example, the panel must be suitable reinforced in a workmanlike manner to prevent distortion under load. Steel reinforcing plates of adequate large area and thickness must be installed to prevent the belt attachment from pulling through the panel under load.
- ix. Bolting directly to the floor panels, etc. without adequate reinforcement is not acceptable.
- x. The restraint system installation is subject to approval of the scrutineer.

M. Helmets

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

N. Footwear

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

O. Starters

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

P. Fluid Recovery Systems

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

Q. On-board Cameras

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

- i) The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and

A.R.M.S. SoloSport General Competition Rules

- ii) secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails.
- iii) All remote apparatus such as battery packs, remote recording 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.
- iv) All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized or, failing that, contact shall only cause minimal damage.

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

5. CAR PREPARATION GUIDELINES

5.1. GENERAL DEFINITIONS & GUIDELINES

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

A. Automobile (Car)

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

B. Sedan

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

C. Model

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

D. Standard Parts and Equipment

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

E. Open and Closed Cars

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

F. Series Produced

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

G. Burden of Proof

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

H. Tread

Tread is the part of the tire that makes contact with the road surface during normal driving conditions. When a straight-edged measuring device is placed across the running surface, 'tread' is

defined as the area of the tire that is parallel to this straight edge (reasonable allowances made for the slight natural curvature of the inflated tire). Any other part of the tire that makes an included angle of not more than 45 degrees from the straight-edge is also considered tread. Parts of the tire making an included angle of 45 degrees or more from the straight-edge shall not be considered tread.

I. Special Considerations

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

J. Unsuitable Vehicles

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

5.2. VEHICLE MODIFICATION AND PREPARATION

A. General Modification Guidelines

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

i) Authorized-

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

ii) Restricted-

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

iii) Prohibited-

These are modifications that are specifically prohibited in a car category description, or are not authorized, nor listed in the Preparation Point Schedule. Regardless of whether preparation points are taken, a prohibited modification will render a car ineligible for competition under the category where such modifications are not allowed.

B. Substitution of Coachwork

Where substitution of coachwork is permitted (either with or without incurring preparation points), the replacement panel must completely replace the original panel and must be without holes or other interruptions in the continuity of the surface unless specifically listed in the authorized modifications of the category. Coachwork is defined as all external panels and pieces of the body exposed to the airstream. The material of replacement panels must be metal, glass-reinforced plastic, or other suitable fire-resistant material.

C. Substitution of Suspension

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

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

D. Compliance with the rules

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

5.3. STOCK CATEGORY

Stock Category cars must be run as specified by the factory with only standard equipment as defined by these Rules. This requirement refers not just to individual parts, but to combinations thereof which would have been ordered together on a specific car. Option package conversions may be performed between specific vehicles of a particular make and model, but only between configurations from within a particular model year. Such conversions must be totally complete and the resultant car must meet all requirements of this section.

A. Authorized Modifications

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

B. Allowable Preparation Points

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

C. Bodywork

- i) The addition or use of alternate accessories, gauges, indicators, lights, mirrors, and other appearance, comfort, and convenience modifications which have no effect on performance and/or handling are permitted. A single wiper arm system may replace the original if operational. Foot pedal covers are allowed.
- ii) The shift knob may be modified or substituted. This does not include the shifter lever, handle, body or mechanism.
- iii) Substitution of steering wheels is allowed provided the new steering wheel does not differ in outside diameter by more than 26 mm from the original wheel. On cars equipped with air bag supplemental restraint systems, no substitution is allowed. Air bags, however, may be electronically disabled.
- iv) Any fuel-filler cap may be used. Monza style gas caps must be secured against accidental opening.
- v) The folding, but not removal of the windshield and/or the convertible top is permitted, providing the mechanism is standard equipment. T-tops and Targa tops may be removed.
- vi) The removal of the spare tire(s), tools, and jack is permitted.

- vii) Any alternate front fender is permitted, providing it is the same size, shape, and at least the same weight as the original.
- viii) Any alternate restraint harness is permitted as long as it meets or exceeds the minimum standards as outlined in Section 3.2.C.
- ix) Any spoiler/air dam may be added or modified, provided it is at least the same weight as the original spoiler/air dam or the panel(s) it replaces.
- x) Standard fuel tank must remain unaltered in dimensions and mounting.
- xi) Tow-bar brackets and hooks may be installed, and the appropriate modifications to the bumper and/or frame in order to install them are permitted, provided such modifications do not reduce the weight of the vehicle.

D. Shock Absorbers

- i) The make of shock absorber may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment and attachment points are not altered. Substituted shock absorbers may provide no more than two external damping adjustments.
- ii) The mounting hardware shall be the original type. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft is larger than the center hole of an upper mount assembly, that hole may be enlarged by the minimum amount necessary to accommodate the shock shaft size, provided the following restrictions are met:
 - a) the enlarged hole must remain concentric with that of the original configuration;
 - b) the enlargement of the hole does not require modification of a bearing (as opposed to a washer, plate, or sleeve);
 - c) neither the hole enlargement nor the location of the shock shaft changes any alignment parameter.
 - d) Bump stops installed externally and concentric with the shaft of a shock absorber may be drilled out to fit larger-diameter shock shafts. Bump Stops with similar characteristics to those of the original may be substituted for the purpose of installing aftermarket shock absorbers.
 - e) The use of any shock absorber bushing material, including metal, is permitted. This does not permit the use of an offset shock absorber bushing.
 - f) The interchange of gas and hydraulic shock absorbers is permitted. Electronically controlled shocks may not be used on vehicles not originally equipped with such units. Vehicles originally equipped with electronically controlled shocks may use non-electronically controlled alternatives.
 - g) Shock absorbers with adjustable spring perches which have been welded in the stock position on the shock absorber are permitted.
 - h) The dimensional characteristics of the shock and relative placement of the spring must remain as stock. If the spring perch on an aftermarket shock/strut is a small amount (e.g. 1/4") lower than the standard part, but the shock/strut otherwise complies with the requirements of this Section, a

shim may be added to the spring perch to raise the spring base to the correct height. This shim must be permanently attached to the perch.

E. Suspension

- i) The bushing attaching the end of the strut to the body or frame on a strut type suspension is a suspension bushing, not a shock absorber bushing. Suspension bushings, including but not limited to those which carry the weight of the car and determine ride height, may not be replaced with bushings of a different material or dimension.
- ii) Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual for non-competition purposes. Replacement control arms for vehicles having integral bushing/arm assemblies must be standard factory parts. If authorized by the manufacturer, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.
- iii) The steering system and its associated linkages will be considered as part of the suspension system.

F. Brakes

- i) Any alternate make and material of brake shoe linings and brake pads is permitted.
- ii) The fitting of single cylinder dual circuit systems is permitted.
- iii) The addition of a brake cooling system is permitted. The brake backing plates may be modified or removed. Minor modification to the interior fender panels and interior front body panels are permitted in order to facilitate the installation of the brake cooling system, provided such minor modifications serve no other function. Water-cooled braking systems are prohibited.

G. Tires & Wheels

- i) Any make, model and size of tire may be used, provided there is both a Department of Transportation (D.O.T.) approval stamp and approval number on the tire except the following:
 - a) (no tire models currently listed),
 - b) R-compound tires are a restricted modification. Appropriate preparation points must be taken if such tires are used.
 - c) When viewed from directly above the outermost edge of the fender opening (using the hub center-line as the viewing axis) from an angle perpendicular to the ground, no portion of the tread 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.

- ii) No alterations to the vehicle are permitted for wheel installation or clearance.
- iii) Unless appropriate preparation points are taken for alternate sized wheels, any type wheel may be used provided it complies with the following: it is the same width and diameter as standard, and as installed (including wheel spacers if applicable) it does not have an offset more than +/- 0.25 inch from a standard wheel for the car. The resultant change in track dimensions is allowed. Vehicles originally equipped only with 12 inch diameter wheels, may use 13 inch diameter wheels of the same width as standard and offset within +/- 0.25 inch of standard. Vehicles normally equipped w/ rim less than 5" wide may use 5" wide rims.
- iv) Wheel Studs or Bolts length and diameter may be changed. Wheel bolts may be changed to wheel studs.
- v) Unless appropriate preparation points are taken for alternate sized wheels, vehicles with metric sized wheels may use alternate rims using the following sizing method:
 - a) Diameter- convert metric measurement to inches and round to the nearest lower inch measurement.
 - b) Width- convert metric measurement to inches and round to the nearest smaller 1/2 inch measurement
 - c) Offset- measurement remains the same based on the closest millimeter equivalent.
- vi) Wheel spacers are allowed provided that the resulting change in standard offset is not more than 0.25".

H. Electrical System

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

I. Engine and Drive Train

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

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

J. Fasteners

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

5.4. PREPARATION POINT SCHEDULE – STOCK CATEGORY

A. Method of Assessment

Moved. See General Preparation Point Schedule, Section 5.8

5.5. SUPER STOCK CATEGORY

A. Authorized Modifications

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

B. Lower Category Modifications

All Stock-category 'authorized' modifications are permitted.

C. Allowable Preparation Points

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

D. Bodywork

- i) In order to provide engine induction or ventilation, the addition of grills or air scoops is permitted. The removal, modification or substitution of hood liners permitted.
- ii) Cutouts for oil coolers are permitted.

- iii) Spoilers, body kits, rear wings, etc. are allowed. Only minor modification to the standard bodywork is allowable to fit an aftermarket body panel. Rear wings other than O.E.M. may not extend higher than the highest point of the roofline, may not extend rearward more than the rear most edge of the factory bodywork, and may be no wider than the widest point on the body not including side mirrors or aftermarket accessories. The intent of this rule is to allow as wide a variety of appearance kits as possible while maintaining some limits on wing/spoiler technology.
- iv) Any alternate steering wheel may be used.

E. Suspension

- i) The standard suspension mounting points on the chassis may be reinforced, but their location may not be changed. Suspension geometry may not be altered through the modification of suspension mounting points on the chassis (ie: no filing or slotting of holes).
- ii) The cars suspension may be aligned anywhere within the full range of the manufacturer's stock, unaltered adjusting mechanisms.
- iii) The addition, substitution, or modification of any part of a front or rear suspension anti-sway bar system is allowed subject to the applicable preparation points.
- iv) If 'other suspension modification(s)' preparation points are taken in the Super Stock category, then the suspension MAY ONLY be modified as specified below:
 - a) Springs must be the same type as original (coil, leaf, torsion bar, etc.) and use the original attachment points. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, adjustable coil spring perches, or modification of springs. This does not allow the use of spacers which alter suspension geometry, such as those between the hub carrier and lower suspension arm.
 - b) Suspension bump stops may be altered or substituted but not removed.
 - c) Suspension bushings may be replaced with bushing of any material (except metal) as long as they fit in the original location. Offset bushings may not be used. In a replacement bushing the amount of metal relative to the amount of non-metallic material may not be increased. This does not authorize a change in type of bushing (for example ball & socket replacing a cylindrical bushing).
 - d) Addition, modification or replacement of lateral locating devices (i.e.: Panhard Rods and Watts Linkage.) is permitted. . Method of attachment and attachment points are unrestricted.

F. Brakes

- i) Substitution of brake hydraulic lines with braided metal lines is permitted.
- ii) Alternate (cross drilled, vented or slotted) brake rotors of original material and diameter are permitted. No modification to existing brake system components is allowed to facilitate installation.

G. Tires & Wheels

- i) Any make, model, or size of tire may be used provided there is both a DOT Approval stamp and approval number on the tire.
- ii) Any size and offset of road wheel may be used, providing the wheel/tire combination fits within the standard wheel well opening.
- iii) When viewed from directly above the outermost edge of the fender 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.

H. Electrical System

- i) Any ignition system or part may be used. Ignition settings and curves may be altered beyond manufacturer's specifications.
- ii) Alternate ECU's /chips may be used on normally aspirated vehicles. Alternate ECU's/chips may be used on forced induction vehicles only if the ECU/chip does not DIRECTLY alter boost settings. If boost settings are directly altered by the ECU/chip then the appropriate preparation points must be taken as per the preparation point table.

I. Engine and Drive Train

- i) Exhaust emission control air pumps, nozzles, associated lines and fittings, EGR devices, and evaporator canisters may not be modified in any way except that they may be completely removed. Catalytic converters and thermal reactors may be replaced with aftermarket units or removed.
- ii) The engine cooling fan(s) may be modified or substituted, but not removed.
- iii) Removal of, or use of any alternate air cleaner assembly is permitted. Cold air induction ducting upstream of the air cleaner is allowed. On vehicles so equipped, the duct between the air flow/mass sensor and the throttle body is considered part of the air cleaner assembly/system.
- iv) Installation of vents, catch tanks, and oil coolers on the engine, transmission, or differential is permitted. If no vents or catch tanks are added, OEM systems must be in place.
- v) The transmission shifter and/or mechanism may be changed or modified
- vi) No "restricted" internal engine modifications may be made.

J. Body structure modifications

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

5.6. STREET PREPARED CATEGORY

A. Authorized Modifications

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

B. Lower Category Modifications

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

C. Allowable Preparation Points

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

D. Bodywork

- i) In order to provide clearance for tires and wheels:
 - a) Flares may be added and may be made of an alternate material.
 - b) The exterior contour of the fenders may be altered, provided that the fender opening profile (approximate size, location, and shape) viewed from the side of the vehicle is unchanged.
- ii) Modifications to the interior fender panels are permitted in order to facilitate the addition of fender flares or the alteration of the exterior contour of the fenders, provided such modifications serve no other function. Fender panels may be modified or removed, provided this change does not result in any openings between the wheel wells and the passenger, engine, or luggage compartments.
- iii) Where tires extend beyond bodywork, no modification to the fender opening profile may be performed to allow for this.

E. Suspension

- i) If suspension points are taken in the street prepared category, then any suspension component may be altered or replaced in any way, provided that the configuration remains the same as the original manufacturer.
- ii) Any camber/caster alteration device is allowed provided preparation points for suspension are taken.
- iii) If the appropriate suspension points are taken, then the suspension mounting/pickup points may be modified or relocated.
- iv) The addition of/ or modification of Traction Bars, Ladder Bars and Torque Arms is permitted. Mounting points and method of attachment are unrestricted.

F. Brakes

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

G. Tires & Wheels

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

H. Engine and Drive Train

- i) Substitution or addition of fuel pumps and pressure regulators, but not fuel distribution units, is permitted. Any other fuel system modification is subject to preparation points.
- ii) The clutch may be modified or substituted. The clutch is defined as the linkage, throw-out bearing, disc, pressure plate, and pilot bearing. This does not include the flywheel.
- iii) The transmission, differential, and transaxle may be modified or substituted, provided that neither the original suspension configuration, nor drive layout is changed. Modifications include any or all mechanical or hydraulic components relating to the transfer, application and distribution of power flow from the input shaft of the transmission up to and including the drive axle(s).
- iv) The cooling fans may be removed. The radiator may be modified or substituted.
- v) Any shift linkage may be used

I. Updating and Backdating of Parts

- i) Interchange of components between various years of the same model or between various models produced by the same manufacturer under the same brand name is permitted.
- ii) The component must be standard equipment on the vehicle from which it was taken.
- iii) The vehicle from which the component is taken must be of the same body configuration and type and have the same drive train configuration as that on which the component will be installed. Same body configuration for the purposes of update/backdate is defined as a specific model generation of a vehicle where the body style remained nearly identical between years. The Street Prepared category vehicle listings shall define the model years eligible for update/backdate of a particular vehicle.
- iv) The updated/backdated part or the part to which it is to be attached may not be altered, modified, machined or otherwise changed to facilitate the updating/backdating allowance.
- v) If modifications are made to any updated/backdated part, they must conform to the modification allowances in Street Prepared category and they will no longer be considered an update/backdate.
- vi) The updating and/or backdating of engines, transmissions or transaxles must be done as a unit; component parts of these units may not be interchanged. If modifications are made, they must conform to the modification allowances in Street Prepared category.
- vii) Where engines are interchangeable between models, the vehicle on which the component is installed must now compete in the same class as the vehicle from which the component was taken.

J. Body Structure Modifications

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

MODIFIED CATEGORY

K. Authorized Modifications

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

L. Running Gear and Suspension

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

M. 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.

N. Bodywork

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

O. Eye Protection

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

P. Roll-over protection

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

5.7. PREPARATION POINT SCHEDULE – ALL CATEGORIES

A. Method of Assessment

A vehicle with modifications, except those permitted under 4.8. or those permitted under authorized modifications for the category in which the vehicle is entered, shall be assessed preparation points according to this section.

B. Negative Points

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

C. Weight Reduction

<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
		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 drivers 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 securely attached and fully charged 2.5 lb (5BC)	-1 pt.	↯	↯	↯	↯

A.R.M.S. SoloSport General Competition Rules

or larger fire extinguisher. Fire extinguishing systems that meet the requirements of the GCR are also permitted.					
-------------------------------------------------------------------------------------------------------------------	--	--	--	--	--

D. Running Gear and Suspension

The addition, substitution, or modification of any part of a front or rear suspension anti sway bar system, per front or rear.	1 pt. each	/	/	/	/
Any other suspension modification(s).	3 pts.		/	/	/
Wheels of other than stock diameter and/or width and or offset beyond +/- 0.25". (Applies to Stock category only) Vehicles with wheels less than 13" in diameter may use 13" with no changes in width or offset. Vehicles with metric sized wheels may use alternate rims using the following sizing method: Diameter- convert metric measurement to inches and round to the nearest lower inch measurement. Width- convert metric measurement to inches and round to the nearest smaller 1/2 inch measurement Offset- measurement remains the same based on the closest millimetre equivalent.	1 pt.	/	/ *	/ *	/ *
R-compound tires (Stock Category only)	1 pt.	/	/ *	/ *	/ *

E. Engine and Drive Train

Limited slip differential, other than OEM (does not allow change in final drive ratio) Stock and Super Stock Categories only. All wheel drive vehicles will be considered as having 3 differentials, all of which shall be assessed points on an individual basis.	Single differential (1pt). Multiple differentials (2pts).	/	/	/ *	/ *
Locked differential other than OEM (not permitted in Stock Category). All wheel drive vehicles will be considered as having 3 differentials, all of which shall be assessed points on an individual basis.	Single differential (1pt). Multiple differentials (2pts).		/	/	/
Tubular headers, other than OEM	2 pts.		/	/	/
Turbocharger, supercharger	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.	4 pts.		/	/	/

A.R.M.S. SoloSport General Competition Rules

* 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					
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. <u>The stroke may not be changed.</u> 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.	2 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). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. 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.		✍	✍	✍

6. VEHICLE CLASSIFICATION LIST

6.1. GENERAL CONSIDERATIONS

A. Responsibility for Classifying

It is the responsibility of the competitor to correctly classify his vehicle. A competitor needing assistance in classifying his vehicle should ask the event organizer for help. A competitor incorrectly classifying his vehicle may be excluded by the steward(s).

B. Unclassified Vehicles

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

C. Classification Request

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

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

D. Declaration of Preparation

A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment. A false declaration, voluntary or not, may result in disqualification, even if the vehicle meets the preparation points limit.

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

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

F. Class Corrections

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

6.2. STOCK CATEGORY

- A. For all Stock Category listings refer to 2005 CAC classifications in Appendix A.

6.3. SUPER STOCK & STREET PREPARED CATEGORY

- A. For all Super Stock & Street Prepared Category listings refer to 2005 CAC classifications in Appendix A.

6.4. MODIFIED CATEGORY

A. A/Modified

- i) All Formula Cars 2.5L and over. All non-compliant (to the GCRs) Sports Racers subject to the open wheel requirements listed below. All other open wheel vehicles not otherwise classified meeting the following requirements: Minimum weight of 318 kg (700 lbs) less driver; maximum wing area of 186 sq. cm. (20 sq ft.).
- ii) Formula SAE cars shall compete in A Modified but must be prepared to Formula SAE rules.

B. B/Modified

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

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

C. C/Modified

- i) All series-based/closed wheel cars with either a reciprocating engine or a rotary engine, of 2.0L and under according to 6.4.E.i.

D. D/Modified

- i) All other series-based/closed wheel cars with reciprocating engine(s) or rotary engine(s) of more than 2.0L according to 6.4.E.i.

E. NOTES:

i) Engine Sizing:

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

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

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

iii) Wing Dimensions:

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

iii) General Competition Rules:

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

7. APPENDIX A: CAR CLASSES

It is CAC's intention to class all essentially identical vehicles from the same manufacturer (which differ only cosmetically or in nominal marquee designation) in the same class. If a version is omitted from the classes listing and is otherwise eligible for the category, then its classification will be the same as the equivalent car that is listed.

All unclassified cars will compete in *Super Sport* until classified by CAC, unless covered by a "catch-all" description. To use catch-alls at the end of the specific car classes in this Appendix, start from *Super Sport* and work down the classes until a class is found.

For **Stock Category** vehicles, the manufacturer's specifications shall be used for specific wheel diameter and maximum rim width specifications.

The following make/models are not eligible for Stock Category: BMW 325 M-Technic, BMW M3 Lightweight, BMW Z8, Calloway Corvette, Dodge Viper (NOC), Ferrari 355 and 360, *Ford GT*, Ford Mustang Cobra R, Lotus Elan M-100, Mini 'Works' package, Oldsmobile 442 HO W-41 (Sports package option), Pontiac Firebird Firehawk, Porsche 911 GT2, Porsche 911 Turbo AWD, Saleen Mustang (supercharged).

Abbreviations:

- ?? AWD- All Wheel Drive
- ?? FWD- Front Wheel Drive
- ?? L- engine displacement in litres
- ?? NOC- Not Otherwise Classified
- ?? RWD- Rear Wheel Drive
- ?? Vn- number of cylinders (prefix) or valves (suffix)

7.1. STOCK CATEGORY

SUPER SPORT

Chevrolet	Corvette C-5 ('97+)
	Corvette C-6 ('05+)
Dodge	Viper RT, GTS, SRT-10
Lotus	Elise ('05+)
	Esprit Turbo
Mazda	RX-7 Turbo ('93+)
Porsche	911 (996 chassis '98+)
	911 (997 chassis) ('05+)
	911 Turbo and 930 (2wd)
	Boxster S ('05+)

Honda	S2000 ('00-'03)
	S2000 ('04+)
Jaguar	XKR Coupe
Maserati	GrandSport, Spyder, Coupe ('02+)
Mercedes	SLK 32 AMG ('02+)
	E 55 AMG
	SLK 350
	SLK55 & CLK55 ('05+)
Mitsubishi	Lancer EVO RS
	Lancer EVO VIII
Pontiac	Firebird WS6 ('96+)
Porsche	911 (993 chassis) non turbo '95-98
	Boxster non-S
Saleen	Mustang, (normally aspirated)
Shelby	Cobra (all)
Subaru	WRX Sti
Toyota	Supra Turbo ('93½+)

STOCK CLASS A

Acura	NSX
Audi	S4 V8 ('04+)
BMW	M3 (E46)
	M Coupe and roadster ('01+)
	M5 ('00+)
	Z-4
Cadillac	CTS-V
Chevrolet	Camaro SS ('96+)
	Corvette C-4 ('84-96)
	Corvette ZR-1
Chrysler	Crossfire SRT-6
De Thomaso	Pantera
	Mangusta
Ford	Mustang Cobra SVT ('03+)

STOCK CLASS B

Audi	TT (225HP, dual intercoolers)
	TT 3.2 V6
BMW	330 with ZHP all
	M-Coupe & Roadster ('96-'00)
	M3 (E30)
	M3 (E36)
	Z3, 6 cyl NOC
Chevrolet	Corvette ('63-'82)
Chrysler	Prowler
Ferrari	308,328

A.R.M.S. SoloSport General Competition Rules

Infiniti	G35 Coupe		X-Type
Jaguar	S-Type R	Lexus	IS300
	XK-E (6 and 12 cyl)	Mazda	MazdaSpeed Protégé
Lotus	Elan RWD	Mercedes	C320
	Esprit	Mitsubishi/DSM	Eclipse/Talon Turbo AWD
	Europa Twin cam	Nissan	Maxima ('04+)
	Europa, Renault engine		Spec-V ('02+)
Maserati	Biturbo	Plymouth	Neon SRT-4
Mazda	Mazdaspeed Miata	Saab	9-2X Aero (2.0L Turbo, AWD)
	RX-7 Turbo ('87-91)	Saturn	Ion Redline
	RX-8	Subaru	Forester 2.5XT
Mercedes	SLK		Legacy 2.5GT ('05+)
Morgan	Plus 8		WRX
Nissan	300ZX Turbo ('90+)	Toyota	Celica GTS ('00+)
	350Z	Volkswagen	Golf R32
Plymouth	Prowler		Golf/Jetta/GLI 24v VR6 ('02+)
Porsche	356, Carrera 4 cam	Volvo	S60-R ('03+)
	911, non-Turbo, NOC		V70R ('03+)
	911 Club Sport		
	914-6		
	928 (all)		
	944 (16V)		
	944 Turbo (all)		
	968		
	Carrera 2 & 4 (964 chassis)		
Toyota	MR-2 Turbo		
TVR	All 8 cyl. & V6		

STOCK CLASS C

BMW	Z3, 4cyl.
Jensen Healey	all
Lotus	7, 7A
	Eclat
	Elan +2
	Elite, 1216cc
	Elite 2+2
Mazda	Miata 1.8 ('98+)
Porsche	914, 1.7, 1.8, 2.0L
Toyota	MR-2 Supercharged
	MR-2 Spyder ('00+)

STOCK CLASS D

Acura	Integra Type R
Audi	S4 ('00-'03)
	TT (180hp, single intercooler)
BMW	330Ci
	3 series 6-cyl non-M (NOC)
Cadillac	CTS
Chevrolet	Cobalt SS
Chrysler	Neon SRT-4
	Crossfire
	Daytona IROC R/T
Honda	Prelude VTEC engine models ('97+)
Infiniti	G35 Sedan
Jaguar	X-Type 3.0 (AWD)

STOCK CLASS E

Alfa	2000 Spider
	2000 GTV
BMW	Z3 4 cyl
Datsun/Nissan	240Z, 260Z, 280Z, 280ZX (non turbo)
	2000
Dodge	Charger Turbo
	GLH Turbo
Fiat	Bertone X-1/9 (all)
Mazda	Miata 1.6L
	Miata 1.8 ('94-'97)
	RX-7, non-Turbo (all)
Morgan	Plus 4 & Plus 4/4
Pontiac	Fiero V-6
Porsche	924 Turbo
	924S
	944 8V
Shelby	Charger GLH-S ('87)
Sunbeam	Tiger
Toyota	MR-2, non-Turbo ('85-'95)
Triumph	TR-8
TVR	4 cyl. & inline 6 cyl.

STOCK CLASS F

AMC	AMX
	Javelin V-8
Audi	200 V-8
BMW	5 Series 6 cyl NOC
	6 series coupe
	8 series coupe, (all)
	M5 ('88-'93)
Buick	Regal/Grand National, Turbo V-6
Chevrolet	Camaro V-8 NOC
	Corvette ('53-'62)
Chrysler	300 & 300C ('04+)

A.R.M.S. SoloSport General Competition Rules

Datsun/Nissan	280ZX Turbo		A6
Dodge	Magnum SRT-8 ('05+)		A8, V8 Quattro
	Stealth Turbo		Quattro Coupe, Turbo
Ford	Mustang Mach 1 ('03+)		S4 ('92-'94) (100 CS chassis)
	Mustang V-8 ('05+)	BMW	2002 (all)
	Mustang V-8 NOC		318is, i ('91)
	Thunderbird V-8 & V-6 Supercharged		318ti ('95+)
GMC	Syclone		325e ETA engine
	Typhoon	Buick	Reatta
Infiniti	Q45	Cadillac	Catera
Jaguar	Sedans, 12 cyl.	Chevrolet	Camaro V-6
	S-Type		Corvaair (4 carb.)
	XJ-S (all)		Corvaair Turbo
	XJ-6 ('98+)	Chrysler	Cirrus, V-6
Lexus	400		Conquest Turbo
	GS400		Laser Turbo
	SC300		Neon (all)
Lincoln	LS V8 Sedans		PT Turbo ('03+)
	Mark VIII		Sebring, V-6
Mercedes	C36	Daewoo	All 6 cyls
	CLK	Dodge	Avenger, V-6
			Conquest Turbo
Mercury	Cougar V-8 & V-6 Supercharged		Daytona Turbo NOC
	Capri V-8		Lancer Turbo
Mitsubishi	3000 GT Turbo		Neon (all)
Nissan	300ZX Turbo (pre '90)		Shadow V-6
	300ZX, non Turbo (90+)		Shadow Turbo (NOC)
Pontiac	Firebird V-8 NOC		Spirit R/T
	GTO ('04+)		Spirit, V-6 & Turbo
	Trans-Am Turbo V-6		Stealth non-Turbo
Shelby	GT350		Stratus V-6
	GT500	Ford	Contour SVT
Toyota	Supra, non-Turbo ('93+)		Contour SE, V-6
	Supra Turbo ('86½-'92)		Focus SVT
Triumph	Stag		Mustang V-6, Turbo 4 cyl,
<i>V-8 Sedans, Station Wagons, Pick-Ups, and Sedan derived convertibles</i>			Mustang V-6 ('05+)
<i>NOC</i>			Mustang SVO
STOCK CLASS G			Probe ('89-'92) V-6 & Turbo 4 cyl
Acura	CL 6cyl		Probe (93+) all
	Integra, NOC ('90+)		Taurus SHO
	Legend		Tempo V-6
	RSX non S ('02+)		Thunderbird Turbo
	RSX-S Type S ('02+)	General Motors	ZX-2/ SR
	TSX		All FWD w/ 6cyl, Quad4 or 4 cyl Turbo
	TL		NOC
	TL Type S	Honda	Accord, V-6
	Vigor		Civic Del Sol VTEC
Alfa	164, non-S (pre '94)		Civic Si ('86 & '87)
	1750, 1750 GTV		Civic Si ('99 & '00)
	GTV V-6		Civic Si ('02+)
	Milano		Civic SiR ('99+)
Audi	200 Turbo Quattro		CRX Si (all)
	5000 Turbo		Prelude VTEC ('93-'96)
	A4, 6 cyl.	Hyundai	Prelude ('93+) NOC
	A4, 4 cyl. Turbo	Infiniti	Tiburon, 6 cyl ('02+)
			M30

A.R.M.S. SoloSport General Competition Rules

	Corvair, 2 carb.		Festiva
	Cosworth Vega		Fiesta
	Nova, RWD 4 & 6 cyl.		Focus
	Nova 16v (NUMMI)		Focus PZEV 2.3
	Nova 8v (NUMMI)		Mustang Inline 4 & 6 cyl.
	Spectrum		Mustang II, 4 & 6 cyl.
	Spectrum Turbo		Pinto
	Sprint		Probe ('89-'92), non-Turbo, 4 cyl.
	Sprint Turbo		Taurus, NOC
	Vega		Tempo NOC
Chrysler	Laser, non-Turbo		Thunderbird V6 ('89+)
	PT Cruiser		ZX-2 (non S/R)
	Sebring, 4 cyl.	General Motors	All FWD models NOC
Daewoo	All 4 cyls		All RWD V-6 models, NOC
Datsun/	210, B210, 310 (all), 510, 610, 710 & 810	Geo	Metro
	1200		Prizm
	1500 Roadsters		Spectrum
	1600 Roadsters		Storm 12v
	F10		Storm GSi 16v
Dodge	Avenger, 4 cyl.	Honda	600
	Challenger, 2.6L		800
	Charger, non-Turbo, FWD		Accord, 4 cyl
	Colt 1600		Civic, NOC
	Colt 1.8L, 16v (93+)		Civic Del Sol DX
	Colt FWD, 1.4 & 1.5L		Civic Del Sol S, Si ('94+)
	Colt RWD		Civic EX & LX ('88+)
	Colt Turbo (pre-'89)		Civic Si ('89-'91)
	Colt Turbo 16v		CRX (NOC)
	Daytona, non-Turbo, 4 cyl.		Insight
	GLH, non-Turbo		Prelude ('79-'91)
	Intrepid		Prelude S ('92+)
	Omni 1.7 & 2.2L	Hyundai	Accent ('95+)
	Omni 024 1.7L		NOC
	Rampage, 2.2L		Scoupe, non-Turbo
	Shadow, non-Turbo, 4 cyl.		Scoupe Turbo (93+)
	Spirit, non-Turbo, 4 cyl.		Tiburon, 4cyl ('02+)
	Stratus 4 cyl	Infinity	G20
Eagle	Summit (all)	Isuzu	I-Mark NOC, FWD & RWD
			I-Mark FWD RS 16v & Turbo
Fiat	124 Sedan		Impulse non-turbo ('90+)
	124 Coupe & Spider		Impulse, NOC
	128		Stylus 12v
	131 Sedan & Brava		Stylus 16v
	850 Coupe & Sedan	Jaguar	XK-120
	850 Spider		140
	Strada		150
Ford	Aspire	Kia	Sephia 1.8
	Contour, 4 cyl.		Spectra 1.8
	Cortina (all)		Spectra5
	Escort 1.9 & 1.6 NOC	Lancia	Beta Coupe
	Escort 1.9 EFI, HO, pre-91)		HPE
	Escort 16v ('91+)		Scorpion
	Escort Turbo		Zagato
	EXP Turbo	Lotus	Cortina
	EXP 1.9	Mazda	323, 1.6L 8V
	EXP 1.6, non-turbo		626 (all)

A.R.M.S. SoloSport General Competition Rules

	808		GT
	929		Isuzu
	Cosmo		Manta
	GLC (all)	Peugeot	405 DL & S
	Millenia	Pininfarina	2000
	MX-3 4cyl	Plymouth	Acclaim, non-Turbo, 4 cyl.
	MX-3 V6		Arrow
	MX-6 non turbo, 4 cyl ('88-'92)		Champ
	Protégé, NOC		Colt (all)
	Protégé 1.8, 16V		Horizon
	R100		Laser, non-Turbo
Mercedes	RX2, RX3, RX4		Sapporo
	NOC		Scamp, 2.2L
Mercury	Bobcat		Sundance, non-Turbo, 4 cyl.
	Capri German 4 cyl & V-6		Turismo
	Capri Turbo FWD		TC-3
	Capri US 4 cyl	Pontiac	Fiero, 4cyl.
	Capri FWD		Firebird, Inline 4 & 6 cyl.
	Cougar 4-cyl ('99+)		Lemans FWD
	LN-7, (all)		Sunfire, 2.2L
	Lynx, (all)		T-1000
	Mystique, 4 cyl.	Porsche	356, except Carrera
	Sable		912
	Scorpio		924 Audi engine
	Topaz, 4 cyl.	Renault	all
	Tracer 1.6 & 1.9L	Saab	all NOC
	Tracer 16v	Saturn	8V
MG	MGA		Ion
	MGB & MGB-GT		L-Series (4 cyl)
	MGC	Scion	TC
	Midget	Shelby	Charger, non-Turbo
	"T" series	Subaru	Impreza NOC
Mini	Cooper Non S ('02+)		Legacy 2.5 GT
Mitsubishi	Cordia (all)		Sedan Turbo NOC
	Eclipse, non-Turbo 8v & 16v		NOC
	Galant 2.0 16v non-Turbo ('89+)	Sunbeam	Alpine (4 cyl)
	Galant 2.4L, 16v	Suzuki	Esteem GL
	Lancer, non-turbo		Swift (all)
	Mirage 8v 7 16v, non-turbo	Toyota	Camry, 4 cyl.
	Mirage Turbo, 16v		Camry, V-6, NOC
	Precis		Celica RWD NOC
	Premier (all)		Celica FWD NOC
	Starion, non-Turbo		Corolla (all)
	Tredia (all)		Cressida
Nissan	200SX, NOC		Echo
	Altima NOC		Paseo
	Maxima, NOC		Prius
	NX 1600		Starlet
	Pulsar (all)		Supra (pre '82)
	Sentra pre '91	Triumph	Tercel
	Sentra 1.6L ('91+)		GT6
	Sentra 1.8L ('01+)		Spitfire
	Sentra SE 2.0 ('59-'99)		TR2
	Stanza		TR250
Opel	1100		TR3
	1900 (all)		TR4

A.R.M.S. SoloSport General Competition Rules

	TR4-A
	TR-6
	TR-7
Volkswagen	all air-cooled
	all diesel models
	Beetle 2.0
	Dasher
	Fox
	Golf/GTI/Jetta 8V (all)
	Passat, 4 cyl non-turbo
	Quantum
	Rabbit & Gti (all)
	Scirocco 8V
Volvo	P1800
	NOC
Yugo	All
Catch-all	All RWD pickups, NOC

A.R.M.S. SoloSport General Competition Rules

7.2. SUPER STOCK/STREET PREPARED

A Super Stock/Street Prepared

BMW	M Coupe, M Roadster, Z3 (6cyl) M3 (E46) Mini Works package
Chevrolet	Corvette ('97+)
Dodge	Viper
Elva	Courier
Fiat	2000 Spyder Turbo (all)
Ferrari	355 360 Modena Dino 206, 246 (all)
Ford	GT
Griffith	(all)
Lotus	Elan (RWD) Elan M100 (FWD, all) Europa (all) Elise ('05+) Elite 2+2, Eclat Esprit 4cyl. (all) Esprit (V8) 7, 7A
Mazda	RX-7 Turbo (93+)
Mini	Cooper S JCW (works) package
Morgan	V-8 (all) +4, 2138cc (all)
Porsche	911 AWD Turbo 911 Club Sport (to 3.2L) 911 non Turbo (to 3.2L) 911 non Turbo (3.6L air cooled) 930, 911 Turbo & 930 (to 3.3 litres) 911 Turbo / Turbo S (3.6 litre air cooled) 911 GT2 ('02+) 911 GT3 914/6 (all) 924 Turbo 944 (16V) 944 Turbo Boxster 968 Carrera 2 Carrera 4
Toyota	MR-2 Turbo ('91+)
Triumph	TR-8 (all)
TVR	4 & 6 cyl. (all) V-8
Catch-all	Sports cars over 2 litres NOC

B Super Stock/Street Prepared

BMW	M3 (E36), M3 Lightweight M-Technic
-----	---------------------------------------

Bricklin	Z8 All
Chevrolet	Corvette ('53-'54) Corvette ('55-'57) Corvette ('58-'62) Corvette ('63-'67) Corvette ('68-'82) Corvette ('84-'96) Corvette ZR-1 (all)
Datsun/Nissan	240Z/260Z/280Z 280ZX non-turbo 280ZX Turbo ('79-'83) 300ZX Turbo ('84-'89) 300ZX Turbo ('90+) 350Z
DeLorean	(all)
DeThomaso	Pantera (all) Mangusta (all)
Dodge	Stealth Turbo
Ferrari	250 except 250LM 275 308 Coupe & Spyder 330 365 Daytona GTB & GTC
Honda	S2000
Infinity	G35
Jaguar	E-type (all)
Mazda	RX-7 Turbo ('86-'92) RX-8
Mitsubishi	3000GT Turbo
Pontiac	Firebird Firehawk ('90-'92)
Porsche	928
Saleen	Mustang S281E, Mustang(NOC)
Shelby	Cobra 289
Sunbeam	Tiger 260 and 289
Toyota	Supra Turbo ('93+)
Triumph	TR-8

C Super Stock/Street Prepared

Acura	RSX (all)
Audi	Quattro (NOC)
BMW	M3 (E30) Z3 (4 cyl)
Datsun/Nissan	1500, 1600, 2000 Roadster
Dodge	SRT-4
Fiat	124 Spyder & 2000 Spyder, non-Turbo (all) 2000 Spyder Turbo Abarth (all)
Honda	Civic ('88-'91) CRX ('88-'91) Civic 1500 ('84-'87) CRX 1500 ('84-'87)
Lancia	Scorpion

A.R.M.S. SoloSport General Competition Rules

Lotus	Cortina	Daytona V6
	Elite (1216cc)	GLH-S & GLH turbo
Mazda	Miata MX-5	Laser non-Turbo 16V
	RX-2, & 616	Laser Turbo & K-car Turbo
	RX-3, RX-3SP, 808 Mizer	Neon (all)
	RX-7, non-Turbo ('78-'85)	Shadow V6 & Turbo 4 cyl.
	RX-7, non-Turbo ('86-'92)	Shelby Charger Turbo
Mercedes	190	Spirit V6 & Turbo 4 cyl.
Morgan	4/4 (all)	Sundance Turbo
Oldsmobile	Omega	Datsun/Nissan
		Maxima
		NX2000
Pininfarina	2000	Pulsar 16V
Pontiac	Fiero V-6	Pulsar NX Turbo
Porsche	Carrera 4 cyl. (all)	Sentra SE-R ('91+)
	356, 1600 (all)	200 SX (V6)
	924S & 944 (8V)	200 SX SE-R
Toyota	MR-2, non-Supercharged ('85-'90)	200 SX Turbo
	MR-2, non-Turbo ('91+)	240 SX
	MR-2 Supercharged	Sentra 2.0L ('95-'99)
	Supra ('79-'81)	Sentra 2.0L ('00-'01)
		Eagle
		Summit turbo 16V ('89)
		Fiat
		X-1/9 1500 & Bertone 1500
		X-1/9 1300
		Ford/Mercury
		Capri 4 cyl & V6 ('71-'77)
		Capri ('91-'95)
		Contour SVT
		Cougar ('99-'02)
		Escort ZX-2 & Tracer 16V
		Focus SVT
		Probe Turbo and V6
		Honda
		Civic VTEC SOHC & DOHC ('96+)
		Civic SOHC VTEC ('92-'95)
		Civic Si DOHC VTEC ('99-'00)
		del Sol ('93-'97)
		Prelude 4WS
		Prelude ('83+)
		Hyundai
		Tiburon
		Isuzu
		I-Mark FWD RS 16V and Turbo
		I-Mark RS & LS, 16V & Turbo (FWD) ('85-'89)
		Impulse RS Turbo AWD ('90-'93)
		Impulse Turbo 16V
		Impulse Turbo & RS RWD ('83-'89)
		Impulse XS non-turbo 16v ('90-'93)
		Stylus XS & RS 16v ('90-'93)
		Lexus
		IS300
		Maserat
		Biturbo
		Mazda
		MX-6 Turbo and V6
		323 GT & GTX 4WD
		6
		Mazdaspeed Protege
		Cougar ('99-'02)
		Mercury
		XR4Ti
		Merkur
		Mini
		Cooper S ('02+)
		Mitsubishi
		Cordia Turbo
		Eclipse, non-Turbo 16v FWD
		Eclipse ('00+)

All sedans over 1.7L and under 3.0L not otherwise classified. All sports cars under 2.0L not otherwise classified.

D Super Stock/Street Prepared

Acura	Integra GS-R	
	Integra (NOC) ('86-'93)	
	Integra (NOC) ('94-'01)	
	Integra Type R	
Alfa Romeo	1600 Coupes & Spyders (all)	
	1750, and 2000 Coupes & Spyders (all)	
	GTV V6 (all)	
	Milano	
Audi	4000 Quattro	
	Coupe	
	80 Quattro	
	A4 1.8T FWD & AWD ('02+)	
	A4 1.8T FWD & AWD ('95-'01)	
BMW	2002 ti & tii (all)	
	3 Series 16v (NOC)	
	325 & 328 (E30)	
	323,325 & 328 (E36)	
	330ci, 330i, 330cic (E46)	
	Bavaria	
Chevrolet/Pontiac/Buick/Oldsmobile/Geo	J Body V6 & 4Cyl. Turbo, Quad 4 DOHC	
	L Body V6 & Quad 4	
	N Body V6 & 4Cyl. Turbo & Quad 4	
	Spectrum Turbo ('85-'89)	
	Storm Gsi ('85-'89)	
	X Body V6	
Chrysler/Dodge/Plymouth	Acclaim V6 and Turbo	
	Charger GLH-S	
	Colt Turbo 16V ('89)	
	Colt Turbo ('84)	
	Conquest/Starion non-turbo	
	Daytona Turbo	

A.R.M.S. SoloSport General Competition Rules

	Galant, (all)	Chrysler/Dodge/ Plymouth	Barracuda ('65-'68)/Dart/Valiant/Duster ('63-'76) A-body
	Mirage ('97+)		Barracuda/Challenger ('70-'74) E body
	Mirage 1.5 & 1.8L ('90-'96)		Conquest Turbo
	Tredia Turbo		Challenger 6 cyl & V8 (NOC)
Nissan	Mirage turbo 16V ('89)		Laser all turbo
Peugeot	Sentra SE-R, SE-R Spec-V		Stealth non-turbo
Pontiac	Mi16 1.9L DOHC	Eagle	Talon all turbo
Porsche	Vibe	Ferrari	400 America (all)
	914 1.7L & 1.8L & 2.0L		500 Superfast (all)
	924 (Audi engine)	Ford/Mercury	Capri Turbo 4
Renault	Fuego Turbo		Cougar ('65-'70)
	R-5 Turbo		Cougar ('71-'74)
Saab	99, 99 EMS, 99 Turbo ('79-'93)		Mustang ('64-'68)
	900 & 900 Turbo ('94+)		Mustang ('69-'70)
Saturn	All 16V		Mustang ('71-'73)
Subaru	Impreza 2.5		Mustang II all ('74-'78)
Toyota	Camry V6		Mustang ('94+)
	Celica ('00+)		Mustang SVO & Cobra R, V6 & V8 ('73-'93)
	Celica AllTrac		Taurus SHO
	Matrix		Thunderbird & Cougar all ('83-'88)
	Supra ('82-'85)		Thunderbird & Cougar all ('89-'97)
	Corolla GTS ('84-'87)	Infiniti	M30
	FX-16		Q45
Volkswagen	Corrado (all)	Jaguar	Sedans, 6 & 12 cyl.
	Golf (16V), Jetta (16V), & Scirocco (16V)		XJS (all)
	Golf & Jetta VR6		XK 120, 140, 150, 160
	New Beetle Turbo	Lexus	250
	Passat VR6 & G60		400
Volvo	240 Series Turbo (all)	Mazda	929
	<i>All 6 cyl and mechanically forced induction 2WD sedans under 3.0L not otherwise classified</i>	Mercedes	220, 230, 250, 280 Sedans (all)
			280 4.5 Sedan (all) & 300 6.3 Sedan (all)
			230SL, 250SL, 280SL (all)
			350SL, 380SL, 450SL (all)
		Mitsubishi	3000 GT non-turbo
			Eclipse Turbo all
			Lancer Evolution VIII
			Starion Turbo
		Nissan	300ZX non-turbo ('84-'89)
			300ZX non-turbo ('90+)
		Peugeot	405
		Saab	SPG (16V & Turbo)
		Saleen	Mustang 302 & 351 non -supercharged ('84-'93)
		Shelby	GT350 ('65-'66)
			GT350 ('67+), GT500 ('67+)
		Subaru	Forester 2.5XT
			WRX
			WRX STi
		Toyota	Supra Turbo ('87-'92)
			Supra Turbo (pre-'87)
			Supra non-turbo ('87-'92)
			Supra non-turbo ('93+)
		Volvo	700 Series (all)
			800 Series (all)
			S60 & V70
			<i>All American inline 6, V-6 and V-8 sedans and pick-ups not</i>

A.R.M.S. SoloSport General Competition Rules

otherwise classified. Other sedans over 3.0 liters NOC.

F Super Stock/Street Prepared

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

A.R.M.S. SoloSport General Competition Rules

	MX-6 4-cyl non-turbo	Triumph	GT-6	
	Protégé		Herald (all)	
	RX-4 (all)		Spitfire	
	R-100 (all)		TR-2, TR-3	
	323, non-turbo		TR-4, TR-4A	
	626 RWD (all)		TR-250, TR-6	
	626 FWD (all)		TR-7	
MG	Midget 948, 1098, 1275, 1500	Volkswagen	Beetle (RWD)	
	A (all)		Cabriolet ('85-'92) (A-2 chassis)	
	B, B-GT (all)		Fox GL	
	C, C-GT (all)		Golf / Jetta (8V, '85-'92) (A-2 chassis)	
	1100, 1300 Sedan (all)		Golf/Jetta & Cabrio ('8v, 93-'98) (A-3 chassis)	
Mini	Cooper non-S ('02+)		Gol/Jetta (8v, 99+) (A4 chassis)	
Mini Cooper	850, 970, 997, 998, 1071, 1275cc, (all)		Golf & Jetta & Beetle TDI	
Mitsubishi	Cordia, non-turbo (all)		Passat (all NOC)	
	Eclipse, non-turbo (all)		Rabbit & Jetta & Scirocco & Cabriolet & Pickup (8V, '75-'84) (A-1 chassis)	
	Lancer non turbo		Scirocco (8V, all)	
	Mirage non-turbo 8V ('89)		Karmann Ghia	
	Tredia, non-turbo (all)		Dasher, Quantum, all 4-cyl.	
Opel	GT 1100cc (all)	Volvo	120 Series (all)	
	GT 1500 & 1900		140 Series (all)	
	Kadett 1100cc (all)		160 Series (all)	
	Kadett 1500, 1900 (all)		240 Series, non-turbo (all)	
	1900, Manta		260 Series (all)	
Peugeot	405 DL & S		700 Series (all)	
Porsche	912		1800, P1800, ES1800 (all)	
	912E	Yugo		(all)
Renault	Alliance, GTA, Encore		<i>All sedans under 1.7 liters not otherwise classified. All 4 Cylinder and Rotary Rear-wheel Drive Mini-Pickups</i>	
	Fuego, non-turbo			
	R-5 (NOC), LeCar			
	16 (all)			
	15, 17 (all)			
	17 Gordini			
	18i (all)			
Saturn	SC1 (8V)			
Sunbeam	Alpine			
Subaru	4WD Turbo (all)			
	Forester (non-turbo)			
	Impreza NOC			
	Legacy & Legacy GT			
Suzuki	Swift GT, Gti			
	Aerio			
Toyota	Camry, 4 cyl.			
	Celica ('70-'77)			
	Celica ('78-'81)			
	Celica NOC ('82-'99)			
	Celica FWD 1.6 L			
	Corolla 1600, SR-5 ('70-'79)			
	Corolla 1600, 1800 RWD ('80-'83)			
	Corolla 1200			
	Starlet			
	Tercel			

8. APPENDIX B - ROLL BARS SPECIFICATIONS

1. General

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

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

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

2. Construction Materials

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

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

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

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

Up to 2000 lbs	3.81 cm X 0.30 cm (1.50" X .120")
Over 2000 lbs	5.72 cm X 0.30 cm (1.75" X .120")

3. Fabrication

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

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

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

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

4. Bracing

Rear stays must attach to the hoop no lower than 20.32 cm (8") from the top of the hoop and at an angle no steeper than 35 degrees from vertical. These rear stays must be made from a straight piece

of tubing and be attached to a suitably stiff or reinforced area. In cases where rearward braces are impractical, forward braces are permitted.

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

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

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

5. Removable Bracing

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

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

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

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

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

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

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

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

6. Mounting Plates

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

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

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

7. Welding

It is essential that all welding be of the highest possible quality. Slag welds, poor arc and gas welds are NOT acceptable. It is highly recommended that only certified people carry out arc welding on

roll bars. TIG or MIG are the preferred welding processes. Structures with unacceptable welding will not be approved

8. Alternate Designs

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

- 1.5 G lateral
- 5.5 G fore/aft
- 7.5 G vertical

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

9. APPENDIX C – ROLL CAGE SPECIFICATIONS

1. General Requirements

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

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

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

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

2. Construction Materials

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

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

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

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

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

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

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

3. Fabrication

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

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

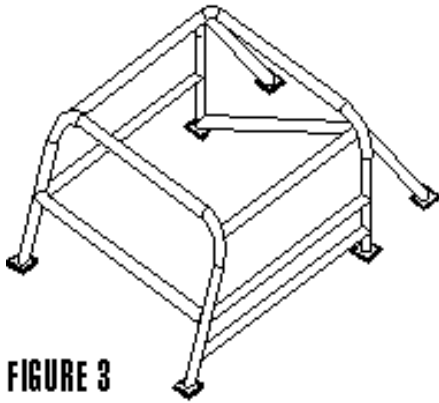


FIGURE 3
MAIN HOOP / PARALLEL FRONT HOOP

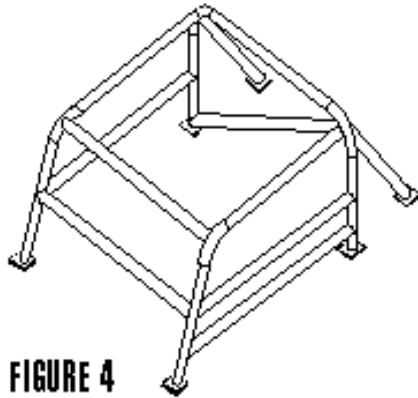


FIGURE 4
MAIN HOOP / TWO SIDE HOOPS

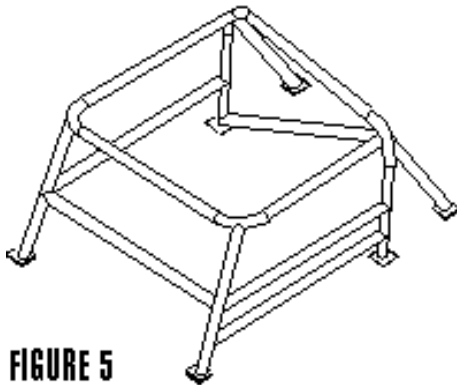
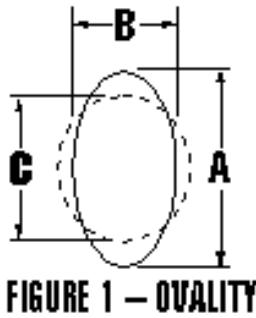


FIGURE 5
MAIN HOOP / TOP HOOP

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

Construction guidelines for acceptable ovality and crimping will be:

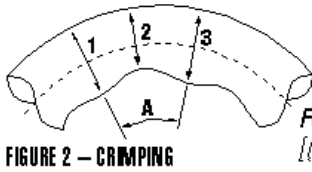
Ovality: Maximum allowable ovality is 8% of the nominal pipe diameter. Ovality is measured as the variation between the maximum and the minimum dimension of the pipe in one location per figure 1.



Formula for ovality:
 $(A - B) / C = 0.08 \text{ maximum}$

Notes:
A = maximum measurement
B = minimum measurement
C = nominal diameter

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



Formula for crimping:
 $[(OD_1 + OD_3) / 2] - OD_2 = 0.03 \text{ maximum}$

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

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

4. Bracing

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

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

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

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

5. Mounting Plates

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

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

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

6. Welding

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

7. Gusseting

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

8. Removable Type Cages

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

Where tubes join, a double shear type mating tab may be used. Where such a tab is used, the tube joining this tab shall have a small piece of tubing welded perpendicular to its length for the bolt to

pass through to prevent crushing of the main tube. Tabs shall be at least 3.49 cm (1.375") wide and

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

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

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

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

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

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

9. Alternate Designs

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

1.5 G lateral

5.5 G fore/aft

7.5 G vertical

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

10. Appendix D - OFFICIALS AND THEIR DUTIES

10.1. Stewards

A. Requirement of Stewards

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

B. Assignment of Stewards

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

C. Authority of the Stewards

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

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

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

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

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

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

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

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

- (a) Settle any protest or dispute arising during an event, subject to the right to appeal.
- (b) Inflict penalties of reprimand, fine, time, distance, probation or exclusion.
- (c) Prohibit from competing any driver or any vehicle which they consider to be dangerous.
- (d) Exclude from any one competition or from the event any driver who, or any automobile which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice.

- (e) Penalize and/or order the removal from the course and its precincts any competitor who refuses to obey the order of a responsible official.
- (f) In case of force majeure or for reasons of safety either postpone, abandon, or stop a competition. If a competition is stopped, the Stewards may declare it "no contest" and arrange for it to be restarted or alternatively declare the event concluded and determine the results based on the competitors positions at that time.
- (g) Appoint a temporary substitute or substitutes to replace any Steward not able to perform his duties.
- (h) Enquire into allegations of reckless driving and, if appropriate, penalize the individual or refer the matter to CAC for hearing.
- (i) Authorize amendments to the Supplementary Regulations for reasons of safety or force majeure.
- (j) Authorize the alteration of composition or the consolidation of heats.
- (k) Authorize a rerun in the case of tie runs.
- (l) Authorize the change of an automobile.
- (m) Authorize the modification of the program as to the position of the starting or finishing lines or in any other manner, in accordance with a request of the organizer where necessary to ensure reasonable safety for drivers and spectators.
- (n) Authorize the amendment of the results of a competition based on a correction by the Chief Timekeeper to take into account a penalty assessed against a competitor.
- (o) At his discretion he may reclassify a vehicle which a competitor has incorrectly classified, provided it is a case of honest error.

D. Duties of Solo Stewards

- (a) He shall ensure the course complies with the CAC Regulations.
- (b) He shall ensure that the necessary standards for protection of competitors, spectators, and property are complied with.
- (c) He shall ensure that all required safety equipment and personnel are present at the event.
- (d) He shall be available to all competitors one hour prior to the start of the event and must remain at the event until the grievance proceedings have concluded.
- (e) He shall make grievance forms available to competitors.
- (f) He shall accept inquiries which are submitted on the proper forms and within the time limits described in Appendix E 1.1.A.
- (g) Following receipt of an inquiry, he shall note the time of receipt of the inquiry, return one copy to the inquirer, give one copy to the organizer, and retain the remaining copies.
- (h) He shall receive the organizer's replies to all inquiries, transmit a copy of the reply to the original inquirer, and retain the remaining copies.
- (i) He shall accept protests which are submitted on the proper forms and within the time limits specified and accompanied by the appropriate fee specified.

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

E. Stewards Reports

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

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

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

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

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

10.2. Event Officials

A. General

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

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

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

B. Chief Organizer: Duties

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

C. Clerk of the Course: Duties

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

h) The clerk of the course shall collect reports of the timekeepers, scrutineers, and marshals, together with such other information necessary to enable the steward to complete his report.

D. Chief Timekeeper: Duties

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

E. Starter: Duties

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

F. Scrutineer: Duties

- a) The Scrutineer shall ascertain that all vehicles comply with all safety regulations.
- b) The Scrutineer shall report to the clerk of the course any vehicles that he finds that do not conform to the requirements of the regulations.
- c) The Scrutineer shall reinspect any and all vehicles that may become unsafe at any time during the event and shall conduct technical inspections at the request of the clerk of the course.
- d) The Scrutineer shall not communicate any official information to any other person than the clerk of the course.

G. Course Marshals: Duties

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

- 11. APPENDIX E - PROTESTS AND APPEALS**
- 12. This section is superceded by ASN Solosport GCR's**

13. APPENDIX F - NOISE LIMIT

14.

15. TRACKS OR VENUES ALLOWING A 103 DECIBELS LIMIT FOR MODIFIED CATEGORY VEHICLES (MAXIMUM PERMITTED UNDER CAC REGULATIONS). 96 DECIBELS WILL REMAIN THE MAXIMUM NOISE LIMIT FOR STOCK, SUPER STOCK AND STREET PREPARED VEHICLE AS SPECIFIED IN SECTION 4.8.A OF THE 2005 CAC RULEBOOK

16. -Gimli Motorsport Park (Gimli, Manitoba)

17. -PMG Technologies (Blainville, Quebec)

18. -Sanair Superspeedway (Ste-Pie, Quebec)

19. -Slemon Park (Prince Edward Island)

20.

21. TRACKS OR VENUES WITH SPECIFIC LIMITS

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

APPENDIX G – 1972-2004 CANADIAN AUTOSLALOM CHAMPIONS

Overall Championship Winner

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

Ladies Overall

2000	Phyllis Miller	Flushing, NY	1991 Toyota MR2
1991	Susan Hagaman	Kirkland, Wash.	1989 Porsche 911 C4
1990	Elisie Leyland	Vancouver, B.C.	1985 Corvette
1989	Susan Hagaman	Kirkland, Wash.	1971 Porsche 911

A.R.M.S. SoloSport General Competition Rules

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

SuperSport

2004	no entries		
2003	Ken Tubman	Calgary, AB	2000 Porsche Boxster S
2002	Dan Cernese		1995 Mazda RX-7TT
2001	no entries		
2000	no entries		

A Stock

2004	Martin Helie	Laval, PQ	2002 BMW M3
2003	Noel Rabey	Calgary ,AB	2004 Subaru WRX STi
2002	no entries		
2001	Gordon Zacharias	Morden, MB	2001 Honda S2000

A.R.M.S. SoloSport General Competition Rules

2000	Gord Leach	Regina, Sask.	1971 Lotus Europa
1991	Susan Hagaman	Kirkland, Wash.	1989 Porsche 911 C4
1990	Jim Howell	Vancouver, B.C.	1985 Corvette
1989	Joe Cheng	Burnaby, B.C.	1988 Corvette
1988	Patrick Ma	Vancouver, B.C.	1987 Porsche 911 Carrera
1987	Joe Ulman	Mississauga, Ont.	1970 Corvette
1986	Joe Ulman	Mississauga, Ont.	1970 Corvette
1985	Joe Ulman	Mississauga, Ont.	1970 Corvette
1984	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1983	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1982	Greg Soderling	N. Vancouver, B.C.	1974 Lotus Europa
1981	Gary Milligan	Richmond, B.C.	1970 Lotus Europa
1980	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1979	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1978	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1977	Gary Milligan	Richmond, B.C.	1969 Lotus Europa
1976	Bill Flett	Bramalea, Ont.	Lotus Elan S2
1975	Bill Flett	Bramalea, Ont.	Lotus Elan
1974	Bill Flett	Bramalea, Ont.	Lotus Elan JPS
1973	Bill Flett	Bramalea, Ont.	Lotus Elan
1972	Neil McGill	Kelowna, B.C.	Cooper S

B Stock

2004	no entries		
2003	Gordon Zacharias	Morden, MB	2001 Honda S2000
2002	no entries		
2001	no entries		
2000	no entries		
1991	Doug Seto	Vancouver, BC	1988 RX-7 Turbo
1990	James Lawlor	Vancouver, B.C.	1990 Eagle Talon

A.R.M.S. SoloSport General Competition Rules

1989	Barry White	New Westminster, B.C.	1969 Corvette
1988	Joe Ulman	Mississauga, Ont.	1970 Corvette
1987	Bumped to A Stock		
1986	Joe Cheng	Port Moody, B.C.	1985 Prelude
1985	Edward Koffeman	Stoney Creek, Ontario	1983 Rabbit GTI
1984	David Swain	Whitby, Ontario	1973 Porsche 914
1983	Joe Ulman	Mississauga, Ont.	1970 Corvette
1982	Brian Bouckley	London, Ont.	1977 Honda Civic
1981	Murray Jones	London, Ont.	1980 Honda Civic
1980	Joe Cheng	Vancouver, B.C.	1977 Honda Civic
1979	Joe Cheng	Calgary, Alberta	1978 Honda Civic
1978	Tony Empson	Surrey, B.C.	Corvette
1977	Tony Empson	Surrey, B.C.	Corvette
1976	Tony Empson	Burnaby, B.C.	Corvette
1975	Jacques Casavant	Cowansville, Que.	Corvette
1974	Tom Millar	W. Vancouver, B.C.	Corvette
1973	Gerry Krantz	Vancouver, B.C.	Corvette
1972	Charles Hook	Hamilton, Ont.	Corvette
 C Stock			
2004	Ghislain Pepin	Laval, PQ	1999 Mazda Miata
2003	Richard Basford	Vancouver, BC	2003 Mazda Miata
2002	Sherrie Hennigar		1992 Mazda Miata
2001	Ed Arnold		1986 Toyota MR2
2000	Ken Frey	Greenwich, CT	1991 Toyota MR2
1991*	Roger Edgar	New Westminster, BC	1980 Triumph TR8
1991*	Don Nimi	N. Vancouver, BC	1991 Nissan 240SX
* drivers posted identical times			
1990	Steve Pettipas	Dartmouth, N.S.	1988 Honda CRX
1989	Steve Pettipas	Dartmouth, N.S.	1988 Honda CRX

A.R.M.S. SoloSport General Competition Rules

1988	Graham McCrea	Halifax, N.S.	1983 Mazda RX7
1987	Graham McCrea	Halifax, N.S.	1983 Mazda RX7
1986	Tony McGrath	London, Ont.	1986 Mustang
1985	John Lowe	N. Vancouver, B.C.	TransAm
1984	Joe Ulman	Mississauga, Ont.	1970 Corvette
1983	Al Norrie	Scarborough, Ont.	1983 Camaro Z28
1982	Ed Burkhart	Breslau, Ont.	1978 Honda Accord
1981	Keith McIlmoyul	Prince Albert, Sask.	1980 Camaro Z28
1980	Gary Dorame	Seattle, Wash.	1971 Fiat 125
1979	Garnet Grylls	Saskatoon, Sask.	1974 Datsun 260Z
1978	Wanda Angelomatis	Vancouver, B.C..	1973 Datsun 260Z
1977	Alan Gasley	Halifax, N.S.	Lotus S7
1976	Frank Bunting	Revelstoke, B.C.	Datsun 280Z
1975	Alan Rae	Richmond, B.C.	1973 Jensen Healey
1974	Alan Rae	Richmond, B.C.	1973 Jensen Healey
1973	J. Chartre	Chiboeqaulo, Que.	Datsun 240Z
1972	Claude Guay	Levis, Que.	Datsun 240Z

D Stock

2004	Carl Wener	Montreal, PQ	1998 Acura Integra Type-R
2003	Ian Basford	Calgary, AB	2002 Nissan Sentra SER V-Spec
2002	Edward Savage		1995 Plymouth Neon ACR
2001	no entries		
2000	no entries		
1991	Raymond Bastille	Moncton, NB	1988 Honda CRX Si
1990	Michel Leveque	St. Romuald, Que.	1981 Fiat X 1/9
1989	Christian Giroux	Terrebonne, Que	1985 Toyota MR2
1988	David Lai	Mississauga, Ont.	1985 Toyota MR2
1988	John Paczynski	Brampton, Ont.	1985 Honda CRX
1986	Bill Irving	Tantallon, N.S.	1985 Honda Civic

A.R.M.S. SoloSport General Competition Rules

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

D Stock Ladies

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

E Stock

2004	Ken Frey	Greenwich, CT	1991 Toyota MR2
2003	Peter Tkatch	Vancouver, BC	1991 Toyota MR2
2002	Chang Ho Kim	Maynard, MA	1988 Honda CRX Si
2001	Robert Blaich	Calgary AB	1998 Ford Escort ZX2
2000	Gord Zacharias	Morden, MB	1989 Honda Civic Si
1991	Gary Marks	Darmouth, N.S.	1987 Acura Integra
1990	Gary Marks	Darmouth, N.S.	1987 Acura Integra
1989	Tony McGrath	Toronto, Ont.	1986 Dodge Omni
1988	Gary Marks	Darmouth, N.S.	1987 Acura Integra
1987	Tony McGrath	Toronto, Ont.	1986 Dodge Omni GLH
1986	Roger Edgar	New West., B.C.	1980 Triumph TR8

A.R.M.S. SoloSport General Competition Rules

1985	David Jue	Richmond, B.C.	1985 Mazda RX-7
1984	Jeff Logan	Willowdale, Ont.	1982 Mazda RX7
1983	Ian Paine	Kelowna, B.C.	1976 Chevette
1982	Tony McGrath	Toronto, Ont.	1973 Datsun 1200
1981	Symen Langeraaap	Peterboro, Ont.	1980 Datsun 310 GX
1980	Remi Beaulieu	Cacouta, Que.	1980 Dodge Omni
1979	Neil Laing	London, Ont.	1972 Datsun 510
1978	Sue Ferguson	Delta, B.C.	Alfa GT Jr.
1977	Murray Jones	London, Ont.	Toyota Corolla
1976	Hannu Halminen	Newcastle, Ont.	Sunbeam Tiger IV
1975	Andrew Field	N.Vancouver, B.C.	Honda Civic
1974	Jim Parr	Mississauga, Ont.	Fiat 124 Spyder
1973	Jacque Chartier	Montreal, Que.	Ford Cortina
1972	Richard Turton	Kelowna, B.C.	Alfa Berlina

E Stock Ladies

2004	Phyllis Miller	Greenwich, CT	1991 Toyota MR2
2003	Carol Leuty	Federal Way, WA	1988 Porsche 924S

F Stock

2004	no entries		
2003	Anthony Rehlinger	Calgary, AB	1999 Ford Mustang
2002	Paul Zahornasky	Haverhill, MA	2001 Ford Mustang 'Bullitt'
2001	no entries		
2000	Ron Simmonds	Calgary, AB	1988 Ford Mustang
1991	Campbell Carlyle	Richmond, BC	1987 Trans-Am
1990	Thomas Hong	Burnaby, B.C.	1987 Camaro IROC
1989	Michael McCrea	Moncton, N.B.	1987 Mustang GT
1988	Alex Dumitrescu	Burnaby, B.C.	1988 Mustang
1987	Duncan Johnson	Agincourt, Ont.	1986 Mustang LX

A.R.M.S. SoloSport General Competition Rules

1986	Ian Law	Scarboro, Ont.	1982 Volvo 242 GLT
1985	Peter Gresser	Aurora, Ont.	1960 Corvette
1984	Allen Reid	Kelowna, B.C.	1969 MGB
1978	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1977	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1976	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1975	Andy Hockstra	Richmond, B.C.	1965 Mustang GT
1974	Dave Thomson	Kingston, Ont.	Camaro Z28

G Stock

2004	Vincent Lortie	Emmaus, PA	2004 Mini Cooper S
2003	Tom Brydon	Vancouver, BC	1996 Plymouth Neon ACR
2002	Pierre Roberge		2000 Acura Integra Type-R
2001	Warren Milton		1999 Subaru Impreza 2.5RS
2000	no entries		
1991	Dave Krulitsky	Surrey, BC	1986 Dodge Omni GLH Turbo
1990	Jean Gagne	Beauport, Que	1986 Dodge Charger
1989	Mark Snell	Puyallup, Wa.	1983 Alfa Romeo GTV
1988	Murray Burkett	Winnipeg, Man.	1974 TR-6
1987	Bill Irving	Tantallon, N.S.	1987 Acura Integra
1986	Laverne Burkhart	Breslau, Ont.	1986 GMC Jimmy
1985	Mike Patterson	London, Ont.	1974 Toyota Corolla
1984	Ian Paine	Kelowna, B.C.	1976 Chevette
1978	Ross Olafsen	Delta, B.C.	Karmann Ghis
1977	Norman Bouchard	Ste. Foy, Que.	Honda Accord
1976	Debbie Parker	Halifax, N.S.	Toyota Corolla
1975	Robert Meggy	Delta, B.C.	Datsun 510
1974	Andy Field	W. Vancouver, B.C.	Datsun 710

H Stock

A.R.M.S. SoloSport General Competition Rules

2004	Chang Ho Kim	Maynard, MA	1991 Honda Civic Si
2003	Colin Armstrong	Calgary ,AB	2003 Mini Cooper
2002	Darrell Tower		1996 Nissan Sentra
2001	no entries		
2000	Corey Dyck	Winnipeg, MB	2000 Ford Focus ZX3
1991	Mike Patterson	London, ON	1984 Mazda GLC
1990	Pierre Mandeville	Pierrefonds, Que.	1986 Mazda 323
1989	Ian Law	Toronto, Ont.	1982 Volvo 242 GLT
1988	Ian Law	Scarborough, Ont.	1982 Volvo 242 GLT
1987	Ian Law	Scarborough, Ont.	1982 Volvo 242 GLT
1987	Warren Martin	Tillsonburg, Ont.	Mazda GLC Sport
1986	Duane Hanson	Prince George, B.C.	1979 Fiat Brava
1985	Gilbert St. Laurent	Rimouski, Que.	1972 Datsun 510
1984	Ian Paine	Kelowna, B.C.	1976 Chevette
1978	Weldon Moores	St. Johns, NFLD	Austin Mini
1977	Yvan Poisson	Rougemont, Que.	Austin Mini
1976	John Harris	St. John's, NFLD	Austin Mini
1975	Barry Divall	Saskatoon, Sask.	Austin Mini
1974	Gord Srigley	Vancouver, B.C.	Datsun 1200

A Sedan

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

B Sedan

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

C Sedan

1973	P. Giguere	Drummondville, Que.	Toyota Corolla
------	------------	---------------------	----------------

A Super Stock

2004	No entries		
2003	Robert Polsom	Winnipeg, MB	2000 Honda S2000
2002	no entries		
2001	no entries		
2000	Jamie Fox	Leduc, AB	1993 VW Corrado
1991	Tony McGrath	Toronto, ON	1986 Corvette
1990	Ben Chan	Vancouver, B.C.	1987 Mazda RX7 Turbo
1989	Ken Richins	Kirkland, Wash.	1971 Porsche 911
1988	David Swain	Whitby, Ont.	1973 Porsche 914
1987	George Aron	Vancouver, B.C.	1970 Porsche 911

B Super Stock

2004	no entries		
2003	no entries		
2002	no entries		
2001	no entries		
2000	no entries		
1991	Joe Ulman	Mississauga, ON	1972 Corvette
1990	Rick Taylor	Coquitlam, B.C.	1965 Corvette
1989	Joe Ulman	Mississauga, Ont.	1970 Corvette
1988	Duncan Johnson	Agincourt, Ont.	1986 Mustang
1987	Terry Oslowy	White Rock, B.C.	1966 Corvette

C Super Stock

2004	Jeff Watson	Toronto, ON	2001 Mazda Miata
2003	Andre Yeu	Richmond, BC	1990 Mazda Miata
2002	Graeme McCrea		1983 Mazda RX-7
2001	Reijo Silvennoinen	Calgary, AB	1990 Mazda Miata

A.R.M.S. SoloSport General Competition Rules

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

C Super Stock Ladies

2004	No entries		
2003	Leanne Junnila	Calgary, AB	1990 Mazda Miata

D Super Stock

2004	Wes Tanney	Etobicoke, ON	1992 Honda Civic Si
2003	Bruce Toews	Abbotsford, BC	2000 VW GTI 1.8T
2002	David Larose	Vaudreuil, PQ	1987 BMW 325is
2001	No entries		
2000	David Larose	Vaudreuil, Que.	1987 BMW 325 is
2000	Ian Leavens	Winnipeg, MB	1998 Saturn SC2
1991	Robert Lu	Vancouver, BC	1985 Honda Civic
1990	Robert Lee	Richmond, B.C.	1984 Honda Prelude
1989	Mike Ruegamer	Vancouver, B.C.	1986 Honda CRX
1988	Dave Lam	Pt. Coquitlam, B.C.	1984 Honda Civic
1987	Ron Freeman	London, Ont.	1972 Triumph TR-6

E Super Stock

2004	No entries		
2003	Matt Howe	Calgary, AB	1994 Eagle Talon TSi
2002	John Paine		1996 Chevrolet Camaro
2001	Ken Blaich	Calgary, AB	1987 Ford Mustang
2000	Ken Blaich	Calgary, AB	1987 Ford Mustang

A.R.M.S. SoloSport General Competition Rules

1991	Alex Dumitrescu	Burnaby, BC	1988 Mustang
1990	Erick Juraschka	Brampton, Ont.	1988 Mustang

F Super Stock

2004	Vladimir Miladinovic	Fredricton, NB	1995 Chevrolet Cavalier
2003	Shane Jensen	Kelowna, BC	1994 Honda Civic
2002	Wayne West	Halifax, NS	1987 VW Jetta
2001	Corey Dyck	Winnipeg, MB	2000 Ford Focus ZX3

A Improved

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

B Improved

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

C Improved

A.R.M.S. SoloSport General Competition Rules

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

D Improved

1986	Ben Chan	Vancouver, B.C.	1982 Toyota Supra
1985	Richard Chong	Richmond, B.C.	1968 Ford Cortina
1984	Fred Wallace	Vancouver, B.C.	1973 Datsun 240Z
1983	Gene Greenwood	Coquitlam, B.C.	1980 Datsun 200SX
1982	Judy Brunner	Kingston, Ont.	1966 Lotus Cortina
1981	Vern Lhotsky	Vancouver, B.C.	1968 MGB
1980	Sandy Mendelson	Toronto, Ont.	1977 Toyota Celica
1979	Vern Lhotsky	Vancouver, B.C.	1970 MGB

E Improved

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

A Street Prepared

A.R.M.S. SoloSport General Competition Rules

2004	Stacy Chapman	Rothesay, NB	1980 Porsche 911 SC
2003	Brent Thorkelson	Calgary, AB	1982 Porsche 911
2002	Stacy Chapman	Rothesay, NB	1980 Porsche 911SC
2001	no entries		
2000	Richard Hoffman	Richmond, B.C.	1993 Mazda RX7
1991	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1990	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1989	Gary Milligan	Richmond, B.C.	1967 Lotus Europa
1988	Gary Milligan	Vancouver, B.C.	1967 Lotus Europa
1987	Anna Delaney	Vancouver, B.C.	1967 Lotus Elan

B Street Prepared

2004	No entries		
2003	Doug Campbell	Calgary, AB	1986 Chevrolet Corvette
2002	Brian Gay		1992 Chevrolet Corvette
2001	no entries		
2000	no entries		
1991	Craig Fretwell	Maple, ON	1989 Dech Mustang
1990	Gordon Walker	Mississauga, Ont.	1981 Corvette
1989	Gordon Walker	Mississauga, Ont.	1981 Corvette
1988	Gordon Walker	Mississauga, Ont.	1981 Corvette
1987	Gordon Walker	Mississauga, Ont.	1981 Corvette

C Street Prepared

2004	Paul Kreutzweiser	Guelph, ON	1991 Mazda Miata
2003	Darrell Jones	Edmonton, AB	1983 Mazda RX7
2002	Stephen Tong	Toronto, ON	1999 Mazda Miata
2001	no entries		
2000	Dave Terrick	Winnipeg, MB	1982 Mazda RX7
1991	Dave Lam	Vancouver, B.C.	1988 Honda CRX Si

A.R.M.S. SoloSport General Competition Rules

1990	Tai Kuo	Vancouver, B.C.	1981 Mazda RX7
1989	Tai Kuo	Vancouver, B.C.	1981 Mazda RX7
1988	Sam O'Young	Vancouver, B.C.	1985 Honda CRX
1987	Sam O'Young	Vancouver, B.C.	1985 Honda CRX

D Street Prepared

2004	Davia Larose	Veaudreuil, PQ	1987 BMW 325is
2003	Terence Chu	Vancouver, BC	1992 BMW 325i
2002	Mike Benjamin		1992 Nissan 240SX
2001	no entries		
2000	Amir Navabi	St-Hubert, Que.	1978 Triumph Spitfire
1991	Eric Tong	Vancouver, B.C.	1984 Honda Civic
1990	Mikel Ruegamer	Vancouver, B.C.	1986 Honda CRX
1989	Dave Lam	Vancouver, B.C.	1984 Honda Civic
1988	Miles Holden	N. Vancouver, B.C.	1978 Honda Civic
1987	Donald Nimi	N. Vancouver, B.C.	1964 Healey Sprite

D Street Prepared Ladies

2004	Anick Madon	St. Emile, PQ	2001 Subaru Impreza 2.5RS
2003	Heather McKone	Vancouver, BC	2001 Ford Focus ZX3

E Street Prepared

2004	Tony Kloosterman	London, ON	2002 Subaru Impreza WRX
2003	Nick Soi	Vancouver, BC	1995 Ford Mustang GT
2002	Chris Geddes		1991 Eagle Talon Tsi AWD
2001	no entries		
2000	Brian Smetaniuk	Calgary, AB	1987 Chevrolet Camaro IROC
1991	Douglas Bayley	N. Vancouver, BC	1985 Mustang

E Street Prepared Ladies

A.R.M.S. SoloSport General Competition Rules

2004	No entries		
2003	Diane Carlyle	Surrey, BC	1994 Ford Mustang GT

F Street Prepared

2004	Jimmy Mercx	Mirabel, PQ	1998 Subaru Impreza 2.2
2003	Mason Yu	Vancouver, BC	1997 Honda Civic

A Prepared

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

B Prepared

1986	Sam O'Young	Vancouver, B.C.	1985 Honda CRX
1985	William Sit	Vancouver, B.C.	1977 Honda Civic
1984	Noel Montgomery	Peterborough, Ont.	1966 Cooper S
1983	Judson Buchanan	Downsview, Ont.	1975 Chev. Monza
1982	Mark Chessick	Pt. Coquitlam, B.C.	1972 Ford Pinto

A.R.M.S. SoloSport General Competition Rules

1981	Terry Pratt	Seattle, Wash.	1972 Toyota Corolla
1980	Mark Snell	Auburn, Wash.	1974 Fiat X 1/9
1979	Gunter Schmidt	Midland, Ont.	1977 Scirocco
1978	Brian Parkinson	Burnaby, B.C.	Corvette
1977	Brian Parkinson	Vancouver, B.C.	Corvette
1976	Brian Parkinson	Vancouver, B.C.	Corvette
1975	Roger Meaden	Orangeville, Ont.	Sunbeam
1974	Tony Seale	Vancouver, B.C.	Sunbeam Tiger
1973	Ralph Baker	New West., B.C.	Shelby Mustang
1972	Ralph Baker	New West., B.C.	Shelby Mustang

C Prepared

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

D Prepared

1986	Robert Sirois	St. Georges, Que.	1970 Datsun 510
------	---------------	-------------------	-----------------

A.R.M.S. SoloSport General Competition Rules

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

A Modified

2004	No entries		
2003	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
2002	Tyson Sawyer	Rindge, NH	1972 Tui Super Vee
2001	no entries		
2000	Joe Cheng	Burnaby, B.C.	1995 Phantom Extreme-R
1991	no entries		
1990	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1989	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1988	John Haftner	Vancouver, B.C.	1987 Tui Super Vee
1987	John Haftner	Vancouver, B.C.	1987 Super Vee
1986	John Haftner	Vancouver, B.C.	1976 Zink FF
1985	John Haftner	Vancouver, B.C.	1980 March Super V
1984	John Haftner	Vancouver, B.C.	1976 Zink FF
1983	John Haftner	Vancouver, B.C.	VW Dune Buggy
1982	John Haftner	Vancouver, B.C.	VW Dune Buggy

A.R.M.S. SoloSport General Competition Rules

1981 Lawrie Watters Vancouver, B.C. 1981 Lazer F440

B Modified

2004 Dave DeMarchi Mississauga, ON 2004 Ryerson F-SAE RF-04
2003 Alexander Chiu Vancouver, B.C. 1985 Swift DB-1
2002 Greg Vincent Granby, CT 1984 Van Diemen RF84
2001 Gord Leach Regina, SK 1971 Lotus Super 7
2000 Alexander Chiu Vancouver, B.C. 1985 Swift DB-1
1991 Joe Cheng Vancouver, BC 1976 Zink FF
1990 Richard Chong Richmond, B.C. 1988 RAC Deman Lotus
1989 Mike Elliott Vancouver, B.C. 1976 Zink FF
1988 Matt Scaifel Kelowna, B.C. 1973 Formula Ford
1987 Gary Milligan Vancouver, B.C. 1967 Lotus Europa
1986 Keith Law White Rock, B.C. 1973 Datsun 510
1985 Michael Boyle Vancouver, B.C. 1979 Honda Civic
1984 Michael Boyle Vancouver, B.C. 1979 Honda Civic
1983 Wanda Angelomatis Vancouver, B.C. 1970 Lotus Super 7
1982 Lawrie Watters Vancouver, B.C. 1981 Lazer F440
1981 Mark Snell Auburn, Wash. 1969 Lotus FF
1980 Jake Cottier Renton, Wash. Winklemann Spec
1979 Murray Horsburgh Richmond, B.C. 1968 Renault R8
1978 Randolph Custer Surrey, B.C. Anglia 105E
1977 Peter Zwicher Halifax, N.S. Kelly FV
1976 Chris Branch St. John, N.B. Kelly FV
1975 John Haftner Vancouver, B.C. Dune Buggy
1974 John Haftner Vancouver, B.C. Dune Buggy
1973 John Haftner Vancouver, B.C. Dune Buggy
1972 Dave Long London, Ont. Walker F4

C Modified

A.R.M.S. SoloSport General Competition Rules

2004	Bill Rogerdson	Lansdowne, ON	1985 Toyota MR2
2003	Alan Rae	Calgary, AB	1991 Caterham Super 7
2002	Glen Hoar		1971 Datsun 510
2001	Alan Rae	Calgary, AB	1991 Caterham Super 7
2000	Ian Basford	Edmonton, AB	1972 Datsun 510
1991	Keith Law	White Rock, BC	1973 Datsun 510 turbo
1990	Sam O'Young	Vancouver, B.C.	1977 Honda Civic
1989	Sam O'Young	Vancouver, B.C.	1977 Honda Civic
1988	Mike Boyle	Richmond, B.C.	1977 Honda Civic
1987	Ed Komori	Surrey, B.C.	1966 Sunbeam Tiger
1986	Glenn Fukui	Burnaby, B.C.	1966 Sunbeam Tiger
1985	Peter Wright	Mt. Albert, Ont.	1970 Datsun 240Z
1984	Robert Lee	Vancouver, B.C.	1975 Triumph TR7
1983	Len Welin	Pickering Ont.	1972 Datsun 240Z

C Modified Ladies

2004	No entries		
2003	Lisa Pusey	Coquitlam, BC	1985 Honda Civic

D Modified

2004	Dennis Grant	Windsor, ON	1997 Eagle Talon AWD
2003	Kym Miller	Fort. St John, BC	1990 Chevrolet Corvette
2002	Paul Machan		1963 Chevrolet Corvette
2001	Glenn Gordon	Calgary, AB	1980 Alpina BMW 323
2000	Colin	Winnipeg, MB	1971 Datsun 240Z
1991	Derek Smith	Burnaby, B.C.	1970 Porsche 914-6
1990	Derek Smith	Burnaby, B.C.	1974 Porsche 914-6
1989	Derek Smith	Burnaby, B.C.	1974 Porsche 914-6
1988	Glen Fukui	Burnaby, B.C.	1966 Sunbeam Tiger

23. Appendix H – CONTACTS (REGIONS, CAC BOARD)

a) Canadian Autoslalom Championship

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

b) ASN/Canada/FIA Territories

Atlantic :(PEI, NS,NB, Nfld)

Atlantic Region Motor Sports(ARMS)

PO Box 31333, Halifax, NS, B3K 5Y5

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

British Columbia

Confederation of Autosport Car Clubs (CACCC)

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

Ontario

Canadian Autosports Clubs – Ontario Region (CASC-OR)

Contact: 416-667-9500 Bob Varey

703 Petrolia Road, Downsview, ON M3J-2N6

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

Québec

Fédération Auto-Québec (FAQ)

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

Tél.: (514) 252-3052

Fax.: (514) 254-5369

info@autoquebec.ca

<http://www.autoquebec.ca>

Prairie (Alberta, Manitoba, Saskatchewan)

Western Canada Motorsport Association (WCMA)

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

(403) 242-1966

<http://www.wcma.ca>

c) 2005 ASN Solosport Committee

Terry Epp, National Director
Stouffville, ON
rally.cars@sympatico.ca

Christian Sorensen – CASC-OR
Toronto, ON
solo1dir@casc.on.ca

Cliff Loh, - CACC
Surrey, BC
cliff.loh@telus.net

Daniel Forest - FAQ
Montreal, Quebec
jada@contact.net

Doug Campbell - WCMA
Calgary, Alberta
talongeo@shaw.ca

Dave Hull - ARMS
Truro, NS
d.hull@ns.sympatico.ca

d) 2005 ASN Solosport Autoslalom Sub-Committee

Cliff Loh,
Surrey, BC
cliff.loh@telus.net

Yogi Thakore,
Saskatoon, Saskatchewan
ythakure@home.com

Campbell Carlyle
Surrey, BC
ccarlyle@direct.ca

Corey Dyck,
Winnipeg, Manitoba
corey_dyck@yahoo.com

Johnny Sandhu

Vancouver, BC

sandhuj@direct.ca

Wes Tanney

Toronto, Ontario

solo2guy@sympatico.ca

Reijo Silvennoinen

Calgary, Alberta

rase@telus.net

Daniel Forest -

Montreal, Quebec

jada@contact.net

Doug Campbell

Calgary, Alberta

talongeo@shaw.ca

Dave Hull -

Truro, Nova Scotia

d.hull@ns.sympatico.ca

12.6 SoloSprint Regulations:

All SoloSprint events are sanctioned by A.R.M.S. and are held under the International Sporting Code of the FIA, the General Competition Rules of A.R.M.S., A.R.M.S. SoloSprint Regulations and the Supplementary Rules and Regulations. To obtain a permit to hold a SoloSprint event, organizers must submit a permit application as indicated by **5.4 Permits** of the Administration Section of the A.R.M.S. Handbook. This application must also include information on safety and communication measures, and, if held, associated driving instruction sessions.

12.6.1 General:

12.6.1.1 Insurance: (provided by organizer)

- (a) Public Liability and Property Damage: \$x,xxx,xxx all inclusive
- (b) Participant Accident Insurance:
 - 1) Accidental Death and Dismemberment \$x,xxx
 - 2) Weekly Indemnity, 52 weeks \$ xx
 - 3) Medical Reimbursement \$x,xxx

12.6.1.2 Medical Facilities (Minimum):

- (a) vehicle present with flat surface to act as ambulance
- (b) first aid personnel with comprehensive first aid kit

See also 12.6.2 Event Safety.

12.6.1.3 Stewards:

The directors of ARMS shall appoint an ARMS Chief Steward for SoloSprint events.

12.6.1.4 SoloSprint License Requirements:

- (a) Competitors (also known as "drivers") must hold a current **A.R.M.S.** affiliated club membership.
- (b) Competitors must hold or have held a National Pro Race, Regional Race, or National Pro Rally within the last 10 years (SoloSprint fee waived if current valid license holder)

Or

Attended and passed an approved performance driving/racing school (eg. ARMS-sanctioned school, BMW Porsche Club school) within the last 10 years.

12.6.2 Course Design:

1. The following rules of course design are provided to give organizers proper direction in designing or choosing a course and also to ensure that adequate safety precautions are met.
2. Organizers are cautioned that competitors and workers in Solo 1 events are NOT covered by participant accident insurance; appropriate precautions, therefore, MUST be taken.
3. Organizing an event that complies with these regulations calls for the exercise of prudent, good judgment and common sense. The protection of life and property shall be the prime factor governing all decisions relating to course design and safety.
4. Caution and proper attention must be given to the location of property, which may be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants and the like should all be carefully considered.
5. First-Class paved or stabilized surfaces must be used. Gravel or any type of non-stabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be restricted to experienced drivers.
6. Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surfaces, etc. The installation of chicanes may be used to increase safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or failure to follow the chicanes.
7. Consideration should be given to competitors' safety when choosing a course. Where possible, locations with curbs, banks, ditches, tree, poles, crash walls, and rails, and any other obstruction likely to seriously damage or upset the car should be avoided.
8. Clubs must not run events that require the competitor to leave the car during a timed run. Nor must the competitor be required to start the event from outside the car.
9. The running of more than one car at a time is permitted, providing the cars are separated on the course by adequate time and distance to eliminate the possibility of a passing situation or of two or more cars racing with each other.

12.6.3 Event Safety:

1. There must be adequate course marshals to oversee all competition runs and to ensure equality and safety to all competitors.

2. Where the course is not visible in its entirety from a central point where the clerk of the course is located, a reliable communication system linking the flagging stations with the clerk of the course shall be established.

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

4. Full consideration must be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention must be given to assuring that timekeepers and marshals are not placed in hazardous locations.

5. The organizers must provide each marshal station and the start/finish area with the appropriate green, yellow, red and red striped yellow flags. The start/finish area must also be provided with a checkered flag. These flags shall be used to communicate with the drivers when they are on the course, and marshals must be trained in their proper use.

6. The following minimum emergency safeguards MUST be in effect at all times during a Solo 1 competition, including driving instruction sessions.

(a) at least one fully equipped first aid kit must be present and available

(b) at least two first aid attendants must be on duty and readily available at all times. At least one of these attendants must be currently certified by St. John's Ambulance or equivalent as qualified to perform cardiopulmonary resuscitation. Other attendants must be currently certified by St. John's Ambulance or equivalent as having Standard First Aid training.

(c) at least one vehicle solely reserved for the transport of an injured person must be available at all times.

(d) a minimum of one five pound 10BC dry chemical fire extinguisher must be provided at each marshal station, the start/finish area, and in the pits, all with capable operators. 10BC foam type extinguishers may also be used to replace the dry chemical extinguishers.

(e) the organizer must elaborate a prearranged plan to cope with major emergencies, such as a car going off track, going into a crowd or a marshal station.

12.6.4 Novice Drivers:

For the purpose of this section, a novice driver is one who has not competed in at least three SoloSprint, hill climb, or stage rally events. The successful completion of an A.R.M.S. approved racing driver's school (thereby qualifying the competitor for a driver-race regional or national license) or national rally license within the last 10 years shall be considered as fulfilling the above requirements.

1. It must be kept in mind that a novice driver is treading on more and more unfamiliar ground the faster he is traveling. Speed must be considered in conjunction with off-course hazards. The following are minimum requirements for events in which novice drivers may be participating.

(a) a driving instruction session, approved as an A.R.M.S. SoloSprint driver's school, must be given to all novice competitors.

(b) the organizer shall appoint a chief of driver training to instruct all novice drivers. The chief of driver training may recruit experienced competitors to assist him.

(c) all novice drivers must attend the complete driving instruction sessions.

(d) the chief of driver training shall provide one of the following methods of driving instruction:

(i) a classroom instruction session followed by a track side instruction session.

(ii) a classroom instruction session followed by an in car instruction session with a driver trainer at reduced and moderate speed.

(iii) a track side instruction session followed by an in car instruction with a driver trainer at reduced and moderate speed.

An alternate method of driving instruction may be used, provided the Regional Director of Soloport Events approves it prior to the event.

2. All drivers must be provided with the rules of the course, the meaning of the flag signals, and other important safety information.

12.6.5 Competitor Eligibility and Safety:

1. All competitors must present the following documents at registration:
 - (a) a completed entry form for the event
 - (b) a valid driver's license
 - (c) a valid SoloSprint license (or acceptable alternative)
 - (d) an ownership certificate for the entered vehicle
 - (e) if the competitor is under the age of majority in the jurisdiction in which the event is taking place and is not the registered owner of the entered vehicle, he must additionally present written and notarized permission from the owner to enter the vehicle in the competition.
2. All competitors and passengers and workers and officials MUST sign the Insurance waiver before being allowed to compete in the event.
3. Competitors under the age of majority in their province of residence who do not hold a valid A.R.M.S. race license must present written and notarized permission to enter the event from their parent or guardian. This permission must be retained with the entry form. (Competitors under the age of majority who have an ASN National competition license have provided general parental consent in order to obtain their license.
4. All competitors must wear properly mounted seat belts (See 12.6.6.1) when competing.
5. Helmets may be either open faced or closed face, they must be in good condition both inside and outside and never be subjected to a crash or other severe impact. Snell 1995M/SA or newer helmets are acceptable in SoloSprint. **EXCEPT in Modified vehicles or those with roll over protection. In either of these cases, a Snell 2000M/SA or newer helmet is required.**
6. All competitors in open cockpit vehicles must wear suitable eye protection during the competition.
7. It is highly recommended that all competitors - while competing, marshalling, or taking instruction, wear long sleeved shirts, long pants, shoes and socks, all made from non-nylon materials. All SoloSprint competitors driving open wheel formula cars (eg. F1600, F4, etc.) shall comply with ARMS racing safety requirements. This includes, but is not limited to, roll-over protection, a full faced helmet and visor and the following Nomex items, two layer - one piece driving suit, gloves, balaclava, socks, and shoes.

8. Competitors are not permitted to walk on the course or in the timing areas during the competition.
9. Competitors may not open the car door or receive outside-the-car assistance during a timed run.
10. All competitors must obey the rules of the course. Failure to do so may result in the competitor being excluded.
11. A driving instructor is the only passenger permitted, and then ONLY during an in-car instruction session with a driver trainee at reduced or moderate speed.

12.6.6 Vehicle Safety:

1. Seat Belts/Restraint System:

- (a) A three-point restraint system, typically the OE seatbelt, (or better) is acceptable in SoloSprint **EXCEPT in Modified vehicles or those with a roll cage. In either of these cases, a five-point (or better) restraint system is the approved seat belt.**
- (b) All competitors shall properly wear an approved seat belt/restraint system during practice, instruction, and competition. The competitor has the responsibility to ensure the seat belts in the car are in good condition and properly installed.
- (c) Material for all straps in all cases shall be 2 inches or 50 millimeters (nominal) width or greater except anti-submarine straps which may be 44 millimeters wide.
- (d) Competitors not using original equipment hardware shall use SAE grade 5 bolts or better. All mounting points shall be either original equipment mounting points or the frame or the roll cage or an adequately reinforced point. Reinforcements shall be adequately large and of sufficient thickness to prevent distortion under extreme load.

2. Roll-over protection: A **roll bar** is highly recommended but not required **except for vehicles with fold down or completely removable tops (eg. Convertibles) and for Modified category vehicles.** A **roll cage** is never required in SoloSprint but may be substituted in place of a roll bar. Roll bars and roll cages must comply with specifications contained in Section 18 of the Race Regulations.

12.7 AutoCross Regulations :

An A.R.M.S. Regional Rule set for AutoCross has yet to be established

12.8 Lapping Regulations :

An A.R.M.S. Regional Rule set for Lapping has yet to be established