

AutoSlalom Regulations

Effective April 1, 2020

!

Appendix G - SCCA Rules referred to in SCCA Sections 12 to 18

!

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

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

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

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



1.1

This refers to the event operating rules. The Canadian National AutoSlalom event operation rules will apply.

.1

See Canadian National AutoSlalom Regulations rule 5.1

.

. .1

See Canadian National AutoSlalom Regulations rule 5.3, 5.4, and 5.5

. .1. . See Canadian National AutoSlalom Regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

. .1. . See Canadian National AutoSlalom Regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

. .2

See Canadian National AutoSlalom Regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements is required in all A Modified (AM), B Modified (BM), C Modified (CM), and F Modified (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the Street, Street Touring, Street Prepared, Street Modified and Prepared categories, the roll bar or roll cage height may be reduced from requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the Prepared category with a full original equipment windshield assembly and a standard (as defined herein) hardtop which has been bolted securely in place. Double-hoop roll bars must fasten properly to the chassis/unibody as required, particularly at attachment points in the center of the car.

. .
See Canadian National AutoSlalom Regulations rule 5.10

.
.1)2)10)12)1)1)
See Canadian National AutoSlalom Regulations rule 5.11

.1
Exhaust must exit behind the driver or exit to the side of the car.

.1)
Batteries: See Canadian National AutoSlalom Regulations rule 5.11.10

. . . .2)

Internal body panels may be modified to accommodate the installation of the fuel tank/cell as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver's compartment a metal bulkhead shall prevent exposure of the driver to fuel tank/cell.

See Canadian National AutoSlalom Regulations rule 5.8

The entrant has the burden of proving that the vehicle conforms to these Rules by the required documentation for the category/class, as noted below. The required documentation should be considered as an extension of these Rules.

. . . . Street, Street Touring, Street Prepared, and Street Modified – The official manufacturer service documentation for the make, model, and year of the vehicle as entered, if ever available to the consumer from the manufacturer. Additional official manufacturer service documentation for other years and/or models may also be required to cover equipment and/or specifications authorized by update/backdate allowances. Other official manufacturer documentation, such as the owner's manual, shop manual, parts catalogs, technical bulletins, sales & marketing literature, or Monroney window sticker, may be provided as supporting information. All manufacturer documentation must be for non-competition purposes.

. . . . Cars prepared to Region/ Club Road Racing rules – Current year GCR and appropriate Category Specifications plus any additional documentation required by those rules. Logbooks are not required.

. . . . Prepared category, A Modified class (AM), D Modified class (DM), and E Modified class (EM) – No additional documentation required.

. . . . Formula SAE (FSAE) – Applicable FSAE Specifications.

See Canadian National SoloSport General Competition Regulations
Chapter 9 GRIEVANCE PROCEDURES – INQUIRIES and
Chapter 10 PROTESTS

. .1

The entrant of a protested vehicle has the burden of proving that the vehicle conforms to these rules by the required documentation according to the class of the vehicle and must present the required documentation to the PC at the time that the protest is heard, or else be disqualified. If the required documentation does not include sufficient information on a protested item or specification, the burden shifts to the protestor to prove the equipment or specification illegal.

See Canadian National AutoSlalom regulations Appendix C Roll Over Bar or Appendix D Roll Cage.

.1. . . .1

Shock absorbers may be replaced provided that the replacements (a) attach to the original mounting points, and (b) are of a non-remote-reservoir design. The number and type (e.g., tube, lever, etc.) of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion.

. .1 . /

Detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. All glass panels in the roof must be removed. Movable or removable metal or composite panels in the roof may be either removed or positively secured in the closed position. Any openings in the roof resulting from the removal of a panel must be covered with panels of stock contour made of the same material as the stock surrounding roof structure.

. .1 .

see Canadian National Autoslalom 5.3, 5.4, and 5.5

. . . .

All major body components such as front and rear hoods, fenders, doors, and windscreens shall be maintained in normal position throughout the competition. If loss of bodywork is a safety hazard, the car may be black-flagged. A car completing a competition with bodywork missing may be penalized.

. .

see Canadian National AutoSlalom Appendix D.

. . . .

see Canadian National AutoSlalom Appendix D.