

diameter in both directions from the centre-point of the gusset.

1.3.5.8 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:

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 Scrutineer.

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

1.3.5.9 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.

1.4. ROOF AND WINDOW SAFETY – GENERAL

- 1.4.1. Windows of the driver and passenger door shall be completely up, UNLESS EQUIPPED WITH WINDOW NETS. If down, the use of window nets or SFI approved arm restraints by the driver (and passenger, if applicable) are required.
- 1.4.2. Sunroofs, moon-roofs and T-tops shall be in the closed and locked position.
- 1.4.3. Vehicles with fold down or completely removable tops (e.g., convertibles) shall have those tops in the up and locked position.
- 1.4.4. In vehicles without tops, the use of window nets or SFI approved arm restraints by the driver (and passenger, if applicable) are required.
- 1.4.5. If window glass is removed, it shall be replaced with polycarbonate (e.g., Lexan) material.
- 1.4.6. If the OE windshield is removed, it shall be replaced with polycarbonate (e.g., Lexan) of 6 mm minimum thickness of identical size and curvature as the original. The windshield shall be supported by three inner supports to prevent the windshield from collapsing inward. These supports shall be 0.75" x 0.125" min aluminum straps with a minimum spacing of 8" between straps.
- 1.4.7. Any car that has a modified windshield will require approved roll over protection and any car that has a windscreen only will also require approved roll over protection.

1.5. VEHICLE REQUIREMENTS

All vehicles and equipment shall be acceptable to Scrutineering at all times. Organisers may refuse a non-classified vehicle if the Organiser believes the vehicle is unsafe. Organisers may exclude any vehicle based on technical inspection or Scrutineering. The vehicle shall meet the following basic requirements:

- 1.5.1. Have a wheelbase of 183 cm (72") or longer and have front and rear tracks of 107 cm (42") or wider. The maximum permissible height of competing vehicles is 160 cm (63 inches). Please note that this prohibits most SUVs and pickup trucks from participation in Time Attack events;
- 1.5.2. Be at least as wide as they are tall. Height is defined as the tallest point of the vehicle as measured from the ground with the tires at recommended pressures and width is defined as the measurement taken from the outside of the left front tire contact patch to the outside of the right front tire contact patch;
- 1.5.3. Have four road wheels of 10" diameter or larger, and four pneumatic tires in good condition, having no blemishes or under tread material showing and a proper working tandem (or dual) hydraulic braking system for all four wheels that can only be operated by a single purpose control;
- 1.5.4. Have an enclosed driver protection structure, complete with exterior panels, up to at least waist level when seated in the appropriate driving position. Exterior panels made of metal, glass reinforced plastic or fire restraint material, except when the panels are 'OE';
- 1.5.5. Use only hydrocarbon based gasoline or diesel fuel, including biodiesel, fuel containing ethanol, or any additives (e.g. propylene or other octane boosters) added directly to the 'OE' fuel tank. Any external (to the 'OE' fuel system) source of fuel or fuel additive is prohibited, including nitrous oxide systems and propane;
- 1.5.6. Have an operational, on board self-starter and shall be able to idle on the grid (e.g. without overheating) for reasonable periods of time without affecting the conduct of the event;
- 1.5.7. The battery location is free within the bodywork provided Rule 5.1.6.XVII is met. Flooded lead acid type batteries located in the driver/passenger compartment shall be in a nonconductive marine-type container or equivalent. The hot terminal shall be insulated. All batteries shall be attached securely to the frame or chassis;
- 1.5.8. Hubcaps, centre caps, wheel disks and trim rings, not bolted to the wheels, are removed;
- 1.5.9. Be equipped with coolant catch tanks. Crankcase breather tubes shall not vent onto the track, but into an adequate size, catch can;
- 1.5.10. Passes all safety inspections;
- 1.5.11. To maintain a professional appearance, licence plates shall be either completely removed or completely visible during competition. Ad hoc covering with masking tape or equivalent is not permitted;
- 1.5.12. Be equipped with at least one functional rear-view mirror.

1.6. ELIGIBILITY TO COMPETE

- 1.6.1. To be eligible to compete as a driver, a driver must:
 - I. Hold a competition licence issued by a Region that grants eligibility for Time Attack events;
 - II. Have signed the Region General Waiver.
- 1.6.2. All competitors, officials, workers, volunteers and passengers shall read and sign the insurance waiver before being allowed into a restricted area (e.g., timing vehicle, marshal post or other non-public area) or to compete in the event.
- 1.6.3. A competitor may only enter an event once. However, any single vehicle may be entered by a maximum of two drivers.
- 1.6.4. Each entrant/driver shall be responsible for the conduct of their crew (see SoloSport GCR 5.14).
- 1.6.5. Competitor help is essential for the success of events. Organizers may require competitors to marshal and may exclude one or more results or deny runs of those who do not fulfil requested duties.
- 1.6.6. Consumption of alcoholic beverages at an event by any driver, entrant, crew member or official before the absolute and total end of all the day's on-track activities is expressly forbidden.
- 1.6.7. Each competitor shall present upon demand, by any race official or fellow competitor, a copy of their car's classification declaration on paper for inspection (including, if applicable, race weight and dyno declarations). Any competitor who is unable to provide such documentation shall be scored in Unlimited class at the event in question.
- 1.6.8. All competitors must attend the driver's meeting, unless prior arrangement has been made with the Organizer, to be allowed to compete. This is for the safety of both the competitor and the other entrants.

1.7. PASSENGERS

- 1.7.1. Passengers may be carried in the front, passenger seat only during the lapping sessions and provided they have read and signed the appropriate waivers. No passengers will be allowed during competition runs.
- 1.7.2. Minors (those under the age of majority for the province where the event takes place) can ride as a passenger provided they have the consent of the organizer and they and their Parents/Guardians have signed the Underage Waiver.
 - Minors are subject to the following requirements:
 - I. May not ride in competition, only in lapping or fun runs;
 - II. May ride with Parent or Guardian only;
 - III. Helmet and seat belt shall fit the minor correctly;
 - IV. Seat belt shall comply with Section 1.1;
 - V. Shall be at least 14 years old.
- 1.7.3. Passengers shall wear safety equipment as required for the driver and shall keep their hands and arms inside the vehicle at all times. Passengers shall not carry items such as food, drink, cameras, video recorders, purses, etc.

1.8. DRIVING AND SCORING

- 1.8.1. Only each competitor's fastest run, including penalties, shall be scored. Where the event, such as the Canadian National Time Attack Championship, is conducted over two or more days, then the fastest run, including penalties from each day's competition, shall be scored.
- 1.8.2. If identical times are recorded for two or more competitors in the same class or candidates for the same award, the second best times **for those tied competitors** will be used as a tiebreaker.
- 1.8.3. A competitor's score for a run shall be recorded in seconds and fractions of seconds.
- 1.8.4. Elapsed times and penalties for each run by each competitor shall be posted continually throughout the event.
- 1.8.5. A DNS (Did Not Start) is given if the competitor fails to leave the start position when directed to do so by the Clerk of the Course. All of the laps of that run shall be recorded as a DNS.
- 1.8.6. A 2WO (Two Wheels Off) is given for two or more full wheels simultaneously leaving the track surface during a run, including warm-up and cool-down laps. A 200 second penalty shall be applied against all laps in a run where a 2WO is given. The track surface includes the curbing but not past the curbing where it exists.
- 1.8.7. A non-competing vehicle is defined as a vehicle that:
 - I. has gone 2WO (see 1.8.6);
 - II. has gone 4WO and has stopped off course in a safe place and remains there until the session ends;
 - III. is on a cool-down lap;
 - IV. has voluntarily stopped competing by slowing down and signalling following cars to pass and/or signalling that they are returning to the pits.
- 1.8.8. A DNF (Did Not Finish) is given if, during a competitor's run, the vehicle leaves the course through the official exit. The remaining laps of the run will be recorded as a DNF. Completed laps will count provided no other competitor was impeded by the DNF vehicle exiting the course.
- 1.8.9. Should a vehicle break during a run, no rerun shall be allowed. However, the driver may complete his/her remaining run(s) in another vehicle providing the vehicle is in the same class.
- 1.8.10. A two (2) driver, single vehicle entry must have a minimum of five (5) cars run between their numerical order runs or the equivalent amount of time shall be allowed to pass.
- 1.8.11. The class of a vehicle may not be changed after the start of the competition (first car on the track) unless approved by the Steward(s) of the event.
- 1.8.12. If there are additional runs to be added to the original published program, it must be announced before any competitor starts their originally scheduled final run.
- 1.8.13. If all competitors do not have the opportunity to complete all of their scheduled runs, then the times for the incomplete run may be cancelled at the Steward's(s') discretion.

1.9. RERUNS

- 1.9.1. A rerun is only granted when authorized by the Clerk of the Course.
- 1.9.2. When a rerun is granted, it shall be taken a minimum of five (5) cars after the competitor's original run or after the equivalent amount of time has been allowed to pass.
- 1.9.3. A rerun shall only be for the number of timed laps affected.

- 1.9.4. If a competitor is red-flagged or white-flagged while on their run, a rerun may be granted provided the competitor did not cause the flag.
- 1.9.5. If a vehicle is red-flagged as a result of a timing failure, a rerun may be granted by the Clerk of the Course

1.10. VEHICLE NOISE

- 1.10.1. The organizers of an event may establish a maximum vehicle noise level either by class or for all vehicles. Measurement can be at different locations around the facility being used. Competitors are warned that track licenses increasingly specify noise limits and it is the competitor's responsibility to ensure their vehicle complies with the maximum vehicle noise level established for each event in which they compete. There are no protests or appeals allowed on organizer decisions regarding maximum vehicle noise levels, measurement or action taken by the organizers.

Sample specified maximum vehicle noise levels:

98db for 'Modified' cars and 95db all other cars at Shannonville Park; Toronto Motorsport Park

92db for all cars at Canadian Tire Motorsport Park's Drivers' Development Track and Calabogie Motorsport Park.

- 1.10.2. The Clerk of the Course at a National Championship Event will prohibit any vehicle from running which twice exceeds the noise level on the course or in a test session as measured by a sound meter. At any non-championship event, the Organizer or Clerk may prohibit any vehicle from running which the organizer deems to violate the maximum vehicle noise level.

2. EVENT ORGANIZATION

Time Attack events now encompass both events that allow passing during timed sessions and events where passing is not allowed during timed sessions. See the rules in this section that govern the organization of both of these types of events. Supplementary Regulations and Drivers' meetings will cover protocols for each event.

2.0. DRIVERS' MEETING

- 2.0.1. Instructions to Competitors: The organizer shall call all competitors to a Drivers' 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/track layout (passing zones), and procedures;
 - Make sure all entrants have signed the waiver;
 - Describe any penalties to be assessed (down & out rule, off course, and DNF);
 - Review supplementary regulations on run groups, gridding, flagging and work requirements (marshaling).
- 2.0.2. Organizers should have a system in place to verify attendance at the Drivers' Meeting, to avoid uninformed participants on the course/track. This may be in the form of a roll call, sign off, issuance of stickers or wristbands etc. At the discretion of the Organizers, drivers missing the Drivers' Meeting may be excluded or they must receive all of the information covered before they will be allowed to participate.

2.1. COURSE SAFETY

- 2.1.1. 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 priority. Spectators are to be expected and adequate crowd control provisions should be in place. Unless protected by substantial barriers, spectator areas should be roped/taped off or clearly defined.
- 2.1.2. Full consideration should be given to safety in the pits, around the start/finish areas and near the flag stations. Particular attention should be given to **placement of officials, time keepers and marshals.**

- 2.1.3. There should be adequate course Marshals to oversee all competition runs and to ensure safety as well as equality to all competitors.
- 2.1.4. 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 is to be established.
- 2.1.5. The Clerk of the Course may, at his/her discretion, declare a vehicle 2WO under the following circumstances:
 - I. A driver dirties the track surface by cutting corners, knocks a pylon onto the track, or drags any other objects onto the track surface that may force other vehicles to slow or change their line.
 - II. A driver spins on-track, and holds up the event (i.e. forces a full course red flag to be thrown);
 - III. A driver ignores or misses flags.
 - IV. A driver's on-track conduct, in the opinion of the Clerk of the Course, endangers the driver, other competitors or slows the progress of the event (i.e. going too slowly on a warm-up or cool down lap).
- 2.1.6. The Organizer is to provide each marshal station and the start/finish area with red, yellow, green, blue and black flags plus a 10BC or better fire extinguisher. The Marshals are to be instructed in their proper use.
- 2.1.7. The minimum number of 10BC or better fire extinguishers provided at each event is equivalent to the number of marshal stations plus four (4) spares.
- 2.1.8. The Organizer is to have a prearranged plan to cope with major emergencies. This, as a minimum, means having quick access to an unlocked cellular phone with a list of local emergency phone numbers. Note: 911 dialling is not available in all areas. Organizers are responsible to post all area emergency numbers for quick access by organizing staff and safety officials.
- 2.1.9. The Organizer may choose to restrict the eligibility of a vehicle or competitor to participate in an event.
- 2.1.10. The Clerk of the Course is responsible for monitoring the safety of the course when vehicles are on the track. Should the course become obstructed, the Clerk is to direct that a red flag be displayed at all marshal stations (see 2.2.3 below). Once the obstruction has been sufficiently cleared, the Clerk may direct the marshal stations to restart vehicles with a green flag (see 2.2.6 below).

2.2. Flags

- 2.2.1. **Starting Flag:** used to send new vehicles onto the track or to re-start a vehicle that has been red flagged and stopped at a marshal station – can either be a waving or pointed green flag or a very clear hand signal motioning the Driver into action.
- 2.2.2. **Black and White Checkered Flag:** indicates the end of a competition session when waved at the finish line or other location specified in the Supplementary Regulations.
- 2.2.3. **Red Flag:** waved at all marshal stations and by the Starter – only when instructed to do so by the Clerk of the Course – it informs all Drivers to safely come to a first gear speed and then slowly proceed to pit lane for further instruction. Drivers shall be prepared to stop at any time.
A red flag is most commonly used in Time Attack if a vehicle has gone off-track and is positioned where it endangers the safety of participants or if track conditions are no longer safe to drive on.
- 2.2.4. **Black Flag:** displayed at the start/finish line or any other marshal station – only when instructed to do so by the Clerk of the Course – it informs the Driver to return to the pits immediately and await instructions from the Officials. A Black Flag is often used when a vehicle has been missed with the Checkered Flag or if the vehicle is leaking fluid, blowing excessive amounts of smoke, loose parts or appears to be in some other kind of mechanic trouble.
- 2.2.5. **Yellow Flag:** Displayed to indicate a dangerous condition on or near the track surface. Competitors are expected to lower their speed sufficiently to allow avoidance of any obstacles or dangerous situations. Once a driver passes the location of the incident and sees a subsequent Green Flag, then they may resume speed.
- 2.2.6. **Green Flag:** Resume speed after a yellow flag or displayed to replace the white flag at any marshal station as soon as there is enough space created between vehicles – in the opinion of the Clerk of the Course – indicating that the Driver can immediately return to full speed, with the next timed lap beginning when the vehicle crosses the Start/Finish line.
- 2.2.7. **Blue Flag:** Displayed at any Marshal station to alert the Driver that a faster following vehicle must be allowed to pass as soon as is safely possible. Failure to obey this flag may result in a black flag

being displayed for that vehicle or the loss of competition lap times for holding up competitors and/or the event.

- 2.2.8. **White Flag:** (for CASC-OR only, other regions may adopt) In timed sessions with no passing, displayed at any marshal station including the Start/Finish post only when instructed to do so by the Clerk of the Course. It informs the Driver to slow down and make space from the vehicle ahead. The lap on which this flag is displayed will not be scored. Drivers are to proceed at a pace that creates safe space from the vehicle ahead, but does not slow the vehicle behind. Drivers are to look as far ahead on the course as possible for a waving Green Flag.

2.3. PERMITS

- 2.3.1. A permit is required for all Region sanctioned Championship Events. The permit must be applied for at least sixty (60) days before the event. A permit shall not be required for all lapping days, test & tune events.
- 2.3.2. Any club organizing a Region Championship Event must submit to the Region office, the following items at least 6 weeks in advance of the event: a) Event Supplementary Regulations for approval before publication to the sport; b) Copies of advertising material to be used to publicize the event to the general public and competitors; c) Copies of the material sent to the media; d) Event flyers.

2.4. EVENT FLYERS AND SUPPLEMENTARY REGULATIONS

- 2.4.1. The Supplementary Regulations and the Event Flyer may be combined in one document or issued in two parts.
- 2.4.2. An Event Flyer shall contain:
- I. The words "sanctioned by _____ Region";
 - II. The statement: "Held under the Canadian National SoloSport GCRs, National SoloSport Regulations and/or Region SoloSport Regulations";
 - III. The names of the event, series sponsors, event sponsors and organizing club;
 - IV. Date and location of the event;
 - V. The time of registration, scrutineering, driver's meeting, first run and close of registration;
 - VI. The entry fee schedule;
 - VII. The name, address, telephone number and email address of the Organizer or alternate club contact;
 - VIII. Any maximum vehicle noise level restrictions, if different from what is in these regulations.
- 2.4.3. Event Supplementary Regulations shall contain (see SoloSport GCR 4.5):
- I. The words "sanctioned by _____ Region";
 - II. The statement: "Held under the Canadian National SoloSport GCRs, National SoloSport Regulations and/or Region SoloSport Regulations";
 - III. The names of the event and organizing club;
 - IV. The name, address telephone number and email address of the Organizer or alternate club contact;
 - V. The names and contact information for the Steward(s) of the meeting and the Clerk(s) of the course;
 - VI. Date and location of the event;
 - VII. The time of registration, scrutineering, drivers' meeting, first run and close of registration;
 - VIII. The entry fee schedule;
 - IX. Any maximum vehicle noise level restrictions, if different from what is in these regulations;
 - X. Passing rules and procedures, plus a description of the passing zones (if used);
 - XI. A detailed list of prizes and trophies to be awarded;
 - XII. Identification of the Judges of Fact (if used) and the facts to be judged (see.Solosport GCR 7.17)
- 2.4.4. Any Supplementary Regulations are to be posted at the event and competitors are to be made aware of them at the Drivers' Meeting.

2.5. ORGANIZERS' DOCUMENTATION

- 2.5.1. At a race track, the Organizer shall display the following items at a central and easily accessible location, e.g. registration area or the same location where run groups, marshalling assignments, and lap times are posted (also see Solosport GCR 4.7):
- I. Permit;

- II. Insurance certificate;
- III. Copy of Supplementary Regulations;
- IV. List of officials, this list shall also be read at a drivers' meeting.

2.6. COURSE

- 2.6.1. Any changes made to the course/track configuration, made with the approval of the steward(s), must be brought to the attention of the competitors, at a driver's meeting.
- 2.6.2. The course, including the start and finish, must be clearly defined. When course pylons are used, their location must be clearly marked to assure accurate replacement after being displaced.
- 2.6.3. Course pylons shall have a minimum height of ten (10) inches and shall be of a distinctive colour. Pylons shall be heavy enough to prevent movement other than that caused by contact with a competing vehicle.
- 2.6.4. The course must meet the approval of the Chief Steward prior to the start of the competition.

2.7. RUNS

- 2.7.1. A run is a set of timed laps, or sessions, as defined in a driver's meeting. The definition of a run may be modified during or after competition by event officials due to force majeure. It is recommended that run groups are alternated when possible to avoid preference to changing weather conditions.
- 2.7.2. In a non-timed lapping session or a driving school, passing is permitted in designated areas if the leading vehicle has signalled to be passed AND has slowed down. Passing zones and procedures are to be clearly explained both in the Supplementary Regulations and at the Drivers' Meeting.

2.8. TIME ATTACK SESSIONS WITH NO PASSING

- 2.8.1. The running of more than one vehicle at a time is permitted, providing the vehicles are separated on the course by a safe distance. Passing a moving vehicle on the track is not permitted during timed competition runs except as per 2.8.2 below.
- 2.8.2. If NO PASSING is specified during competition runs, passing may only occur when the vehicle being passed is non-competing (see 1.8.7) AND:
 - I. Is 4WO, stopped, shows no indication of moving AND is stopped sufficiently far off course as to not be a hazard OR,
 - II. Has voluntarily stopped competing, slowed down and is signalling following cars to pass and/or signalling that they are returning to the pits.

2.9. TIME ATTACK SESSIONS WITH PASSING

- 2.9.1. Passing Zone Protocol: First Cone: Start of the passing zone. Car being passed remains on the racing line and must point or signal that the pass is recognized. Passing car should move off the racing line to indicate they are ready to pass and must wait for the signal to pass. Because cars of similar speed will be grouped for the timed sessions, the car being passed must get out of the throttle once the passing car has pulled out to pass and allow them to get alongside before the second set of cones. Failing to do this may result in the leading car being black flagged.

Second set of Cones (2 cones): These cones will be placed approximately 3/4 of the way through the passing zone. The passing vehicle must be alongside of the vehicle being passed. If not, the pass must be abandoned. No initiation of passes past these two cones. Cars initiating passes beyond these cones will be black flagged.

Third set of Cones (3 cones): Passing must be complete before these three cones. Passing vehicle should be back on the normal racing line. Vehicle being passed must get out of the throttle to allow the passing vehicle to complete the pass, or will be black flagged.

- 2.9.2. Cars being passed must remain on the racing line.
- 2.9.3. Timed sessions will typically be 15 to 30 minutes in length.
- 2.9.4. Each Run Session shall consist of:
 - A warm-up lap or portion of a lap until the vehicle crosses the official timing line and timing for the Run Session begins (determined by the event organizers);
 - As many timed laps that can be completed by a competitor before the expiry of the time allotted by the organizers for the run session;
 - A cool-down lap or portion of a lap until the vehicle reaches the track exit.

- 2.9.5. Event organizers may set different time limits for each Run Session during the course of the event, but all competitors entered in the event must be scheduled for the same total amount of track time during the event. (e.g. the organizer may set a 15 minute time limit for the first Run Session -for all competitors- and a 22 minute time limit for the second and subsequent Run Sessions). One principle of timed Run Sessions is that competitors are not guaranteed an equal number of Timed Laps since the number of yellow or red flags or other circumstances including weather, equipment failure, etc. can prevent the completion of even a single Timed Lap in a Run Session for one or more competitors.
- 2.9.6. The time limit shall commence with the start of the first car onto the track in each Session and will conclude when the chequered flag is displayed at the timing line to the first competitor to arrive at the timing line and be shown the flag. All other competitors still on the track in that Session will be shown the chequered flag as they arrive at the timing line. The Timed Lap finished by the chequered flag is to be scored and the competitor to start the cool-down Lap.
- 2.9.7. The maximum number of vehicles permitted on a track at one time is determined as follows: the length of the track in meters divided by 125. Initial vehicle spacing is controlled by the Start/Finish marshal.
- 2.9.8. Potential speed differential among participating vehicles should be considered and addressed by organizing Lapping Groups to take into account vehicle speed potential as well as other factors including driver experience.
- 2.9.9. As often as possible, competition Run Session groups should be re-gridded based on previous lap times to help increase the number of "open track" laps for all competitors.
- 2.9.10. Aggressive driving of any kind will be penalized by black-flagging the offending party.
- 2.9.11. Open wheeled vehicles shall have their own Run Sessions.
- 2.9.12. Competitors are expected to drive in a safe and controlled manner. Any competitor that puts two wheels off during a session will lose any timed result for that session.
- 2.9.13. Drivers are to be held to a high standard of cooperation, in regards to track etiquette,
- 2.9.14. and sportsmanship. Any driver deemed to be blocking by the Clerk of the Course, to slow another competitor's lap time, may have his Session times disqualified or may be excluded from further competition.
- 2.9.15. Drivers are cautioned to not deliberately draft with another vehicle except immediately prior to making a pass. Prolonged drafting or "team" drafting may result in penalties for both drivers.
- 2.9.16. Any driver displaying unsportsmanlike conduct either on or off the track, black flagged, driving in an overly aggressive manner, or failing to cooperate with other drivers on the track, may be subject to penalties or exclusion.
- 2.9.17. Download Run Session Meetings: After a Run Session has been completed for all drivers in the event, all drivers may be required to attend a download session meeting with the Clerk of the Course to discuss any issues or problems that arose during that previous Run Session. Re-gridding or passing issues should be discussed during these meetings. Similarly, the Clerk of the Course or an event official acting on behalf of the Clerk may conduct such a meeting for all the drivers of a particular Run Session grouping. Notice of such download sessions may be scheduled in the event schedule, verbally delivered to each driver affected as they exit the track or by a notice on the official notice board.

2.10. TIMING

- 2.10.1. An electronic timer is to be used as the primary timing system at all championship events. It is operated under the direction of the Chief Timer throughout the event.
- 2.10.2. If, in the opinion of the Chief Timer, a failure has occurred with the timing system, a rerun may be given by the Clerk of the Course.
- 2.10.3. In the event of a total failure of the primary timing system, another timing device or system may be used. The device must be capable of timing to a hundredth of a second. A manual analog or digital stopwatch may be used, provided that the Organizer, Steward(s) and the Chief Timer accept it.
- 2.10.4. In the case of .3 above, if a competitor's official time was on a timing system only capable of timing to a hundredth of a second while another competitor's official time was on a timing system capable of timing to a thousand of a second, then the following shall apply: if the competitors are tied to a hundredth of a second, then the thousandth of a second timing portion shall not be considered for scoring points.

Example: A time of 61.495 shall be considered tied with a time of 61.49.

2.11.PADDOCK

- 2.11.1. A paddock area is to be provided for the use of competing vehicles and their service vehicles and a speed limit of 15km/h enforced.

2.12.STEWARDS

- 2.12.1. For the Canadian National Time Attack Championship, the National SoloSport Committee will appoint a Senior Steward and two additional Stewards who operate as a committee to carry out the duties of the stewards. (SoloSport GCR 7.7) Stewards, if possible, should be experienced competitors and be members of other than the organizing club. Names of the Steward(s) should be announced at the Drivers' Meeting and published in the Supplementary Regulations.
- 2.12.2. For Regional championship or club events, Region SoloSport regulations may require the appointment of a steward(s) (SoloSport GCR 7.3). Name(s) of the steward(s), if appointed, should be announced at the Driver's Meeting and published in the Supplementary Regulations.
- 2.12.3. For events without a steward(s) the Clerk of the Course have the authority for the enforcement of the GCRs, the national, the regional rule sets and the event supplementary regulations. (SoloSport GCR 7.3-7.11)

2.13.INSURANCE and WAIVERS

- 2.13.1. Time Attack Event insurance is provided under the under the Region insurance plan. All Time Attack events organized by a Region affiliated club must apply for event coverage. Rates are available for "passing" and "non-passing" Time Attack Events. Organizers must ensure they obtain the correct insurance level for the type of Time Attack event they are holding.
- 2.13.2. All competitors, officials, timers, workers, team personnel and all other persons who are permitted to enter areas normally closed to the general public are to read, understand & sign the Region supplied General Waiver before being allowed to go into the course area, timing vehicle/area or to marshal, volunteer or participate in the event.
- 2.13.3. Competitors or other participants, under the age of majority, are to provide an "Annual Parental Consent Waiver" signed by parents/guardians.
- 2.13.4. All Region supplied waivers may be downloaded from their Region website and printed by the Organizer(s) for use during the event. Care should be taken to ensure all words on the printed copies are clearly legible.
- 2.13.5. All waivers are to be completed in full including the date(s) and name of the event at the top of the waiver.
- 2.13.6. In the registration process, individuals responsible for the waiver are to maintain the waiver under their control at all times and sign the witness section as each participant signs the waiver.

2.14.INCIDENT REPORTS

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

2.15.OFFICIAL RESULTS

- 2.15.1. Official results should include:
 - I. Name and date of the event;
 - II. The name of the organizing club;
 - III. Name of the Chief Organizer, Clerk of the Course, Chief Timer, and Steward(s);
 - IV. The words: "sanctioned by _____Region";
 - V. An acknowledgement of sponsors;
 - VI. Name of each competitor including first name, not initial;
 - VII. The home town and province of each competitor;
 - VIII. Vehicle sponsors if recorded on the entry form;

- IX. Make and model of car driven by each competitor;
 - X. Time for the best run/lap including penalties, for final position;
 - XI. Results published in classes, in the finishing order;
 - XII. Overall results of at least 50% of the field by points;
 - XIII. A complete list of all trophy and prize winners.
- 2.15.2. Official results for the National Championship are to be mailed or emailed to the Region office and all members of the National SoloSport Committee within eight (8) days of the event, as well as be made available to all competitors.
- 2.15.3. Copies of the official results of any event requiring a permit (schools exempt) are to be mailed or e-mailed to the Region and the SoloSport representative for the Region within eight (8) days of the event as well as be made available to all competitors.
- 2.15.4. Event Provisional Results become Official Results as follows:
- I. 20 minutes after being posted and no inquiries on the results have been filed and there are no other unresolved grievance procedures;
 - II. If an inquiry has been received and the time for the receiving of a protest resulting from the inquiry process as per SoloSport GCR 10.2 has expired;
 - III. If a protest has been received and the time for the receiving of an appeal from the protest process as per SoloSport GCR. 11.4 has expired;
 - IV. If notice of an appeal has been given and the appeal process has been concluded.
In the case of III and IV above, portion of the results which would not otherwise be affected by the protest/appeal procedures may be declared final by the steward(s)

2.16.REQUEST FOR ACTION

- 2.16.1. The Clerk of the Course may submit to the Steward(s) a "Request for Action" describing a suspected breach of the Regulations or of misbehaviour by any participant. The Steward(s) of the Event shall act on this request in the same manner as they would act on a protest and shall have the same authority to levy penalties as in a protest.

2.17.PROTEST AND APPEALS

- 2.17.1. Any protest or appeal shall follow the procedures as defined in the National SoloSport GCRs (10 & 11).

3. NATIONAL CHAMPIONSHIP SCORING

3.0. CLASS CHAMPION

- 3.0.1. The competitor with the greatest points in a class from the two (2) combined days of the competition shall be declared the class champion. Points will be calculated from the fastest run from each day as follows: (Fastest Time in Class / Your Fastest Time) X 100
- 3.0.2. If a tie exists, the tie shall be broken using the competitors second fastest times.

3.1. NATIONAL CHAMPIONSHIP AND OVERALL SCORING

- 3.1.1. Competitors will be scored based on the total of their fastest lap time from each day of the event.
- 3.1.2. Points are awarded based on the following formula:
(Fastest Event PAX Time ÷ Your Fastest PAX Time) X 100

- 3.1.3. For the slower tracks, a "Competitor's Fastest PAX Time" formula is: (Competitors Performance Index (Pi) X .0024 + .76024) X Competitors Fastest time. E.G. a GT3 competitor with a Performance Index of 79.4 X .0024 +.76024 and a time of 97.886 seconds has a PAX score of 93.070.
- 3.1.4. The calculation for faster tracks (e.g.: CTMP GP, Calabogie) a "Competitor's Fastest B PAX Time uses this formula: (Competitors Performance Index (Pi) X .0036 +.64036) X Competitor's Fastest time. Since the Performance Index is unlimited for Open Mod and Mod1 classes, all cars will use a PAX factor of 1.062 or 1.052, respectively, for all tracks.
Canadian Tire Motorsport Park Grand Prix Track
Calabogie Motorsports Park

3.2. IDENTIFICATION AND ADVERTISING

- 3.2.1. Vehicle numbers and class designation shall be displayed prominently on both sides of the vehicle and at least on one horizontal surface (i.e. roof or hood). Numbers shall be at least 8 inches high and 1-inch stroke width. Class designations must be a minimum of 4 inches high and be positioned after the number.
- 3.2.2. Only one entry number shall be displayed while on the course even if there are 2 drivers.
- 3.2.3. Numbers should be removed or completely covered when the car is driven on the street, even for a short distance.
- 3.2.4. Placement of sponsor decals is mandatory and cars not prominently displaying them will not be allowed to compete. All decals must be in place prior to event scrutinizing. Certain exemptions and dispensations may be allowed at the discretion of the organizer.

4. VEHICLE CATEGORIES, ELIGIBILITY, AND MODIFICATIONS

4.0. VEHICLE CATEGORIES

- 4.0.1. There are 14 vehicle categories: Open Modified, Modified 1 (MOD1), Modified 2 (MOD2), Modified 3 (MOD3), Super Grand Touring 1 (SGT1), Super Grand Touring 2 (SGT2), Super Grand Touring 3 (SGT3), Grand Touring 1 (GT1), Grand Touring 2 (GT2), Grand Touring 3 (GT3), Grand Touring 4 (GT4), Touring 1 (T1), Touring 2 (T2) and Touring 3 (T3).
- 4.0.2. Sections 4, 5 and 6 will determine which vehicle category(ies) a vehicle may compete in.

4.1. SERIES RACE, KIT CARS, & NON-PRODUCTIONS VEHICLES

- 4.1.1. The following vehicles, sometimes called kit cars, may compete with the same safety equipment as a 'Starting Class' vehicle provided they are equipped with proper roll over protection (see Sections 1.3 and 1.4), are road registered and compete on DOT approved tires:
Aurora (Cobra style), Dutton, Caterham and Lotus 7 style home finished cars.

Kit cars will be classified as Modified 1 unless the Region Car Classification Committee issues a special classification for that vehicle, based on a Dyno Chart (see 5.0.8 Dyno Option), proof of curb weight and other information as deemed necessary.
- 4.1.2. Vehicles sold by the manufacturer for one of the following race series: Player's/GM Motorsport, Rothmans/Porsche turbo cup, Honda/Michelin, or Ontario Street Stock Challenge (Nissan Sentra Series) are eligible to compete based on the starting vehicle type adjusted by PIPs incurred for all modifications.
- 4.1.3. Non-production vehicles, which include: formula, sports racing, open-wheel, tube frame, non-production drive configuration, more than one engine, shall compete in "Open Modified" class.
- 4.1.4. Low horsepower, non-production vehicles can be integrated into lower classes to be more competitive. They will require all Open Modification Safety Rules. To be considered for Integration to a lower class, competitors will submit to the Classification Committee: vehicle make, model, race

