



CONFEDERATION OF AUTOSPORT CAR CLUBS

Race Competition Regulations

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

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1 Terminology

ASN	An organization appointed by the FIA.
CACC	The Confederation of Autosport Car Clubs.
COMPETITION	A contest in which cars take part.
COMPETITOR	A person who competes in an event as an entrant or driver.
DRIVER	A licensed competition driver named as a driver of a car.
ENTRANT	A licensed person or body entered for a competition.
EVENT	A program of competitions at a racetrack.
EVENT SUPPLEMENTARY REGULATIONS	Regulations that are presented by the organizer of an event.
EVIDENCE	That which supports fact, logic or reason.
FACT	Something which can be proven.
FIA	The Federation Internationale de l'Automobile.
FINISHING LINE	The last control line on a marked racetrack. The finish line may also be the starting line. The timing control line may be an unmarked different line.
FORCE MAJEURE	A situation whereby it is unreasonable to start or continue a competition or to fully apply a regulation (an act of God).
ICSCC	The International Conference of Sports Car Clubs.
MARKED RACETRACK	That portion of a race track that is used by cars for racing and includes the paved surface, any curbing that exists and the pit lane. On some tracks the primary racing surface is indicated by painted lines.
ORGANIZER	A body authorized to organize an event by a permit obtained from the Confederation of Autosport Car Clubs (CACC).
ORGANIZING PERMIT	The permit issued by CACC to organize a single competition.
PARTICIPANT	Any person or body involved at an event as an official, entrant, driver, crew or race worker.
PENALTY	A punishment for breaching a rule or regulation.
PROMOTER	Any person or body (other than an organizer) proposing to hold, or holding a series, event or competition.
RACE	An individual competition that is a part of a race meet.



RACE COMMITTEE	The elected Race Director and his/her appointed Assistant, Appointed Novice Director and his/her selected assistant, Appointed Licence Administrator.
RACE MEET	A number of individual competitions.
RACE TRACK	The entire property upon which a marked race track is situated.
RACE TRACK LICENCE	The licence for a race track issued by CACC, an ASN and in some cases FIA.
SCCA	The Sports Car Club of America.
SEASON	One calendar year.
STARTING LINE	The control line on a marked race track and represents the point at which a race first commences. This line may also be the finishing line. The timing control line may be an unmarked different line.
VEXATIOUS	Of little or no significance or importance, annoying or disturbing.

2 General

2.1 Racing Authority

- 2.1.1 Confederation of Autosport Car Clubs (CACC) has drawn up these regulations referred to herein as "these regulations". These regulations are effective as of the date indicated above and as amended from time to time.
- 2.1.2 CACC is the sole regulatory authority and shall render all decisions concerning these regulations; determine eligibility for participation in competitions; appoint officials; issue and withdraw licences; apply penalties for violation of these regulations; carry out all actions deemed in its judgement to be in the best interests of the conduct of motorsport.

2.2 Organization of CACC Events

- 2.2.1 A CACC sanctioned event may be organized by:
- 2.2.1.1 CACC
 - 2.2.1.2 A CACC affiliated club
 - 2.2.1.3 Other clubs, organizers or promoters approved by CACC

2.3 CACC Competition Regulations

- 2.3.1 The headings used in these regulations are not to be read into the regulations.
- 2.3.2 CACC reserves the right to alter these regulations at any time.
- 2.3.3 CACC bulletins become part of these regulations.
- 2.3.4 Each organizer shall draft event supplementary regulations which shall be submitted to CACC for approval.
- 2.3.5 These regulations have been prepared in English text which shall prevail in terms of meaning and intent.

2.4 Knowledge of Regulations

- 2.4.1 Every person, body, group of persons, etc., promoting a series; organizing a competition or event or taking part therein; or by and upon applying for an agreement, sanction or permit or licence of any kind from CACC; by and upon participation at a competition as an entrant, driver or otherwise shall by doing so be deemed to and recognise that:
- 2.4.1.1 They have acquainted themselves with these regulations.
 - 2.4.1.2 They have submitted themselves without reservation to the consequences resulting from the application of these regulations.
 - 2.4.1.3 Have renounced, under pain of disqualification, the right to have recourse to any arbitrator or judicial tribunal not provided for in these regulations.

- 2.4.1.4 Have agreed to exonerate and keep indemnified all bodies; sponsors and their agents, race track owners, race owners, race organizers and their officials and agents, CACC and its directors, officers, officials and its subsidiaries, agents and associate members, from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition, or event held under these regulations, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, servants, or representatives.
- 2.4.1.5 In the case of entrants for, and drivers in, events, have agreed in the circumstances aforesaid in 2.4.iv to exonerate and keep indemnified all and any other competitors, their servants and agents, from and against any liability whatsoever, including direct liability, to such entrants or drivers in connection with the driving of cars or any other act, omission, or occurrence during the course of a competition or official practice.
- 2.4.1.6 Have agreed as set out in regulations 2.4.iv and 2.4.v of this regulation with each and all the persons and bodies referred to in those regulations and so that each any of these persons or bodies shall be entitled to the benefit of such agreements.
- 2.4.2 Every driver, entrant, official, promoter or other participant in a CACC sanctioned event, and every person who is issued a CACC licence agrees without reservation to conduct themselves in accordance with these regulations. If there is a disagreement or dispute regarding the meaning or application of these regulations, the interpretation and application by CACC officials at the track shall prevail. In order to promote the sport of auto racing, to achieve prompt finality in competition results, and in consideration of receiving numerous benefits available to them, all CACC members and licence holders expressly agree that determinations by CACC officials as to the applicability and interpretation of this code are non-litigable, and they covenant that they will not initiate or maintain litigation of any kind against CACC or anyone acting on behalf of CACC, to reverse, modify or obtain relief from such determination for no purpose other than a bad faith intent to harm the member or licence holder. If a member or licence holder initiates or maintains litigation in violation of this covenant, that member or licence holder agrees to reimburse CACC for the costs of such litigation, including legal fees.

2.5 Precedence of Regulations

- 2.5.1 The precedence of regulations shall be as follows:
- 2.5.1.1 CACC General Competition Regulations
 - 2.5.1.2 CACC Race Competition regulations
 - 2.5.1.3 CACC bulletins
 - 2.5.1.4 Series regulations
 - 2.5.1.5 Event supplementary regulations
 - 2.5.1.6 Instructions from CACC officials

2.6 Licensing of Event Officials

- 2.6.1 Certain officials at a sanctioned event must be licenced as follows: Steward, Chief Scrutineer, Scrutineers and Clerk of the Course.

2.7 Authority of CACC Officials

- 2.7.1 Only CACC appoints stewards and other officials, as necessary.
- 2.7.2 CACC stewards have complete authority for the enforcement of all applicable regulations as stipulated in Section 2.5.1.

2.8 Calendar of Competitions

- 2.8.1 CACC shall publish an annual calendar of competitions.

2.9 Publications

- 2.9.1 Publications made by promoters, sponsors, and organizers, in connection with or resulting from CACC competitions shall be produced in accordance with the laws of the land, be in good taste and shall not be misleading or untruthful.
- 2.9.2 Publications under these regulations means; radio and television productions and the promotional videos; printed advertisements, brochures, booklets, forms, signs or displays.
- 2.9.3 Publications shall include the logo of CACC and the wording "Sanctioned by CACC".
- 2.9.4 Competitors who allow their names, photographs or likeness to be used in connection with misleading advertising shall be referred to CACC for disciplinary action.
- 2.9.5 Promoters and organizers shall co-operate in making available to CACC any photographs, film or video recordings of a competition for sporting administration purposes by CACC.

3 Licensing

3.1 Minimum Requirements

- 3.1.1 A driver's competition licence is a privilege and not a right, granted to an individual by CACC. A driver's competition licence may be withdrawn or suspended by CACC at any time.
- 3.1.2 To be eligible to compete in a CACC event, a driver must possess a valid:
- 3.1.2.1 FIA international competition licence, or
 - 3.1.2.2 ASN professional competition licence, or
 - 3.1.2.3 CACC competition licence, or
 - 3.1.2.4 *SCCA competition licence, or
 - 3.1.2.5 *ICSCC International licence.

*These licences apply to non-Canadian drivers whose primary residence is not Canada. These competitors are not eligible for CACC championship series points. Drivers granted an FIA international competition licence by a foreign ASN must possess a letter of authority from their ASN giving permission to race in Canada, and also must possess an international medical card (available from their ASN).

3.2 Minimum Age

- 3.2.1 Any person fifteen (15) years of age or older may apply to CACC for a competition licence provided that the applicant is a member of a CACC affiliated club for the current year and holds a valid provincial driver's licence or meets the requirements for 15 year olds outlined in 3.2.2. A valid provincial driver's licence includes those designated "L" and "N".
- 3.2.2 Applicants who are 15 years old shall meet the following requirements:
- 3.2.2.1 Have achieved their 15th birthday. There will be no exceptions.
 - 3.2.2.2 Produce a valid karting licence issued by CACC or an ASN affiliated kart club.
 - 3.2.2.3 Proof of competing in at least two full seasons of CACC or an ASN affiliated sanctioned kart racing.
 - 3.2.2.4 Have successfully completed a CACC or ASN recognized Race Driving School.
 - 3.2.2.5 Have passed and submitted the normal CACC medical examination for a first time applicant.

If successful, applicants may be issued a Junior CACC Race Licence which makes them eligible to compete in Formula F (Formula 1600), Formula Vee or equivalents of no greater performance or closed wheel cars under 2000 cc which are normally aspirated.

Cars driven by Junior drivers shall be identified by a rearward facing sign 20 cm (8 in.) in diameter with a white "J" on a red background. The sign shall be clearly visible to following vehicles.

3.3 Licensing Requirements

- 3.3.1 The holder of a current SCCA, or ICSCC licence applying for a CACC licence may upon satisfactory proof of ability be issued a CACC licence.
- 3.3.2 The holder of a current SCCA, or ICSCC licence may be required to compete in a race, under observation.
- 3.3.3 The holder of a current SCCA or ICSCC licence applying for a CACC licence shall be required to submit a copy of their current medical examination report within thirty (30) days of receipt of their CACC licence as specified in 3.6.B; however, upon application for a CACC licence the following year, a medical examination report will be required.
- 3.3.4 Applicants must hold a current membership in a CACC affiliated club.
- 3.3.5 Any driver who has not raced for five (5) or more calendar years must, at the discretion of the Race Committee and depending on their previous level of experience, take an approved driver training course or write the Returning Driver Exam, and participate in the Novice program. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event or recent Driver Training. The Licence Administrator will issue a novice licence, to be upgraded to a senior licence upon the direction of the Novice Director.
- 3.3.6 Any driver who has not raced for three (3) or four (4) calendar years may be required at the discretion of the Race Committee, to take an approved driver training course and/or may be required to write a drive training exam. The driver must also compete in a least one (1) novice race under observation before being permitted to enter a senior race. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event. The Licence Administrator will issue a novice licence, to be upgraded to a senior licence upon the direction of the Novice Director.
- 3.3.7 Any driver who has not raced at least once during the previous two (2) seasons will be required to race at least one (1) novice race under observation before being permitted to enter a Senior Race. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event. The Licence Administrator will issue a novice licence, to be upgraded to a senior licence upon the direction of the Novice Director.
- 3.3.8 Any Senior driver who has not raced at least once during the previous race season may be required at the discretion of the Race Committee to compete in at least one (1) novice race under observation of the Novice Director. The Licence Administrator will issue an "Observation required" senior licence and remove the observation status upon the direction of the Novice Director.
- 3.3.9 Any CACC Senior licence holder may be required, at the discretion of the Race Committee to compete in one or more Novice races under observation for the purpose of evaluating or developing their driver skills.

3.4 Novice Requirements

- 3.4.1 Upon proof of satisfactory completion of a CACC approved driver training course a licence may be issued upon presentation of all required forms. A licence holder may participate in practices and races. Credit for having passed an approved driver training course will not be valid unless the driver competes in at least one (1) CACC race within one (1) year of the driver's training date.
- 3.4.2 All novice drivers must report to the Novice Director, or in his absence, Steward of the Meet at the beginning of the race meet and before participating in any practice, qualifying or race session, requesting observation.

- 3.4.3 A day-glow orange panel, triangular or rectangular in shape, with a required minimum size of 12 cm on any one (1) side shall be displayed on the rear of the car whenever the driver is on the race track
- 3.4.4 To be upgraded, a novice licence holder must complete three (3) race meets under the observation of the Novice Director. If a separate novice race is provided during the race meet, all novice drivers must compete in this session. A novice licence holder must also volunteer one-half day at technical inspection and one-half day as a corner worker.
- 3.4.5 The Steward or the Novice Director must sign the driver's log book to verify participation.
- 3.4.6 A driver who competes in races not sanctioned by CACC may receive full credit for these events provided they submit their driver log book, signed by the other sanctioning body's Novice or Licence Director as proof of participation to the CACC Novice Director. The final credit for upgrade may be granted at a non CACC sanctioned event at the discretion of the CACC Novice Director.
- 3.4.7 The Novice Director, at their discretion, may refuse to upgrade a novice driver if, in their judgement, more experience is required.
- 3.4.8 The Race Committee may grant a waiver from the novice program to licence candidates with a verifiable record of participation in another form of wheel to wheel competition (e.g. Karting or oval track), subject to passing the driver training written exam and satisfactory participation in one observed (novice) race.

3.5 Assumed Names

- 3.5.1 No entrant, driver or crew member shall enter an event or sign the waiver and release with an assumed or fictitious name unless first authorized in writing by CACC. The use of an assumed or fictitious name shall not relieve the individual of any obligations, liabilities or penalties under these regulations or those of a series or event.

3.6 Medical Responsibility

- 3.6.1 Drivers shall not participate in any competition unless they meet and continue to meet the medical requirements of the competition licence held.
- 3.6.2 All Race Licence applicants are required to pass a medical examination by a physician, and submit a report on the approved form so attesting as follows:
- At the time of an initial (first-time) licence application if no previous medical examination has been done, or a medical examination is due
 - Every five (5) years for applicants 16 to 35 years of age
 - Every two (2) years for applicants 36 to 59 years of age
 - Every year for applicants 60 years of age and older
 - Every year Licence Applicants require a medical self-declaration
 - CACC reserves the right to request a medical examination by a physician from a licence applicant at any time
- 3.6.3 All examinations must be completed by a licenced medical practitioner using only a CACC approved medical form within 180 days of application or renewal. CACC reserves the right to refer any submitted medical form to a licenced medical practitioner of its choice for review.

- 3.6.4 Any licence holder who suffers injury or illness, at any time, that may impair or prejudice in any way the licence holder's ability to drive a car in speed events shall report such injury or illness immediately to CACC and submit to a medical examination and be re-certified fit for competition before again competing.
- 3.6.5 After any accident during competition it is mandatory for any involved driver to report to the event medical officer and to submit to any examination deemed necessary for purposes of determining fitness to resume competition.
- 3.6.6 Failure of a driver to submit to a medical examination will result in a penalty that may include exclusion from the competition without recourse to protest or appeal.
- 3.6.7 A decision made by an event medical officer regarding the fitness of a driver for competition is final and not subject to protest or appeal.

3.7 Physical Disabilities

- 3.7.1 A driver shall not be issued a competition licence when he/she is known or suspected to be suffering from any illness or disability deemed to be incompatible with the fitness required for racing, including, but not limited to, those listed below:
 - 3.7.1.1 Monocular vision.
 - 3.7.1.2 Colour blindness that would impair the ability to distinguish the exact colours of flags or lights.
 - 3.7.1.3 Epilepsy.
 - 3.7.1.4 In principle, the use of orthopaedic devices.
 - 3.7.1.5 Amputations, except in those cases of fingers of the hands where the gripping function of the hands is unimpaired.
 - 3.7.1.6 Any other physical or psychological disabilities, temporary or permanent, that by their nature in the opinion of a competent knowledgeable medical practitioner would render the individual unfit for competition.
 - 3.7.1.7 In the event of a licence applicant not being recommended for a competition licence by a medical practitioner, an individual may apply to CACC for an individual determination assessment by a CACC appointed licenced medical practitioner. Results from an assessment are final and binding on the applicant. The applicant will be responsible for any costs involved in an assessment.
- 3.7.2 Should a medical officer at a competition, upon examination of a competitor, deem a competitor unfit for competition, even temporarily, the competitor shall abide by the decision of the event medical officer. No protest or appeal is allowed in this regard.

3.8 Refusal of Licence

- 3.8.1 CACC reserves the right of refusal to issue a licence and shall state the reason for such refusal.

3.9 Validity of Licence

- 3.9.1 Canadian competitors must hold a licence issued by CACC, or an FIA territory of which the competitor is resident.
- 3.9.2 A licence granted by CACC does not constitute a certificate of competency of the holder.
- 3.9.3 Licences shall be valid from the date of issue to the date of expiration shown on the licence.

3.10 Presentation of Licence

- 3.10.1 Entrants and drivers must present their licences to a CACC official when requested by that CACC Official.

3.11 Application for Licence

- 3.11.1 It is the sole responsibility of the applicant to supply all necessary documentation as detailed below. Failure to provide all required information will result in a delay in processing. No licence will be issued unless complete documentation and all fees are delivered to the CACC Licensing Administrator or their appointees.
- 3.11.2 The following items must be included in an application for any class of competition licence:
 - 3.11.2.1 A completed competition licence application form. Missing information will delay issuance of any licence.
 - 3.11.2.2 A completed CACC medical examination form. (See 3.6.B)
 - 3.11.2.3 One (1) current, head and shoulders digital photograph.
 - 3.11.2.4 Proof of current year membership in a CACC member club for the competition season for which the licence is issued.
 - 3.11.2.5 A copy of your previous year's licence, if the licence is being renewed.
 - 3.11.2.6 A copy of the Driver's Log Book, if the licence is being renewed. If the Driver's Log Book does not contain any signatures for the previous season, the applicant will have to supply evidence that they participated in at least one (1) race meet during the previous season.
 - 3.11.2.7 Appropriate licence fee payable to CACC.
- 3.11.3 All competitors entering for points in the CACC championship must have a permanent number assigned to them by the CACC licence administrator.
- 3.11.4 All applications must be in the possession of the Licensing Administrator at least seven (7) days prior to being issued. When an applicant wishes to receive their licence but fails to deliver the completed documentation to the Licensing Administrator within this time limit, the application may be processed but only after a late processing fee of \$35.00 is received by the Licensing Administrator. (Please allow three (3) weeks to process licences.) It is the responsibility of the applicant that any application is delivered in full to the Licensing Administrator within the prescribed time limits.

4 Event Organization

4.1 Content of Event Supplementary Regulations

- 4.1.1 Event organizers are responsible for preparing and publishing event supplementary regulations that need not repeat CACC GCR's and race competition regulations, however, under no circumstance may they conflict with the above.
- 4.1.2 Event supplementary regulations, once approved by CACC, cannot be changed prior to the start of an event unless approved by the Steward.
- 4.1.3 The event supplementary regulations shall contain:
 - 4.1.3.1 The name, place and dates of the proposed competition(s).
 - 4.1.3.2 The name, address and telephone number of the promoters and/or organizers.
 - 4.1.3.3 An announcement, accompanied by the CACC logo; "Sanctioned by CACC".
 - 4.1.3.4 A full description of the proposed competition including length and direction of the course and categories of cars eligible to compete.
 - 4.1.3.5 The names of the event officials.
 - 4.1.3.6 A summary of insurance coverage.
 - 4.1.3.7 The dates and times of the schedule of activities.
 - 4.1.3.8 The dates of opening and closing of entries and how and where they shall be made and the penalty for a late entry, if applicable, and the conditions under which entries may be refused.
 - 4.1.3.9 The amount of the entry fee, the passes provided and the cost of additional passes to the entrants.
 - 4.1.3.10 The times and dates fixed for personnel registration and technical inspection of race cars.
 - 4.1.3.11 The location of the official notice board.
- 4.1.4 Entry forms shall contain the following:
 - 4.1.4.1 Space for the full names and addresses of the entrant, driver(s) and crew members and the next of kin with telephone number, to be notified in case of emergency.
 - 4.1.4.2 Space for the signature of the entrant and driver(s).
 - 4.1.4.3 The following statement: "If an entrant, driver or crew member is under the legal age of majority, this form must be countersigned by the appropriate parent or legal guardian".
 - 4.1.4.4 Indemnity and/or declaration as prescribed in the CACC General Competition Regulations and signed by a person under the age of majority shall be countersigned by that person's parent or legal guardian whose full name and address must also be given. Space shall be provided for this purpose.

- 4.1.4.5 In addition, Minor's Assumption of Risk Acknowledgement Waiver, shall be signed by the competitor and by the competitor's parent or legal guardian.

4.2 Minimum Age of Participation

- 4.2.1 Excepting CACC registered drivers, any person not holding authorised credentials issued by the organizer and all persons under sixteen (16) years old with the exception of drivers holding a CACC Junior Race Licence are not permitted to enter the pit area or any other areas which provide less protection than provided for the general public.
- 4.2.2 Working crew members' minimum age is sixteen (16) years.

4.3 Number of Starters

- 4.3.1 CACC only shall determine the maximum number of cars permitted to be started simultaneously on the race track.
- 4.3.2 A race track is measured along the centre line of the marked track.

4.4 Required Indemnifications

- 4.4.1 It is a condition of any insurance policy, whether CACC's insurance policy or otherwise, that waivers, either digital or printed, in the form specified by CACC be signed by all persons who participate in an event or who are permitted to enter areas normally closed to the public and/or paying spectators.
- 4.4.2 Only printed waiver forms from CACC or as specified by CACC's insurer are permitted. Photocopies are not acceptable. The signed waiver forms must be kept in safe storage by the organizer for a period of not less than two (2) years and shall be made available to CACC upon request.
- 4.4.3 Every entrant shall sign the following declaration before being permitted to take part in any competition. Such a declaration must be part of the entry form for the event:
- 4.4.3.1 "I have read and familiarized myself with the CACC regulations and the event supplementary regulations and agree to abide by and be bound by them.
- 4.4.3.2 I further agree to ensure that the driver nominated by me and all crew members and guests are similarly familiarised with all regulations and agree to abide and be bound by them.
- 4.4.3.3 The entrant in signing this entry form and agreement and in consideration of the right to enter and compete in the event agrees to participate in the event and accept all risks. The entrant further agrees that the entrant, the driver and all crew members and guests shall each execute a release agreement prior to their admission to the event."
- 4.4.4 Indemnity and/or declaration as prescribed in the CACC General Competition Regulations which is signed by a person under the age of majority shall be countersigned by that person's parent or legal guardian whose full name and address shall be given. Spaces shall be provided by the organizer on the entry form or on a separate form, for this purpose.

- 4.4.5 It is hereby recognised by these regulations that the indemnities, declaration and undertaking given in CACC General Competition Regulations may be subject to laws, statutes and regulations of the various provinces of Canada. Organizers may therefore amend the wording but not in principle, the indemnities, declaration and undertaking. Any such amendment of these forms must have prior approval in writing from CACC.

4.5 Falsification of Entry

- 4.5.1 An entry containing a false or incorrect statement shall be null and void and the entrant may be deemed in a breach of these regulations and the entry fee shall be forfeited.

4.6 Race Starter's Equipment

- 4.6.1 The following equipment must be available to the starter for events:
- 4.6.1.1 Direct voice communications with the clerk of the course.
 - 4.6.1.2 A complete set of signalling flags according to these regulations.
 - 4.6.1.3 A large signalling board with minimum 10 inch (25.4 cm) digits to display race car numbers concurrently with specific flag signals. A backup system must be available.
 - 4.6.1.4 A method of sounding an audible signal capable of being heard by those on the starting grid.
 - 4.6.1.5 If required, a set of starting lights for standing start races installed according to these regulations.
 - 4.6.1.6 A set of white information boards 2 feet by 3 feet with the following wording in large black letters.
 - 5 MINUTES
 - 1 MINUTE
 - RAIN LIGHTS
 - START DELAYED
 - PACE CAR
 - ALL
 - LAST LAP

4.7 Flags and Signals

- 4.7.1 Only the flags specified in these regulations/current CACC General Competition Regulations are to be used during competitions.
- 4.7.2 The starter shall display to the race leader a "Last Lap" board indicating the driver has started the last lap and it shall be displayed to each successive car during that lap.
- 4.7.3 Green Flag
- Used by the starter to start all track sessions and by corner marshals to indicate that the track is clear. It should be waved at the marshal post immediately after the incident that necessitated the use of one or more yellow flags.
- 4.7.3.1 Some events may be started by using a light system.

4.7.4 Red Flag at Start/Finish and At All Posts

Should a decision be made to stop any track session, including a race, because of an accident or an incident, a red flag will be shown at the start/finish line and simultaneously each corner post will display a red flag. Drivers shall immediately reduce speed, proceed where possible to a position near the next manned flag station and stop near the right edge of the running surface. Drivers shall remain in their cars and await instruction from a race official.

4.7.5 Black Flag at Start/Finish and at All Posts

Informs the driver that a track session has been halted. Drivers shall slow down immediately, no passing and proceed to the pits. Cars entering the pits must remain in single file and stop in the pit lane away from the working area. If during a qualifying or race session, no work or service shall be performed on any cars until after the track has been reopened, except under the direction of the steward.

4.7.6 Black and White Chequered Flag

Used by the starter to cease all track sessions. The first driver to receive this flag during a race is in most cases the winner. Racing must stop and all drivers must slow down, complete one more lap and return to the paddock or other designated area.

4.7.7 Black Flag With Car Number Displayed

Informs the driver to complete the current lap and stop for consultation in pit lane or at a location previously designated by the steward. If a driver fails to comply for any reason, this flag should not be shown for more than three consecutive laps. The decision to show this flag rests solely with the Steward(s). May also be displayed at places other than the start line, should the Clerk of the course deem this necessary.

4.7.8 Diagonal Black and White Flag with Car Number Displayed

Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending. Flag will only be shown once to any competitor as a warning. Any subsequent infractions will be dealt with using the black flag. May also be displayed at places other than the start line, should the Clerk of the course deem this necessary.

4.7.9 Black Flag with an Orange Disk with Car Number Displayed

Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop in pit lane for consultation at a location previously designated by the steward. May also be displayed at places other than the start line, should the Clerk of the course deem this necessary.

4.7.10 Yellow Flag

Any yellow flag is a signal of danger of any nature at or beyond the station displaying the flag.

4.7.10.1 Motionless: Take care, danger, slow down. No passing from the flag until past the emergency area and the green flag can be seen. Note: A driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, slow down, no passing.

- 4.7.10.2 Waved: Great danger, slow down, be prepared to stop. No passing from the yellow flag until completely past the emergency area(s). Note: At an emergency area, there may be multiple cars involved in an incident. It is the driver's responsibility to not pass until fully past the emergency area(s) and the green flag can be seen.
- 4.7.10.3 Full Course Yellow: Great danger, slow down, no passing, be prepared to get into single file behind the pace car. A full course yellow may be indicated by the displaying of doubled stationary yellow flags by each corner station. Drivers should not rely on this distinction and must exercise appropriate caution if confronted by successive stations displaying single yellow flags, either waving or stationary. Except during a full course caution or when the Pace Car is on course, double yellow flags should not be displayed.
- 4.7.10.4 In every case, the end of the imposition of the speed limit will be indicated by a green flag at the next marshal post, or at each marshal post where appropriate. The sporting regulations for each race or championship may provide for the enforcement of these requirements.
- 4.7.11 Yellow Flag with Red Stripes
- Advise the drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the racing surface.
- 4.7.12 Blue Flag
- 4.7.12.1 Motionless: Another competitor is following very closely.
- 4.7.12.2 Waved: A faster competitor is trying to overtake.
- 4.7.13 White Flag
- This flag should be waved and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point.
- 4.7.14 Additional Flags
- Certain Disciplines (such as Karting) may have specialized flags as identified in the Discipline Regulations.

4.8 Timing, Scoring, Results

- 4.8.1 For all races, the timing and scoring shall not commence until the starting signal is first given by the starter.
- 4.8.2 As a minimum, the organizer shall provide to the Steward the following information:
- 4.8.2.1 The start and finish time for each track session.
- 4.8.2.2 The fastest time for every car, timed to an accuracy of one thousandth of a second, during each qualifying and race session, published within thirty (30) minutes of the end of each session.
- 4.8.2.3 A lap chart and race results for all races within thirty (30) minutes of the end of each race.

- 4.8.3 The organizer shall submit to the Steward for approval the provisional results of a race prior to posting the results on the official notice board. Results will not become official or final until approved and signed by the Steward.
- 4.8.4 In the event of failure of a timing mechanism, the Steward shall decide the method by which cars are classified. This decision is not subject to protest or appeal.
- 4.8.5 In the event that two or more competitors are unable to achieve any qualifying times, such competitors may be placed in order of arrival at PreGrid, behind those who have official times.
- 4.8.6 In the event that a race is over-subscribed, the next fastest time will be gridded as reserves. One or more reserves may be allowed to start should any qualifier(s) fail to leave on the pace lap.

4.9 Race Length

- 4.9.1 The race length shall be determined by the organizer, however the scheduled race length may only be altered by the Steward once the event has commenced. All affected competitors must be advised either verbally or in writing prior to the commencement of the affected race. Decisions concerning the alteration of a scheduled race length made by a Steward are not subject to protest or appeal.

4.10 Race Winner

- 4.10.1 The display of the chequered flag means the race is finished.
- 4.10.2 The winner shall be the competitor that covers the scheduled distance of a race in the least time or the greater distance within the scheduled time for a race and at that point receives the chequered flag.
- 4.10.3 The chequered flag normally shall be displayed first to the winner completing the scheduled distance or time of the race and then to the other finishers as they cross the finish line.
- 4.10.4 Should the chequered flag be displayed before the scheduled distance or time has been completed, the official number of laps or time shall be as at the time the chequered flag is first displayed.
- 4.10.5 Should the chequered flag be displayed after the scheduled distance or time has been completed, the official number of laps or time shall be the scheduled laps or time and any laps in excess shall not be counted.

4.11 Dead Heats

- 4.11.1 In the case of two or more cars crossing the finish line at the same time with no perceptible portion of one car ahead of the other, it shall be declared a dead heat and the competitors shall share equally the higher finishing position concerned.
- 4.11.2 The official finishing position of the competitors in a dead heat shall be listed as being the same in the results and the next position shall not be awarded. The championship points for each of the competitors involved in a dead head shall be the average of the points involved.

4.12 Overall Race Finishers

- 4.12.1 In order to be classified a race finisher; a car must have completed a minimum of one half of the total number of laps completed by the winner of the race. Only those laps completed at the time of receiving the chequered flag or the end of the race will be counted. Cars that fail to complete one half of the total number of laps completed by the winner shall be classified as failing to have finished the race with a designation of "Did Not Finish" (DNF) in the official results.
- 4.12.2 Finishing positions shall be determined according to the number of laps completed regardless of whether or not a car is running at the display of the chequered flag.
- 4.12.3 Cars completing the same number of laps shall be ranked according to the time taken to complete those laps. Cars moving on the track at the time the chequered flag is first displayed must pass the chequered flag under their own power within three (3) minutes following the first display of the chequered flag in order to be credited with the lap.
- 4.12.4 Drivers having received a chequered flag must slow down and exit the track, not again passing the finish line, unless directed to do so by the race officials. Unauthorised passing of the finish line may result in a penalty that is not subject to protest or appeal.

4.13 Class Finishers

- 4.13.1 In a race with more than one (1) class, in order to be classified as a race finisher and to receive championship points, competitors in each class are required to complete no less than fifty percent (50%) of the laps completed by the class winner.
- 4.13.2 When calculating the number of laps required to be a race finisher, the laps calculated are rounded upwards to the next whole lap.
- 4.13.3 Cars completing the same number of laps shall be ranked according to the overall time taken to complete the completed laps.
- 4.13.4 Cars moving on the track at the time the chequered flag is first displayed must pass the chequered flag under their own power within three (3) minutes of the first display of the chequered flag in order to be credited with the lap.

4.14 Crossing the Start/Finish Line

- 4.14.1 A car crosses the start/finish line when any portion of the car first intercepts the vertical plane of the start/finish line.

4.15 Noise Level of Race Cars

- 4.15.1 Where event supplementary regulations require the organizer to limit the sound emission levels, the organizer alone is responsible to determine the sound emissions from cars.
- 4.15.2 When regulations require the fitting of sound limiting devices to the exhaust system of cars, competitors shall install and maintain the devices in place and functioning at all times during the competition.

4.16 Entry/Use of a Back Up Car

- 4.16.1 A back up car may be entered for a competition provided all the conditions of entering a car in the CACC race competition regulations and the event supplementary regulations are fulfilled.
- 4.16.2 A back up car that was not entered before the close of entries shall be permitted late entry.
- 4.16.3 A back up car must display its own registered racing number with the number suffixed with an "S" that is one half (1/2) the size of the racing number.
- 4.16.4 A driver will be allowed to practice and qualify a backup car provided the clerk of the course and timing and scoring are notified before the backup car is used.
- 4.16.5 A driver is permitted to change cars during a practice session.
- 4.16.6 A driver is not permitted to change cars during a qualifying session.
- 4.16.7 Should two (2) or more qualifying sessions be made available to competitors, a driver having qualified more than one (1) car shall, within thirty (30) minutes of the close of the final qualifying session, inform the clerk of the course which car will be raced and the clerk shall cause the starting grid to be adjusted accordingly.
- 4.16.8 Failure to inform the clerk of the course will result in the faster of the two (2) qualifying cars being assigned a grid position. Such an assignment by the clerk of the course is not subject to protest.

4.17 Withdrawal of Entry

- 4.17.1 Except where regulations provide otherwise, an entry may be withdrawn without penalty if a notice of withdrawal is received in writing by the organizer (including by courier, telegram or facsimile) not less than seventy-two (72) hours prior to the commencement of an event. In such cases the organizer shall return the entire entry fee.
- 4.17.2 An entrant or driver accepted to take part in a competition and who withdraws other than in the above manner or who does not take part in the competition shall forfeit all entry fees.

4.18 Event Schedule

- 4.18.1 An event schedule shall contain the following:
 - 4.18.1.1 Date of event.
 - 4.18.1.2 Times and location of registration.
 - 4.18.1.3 Times and location of scrutineering.
 - 4.18.1.4 Times for each practice, warm up, qualifying and race session.
 - 4.18.1.5 Number of laps for each race session or total time allowed for each race session.
 - 4.18.1.6 Use of proper series names for all sessions.
 - 4.18.1.7 Times and location of any mandatory driver briefing.

5 Conduct of Race Events

5.1 Instructions to Competitors

- 5.1.1 Instructions to the competitors may be issued by the organizer provided such instructions are first approved by the Steward.
- 5.1.2 When the Steward calls a mandatory driver briefing, a roll call may be taken at the start of the briefing and any driver not present in person will be assessed a penalty which is not subject to protest or appeal.
- 5.1.3 A representative may be appointed to attend a driver briefing only in cases where the driver is unavailable because of competing in a different race or associated track session at the time of a mandatory driver briefing.

5.2 Qualifying for a Race

- 5.2.1 A driver shall only be permitted to start an on-track session in a properly registered car that has passed all technical inspections.
- 5.2.2 Ties in qualifying times between competitors shall be broken by taking the next fastest time for each competitor until the tie is broken.
- 5.2.3 Drivers who do not achieve a qualifying time may be permitted to start in the last positions on the starting grid only after receiving permission from the Steward and provided the maximum number of starters is not exceeded.
- 5.2.4 A driver shall not drive another driver's car in a qualifying session or a race unless prior approval has been received from the Steward. The penalty for violating this regulation is exclusion of both drivers from the session. No protest or appeal is allowed for penalties applied in this regard.
- 5.2.5 If a driver changes (with permission) to a car other than the one the driver qualified in, the driver will lose their original qualifying spot.

5.3 Starting Positions

- 5.3.1 Unless specified otherwise in these regulations or the event supplementary regulations or series regulations, competitors shall be positioned on the starting grid in the order of their qualifying times.
- 5.3.2 The pole position shall always be as follows:
 - 5.3.2.1 When the first turn after the start is to the right, the pole position shall be on the right.
 - 5.3.2.2 When the first turn after the start is to the left, the pole position shall be on the left.
- 5.3.3 After the cars have left PreGrid for their starting positions on the real grid, the order the cars leave pregrid in becomes their assigned position and must be maintained.
- 5.3.4 Cars having departed PreGrid to take a position on the real grid and that are unable to maintain their position for any reason or are unable to respond promptly to the starter's instructions, must abandon their starting position when so instructed.

- 5.3.5 If at any time a driver on the real grid is unable to respond to the starter's instructions, the driver shall stay in the car and attempt to signal by raising both arms in the air, or in the case of a closed car by raising one arm out the driver's window, or by any other means possible.

5.4 Layout of Starting Grids

- 5.4.1 Rolling start grids shall be formed on the basis of:
- 5.4.1.1 Two (2) parallel lines.
 - 5.4.1.2 Two (2) car widths separating the parallel lines.
 - 5.4.1.3 One (1) car length separating the rows.
- 5.4.2 Standing start grids shall be formed on the basis of:
- 5.4.2.1 Two (2) parallel lines staggered by row with a minimum of one (1) car width of stagger.
 - 5.4.2.2 Three (3) car widths separating the parallel lines.
 - 5.4.2.3 A minimum of two (2) cars lengths separating the rows.
- 5.4.3 Standing starts may only be conducted in grid formation with the drivers seated in the cars with all safety equipment fastened. Echelon starts are specifically prohibited.

5.5 To be Considered a Race Starter

- 5.5.1 To be considered a race starter, a qualified car/driver must enter the race before the display of the chequered flag. Cars that do not comply with this regulation shall be classified as "Did Not Start" (DNS).
- 5.5.2 Cars are not permitted to enter the track after the chequered flag is displayed.
- 5.5.3 A driver that has qualified for a starting position but does not start the scheduled race shall not receive any qualifying points.

5.6 Racing Commences at the Green Flag

- 5.6.1 A driver may only commence racing when the green flag (or green light), is shown by the starter and **not until the signal is able to be seen by the driver.**
- 5.6.2 During rolling starts where because of the layout of the starting area all drivers may not be able to see the green flag when it is first displayed, the Steward may instruct that a second green flag be positioned to "echo" the starter's flag.
- 5.6.3 Any driver leaving the formation of the grid, and/or passing or attempting to pass before seeing the green flag, or green light, shall be considered to be jumping the start and shall be subject to penalty. Such penalties are not subject to protest or appeal.

5.7 Use of a Pace Car

- 5.7.1 A suitable pace car shall be provided by the organizers for all competitions and shall be staffed, on stand-by and ready for dispatch at a designated location at all times during all track sessions.

- 5.7.2 The pace car will be equipped with:
- 5.7.2.1 A radio for two way communication with the clerk of the course.
 - 5.7.2.2 Flashing lights, or alternatively must display a yellow flag.
- 5.7.3 The driver of the pace car shall be approved by the clerk of the course and should hold a CACC pace car driver's licence. The passenger, if any, shall be a knowledgeable senior race official, likewise approved by the clerk of the course.
- 5.7.4 The clerk of the course may order the dispatch of a pace car if deemed necessary for safety reasons to slow down and close up the race cars.
- 5.7.5 The pace car, when instructed to do so shall turn on its lights or display a yellow flag and shall enter the track immediately in front of the leading car. Should it fail to do so, cars following it shall be waved by the pace car, one at a time, until the car leading the race in first overall place is immediately behind the pace car.
- 5.7.6 The race cars behind the pace car must not pass the pace car unless indicated to do so by the official in the pace car.
- 5.7.7 All cars must maintain a single line behind the pace car.
- 5.7.8 Prior to the start or restart, the pace car shall extinguish its lights and/or withdraw its yellow flag, to advise the drivers of its imminent withdrawal from the race track. It shall then pull off the race track preceding the display of the green flag at the start/finish line. The double yellow flags will be dropped when the green flag is displayed. If the starter does not display the green after the pace car pulls off the flag status for starter and corner stations should change to single standing yellow flags.
- 5.7.9 There shall be no passing until the starter has displayed the green flag.

5.8 Stopping/Restarting a Race

- 5.8.1 Other than for safety reasons, the clerk of the course shall consult with the Steward as to whether or not a race is to be stopped. The Steward shall determine whether a race will be restarted.
- 5.8.2 The restarting of a race shall provide for the following cases.
- 5.8.2.1 CASE A: If less than two (2) laps have been completed by the lead car there shall be a new race as if the race had never started and the cars will start from their original positions on the grid.
 - 5.8.2.2 CASE B: Should a race be stopped before completion of thirty percent (30%) of the scheduled race length and cannot be restarted, the race shall be deemed to be cancelled as if it had not been run. Should the race be rescheduled at a later time or date, the cars will start from their original positions on the grid.
 - 5.8.2.3 CASE C: If more than thirty percent (30%) but less than sixty percent (60%) of the scheduled race length has been completed, the race shall not be considered complete. Should the race be restarted, either at a later time or date, it shall be restarted in single file in the order of the last completely scored lap.

- 5.8.2.4 CASE D: If more than sixty percent (60%) of the scheduled race length has been completed, the race may be considered complete and the results shall be based on the last completely scored lap. If the race can be restarted, it shall be restarted in single file in the order of the last completely scored lap.

5.9 Effect of Stopping a Race

- 5.9.1 Entry fees shall not be returned.
- 5.9.2 Points shall be awarded on the following basis:

Points Awarded

Completed	Status	Qualify	Race
0 to 2 laps	if cancelled	100%	0%
2 laps to 30%	if cancelled	100%	0%
31% to 60%	if not complete	100%	50%
61% to 100%	completed	100%	100%

5.10 Rescheduling of a Competition

- 5.10.1 The organizer will attempt to reschedule a cancelled or incomplete race. Should it not be possible to reschedule an incomplete race it shall be considered completed and points shall be awarded as indicated in the preceding section.
- 5.10.2 Only those cars running or in the pits and able to run at the time of the stoppage of the cancelled race shall be allowed to start a rescheduled race.
- 5.10.3 A new race will not have a qualifying session and the starting grid shall be exactly that of the cancelled race.
- 5.10.4 There shall be no entry fee for the new or restarted race.

5.11 Impound Procedures

- 5.11.1 At the conclusion of any track session, the Steward may select cars for inspection and the competitors involved shall without delay take the selected cars directly to the impound area and turn them over to the Chief Scrutineer.
- 5.11.2 At the conclusion of a race, all cars are deemed to be impounded and must remain in the exact condition in which they left the race track until released by the Steward or a designate.
- 5.11.3 It is incumbent on the entrant/driver to determine whether their car has been selected for inspection by reporting immediately to the impound area for inspection or released by the Chief Scrutineer or a designate.
- 5.11.4 Failure to present the car promptly at the impound area when requested may result in a fine and/or exclusion from the results of a qualifying session or race. Any such penalty is not subject to protest or appeal.
- 5.11.5 One entrant representative must attend each car at the impound area.

- 5.11.6 In addition to the vehicle and its components, anything mounted on or in a car may be impounded by the Steward.
- 5.11.7 The entrant/driver is responsible for all costs, if any, associated with the teardown, inspection and rebuilding of any component(s) selected for eligibility verification by the Steward.
- 5.11.8 A qualifying position or a race finishing position and any points and other awards available to a competitor that is subjected to an eligibility verification, shall be withheld until the results of any inspection are determined.
- 5.11.9 The entrant/driver is responsible for assuring that the car is returned to proper operating condition after any impound or inspection by scrutineers. Protests will not be allowed in this regard.

5.12 Rain Race Procedure/Slick Tires

- 5.12.1 If the clerk of the course declares it to be a wet race, all cars on dry tires will be allowed ten (10) minutes to change only to wheels upon which wet tires are already mounted.
- 5.12.2 No other work may be performed on production based cars; however open wheel cars may make whatever chassis adjustments, but not component replacements, that can be completed within the ten (10) minute period.
- 5.12.3 If the clerk of the course declares the race to be a wet race, drivers intending to start on dry tires may be prohibited from doing so, or may be black flagged after the start if deemed too hazardous for the conditions.
- 5.12.4 When the race starts as a wet race, any subsequent changes to other tires are at the driver's discretion.
- 5.12.5 If a race is started in the dry and it starts to rain on all or part of the course prior to completion of sixty (60) percent of the scheduled race length, the clerk of the course is empowered to use the procedures listed above. If a race is restarted, fifteen (15) minutes shall be allowed for changing to wheels with rain tires already mounted.
- 5.12.6 Rain Lights must be illuminated when the "Rain Lights" sign has been displayed as directed by the Clerk or Steward.

6 Paddock Safety

6.1 General

- 6.1.1 Parents and/or guardians will be responsible for the safety of children in the paddock area.
- 6.1.2 Team vehicles of any kind are to be driven in a safe manner at all times when at the race facility and no vehicle shall be driven faster than 15 kph in the paddock.
- 6.1.3 No person shall ride in or on a car or other vehicle in an unsafe manner.
- 6.1.4 When a car is being refuelled or a device is being used that could precipitate a fire, such as a welding system, a crew member shall stand by with a fire extinguisher.
- 6.1.5 Animals in the paddock must be restrained.
- 6.1.6 Drivers of open wheel cars must wear a helmet, properly worn with the visor down, at any time the vehicle is in motion.
- 6.1.7 The regulations in this section and any penalties applied are not subject to protest or appeal.

7 Competitor Conduct on the Race Track

7.1 General

- 7.1.1 Engines must be started by means of an on-board starter using an on-board power supply, with or without a supplementary power supply.
- 7.1.2 It is not permitted to drive a race car, at any time, in the opposite direction of race traffic without the permission of the clerk of the course. Infraction of the regulation may mean immediate exclusion.
- 7.1.3 If a driver is forced to stop on the track it is the driver's responsibility to place the car as far as possible off the travelled portion of the track to cause the least obstruction to other competitors and preferably on the side of the track least used by race traffic. The driver shall obey any request or instruction from the corner marshal(s).
- 7.1.4 The driver of a stalled car should raise one or both arms to indicate that the car will not move until the track is clear.
- 7.1.5 Cars shall not be driven under power of the on-board starting device while on the race track in order to maintain or improve a race position. Using the on-board starter to move a car to a safe location is permitted.
- 7.1.6 Push starts are permitted in the pre-grid area. They are also permitted in the pits with the approval of the pit marshal.
- 7.1.7 No vehicle is permitted on the marked race track at any time during an event without permission from the clerk of the course.

7.2 Conduct During Race Starts

- 7.2.1 Entrants, drivers or crew members, who demonstrate a lack of compliance with race starting procedures, are subject to penalty.
- 7.2.2 A false start shall be deemed to occur when a driver at any time under starter's orders, unless instructed by an official, moves from the prescribed position, forward, backwards, or sideways in relation to the field before the display of the green flag, or green light, indicating the start of a race.
- 7.2.3 The following violations are subject to either a stop-and-go penalty after the start or restart of a race, or a one (1) lap penalty at the end of the race:
 - 7.2.3.1 Attempting to make or making a false start.
 - 7.2.3.2 Passing a pace car without being instructed to do so by the pace car official.
- 7.2.4 Penalties applied under this regulation are not subject to protest or appeal.

7.3 Conduct on the Race Track

- 7.3.1 Only the marked race track surface and any curbing may be used by drivers during any track session.

- 7.3.2 Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space on the marked race track.
- 7.3.3 It is the responsibility of all drivers to avoid physical contact between cars on the race track.
- 7.3.4 Drivers shall follow the marked race track during a competition and shall not gain an advantage from an off course excursion.
- 7.3.5 Any driver who has left the marked track with all four (4) wheels must respond so as to regain control of the car, stop if necessary, and without driving against the direction of the race track, rejoin the track at the nearest point to that where the exit occurred, compatible with safety and obeying the direction of the corner marshals in the area.
- 7.3.6 A driver who goes off the marked race track, in the presence of corner marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor is subject to penalty.
- 7.3.7 The repetition of serious mistakes or the appearance of a lack of control over the car (i.e. leaving the marked race track) may entail exclusion or other penalty of the driver involved.
- 7.3.8 The clerk of the course or Steward may, during any practice, qualifying or race session, order any car removed from the race track which, in their opinion, constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.
- 7.3.9 All major body components shall remain in the normal position throughout the competition. Loss of bodywork may result in a car being black flagged on instruction from the clerk of the course or Steward.
- 7.3.10 The driver alone may repair the car on the course and may walk to and from the pits to obtain parts and equipment under the direction of the corner marshals. The driver must not receive any physical assistance. This does not preclude assistance by corner marshals for safety reasons.
- 7.3.11 Before entering the pits from the track, the driver should signal by raising an arm.
- 7.3.12 A driver may not improve a race position by entering or traversing through the pits, regardless of whether or not a stop is made.
- 7.3.13 The following violation may be subject to a one (1) lap penalty at the end of the race:
 - 7.3.13.1 Causing a red flag situation during a race.

7.4 Passing on the Race Track

- 7.4.1 Corners or curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked race track.
- 7.4.2 The responsibility for the decision to pass another car rests with the overtaking driver. However this will not relieve the overtaken driver from the responsibility for the safe passing of another car. The overtaken driver shall not block.
- 7.4.3 Any driver being overtaken should point to the side on which an overtaking driver should pass.



- 7.4.4 Drivers are obligated to heed the flag signals displayed around the track. Failure to respond to a flag signal is serious violation of these regulations and is subject to penalty which is not subject to protest or appeal.
- 7.4.5 Any driver appearing not to be making adequate use of the car's rear view mirrors, or driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, or appearing to ignore the blue flag, may be given the black flag. Systematic or repeat offences may result in exclusion of the offending driver.
- 7.4.6 The penalty inflicted for ignoring the blue flag shall be applied to the drivers who obstruct part of the track and shall range from monetary fine to exclusion. The same penalty shall be applied to drivers who swerve from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

8 Rules of the Pits

8.1 General

- 8.1.1 At the start of any race, the pit lane must be absolutely clear.
- 8.1.2 All crew members working in the pit area must be clean and fully clothed at all times during any track session. Shirts, long pants and closed-toe footwear are mandatory.
- 8.1.3 Crew members shall not sit on the pit wall during any track session.
- 8.1.4 A maximum of two (2) people per car shall be permitted access to a designated location for the purpose of signalling during any track session. Signallers may not be at the signalling area until after the start of the race.
- 8.1.5 Before entering the pits from the race track, a driver shall signal by raising an arm clear of the car's body work.
- 8.1.6 Should a pit lane bound driver overshoot the car's pit location, the car must stop and be pushed back to its pit by hand, or else continue for another lap.
- 8.1.7 No car shall be driven backwards under its own power in pit lane at any time, for any reason.
- 8.1.8 No car may be pushed back to its pit under conditions that would constitute a hazard.
- 8.1.9 Cars shall enter and exit the race track only from the pit area. Disabled cars shall be removed to the paddock during any track session, if possible.
- 8.1.10 During a qualifying or race session, if a car is to be taken from the pits to the paddock, it may only return to the session after receiving approval from the Steward.
- 8.1.11 Failure to comply will render the car ineligible to return to the session.
- 8.1.12 Smoking is not permitted at any time in the pits.
- 8.1.13 Animals of any kind are not permitted in the pits or on the marked race track.
- 8.1.14 The maximum speed allowed in pit lane is 50 kph. Those competitors who exceed the maximum speed allowed are subject to penalty. This regulation is not subject to protest or appeal.

8.2 Pit Stops

- 8.2.1 Should a car stop at its pit at any time during qualifying or race sessions, work or service on the car is permitted as follows:
 - 8.2.1.1 Any crew member in the working pit is deemed to be working on the car except the person in charge of the fire extinguisher provided such person does not touch the car.
 - 8.2.1.2 No more than five (5) people, including the driver, even if the driver remains in the car, shall touch the car, or in any other way whatsoever provide assistance.

- 8.2.1.3 In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving but may not work on the car in any other way. Should a driver participate in the servicing of the car in any way, the rule of five (5) people applies.
- 8.2.1.4 Only one (1) jack can be used during a pit stop.
- 8.2.1.5 No work shall be performed under a car if jacked up unless jack stands are in position at all times.
- 8.2.2 Providing a proper pit wall facility is provided then one (1) jack, tools, service equipment and wheels/tires may be placed over the pit wall into the servicing pit during the lap on which the car is pitting and must be placed back behind the pit wall immediately after the car's departure. All electrical generators and air compressors must be equipped with spark arrestors. They cannot be placed in the working pit lane. They must be located as far away from fuel containers as possible. The Steward may alter this regulation as required.
- 8.2.3 It is the responsibility of the crew to notify the pit marshals immediately of any liquid spills and to assist in their clean up.

8.3 Refueling

- 8.3.1 Excepting endurance races or where refuelling is permitted, refuelling in the pit lane is prohibited during any track session unless authorized by the Steward
- 8.3.2 Where race vehicles are being refuelled during an endurance race in pit lane, the following must be adhered to:
 - 8.3.2.1 The person operating the fuel nozzle must wear a one (1) or two (2) piece suit, socks, hood, gloves and shoes made of approved fire-resistant material, plus a full face helmet and face shield.
 - 8.3.2.2 A fire safety person with a minimum of a ten (10) pound BC fire extinguisher must monitor the refuelling operation at the car.
 - 8.3.2.3 A pail holding at least three (3) gallons of water shall at all times be readily at hand for diluting fuel spills. **Note:** Do not throw water on a gasoline fire.
 - 8.3.2.4 In competition events where refuelling is permitted in the hot pits and the fuel filler opening is not on the exterior of the body work, the driver compartment and the fuel filler access must be separated by a bulkhead of appropriate material to prevent the passage of flame or fluid.
- 8.3.3 Spills resulting from the refuelling must be diluted with water then cleaned up as directed by the pit lane marshals.
- 8.3.4 Repeated fuel spills or any fuel spill deemed excessive will be subject to a penalty
- 8.3.5 During refuelling, whether in the pits or paddock, no person(s) shall be under the car.



8.4 Other Devices in the Pits

- 8.4.1 Compressed gas cylinders must have a protective structure around their gauges and valves when in the working pit area.
- 8.4.2 No tools which may by their use readily cause flame, sparks or a high temperature are permitted in the pit area.

8.5 Exiting the Pits

- 8.5.1 Drivers entering the race track from the pit lane shall first receive permission to do so from the pit exit official (or obey the pit exit lights if used) and be prepared to slow significantly, or stop if requested.
- 8.5.2 Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering and must satisfy themselves that the track is clear of oncoming cars before entering the main path of race traffic and shall yield the right of way to oncoming race traffic and not interfere with the path of other cars.
- 8.5.3 Penalties applied for the violation of this regulation are not subject to protest or appeal.

9 Race Cars General

9.1 General Safety Matters

- 9.1.1 Unless otherwise stated and/or varied in these regulations, all entries shall comply with the CACC General Competition Regulations and other event supplementary regulations regarding car safety equipment and driver's safety equipment.
- 9.1.2 Failure to pass scrutineering is not grounds for a refund of entry fees.
- 9.1.3 All closed wheel car drivers must wear a visor or glasses during all on track sessions.

9.2 Technical and Safety Inspection

- 9.2.1 The responsibility to ensure that the car and driver's equipment comply with all regulations and are safe rests solely and at all times with the entrant and driver. The very act of presenting a car for any technical inspection is deemed to be recognition of this regulation.
- 9.2.2 Any inspection of a car is not a guarantee of the safety or class legality of the car.
- 9.2.3 All cars in all classes shall be inspected and a vehicle logbook entry made before the car enters the track for the first practice session. A sticker shall be issued to each car passing technical inspection and must be placed in a clearly visible position on the drivers' side of the vehicle. Cars may be re-inspected at any time at the discretion of the Steward, clerk of the course or Chief Scrutineer.
- 9.2.4 A full and complete Technical and Safety inspection may be performed by a CACC Licenced Scrutineer on each car once a year (12 months) for issuance of an Annual Technical Inspection designation. If the car passes Annual Technical Inspection, the CACC Licenced Scrutineer shall enter the date of the safety harness expiration in the vehicle logbook, after which the logbook shall be stamped with the "official" inspection stamp, dated, and signed.
- 9.2.5 A full and complete Technical and Safety inspection may be performed by a CACC Licenced Scrutineer on a driver's safety equipment once a year (12 months) for issuance of an Annual technical Inspection designation. If ALL of the driver's safety equipment passes Annual Technical Inspection, the CACC Licenced Scrutineer shall enter the date of the expiration in the logbook, the logbook shall be stamped with the "official" inspection stamp, dated, and signed. The driver's safety equipment consisting of driving suit, helmet, balaclava, gloves, socks, shoes, FHRD and arm restraints where required must be in accordance with the current CACC Regulations.
- 9.2.6 Decisions of the Chief Scrutineer regarding safety matters are final and not subject to protest or appeal.
- 9.2.7 Race vehicles may be required, at any time, to undergo an inspection at the request of the clerk of the course to ensure the race vehicle is within the class specifications. The inspection may include any or all of the class specifications, as well as any safety items.
- 9.2.8 All items subject to inspection by the scrutineers must be presented together at one time during the scrutineering periods shown in the schedule of the event.
- 9.2.9 Items to be presented at scrutineering include the following:
 - 9.2.9.1 Documentary evidence of having completed registration for the event (i.e., a properly issued technical inspection form).

- 9.2.9.2 The competitor's safety equipment if it has not received an Annual Technical Inspection as evidenced by a current stamped Driver's Log Book.
- 9.2.9.3 The race vehicle in race-ready condition if it has not received an Annual Technical Inspection as evidenced by a current stamped Vehicle Log Book. Scrutineers will not attend to any race vehicle in or on a trailer or attached to a tow vehicle. All dunnage and gear must be out of the race vehicle and the race vehicle must be neat and clean. Class markings, competition numbers and the required decals must be affixed as specified.
- 9.2.9.4 Vehicle log book and Driver's Log Book.
- 9.2.9.5 Annual techs from other sanctioning bodies may be accepted at the discretion of the Chief Scrutineer.

9.3 Decals and Advertising

- 9.3.1 CACC decals as supplied by CACC must be placed on all cars, one (1) on each side.
- 9.3.2 Advertising and symbols displayed on a car must be in good taste and not interfere with racing numbers or other required markings.

9.4 Appearance of Cars

- 9.4.1 The body condition, paint work and signage (decaling) of a car shall remain intact at all times. Cars will not be permitted to compete in a competition with damage from a previous competition that has not been repaired in a workmanlike manner.
- 9.4.2 Reasonable efforts must be made to restore the appearance of a car damaged during an event prior to the start of a race.
- 9.4.3 A car that is visually unacceptable, in the opinion of the Steward in consultation with the clerk of the course will not be permitted to start a race.
- 9.4.4 A claim for return of entry fees, or any protest or appeal against any action taken by the Steward under this regulation is not allowed.

9.5 Vehicle Logbook & Plates

- 9.5.1 A CACC vehicle logbook will be issued by the Chief Scrutineer who must complete the required car information in the front of the logbook. Only one logbook shall be issued for each car (other than by way of extension or replacement). Possession of two (2) or more logbooks for one (1) car shall be deemed a breach of these regulations.
- 9.5.2 A CACC vehicle plate will be issued by the Chief Scrutineer and the number will match that on the vehicle log book. These plates shall be securely affixed. Cars with existing CASC, ICSCC or SCCA plates should be marked as such in their vehicle log book. If they are permanent residents of Canada, a new log book should be issued and the old log book stamped "void" with blank pages crossed out so it is not reusable.
- 9.5.3 The vehicle logbook must be presented by all competitors at all CACC competitions. Failure to present a vehicle logbook at the time of technical inspection will result in a penalty.

- 9.5.4 Entrants/drivers who do not have a logbook available shall not delay the inspection of cars that have logbooks available and shall arrange with the scrutineers for an appropriate time for inspection of their car prior to being accepted for competition.
- 9.5.5 During technical inspection, deviation from technical regulations for which a waiver is granted by the Steward, shall be noted in the logbook. The terms of such waivers must be noted in the logbook and must be complied with by the competitor.
- 9.5.6 If a car is damaged during an event, the details shall be noted in the logbook by the Chief Scrutineer.
- 9.5.7 FIA, ASN, SCCA, and ICSCC vehicle log books will be accepted where applicable.

9.6 Measurement of Cars/Components

- 9.6.1 When a car or components thereof is subjected to an eligibility inspection, all values; shapes, dimensions, materials, weights, electrical values, torque values, etc. shall be measured "as is".
- 9.6.2 In the case of production based cars the values referred to elsewhere in this document shall be compared to these regulations and any technical manuals published by the car's manufacturer.
- 9.6.3 There shall be no tolerance of the values measured other than as may be specified in these regulations and class regulations. In the case of production based cars, the vehicle manufacturer's official manuals and supplements or amendments thereto shall be referenced for tolerances.
- 9.6.4 When repairs to a car's components are permitted by the class regulations, only the least wear limit, where the manufacturer's official manual, supplements and amendments thereto specify a range of wear limits are permitted.
- 9.6.5 Protests or appeals will not be allowed regarding penalties arising from violations of this regulation.

9.7 Race Car Weights

- 9.7.1 A car must weigh no less than the minimum weight set forth in the class regulations at all times during an event, regardless of the amount of fluids on board and must be in conformity with these regulation and be equipped with all required car safety equipment at the time of any official weighing.
- 9.7.2 Unless specified otherwise by the class regulations, only the overall weight, as determined by the class regulations, shall be referenced.
- 9.7.3 All competition vehicles must clearly display their minimum class weight above the wheel centreline on both sides of the vehicle in lettering a minimum of two inches tall.

9.8 Engine Fuel to Be Used

- 9.8.1 The fuel used must be based on or patterned after commercially available unleaded pump gasoline, commercially available gasoline/alcohol blends (including M85), or commercially available racing gasoline. or commercially available unmodified pump diesel is permitted. Any fuel blend must contain at least fifteen (15) percent medium chain (7 or 8 carbons) aliphatic or aromatic hydrocarbon compounds and must burn with a visible flame. The addition of benzene or hydrazine is prohibited. The addition of other ketones, alcohol, or aromatic compounds is permitted. The addition of compounds containing nitrogen is prohibited.
- 9.8.2 Electric or Hybrid vehicles may be considered for entry at the discretion of the Chief Scrutineer, with the agreement of the Clerk and Steward.
- 9.8.3 Fuel samples may be taken by the scrutineers at any time and laboratory analysis may be performed. The findings of any analysis permitted are final and not subject to protest or appeal and any penalties arising from such analysis are not subject to protest or appeal.

9.9 Lights

- 9.9.1 All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15 watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear through an arc of 120°. The taillight shall be illuminated when ordered by the Clerk of the Course or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light ("rain light"), as described above, may be added to cars in all other classes. Strobing lights are not permitted.

9.10 Race Tires

- 9.10.1 The class regulations may specify particular tires for use by competitors during competitions and in such cases these are the only tires permitted.

10 In Car Cameras/Radios

10.1 General

- 10.1.1 All vehicles participating in any CACC-sanctioned race event must have a securely mounted forward-facing camera that poses no visual or physical obstruction to the driver. The camera must record a clear horizontal forward view whenever on track.
- 10.1.2 Excepting the receiving of standard broadcast radio signals, it is prohibited that telemetric signals be transmitted from or received by any car during any official on track session unless prior express written consent is received from the Steward in consultation with the clerk of the course. Regulations may permit two way voice only radio communications. Live Broadcasting is specifically not permitted.
- 10.1.3 Two way voice communication is permitted only between the driver and crew. For further clarity, in car voice communication between drivers is not permitted.
- 10.1.4 Any radio communications used must not interfere with race control or any other race track emergency network. A team representative must inform the clerk of the course of the team's radio frequency.

11 Sealed Components

11.1 General

- 11.1.1 Cars that are required to have components sealed, by wire, paint or any other means specified in the class regulations, shall at all times have such seals in place and undisturbed.
- 11.1.2 It is at all times the competitor's responsibility to assure the presence and integrity of any seals.
- 11.1.3 If in any technical inspection subsequent to a qualifying session or a race, the scrutineers find any seals to be missing, broken, altered or showing evidence of tampering, a fine may be assessed and/or the car may be declared ineligible and exclusion from the session or race may result.
- 11.1.4 When a sealed component requires repair or replacement, it is the competitor's responsibility to arrange with the scrutineers the appropriate inspections when the work is in progress and when a seal is being replaced.
- 11.1.5 Penalties under this regulation are not subject to protest or appeal.

12 Starting Procedures

12.1 Rolling Start Procedures

- 12.1.1 The following is the procedure that shall be followed for all races using rolling starts.
- 12.1.1.1 Rolling starts shall have at least one (1) pace lap with the pace car.
 - 12.1.1.2 The clerk of the course shall instruct PreGrid to display a five (5) minute warning board to the field and a one (1) minute warning indicating that crew members and others must leave the grid area immediately.
 - 12.1.1.3 At the one (1) minute signal, the starter or PreGrid marshal shall take a position in front of the field of cars and shall give a signal to drivers to start their engines.
 - 12.1.1.4 Any drivers unable to respond shall so indicate immediately by raising an arm outside the confines of the bodywork.
 - 12.1.1.5 When satisfied that all cars are ready to proceed the starter or PreGrid marshal shall indicate to the clerk of the course that the field of cars is ready to start the pace laps.
 - 12.1.1.6 The clerk of the course shall give the pace car the signal to proceed. The pace car shall not exceed 80 kph (50 mph) on the pace lap.
 - 12.1.1.7 The pace car shall pull off the track at the end of the first pace lap unless otherwise instructed.
 - 12.1.1.8 The pole sitting race car will assume the role of pacing the field and will pace the field at a slow and constant speed and in accordance with instructions that may be given by the clerk of the course.
 - 12.1.1.9 With the exception of passing an obviously slowing or stopped car with a temporary or permanent problem, no passing on pace laps is permitted for any reason.
 - 12.1.1.10 Drivers shall approach the start area in gridded formation; maintain a car length of distance behind the car in front and two (2) car widths of distance beside the car.
 - 12.1.1.11 The starter shall start the race, provided the formation of the cars is acceptable, by suddenly waving a green flag continuously until all cars have passed the start/finish line.
 - 12.1.1.12 Cars unable to start the pace laps in their correct grid position may start from the pit lane after cars have taken the start and all cars have passed the pit exit and only when signalled to do so by the pit exit official.

12.2 Standing Starts Using Lights

- 12.2.1 The following is the procedure that shall be followed for all races using standing starts with a starting light system.
- 12.2.1.1 Standing start races shall have two (2) pace laps, one with a pace car and one without a pace car.

- 12.2.1.2 On signal from the clerk of the course all cars shall be moved to their assigned position on the real grid.
- 12.2.1.3 The clerk of the course shall instruct the starter to display a two (2) minute warning sign accompanied by an audible warning.
- 12.2.1.4 At the two (2) minute warning drivers shall start their engines and all crew members and others shall immediately leave the grid area.
- 12.2.1.5 The clerk of the course shall thereafter turn the control of the start to the starter.
- 12.2.1.6 The starter having determined that all cars are able to proceed shall give the drivers a signal to depart the grid areas for the pace laps. No passing is allowed on pace laps.
- 12.2.1.7 The pace car shall normally pull off the track at the end of the first pace lap.
- 12.2.1.8 At the end of the second pace lap the drivers will proceed cautiously to their prescribed starting position on the grid as indicated by a crew member and stop with the engine running.
- 12.2.1.9 The starter will ensure that all cars are ready to start and shall turn on the red light.
- 12.2.1.10 Within four (4) to seven (7) seconds after switching on the red light, the starter will turn on the green light, simultaneously turning off the red light, and the race will start.
- 12.2.1.11 Any driver unable to respond when the red light comes on shall so indicate immediately by raising an arm outside the confines of the body work.
- 12.2.1.12 The starter may keep the red light on and simultaneously turn on yellow flashing lights thereby aborting the start. In this event all drivers will shut off their engines.
- 12.2.1.13 The starter shall display a "Start Delayed" sign.
- 12.2.1.14 When the problem has been resolved, the start procedure will revert to step iii above, or as otherwise may be decided by the Steward depending on the circumstances.
- 12.2.1.15 Cars unable to start the pace laps in their correct grid position may start from the pit lane after the cars have taken the start and all cars have passed the pit exit and only when signalled to do so by the pit exit official.

12.3 Standing Starts Using Lights System

- 12.3.1 All lights used for signalling at the start of a race must be able to be clearly seen by all drivers seated in their cars in the normal driving position.
- 12.3.2 The red lights must be mounted directly above the green lights. The yellow lights may be mounted above or beside the red/green lights.
- 12.3.3 The lights must be as large as possible and practical and at least as large and intense as the permanent traffic lights used to control public roads. All lights must be duplicated in case of bulb failure.
- 12.3.4 The switching circuit must enable any of the following conditions:
 - 12.3.4.1 All lights off.

12.3.4.2 Red lights on alone.

12.3.4.3 Red lights replaced by green lights, with a one (1) switch operation.

12.3.4.4 Yellow flashing lights on alone.

12.3.4.5 Red lights and yellow flashing lights on together, with separate switches.

12.4 Standing Starts Using Flags

12.4.1 Should a standing start race be started with flags, the starter shall use a red flag to alert the competitors and a green flag to start the race; otherwise the start system shall be the same as for a race started with lights.

13 Oval Track Races

13.1 General

- 13.1.1 The organizer of an oval track race shall comply with these regulations excepting that the procedures for the control of on track sessions may be varied to suit the differing requirements of an oval event.
- 13.1.2 The organizer of an oval track race shall include detailed operating procedures for flag signals, practice procedures, qualifying procedures and race starting and restarting procedures in the proposed event supplementary regulations at the time of application to CACC for an organizing permit.
- 13.1.3 Entrants and drivers shall abide by oval track event supplementary regulations.
- 13.1.4 Car specifications shall be maintained at oval track events.
- 13.1.5 Driver on track conduct principles contained within these regulations shall be maintained.
- 13.1.6 Protests or appeals during or after oval track competitions will not be allowed on the basis of misunderstanding by competitors of the differences between oval racing regulations and road racing regulations, including the difference in meaning between oval racing flag signals and road racing flag signals.

14 CACC Championship Points

14.1 General

- 14.1.1 Only drivers holding a CACC competition licence or residents of the CACC territory holding an ASN issued licence are eligible to earn championship points.
- 14.1.2 Points will be awarded from nine (9) points for a win to one (1) point for sixth (6th) place. (9, 6, 4, 3, 2, 1).
- 14.1.3 Double points will be awarded to a competitor who is competing at a track that is more than five hundred (500) kilometres away from their home track. A driver's home track will be the track at which they enter the majority of CACC championship races for that season.
- 14.1.4 At an event where there is more than one (1) race for each class of cars, the organizing club will designate one (1) race as a CACC championship points race. An organizing club wishing to designate more than one (1) race as a CACC championship points race must request permission to do so, in writing to the CACC Race Director, no less than sixty (60) days before the event. The championship points race(s) must be clearly identified in the event schedule as well as the race announcement and any advertising.
- 14.1.5 Championship classes require a minimum average of 2.4 entries per event to be eligible for yearend trophies/awards.
- 14.1.6 Results from 85% of scheduled CACC races shall be used in calculating championship points. For driver's attending more than 85% of races, up to 15% of a driver's race results will be dropped from championship calculation. Drivers attending 85% or fewer races will not be penalized. Races in which the driver has received a DQ cannot be dropped.
- 14.1.7 Drivers must start (i.e. take the green flag) in 50% of a season's CACC championship races to be eligible for that season's Championship.

14.2 Rule Change Proposals

- 14.2.1 All rule change proposals must be submitted through the CACC website by October 1..

15 Foreword to Class Descriptions

This rulebook details safety and performance preparation rules for the CACC racing classes.

15.1 The CACC Regulates the Following Classes

SR	Sports Racing
FC	Formula Continental
FF	Formula F
FL	Formula Libre
FV	Formula Vee
GT-1	Grand Touring 1
GT-2	Grand Touring 2
GT-3	Grand Touring 3
GT-L	Grand Touring Lite
GT-U	GT-S under 2.0
GT-M	GT-S under 4.0
GT-O	GT-S Over 4.0
IP1	Improved Production 1
IP2	Improved Production 2
IP3	Improved Production 3
IPE	Improved Production E
IPE-A	Improved Production E-A
IPE-B	Improved Production E-B
B-Spec	SSC B- Spec
PRO-3	PRO-3
Spec Miata	Spec Miata
CRS	Civic Racing Series (Provisional)
VINTAGE	Vintage regulations are published separately.



16 Production Based Cars

16.1 General

16.1.1 If the regulations do not state that you can do it "YOU CAN NOT".

16.2 Race Cars on Public Roads

16.2.1 It is at all times the competitor's responsibility to ensure that race cars, when driven on public roads, comply with the laws of the land.

17 GT Category

17.1 SCCA Regulations

17.1.1 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for GT Category, and the GT Car Specifications published by the Sports Car Club of America, as well as all addenda and revisions thereto, but with the following exceptions.

17.1.1.1 Where reference is made to the authority of the Sports Car Club of America and/or its officials, this shall be construed to mean CACC and/or its officials.

17.1.1.2 In cases where a car available for volume sale in Canada is not available in the United States, the manufacturer, distributor or importer of said car may apply to CACC for recognition of the car's eligibility to compete in GT category in CACC sanctioned competitions. CACC shall also permit cars similarly recognized by WCMA as eligible to compete in GT category in CACC sanctioned competitions.

17.2 GT-S Category

17.2.1 To allow CACC members an opportunity to race vehicles that do not conform to the preparation regulations listed in these regulations, a GTS class shall be provided. GTS vehicles must be prepared to full CACC GT safety regulations including fuel cell, fire suppression system, full cage, window clips, and external master switch. GTS vehicles must be based on a production vehicle. IP legal cars can run in the GTS category classes only as a second entry.

17.2.2 GTS category will be divided into three classes as follows:

17.2.2.1 GTU, for vehicles with an engine displacement less than or equal to 2,000 cc's and Mazda 12A rotary engines.

17.2.2.2 GTM for vehicles with an engine displacement greater than 2,000 cc's and less than or equal to 4,000 cc's and Mazda 13B rotary engines.

17.2.2.3 GTO for vehicles with an engine displacement greater than 4,000 cc's.

17.2.2.4 For the purposes of classification, cars with forced induction engines will have their actual displacement multiplied by a factor of 1.4.

17.3 Improved Production Cars Entered in GTS Category

17.3.1 To allow CACC members an opportunity to compete in GTS category as an additional entry, cars whose logbooks states the car is an IP category car may be entered in GTS category.

17.3.2 Cars so entered need only conform to the vehicle safety standards required of IP category, provided that in all other respects, the car complies completely with IP category rules.

17.4 Electric Vehicles in GTO

17.4.1 Electric Vehicles are allowed to compete in GTO as long as they meet the requirements of the General Competition Regulations governing electric vehicles.

18 Improved Production

18.1 Definition

18.1.1 Improved Production is intended to provide a place for newer models of vehicles to race with minimal preparation other than the installation of standard safety equipment. In addition, the cars shall conform to commonly recognized preparation rules to allow participation in events governed by other sanctioning bodies.

18.2 Rule Compliance

18.2.1 All vehicles must comply with the relevant regulations contained within this CACC rulebook.

18.2.2 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for Improved Touring IT category in the SCCA GCR's. The regulations shall not include the addendums published in FastTrack during the current competition year.

18.2.3 When a conflict exists between the CACC and SCCA rules the CACC requirements shall be considered the requirement.

18.2.4 Production cars will normally be only those cars that are series produced for North America in quantities of at least 2000 per model sold.

18.2.5 Competitors shall have available at all times, a copy of the manufacturer's workshop manual and/or official specifications for the vehicle entered.

18.2.6 The onus is at all times upon the competitor to ensure the eligibility of their car. On the other hand a protest against a car, that is for example, based on the absence of a valve cap or a cigar lighter, will be deemed vexatious.

18.2.7 Under unusual circumstances, it may be reasonable to permit a competitor to deviate from an official specification provided such variance would clearly be of no consequence to either the safety or performance of the affected vehicle. Permission may only be granted by the Chief Steward in consultation with the chief Scrutineer. All variances must be noted in the vehicle logbook and designated 'permanent' or 'temporary'.

18.3 Rule Changes

18.3.1 The responsibility for updating the CACC Race Regulations rests with the CACC Race Director and Executive Steward.

18.3.2 The CACC Race Director and Executive Steward retains the right to veto any modifications to these regulations that in their opinion are contrary to the spirit of this classification or the best interests of the sport.

18.4 Classification

18.4.1 Improved Production will be divided into four classes as follows:

- IP3 – Vehicles with engine displacement up to 1750 cc. Also, any "Spec Miata" as defined by SCCA
- IP2 – Vehicles with engine displacement of 1751 cc to 2750 cc, also any ICSCC Pro-3 cars

- IP1 – Vehicles with engine displacement of 2751 cc and up. Also, any "Spec E46" or "Spec Corvette" as defined by their respective rule sets.
- IPE – Vehicles modified beyond IP rules, regulated by section 18.8 AND with 2751cc and above will be designated as IPE-A, vehicles with engines from 2750cc to 1601cc will be designated as IPE-B, and vehicles with engines 1600cc and below will be designated as IPE-C; forced induction engines must multiply their displacement by 1.4
- All naturally aspirated Wankel engines will run in IP2
- All forced induction vehicles will run in IP1
- Production Electric Vehicles may compete in IPE-A as long as they meet the requirements of the CACC General Competition Regulations

18.4.2 Vehicle minimum weight will be the curb weight published by the manufacturer for that make and model, less an allowance of 100 pounds. Weights will be taken as raced, including driver, and without replenishment of fluids. Ballasting of cars is permitted provided that the location and mounting constraints shall conform to SCCA GCR regulations for Improved Touring.

18.4.3 Vehicles must display the class designation(s) and competition numbers as outlined in the CACC General Competition Regulations on racing numbers and class designation.

18.4.4 The display of series sponsors' logos and advertisements may be required. Competitors must fully comply with the prescribed size and placement of any such decals as may be specified in CACC/WCMA competition bulletins.

18.4.5 All CACC registered Improved Production cars with a log book issued prior to June 1st, 2008 shall be allowed to compete in the class but must conform to the published 2007 CACC Improved Production rules. This shall be noted in the vehicle logbook and dated by the Chief Scrutineer.

18.5 Required Modifications

18.5.1 General

18.5.1.1 All cars must conform to the Authorized Modifications section of the SCCA GCR and all sub-sections.

18.5.1.2 All cars should conform to the General Technical and Safety Specifications section of the SCCA GCR and all sub-sections.

18.6 Permitted Modifications

18.6.1 In addition to the modifications provided for in the SCCA Improved Touring preparation rules the following are also permitted for CACC IP only events:

18.6.1.1 The vehicle's original brakes may only be modified as follows:

18.6.1.1.1 Brake calipers, rotors, hubs and hoses are unrestricted, provided that the brake components are attached at the manufacturer's original mounting points and that no modifications to the original mounting points are made. Brake rotors may only be of a ferrous material.

18.6.1.1.2 Brake linings may be replaced by any other of unrestricted origin.

18.6.1.1.3 Any brake cooling method may be used. No modifications to the original bodywork are permitted, except that bumper grilles may be removed and existing openings may be utilized.

- 18.6.1.1.4 Any brake proportioning valve may be used.
- 18.6.1.2 Shock absorbers may be replaced provided they attach to the original mounting points. The number & type (e.g. tube, lever, etc.) of shock absorbers shall remain the same as stock.
- 18.6.1.3 Wheels may be replaced with others of unrestricted origin providing the requirements for body clearance are met. Wheel size is limited to a maximum increase or decrease in diameter of 2" from original equipment.
- 18.6.1.4 Turbochargers that are fitted as original equipment may be modified by replacement of the compressor and/or turbine housings and/or wheels, but the center bearing housing may not be substituted. Superchargers may be modified by the substitution of drive pulleys and/or belts, but the internal components and the housings may not be modified or replaced.

18.7 Use of Competition Vehicles on Public Roads

- 18.7.1 It is at all times the responsibility of the competitor to ensure that racing cars, when driven on public roads, comply with the laws of the land, and that all required safety equipment is in working order.

18.8 IPE Regulations

The intent of this class is to allow automobiles which have been modified and exceed or otherwise do not conform to IP class preparation rules a place to compete. IPE also provides a second-entry class to maximize track time. Entrants shall not be guaranteed the competitiveness of any car.

18.8.1 Automobiles

- 18.8.1.1 All IPE cars shall meet or exceed all current GCR safety standards for IP competition. Fuel cells, fire systems and weld-in roll cages with NASCAR-style door bars are allowed and are encouraged.
- 18.8.1.2 All IPE cars shall run on D.O.T. approved tires.
- 18.8.1.3 Any SCCA approved fuel is allowed in IPE. Diesel fuel is allowed in production engines designed for diesel fuel. Propane and Nitrous Oxide are prohibited.
- 18.8.1.4 Any GCR recognized Touring, Improved Touring, Spec Miata or Showroom Stock legal car may compete under the rules specified for its class. Any modification beyond the specific rules for specified class shall require the vehicle to comply with the IPE rules.
- 18.8.1.5 Other Touring type cars from other series may be considered upon application to CACC. Competitors entering these cars in IPE shall be required to have in their possession a copy of the respective series rulebook for the specific make, model and year of the automobile entered. All IPE cars shall run on D.O.T. tires regardless of their respective series rules set.
- 18.8.1.6 Any modification beyond the specific rules for the specified series shall require the vehicle to comply with the IPE rules.

18.8.1.7 SCCA GT and Production class race cars on D.O.T. tires are prohibited. Any car with GT or Production modifications, not otherwise allowed in the IP section or specified in the IPE rules, make a car ineligible for IPE classification. Tube-frame race cars are not eligible for IPE.

18.8.1.8 All cars shall display the class designation IPE.

18.8.2 Engine

Engine modifications are limited to the IP preparation rules except for the following:

18.8.2.1 Cars may use an alternate engine block. The engine block must be from the same manufacturer as the chassis. The engine must remain in the original location utilizing the factory engine mount locations. The engine block type (example: V8) must remain the same as originally delivered and/or offered for sale from the manufacturer.

18.8.2.2 Induction systems and intake manifolds are free. Turbocharged and supercharged cars shall be allowed in IPE.

18.8.2.3 Any flywheel and clutch combination may be used.

18.8.2.4 Fuel and ignition engine management systems are free.

18.8.2.5 Crankshaft, camshaft(s), valve-train components, piston & rod combinations and engine & accessory pulleys are free. Cylinder heads, cylinder head porting, combustion chamber size and compression ratio are free. Aftermarket cylinder heads are allowed.

18.8.3 Transmission / Final Drive

Transmission / Final Drive modifications are limited to the IP except for the following:

18.8.3.1 Any differential/transmission/transaxle housing and/or final drive or gear ratios may be used so long as the replacement unit does not alter the wheel base, axle width, spring and/or shock attachment points of the race car and the gear ratio remains the same as any gear ratio that can be achieved when utilizing a stock differential/transmission/transaxle housing. Competition transmissions that are sequential, straight cut or "dog boxes" are not allowed unless they are OEM.

18.8.3.2 Any limited-slip or locked differential is permitted.

18.8.4 Electric Vehicles

18.8.4.1 All high voltage components shall remain OEM and shall not be modified or removed. This includes wiring, battery packs, drive units, inverters, charging systems, DC-DC converters, A/C Compressors, heaters etc.

18.8.4.2 The drive unit controller must remain OEM and utilize OEM firmware. Secondary, or "Piggyback" controllers are not allowed.

18.8.4.3 Cooling systems for drive units or battery packs must remain stock, however heat exchangers and radiators may be upgraded to aftermarket units. Electric Cooling fans may be added as required.



18.8.5 Bodywork

- 18.8.5.1 Rear wings, side skirts, and other body modifications are limited to stock dimensions of the car as defined by the height of the roof and width of the fenders. Lip spoilers are allowed per for Improved Touring IT category in the SCCA GCRs for the current year.
- 18.8.5.2 Non-OEM hoods of any material are permitted. Additional cooling vents may be added to the hood.
- 18.8.5.3 Fenders must be stock but cooling vents for braking or other purposes are permitted. Fender flares are not permitted.

19 Open Wheel

19.1 Definition

19.1.1 An open wheel racing vehicle is defined as a purpose-built racing vehicle having a single seat, and open wheels (no wheel or suspension fenders).

19.1.2 For the purpose of classification, open wheel vehicles will be grouped into the following classes:

- Formula Libre
- Formula F
- Formula Continental
- Formula Vee

20 Formula Libre

20.1 Definition

- 20.1.1 A Formula Libre vehicle is an open wheel purpose-built racing vehicle which does not meet Formula F, Formula Continental or Formula Vee requirements. Firewall, floor pan, and other safety items must meet the standards described in the Formula F regulations. Other components are unrestricted. The class designation for Formula Libre will be a letter L or the characters FL, displayed adjacent to the racing number on the sides of the vehicle.

21 Formula F

21.1 Definition

21.1.1 A formula for single-seat, open-wheel racing cars using engines as approved below and with firewall, floor and safety equipment conforming to the GCRs.

21.1.2 Formula F is a **Restricted Class**. Therefore, any allowable modifications, changes or additions are as stated herein. There are no exceptions. **IF IN DOUBT – DON'T.**

21.2 SCCA Regulations

21.2.1 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for Formula F Category, and the Formula F Car Specifications published by the Sports Car Club of America, as well as all addenda and revisions thereto, but with the following exceptions.

21.2.2 Where reference is made to the authority of the Sports Car Club of America and/or its officials, this shall be construed to mean CACC and/or its officials.

21.2.3 Rain tires are open.

21.2.4 Dry Tires are open.



22 Formula Vee

22.1 SCCA Regulations

- 22.1.1 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for Formula Vee Category, and the Formula Vee Car Specifications published by the Sports Car Club of America, as well as all addenda and revisions thereto, but with the following exceptions.
- 22.1.2 Where reference is made to the authority of the Sports Car Club of America and/or its officials, this shall be construed to mean CACC and/or its officials.
- 22.1.3 Any race tire of the correct size is allowed.

23 Formula Continental

23.1 Definition

23.1.1 A formula for single-seat, open-wheel racing cars using engines as approved below and with firewall, floor and safety equipment conforming to the GCRs.

23.1.2 Formula Continental is a **Restricted Class**. Therefore, any allowable modifications, changes or additions are as stated herein. There are no exceptions. **IF IN DOUBT – DON'T.**

23.2 SCCA Regulations

23.2.1 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for Formula Continental Category, and the Formula Continental Car Specifications published by the Sports Car Club of America, as well as all addenda and revisions thereto, but with the following exceptions.

23.2.2 Where reference is made to the authority of the Sports Car Club of America and/or its officials, this shall be construed to mean CACC and/or its officials.

23.3 Minimum Weight

23.3.1 The minimum weight shall be 1240lbs for Zetec, 1190lbs for Pinto.

23.4 Tires

23.4.1 Wet tires are open.

23.4.2 American Racer or Hoosier R60A shall be spec dry tire options. A maximum of one new set of tires is allowed per weekend.

23.5 Championship Points

23.5.1 To accrue points, Formula Continental must run American Racer tires and use only commercially available “pump” gasoline for CACC events.

23.6 Engine Modifications

23.6.1 An overbore of .020 (.5mm) is allowed for Pinto 2-liter motors. Flat top pistons are required in accordance with SCCA regulations.

24 Sports Racing Prototypes

24.1 Definition

- 24.1.1 Sports racing vehicles are defined as purpose-built (not production based) racing vehicles with bodywork which extends the full width of the vehicle including the wheels and tires.
- 24.1.2 Coachwork and Chassis
- 24.1.2.1 The vehicle must be equipped with a roll-over bar which extends at least 5 cm (2") above the competitor's helmet when the competitor is in a normal seating position.
- 24.1.2.2 The maximum overall vehicle width including wheels and tires is 221 cm (87"); the maximum overall vehicle length is 533 cm (210").
- 24.1.2.3 Bodywork must cover all suspension components when viewed from above. The competitor's position must have an opening for competitor entry/egress at least as large as required in the current Formula F rules.
- 24.1.2.4 Any wings or aerodynamic devices may be used provided they do not exceed the overall width of the vehicle, and that the total length of the vehicle including these devices does not exceed 533.4 cm (210").
- 24.1.3 Suspension is unrestricted
- 24.1.3.1 Wheels must be a minimum of 25 cm (10") in diameter on both axles. Width is unrestricted provided the wheel/tire combination used does not protrude beyond the sides of the vehicle.
- 24.1.3.2 Tires must be of a type specifically made for racing, or DOT approved radials with a minimum speed rating of 'H'.
- 24.1.4 Engine and Drivetrain
- 24.1.4.1 Engine and drivetrain type, mounting location and orientation is unrestricted. Front engine/rear drive vehicles must be fitted with driveshaft safety hoops as specified in the GT rules. Clutch scatter shields are required if the clutch or flywheel plane of rotation intersects any portion of the competitor's position.
- 24.1.5 Brakes
- 24.1.5.1 Sports racing vehicles must be fitted with four-wheel hydraulic brakes. A dual-action system must be fitted such that in the event of a leak or failure of one circuit, full braking is maintained on at least two wheels.
- 24.1.6 Miscellaneous
- 24.1.6.1 The electrical system must be equipped with an externally accessible and clearly marked kill switch, as described in the current CACC GCR's
- 24.1.6.2 The driver's seated position must offer head support and a minimum five-point restraint system. The restraint system must conform to current CACC regulations.



24.1.6.3 Sports racing vehicles must be equipped with a fuel cell conforming to SFI 28.1 or FIA FT-3 or better specifications.

25 SSC B-Spec

25.1 Definition

25.1.1 The B-Spec Category shall be considered primarily as a form for the membership to race street stock automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature.

25.2 Automobile Eligibility

25.2.1 Only those cars listed each year are eligible to compete.

25.3 Classification

25.3.1 Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

25.4 Technical and Safety Items

25.4.1 Cars must comply with the GCR and the SSCS. The addition of safety items not specifically listed is not permitted. No permitted component/modification shall additionally perform a prohibited function.

25.5 SCCA Regulations

25.5.1 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for SSC B-Spec, as well as all addenda and revisions thereto, but with the following exceptions:

25.5.1.1 Where reference is made to the authority of the Sports Car Club of America and/or its officials, this shall be construed to mean CACC and/or its officials.

25.5.1.2 The spec tire for the CACC B Spec class will be the Toyo 205/50 – 15 RA1.

26 PRO-3

26.1 General

- 26.1.1 Intent - It is the intent of the Pro-3 class to create a restrictive formula for BMW cars designed to emphasize driver ability rather than design and preparation of the car. The spirit of the formula will not allow any modifications that would increase the cost of competition, nor lend to an unfair performance advantage. The following rules are not intended as guidelines for the class but an actual list of allowable modifications. Unless specifically listed here, assume other modifications are prohibited.
- 26.1.2 Body Styles - All 1984 – 1991 BMW E30 series sedans, coupes and wagons fitted with the 2499cc M20 B25 BMW 6-cylinder motor, from here on referred to as E30 325i cars.
- 26.1.3 Safety - All cars must comply with ICSCC Production and/or SCCA GCR's safety rules. Roll cages must meet SCCA IT category specifications, attaching to the body at no more than 8 locations.

26.2 Allowable Modifications

26.2.1 General

- 26.2.1.1 E30 325i - Other than those items specifically allowed by the rules, no other part or component may be modified, removed, or disabled. All cars, engines and other OEM parts must be or must have been offered for sale in North America by BMW NA. Replacement parts must be OEM or others of equivalent OEM specifications found on North American 1987-1991 E30 325i. 1984-1988 325E vehicles wishing to run as a 325i are required to use the complete "i" engine, including wiring harness and ECU.

26.2.2 Body

- 26.2.2.1 All chassis and structure repair must be done as closely as possible to the factory specifications. No additional frame strengthening is allowed except where there is a strong historic argument for safety improvement. Body repair must maintain stock contours.
- 26.2.2.2 Doors, hood, trunk, and fenders must be stock. Interior fender lips may be rolled for tire clearance. Plastic fender liners may be removed. Hood and trunk latches and release mechanisms may be modified or removed, and/or retaining pins may be installed. The car must run with hood, doors, and trunk completely closed and secured.
- 26.2.2.3 Windshield must be OEM or equivalent glass. Windshield clips are allowed. Door glass and related assemblies may be removed from driver and front passenger doors. Side, rear door (if applicable) and rear glass may be replaced with plastic if secured with appropriate clips, straps and retainers.
- 26.2.2.4 Headlights and associated brackets, taillights and brake lights must be installed and functional. Protective headlight covers are allowed, but must be form fitting (e.g. thin plastic film) to each individual light bulb and must not serve to improve aerodynamics. The removal of fog/driving lights, turn signals and side marker lights is permitted; any resulting opening must be covered with a non-ventilating material.
- 26.2.2.5 Aerodynamic aids (front/rear spoilers, side skirts, and flares) are not allowed; except for those OEM parts available through BMW NA or equivalent.

26.2.2.6 Openings to duct air to the brakes may be modified, but not exceed the original design dimensions. The stock engine under tray may be removed.

26.2.3 Interior

26.2.3.1 The dashboard pad must be retained. Glove box lid and any console component secured entirely to the floor may be removed. Any steering wheel may be used other than a wooden one. Any shift knob may be used. Gauges may be replaced or added. The wiring harness may be removed or modified provided it serves its original purpose. Window, mirror, computer display/switches, and associated wires may be removed. Any locking mechanisms for doors, trunk and fuel filler may be disabled and/or removed. Climate control knobs may be removed or replaced. Hoses, plumbing heater core (including the housing and fan unit) may be bypassed or removed. An auxiliary fan or blower may be added for the expressed purpose of defogging the windshield and/or rear window. Any interior mirror may be used. Air bag systems shall be removed.

26.2.3.2 The driver's seat and/or passenger's seat may be replaced with any other seat. Sun visors, passenger and rear seat and associated hardware, carpeting, insulation, headliner and sunroof trays, interior lamps, radios, speakers and trim panels may be removed. Rear deck must be sealed completely if fuel cell is located in trunk. Loose items such as floor mats, tools, spare tire, etc., must be removed.

26.2.3.3 Interior door and quarter panels, rests and handles may be removed. If removed, such gutting must be done with keeping a nice appearance in mind, and leave no sharp or hazardous edges. Functional latch and release mechanisms must remain in front doors, but may be modified or removed from rear doors if applicable. Factory intrusion bars must remain in all doors.

26.2.4 Weight and Ballast

26.2.4.1 A minimum weight for cars with driver will be honored at all times. Ballast is allowed, but must be located on the passenger floor, aft of the firewall and no further rearward than 1" of the rear stock seat bolt holes of the front passenger seat. Ballast shall be in segments no heavier than 50 lbs., and shall be capable of being removed to be weighed apart from the car. Each segment shall be fastened securely to the floor with a minimum of two (2) bolts, SAE grade 5 or better with locking nuts, with large-diameter, load distributing washers. E30 325i minimum with driver is 2,650 lbs.

26.2.5 Engines

26.2.5.1 The engines used in Pro-3 will be stock BMW engines correct for the series in which they are installed. No internal engine modifications will be allowed except for those outlined in these rules. Engines may be bored to a maximum of .040 inch over standard bore size. Factory replacement pistons or their equivalent (with the exception of diameter) must be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring groove width and spacing, pin height relationship, and weigh no less than factory standard bore pistons. Piston rings are unrestricted. Valve guide material is unrestricted. Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025 inch less than the service limit will be permitted. Under no circumstances may the compression ratio be increased by more than one-half (.5) point. The application and/or use of any painting, coating, plating, impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface is prohibited. Factory or OEM equivalent rocker arms must be used but may be de-burred and/or polished to remove casting imperfections and improve reliability. Removal of material (lightening) beyond the minimum to accomplish this task is prohibited. All engine components not

otherwise listed in these rules shall meet factory specifications for stock parts. One (1) engine stay rod may be added. The stock ECU containing the BMW part number ending in: 153, 173, 380, 524, 525 must be used without modification except for the replacement of the "ECU chip" with a standard performance chip from Dinan, Conforti (labeled as Bonneville Motorwerks or Turner Motorsport), or Mark Dsylva. The ECU may not be modified, and the chip must be used with software as provided by Dinan, Conforti, or Mark Dsylva in a standard program readily available to anyone. The aftermarket chips may NOT contain a custom program. The engine harness must be stock, except for allowable repairs that maintain the original continuity of wires and all the stock sensors must operate as stock. No additional or alternate sensors may be used that interfere with, influence, or modify the operation of the ECU and stock engine wiring harness. Data acquisition and storage of engine parameters is allowed, however, except for a RPM pick up wire, no additional sensors, wires, or equipment of any kind may be connected to the ECU or chip. On-board adjustability of engine parameters is not allowed. E30 325i required engine is the North American specification 2499cc M20 B25 injected 6-cylinder.

- 26.2.5.2 The alternator, power steering (if so equipped), and crankshaft pulleys must remain their stock diameter and material. Accessory drive belt shall remain the stock V-belt design. The alternator must be working and must be charging according to the manufacturer's specifications while the vehicle is running.
 - 26.2.5.3 Balancing and blueprinting are allowed. Lightening of parts beyond the minimum required to balance is prohibited. Cylinder head port matching is permitted, but no material may be removed further than 1 inch in from the manifold mounting face(s).
 - 26.2.5.4 All engine breathers and coolant overflow lines must vent to a catch tank of at least one-litre capacity.
 - 26.2.5.5 Any engine lubricant may be substituted; any lubricant additive is unrestricted. Oil pans, pan baffles, windage trays, oil lines and filters are unrestricted. A pressure accumulator such as an Accusump may be used. Any lines that pass through the passenger compartment must be metal or metal braided except for the oil pressure gauges. All lines must be securely fastened and safely routed. No dry sump system may be used.
 - 26.2.5.6 A single engine oil pan skid plate may be added. It shall be made from a single piece of aluminum or steel and shall serve no other purpose but to protect the engine oil pan. It shall not be shaped in a way to improve aerodynamics or used as ballast and may not exceed 20" wide by 24" long, by 3/16" thick. The leading edge must be attached to the lower radiator support and the trailing edge attached to the front sub frame.
- 26.2.6 Fuel System
- 26.2.6.1 Only 100% petroleum based pump gas will be allowed. No racing or aviation fuels, or any other fuel additives are allowed.
 - 26.2.6.2 Fuel pumps, pressure regulating valves, filters, lines, and hoses are unrestricted. Fittings may be modified only for the addition of a fitting. Pumps may not be mounted inside the passenger compartment. Any fuel line that passes through the passenger compartment must be metal or metal braided. All lines must be securely fastened and safely routed. No fuel coolers stock or otherwise may be used.
 - 26.2.6.3 A fuel cell may be used, but must be constructed and certified in accordance with FIA FT-3 or higher specifications. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container of .036 inch steel or .059 inch aluminum that fully

surrounds the bladder. Internal body panels may be modified to accommodate the installation of fuel cells as long as the modifications serve no other purpose. There must be a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell. The fuel cell must not be installed any closer to the ground than 6 inches, unless enclosed within the bodywork or OEM floor pan. The fuel cell may not be installed forward of the factory fuel tank. The installation of more than one cell is permitted; however total fuel capacity is restricted to no more than twice the volume of the original factory OEM fuel tank. A positive locking fuel filler cap shall be used. Fuel filler lines, pickup and return openings and breather vents shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape.

- 26.2.6.4 Fuel injection manifold(s) shall not be replaced with manifold(s) from a different model, type, or engine size. Fuel injectors shall remain stock. External throttle linkage to the standard fuel injection may be modified or changed.

26.2.7 Air Cleaner / Intake

- 26.2.7.1 Air cleaner assemblies, intake hoses, tubes, pipes, resonators, intake mufflers, housings, filters, etc., located ahead of the air metering/measuring device (i.e., air flow meter assembly) may be modified, removed or replaced. Velocity stacks, ram air or cowl induction is not allowed unless fitted as original equipment. Modifications to the front grill and headlight area for the purpose of cold air induction are not allowed. Air measuring/metering devices (i.e., air flow meter) shall be the swinging gate – potentiometer type as provided on E30 BMW 325i cars and may not be modified or replaced. The stock intake manifold shall be used. No internal polishing or coating of the manifold is permitted, and port matching is restricted to no more than 1 inch in from the cylinder head mounting face(s).

- 26.2.7.2 Water to an intake manifold may be blocked or plugged.

26.2.8 Exhaust

- 26.2.8.1 Exhaust emission control devices such as air pumps, associated lines, nozzles, canisters, and electrical/mechanical EGR devices may be removed. Any holes remaining after removing such devices shall be completely plugged. If fitted catalytic converter(s) may be removed.
- 26.2.8.2 Exhaust manifold(s)/header(s) are unrestricted. Exhaust tubing design is unrestricted, as long as the exhaust exits behind the driver, directed away from the car.

26.2.9 Ignition

- 26.2.9.1 Any coil that fits in the stock bracket may be used. Any spark plug and ignition wire set may be used. All other ignition components must remain stock.

26.2.10 Battery

- 26.2.10.1 The battery may be moved from its stock location as long as it is not placed within the passenger compartment. The battery may be replaced with any 12-volt battery. The positive terminal on the starter solenoid shall be covered.

26.2.11 Cooling

26.2.11.1 Any radiator may be used provided it fits in the stock location and requires no body or structural modification to install. Fans may be removed or added. Manual/automatic fan switches may be modified or removed. Thermostats are open. Oil coolers may be added, modified or replaced. A/C systems and components may be disabled or removed.

26.2.11.2 Wire mesh screens with a minimum opening of 3/16" may be fitted to protect the engine radiator and oil cooler. All screens must be fitted behind all bodywork.

26.2.12 Drive Train

26.2.12.1 A BMW OEM or dimensionally equivalent steel flywheel must be used. Any clutch disc and or all-steel pressure plate of the stock diameter may be used provided they bolt directly to an unmodified stock flywheel. Multiple disk clutches are prohibited. Lightening of the flywheel and pressure plate beyond the minimum for balancing purposes is prohibited.

26.2.12.2 Any stock transmission, including automatics, correct for the body series may be used. Internal transmission components and gears may not be modified. Shift linkage may be modified or replaced. Transmission cooling lines and radiators may be modified or added. Any lubricant or additive may be substituted.

26.2.12.3 Only OEM drive shaft and drive shaft components may be used. The drive shaft vibration damper attached between the transmission and drive shaft may be removed.

26.2.12.4 The differential housing must be a stock OEM unit, correct for the body series. The ring/pinion gears are limited to the following OEM ratios: 3.73, 3.91, 4.10, 4.27, 4.44 and 4.45; and must fit in the stock housing. Limited slip devices are unrestricted. Any lubricant or additive may be substituted. Cooling covers, lines and radiators may be modified or added.

26.2.12.5 Engine, transmission, and rear differential mounting material is unrestricted. Drive train mounts of alternate material and design may be used, but there can be no change to the engine's fore, aft, rotational or vertical location from stock. Drive train mounts must attach in their stock location using the stock mounting brackets. The brackets may not be modified to permit use of an alternate mount.

26.2.13 Wheel Studs

26.2.13.1 Wheel lug-bolts, studs and lug-nuts are unrestricted, but must be made of steel and they may not be smaller than stock.

26.2.13.2 Wheel spacers may be used.

26.2.14 Wheels and Tires

26.2.14.1 Wheels are specifically restricted to 14" or 15" diameter and maximum width of 7", with a minimum weight of 9.5 lbs. each. Manufacturer is free. A spec tire will be used on all four wheels at all times. If the Pro-3 spec tire becomes unavailable during a racing season, the licensed Pro-3 drivers will meet with the Race Steward and assist the Race Steward in selecting a new spec tire. If the spec tire changes during a racing season, the old spec tire will remain legal until the end of the season. Pro-3 drivers are required to have enough spec tires on hand to complete an event/race weekend. Failure to use

the spec tire will result in loss of qualifying time and/or race disqualification. The Pro3 spec tire is Toyo Proxes RA-1, and must be one of the following sizes: 225-50/14, 225-45/15 or 225-50/15. The R888 is permitted to be used through the 2013 season to use up existing stock. Shaving of the spec tire is allowed.

26.2.15 Brakes

26.2.15.1 All cars must use the correct stock rotors and calipers available for the model. Hot/cold treating of the rotors is allowed. Brake pads, linings and fluid are unrestricted. Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified. Rubber OEM guide bushings may be replaced with a solid guide bushings. An adjustable proportioning valve may be used to limit pressure. The master cylinder and brake booster must remain stock and unmodified. The booster vacuum line may be disconnected. Parking brake mechanisms and components may be removed. Air ducts may be used for brake cooling. Anti-lock Brake Systems must be disabled or removed.

26.2.16 Suspension and Steering

26.2.16.1 Power steering components may be disabled or removed.

26.2.16.2 Shock absorbers may be replaced provided they attach to the original mounting points. The number and type of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. Remote reservoir shock absorbers are prohibited. External adjustments of shock control shall be limited to two

26.2.16.3 No shock absorber may be capable of adjustment while the car is in motion. MacPherson struts may use substitute struts, and/or may use alternate inserts. Spring seat ride height location may be altered from stock. Remote reservoir struts and/or inserts are prohibited. Springs of any origin may be used, provided they are of the same number and type as originally fitted, and that they shall be installed in the original locations using the original system of attachment. The joining of two or more coil springs by any means is prohibited. Devices to limit droop are permitted as long as it is the only service they provide. Spacers, including threaded units with adjustable spring seats, may be used with coil springs. Coil-over threaded body/struts are permitted. Minimum ride height shall be 5" measured from the flat of the rocker panel, not including the pinch weld, jack points, or suspension mounting hardware.

26.2.16.4 Any anti-roll bar(s) and associated mounting bracket(s) may be added or substituted, provided their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. Heim rod ends may be fitted. Bar attachment and pivot points on the chassis and control arms shall remain stock, except as provided for in these rules.

26.2.16.5 MacPherson strut front suspensions may de-camber the wheels by the use of eccentric bushings at control arm pivot points, and/or by the use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Material may be added or removed from the top of the strut tower to facilitate installation of the adjuster plate. Caster may be adjusted by means of shims or eccentric bushings, and/or at the upper strut mounting point/plate. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Bushing material, including that used to mount a suspension sub frame to the chassis is unrestricted. No other relocation of any suspension component or mounting point is permitted. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). The front suspension wishbone retaining bracket and bushing (aka, "eyeball") may be replaced with alternate designs, but must be mounted to the chassis

in the original location as the stock bracket and may only serve to allow adjustment of caster.

26.2.16.6 A cross-brace may be added from one shock or strut tower to the other. The brace and/or its mounting bracket cannot be anchored to any other part of the car and shall serve no other purpose.

26.2.17 Fasteners

26.2.17.1 Fasteners and gaskets are unrestricted provided they serve the same function as originally intended. Any replacement fastener used in an OEM application (example: flywheel bolts) must meet OEM specifications for length, size, thread, and type.

26.2.18 Updating and Backdating

26.2.18.1 Cars may update/backdate components as long as components come from vehicles covered in 1316.A.2 and 1316.B.1.a (example: a 1989 car may use 1987 bumpers, but E30 M3 brake components cannot be adapted for use on an E30 325i).

27 Spec Miata

27.1 Definition

27.1.1 The Spec Miata Category shall be considered primarily as a form for the membership to race Mazda Miata automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature.

27.2 Automobile Eligibility

27.2.1 Only those cars listed each year are eligible to compete.

27.3 Classification

27.3.1 Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

27.4 Technical and Safety Items

27.4.1 Cars must comply with the CACC GCR and the SCCA Club Racing Spec Miata regulations. The addition of safety items not specifically listed may be not permitted. No permitted component/modification shall additionally perform a prohibited function.

27.5 SCCA Regulations

27.5.1 Regulations for the preparation of cars competing in this class shall be those published for the current competition year by the Sports Car Club of America for Spec Miata in the Club Racing Category, and the Spec Miata Car Specifications published by the Sports Car Club of America, as well as all addenda and revisions thereto, but with the following exceptions.

27.5.2 Where reference is made to the authority of the Sports Car Club of America and/or its officials, this shall be construed to mean CACC and/or its officials.

27.5.3 The dry spec tire for the CACC Spec Miata class will be the Toyo R or RR with tire size 205/50-15.

28 Civic Racing Series

28.1 Definition

The CRS shall be considered primarily as a form for the membership to race Honda Civic automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. CRS will maintain 4 cars per race event.

28.2 Automobile Eligibility

Only those cars listed each year are eligible to compete.

28.3 Classification

Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

28.4 Technical and Safety Items

Cars must comply with the CACC GCR and these CACC Race Regulations. The addition of safety items not specifically listed may be not permitted. No permitted component/modification shall additionally perform a prohibited function.

28.5 General

28.5.1 Intent – The Civic Racing Series (CRS) is a proposed race series for the EF/EG/EK or 4th, 5th, and 6th generation Honda Civics spanning from 1988 to 2000. Its purpose is to entice amateur racers into focusing their efforts on minimum car preparation but with maximized racing seat time. This can be accomplished by a comprehensive set of basic rules to ensure a highly competitive series with a modest budget.

28.5.2 Body Styles – All 1988-2000 Honda Civic Coupe, Sedan, Hatchback and Wagon fitted with USDM/CDM D-series engine and transmission or B16A engine and transmission.

CRX, Del Sol, Acura EL permitted.

28.5.3 Multi-Class

28.5.3.1 D-series Class (CRS-D)

- All vehicles powered by a D-Series powerplant
- Vehicles powered by D-Series powerplant must conform to the CRS D-series classification rules below
- All vehicles must conform to the CACC General Competition Regulations (GCR)

28.5.3.2 B-Series Class (CRS-B)

- All vehicles powered by a B-Series powerplant
- Vehicles powered by B-Series powerplant must conform to the CRS B-Series classification rules below
- All vehicles must conform to the CACC General Competition Regulations (GCR)

28.5.4 Safety – All cars must comply with CACC GCR safety rules. Roll cages must meet CACC IP category specifications, attaching to the body at no more than 8 locations.

28.6 Allowable Modifications

28.6.1 General

28.6.1.1 Other than those items specifically allowed by the rules, no other part or component may be modified, removed, or disabled.

28.6.2 Body

28.6.2.1 All chassis and structural repair must be done as closely as possible to the factory specifications. No additional frame strengthening is allowed except where there is a strong historic argument for safety improvement. Body repair must maintain stock contours.

28.6.2.2 Doors, hatch/trunk, and fenders must be stock or equivalent. Interior fender lips may be rolled for tire clearance. Plastic fender liners may be removed. Hood and hatch/trunk latches and release mechanisms may be modified or removed, and/or retaining pins may be installed. The car must run with hood, doors, exterior side mirrors and hatch/trunk completely closed and secured.

- Hood **OPEN**
- Side Mirrors **OPEN**
- REAR fender flares for rust repair permitted

28.6.2.3 Windshield must be OEM or equivalent glass. Windshield clips are allowed. Door glass and related assemblies may be removed from driver and front passenger doors. Side, rear door (if applicable) and rear glass must remain OEM or equivalent glass.

28.6.2.4 Taillights and brake lights must be installed and functional. Headlights may be substituted with headlight covers that conform to the OEM headlight shape. Protective headlight covers are allowed, but must be form fitting (e.g. thin plastic film) to each individual light and must not serve to improve aerodynamics. The removal of fog/driving lights, turn signals and side marker lights is permitted; any resulting opening must be covered with a non-ventilating material.

28.6.2.5 Aerodynamic aids (rear spoiler, side skirts, and flares) are not allowed; except for those OEM.

- Front splitter **NOT PERMITTED**
- Rear diffuser **NOT PERMITTED**
- Front spoiler **OPEN**
- Rear spoiler **OEM/OEM style**
- Rear lip **OPEN**

28.6.2.6 Openings to duct air to the brakes may be modified, but not exceed the original design dimensions. The stock engine undertray may be removed.

28.6.3 Interior

- 28.6.3.1 The dashboard pad must be retained. Glove box lid and any console component secured entirely to the floor may be removed. Any steering wheel may be used other than a wooden one. Any shift knob may be used. Gauges may be replaced or added. The wiring harness may be removed or modified provided it serves its original purpose. Window, mirror, computer display/switches, and associated wires may be removed. Any locking mechanisms for doors, trunk and fuel filler may be disabled and/or removed. Climate control knobs may be removed or replaced. Hoses, plumbing heater core (including the housing and fan unit) may be bypassed or removed. An auxiliary fan or blower may be added for the expressed purpose of defogging the windshield and/or rear window. Any interior mirror may be used. Air bag systems shall be removed.
- 28.6.3.2 The driver's seat and/or passenger's seat may be replaced with any other seat. Sun visors, passenger and rear seat and associated hardware, carpeting, insulation, headliner and sunroof trays, interior lamps, radios, speakers and trim panels may be removed. Loose items such as floor mats, tools, spare tire, etc., must be removed.
- 28.6.3.3 Interior door and quarter panels, rests and handles may be removed. If removed, such gutting must be done with keeping a nice appearance in mind and leave no sharp or hazardous edges. Functional latch and release mechanisms must remain in front doors, but may be modified or removed from rear doors if applicable.

28.6.4 Weight and Ballast

- 28.6.4.1 A minimum weight for cars with driver will be honored at all times. Ballast is allowed, but must be located on the passenger floor, aft of the firewall and no further rearward than 1" of the rear stock seat bolt holes of the front passenger seat. Ballast shall be in segments no heavier than 50 lbs., and shall be capable of being removed to be weighed apart from the car. Each segment shall be fastened securely to the floor with a minimum of two (2) bolts, SAE grade 5 or better with locking nuts, with large-diameter, load distributing washers.

28.6.5 Engines and Minimum Weight

28.6.5.1 D-Series Engines

- D15B7 – 102hp/6500rpm 9.2:1/9.5:1 – 1,870lb
- D16A6 – 108hp/7200rpm 9.1:1/9.32:1 – 1,960lb
- D16Y7 – 106hp/7200rpm 9.4:1 – 1,960lb
- D16Y8 – 127hp/7200rpm 9.6:1 – 2,290lb
- D16Z6 – 125hp/7400rpm 9.2:1 – 2,290lb
- NO "Mini-Me" engines. The practice of using a NON-VTEC block with a VTEC head is prohibited. A VTEC block with a NON-VTEC head is allowed. Pistons OEM or equivalent, mix and match **NOT PERMITTED**
- Head gasket 3-piece metal OEM or equivalent
- ARP headstuds **PERMITTED**
- Milling block not to exceed service limit
- O/S pistons not to exceed 1m (76mm maximum oversize)
- Crank any D-Series
- Rods any D-Series (ARP fasteners **PERMITTED**)
- Oil pump any D-Series (porting **PERMITTED**)
- Oil cooler **OPEN**
- Oil pan **OPEN**
- Windage tray **OPEN**

- Crank pulley **OPEN**
- Valves **OEM**
- Valve springs **OPEN**
- Valve retainers **OEM**
- Valve cover venting **OPEN**
- Camshaft **OEM**
- Cam gear **OEM**
- Fuel rail **OPEN**
- Injectors **OPEN**
- FPR **OPEN**
- Fuel pump **OPEN**
- Fuel Tank **OEM**
- Surge Tank **OPEN**
- Air filter/intake system **OPEN (external feed NOT PERMITTED)**
- Intake manifold **OEM**
- Throttle body **OEM**
- Phenolic gaskets **OPEN**
- Swirl Pot **OPEN**
- Radiator **OPEN**
- Fans **OPEN**
- Engine mounts **OPEN**
- Engine Management **OPEN**
- Ignition System **OPEN**
- Ignition wires **OPEN**
- Battery **OPEN**
- Header **OPEN**
- Exhaust **OPEN – must fall within dB guidelines set by race track**

28.6.5.2 B-series Engines

- B18B1 – 140hp/6300rpm 9.2:1 – 2,050lb
 - B20B – 126hp/5400rpm 8.8:1 – 2,050lb
 - B20Z – 145hp/6200rpm 9.2:1 – 2,100lb
 - B16A3 – 160hp/7600rpm 10.2:1 – 2,350lb
 - B17A1 – 160hp/7600rpm 9.7:1 – 2,360lb
 - B18C1 -178hp/7600rpm 10.0:1 – 2,615lb (ITR style manifold PERMITTED)
 - B18C5 – 195hp/7800rpm 10.6:1 – 2,865lb
- *NO LS-VTEC engines. The practice of using a NON-VTEC shortblock + VTEC head is NOT Permitted.
- *NO Cylinder Head swaps, e.g. a B18C1 head cannot be swapped onto a B16A or vice versa. Cylinder heads must match/originate to the shortblock.
- *Only the B18C1/GS-R/SiR-G dual plenum OEM manifold may be replaced with an R style single plenum manifold but must retain the OEM throttle-body. NO OTHER B-Series may use an aftermarket or OEM swap intake manifold. European/JDM or other market variants will be subject to review by the CRS committee. Rule of thumb is power to weight ratio is 14.687 lb/hp.
- Port Polishing/Port matching **NOT PERMITTED*.-****
 - Coatings or treatments **NOT PERMITTED**
 - Pistons **OEM** or equivalent, mix and match **NOT PERMITTED**
 - Head gasket 3-piece metal **OEM or equivalent**
 - Milling block not to exceed service limit
 - O/S pistons not to exceed 1mm (82mm max oversize)
 - Crank **OEM**, NO swapping permitted between models

- Rods **OEM**, NO swapping permitted between models
(ARP fasteners PERMITTED)
- Oil pump **OEM (porting PERMITTED, Oil pump gear OPEN)**
- Oil cooler **OPEN**
- Oil pan **OPEN**
- Windage tray **OPEN**
- Crank pulley **OPEN**
- Valves **OEM (No swapping R valves into NON ITR motors/heads)**
- Valve springs **OPEN**
- Valve retainers **OEM**
- Lost Motion assemblies **OPEN**
- Valve cover venting **OPEN**
- Camshaft **OEM (No swapping R cams into NON ITR motors/heads)**
*No updating/backdating cams for VTEC and NON-VTEC motors
*NO REGRINDS
- Cam gears **OEM**
- Fuel rail **OPEN**
- Injectors **OPEN**
- FPR **OPEN**
- Fuel pump **OPEN**
- Fuel Tank **OEM**
- Surge Tank **OPEN**
- Air filter/intake system **OPEN (external feed NOT PERMITTED)**
- Intake manifold **OEM (18C1/GS-R may swap for single plenum R style manifold)**
- Throttle body **OEM (must retain factory sized throttle body for selected motor)**
- Phenolic gaskets **OPEN**
- Swirl Pot **OPEN**
- Radiator **OPEN**
- Fans **OPEN**
- Engine mounts **OPEN**
- Engine Management **OPEN**
- Ignition System **OPEN**
- Ignition wires **OPEN**
- Battery **OPEN**
- Header **OPEN**
- Exhaust **OPEN – must fall within dB guidelines set by race track**

28.6.6 Wheels

- 15 in. diameter
- 6 in. minimum width, 8 in. max width
- Offset: **OPEN (wheel and tire CANNOT extend past factory body work)**
- *Rolling of factory fenders **PERMITTED**
- *Spacing fenders or over-fenders **NOT PERMITTED**
- Over fenders used to specifically cover/"fix" rust in rear 1/4 panels permitted

28.6.7 Tires

Only 205/50R15 Toyo Proxes RR and 205/50R15 Hoosier H20 Wet are permitted.

28.6.8 Brakes

- Brake bias controller - pressure limiting type PERMITTED
- Exchange of Calipers and Rotors is PERMITTED
- **If 4 Piston Calipers and/or 2 piece rotors are used, 75lbs must be added to the vehicle's minimum weight**
- FRONT rotor diameter cannot exceed 282mm/11in.
- FRONT rotor thickness cannot exceed 23mm/0.9 in.
- REAR rotor diameter cannot exceed 262mm/10in.
- REAR rotor thickness cannot exceed 9mm/0.35in.
- REAR rotor CANNOT be vented
- Emergency brake delete OPEN
- Front caliper: Honda OEM or equivalent
- Rear caliper: Honda OEM or equivalent
- [Essentially all above is Type-R spec]
- Brake lines OPEN
- Brake fluid OPEN
- Brake ducts/cooling OPEN
- Brake booster OPEN
- Brake pads OPEN
- Master cylinder - change in bore size PERMITTED
- Master cylinder brace OPEN

28.6.9 Suspension

- *2 way or more adjustable dampers **NOT PERMITTED – (*independently adjustable rebound/compression)**
- Remote reservoir dampers **NOT PERMITTED**
- Adjustable rear toe links **OPEN**
- Bushings **OPEN**
- FRONT lower balljoint **OPEN**
- Front and Rear camber kit **OPEN**
- Rear trailing arm bushing **OPEN**
- Rear Lower Control Arms **OPEN**
- Rear roll center correction **OPEN**
- Front anti-roll bar **OPEN**
- Rear anti-roll bar **OPEN**
- Front, Rear tower bar **OPEN**
- Front Rear lower braces **OPEN**
- Subframe collars **PERMITTED**
- Steering rack quickeners **NOT PERMITTED**
- Steering arms **OEM or equivalent**
- Power steering **OEM – additional coolers OPEN**
- Steering rack **OEM or equivalent**
- Mix and match subframes between generations **OPEN**
- Mix and match knuckles between generations **OPEN**
- Innovative or similar traction bars for EF/DA **OPEN**
- Mix and match rear trailing arms with respective brake type between generations **OPEN**

28.6.10 Transmission

- NO B to D or D to B transmission swaps
- Gears - Honda **OEM, mix and match NOT PERMITTED**

- **OPEN**
- Flywheel **OPEN**
- Bearings **OEM or equivalent**
- Clutch **OPEN (must fit OEM style flywheel)**
- Synchros **OPEN**
- Fluid **OPEN**
- Final Drive **OPEN**
- Differential **OPEN**
- Axles **OPEN**
- Bushings **OPEN**
- Shifter **OPEN**
- Cooler **OPEN**

28.6.11 Updating and Backdating

Chassis of all generations (1988-2000) are permitted to use any engine and transmission of any generation (1988-2000)

28.6.12 Racing Numbers and Class Designation

All class designations shall comply with CACC GCR rules.

28.6.12.1 All D-series powered chassis shall display "CRS-D" class designation.

All B-series powered chassis shall display "CRS-B" class designation.

The class designation shall be at least one-half the size of the numbers.

28.6.12.2 The class designation shall be placed close to the numbers on the sides of the car and shall be at least one-half the size of the numbers. The class designation shall also be placed on the rear of the car and shall be at least 4" tall.

28.6.12.3 All D-series powered chassis shall have a Civic Racing Series logo windshield banner. The Civic Racing logo must be white and may not be altered and shall be 5" tall. The background banner shall be red that spans the entire width of the front windshield.

All B-series powered chassis shall have a Civic Racing Series logo windshield banner. The Civic Racing logo must be white and may not be altered and shall be 5" tall. The background banner shall be blue that spans the entire width of the front windshield.

28.6.12.4 The vehicle's minimum weight (in pounds) shall be displayed on the roof panel above the driver-side door in contrasting colors with a minimum of 1.5" tall numbers. If the car has incurred one or more penalties to increase its minimum weight, the total minimum weight must be shown. The minimum weight must also be designated on the back of the vehicle's log book.