



CONFEDERATION OF AUTOSPORT CAR CLUBS

Time Attack Regulations

Effective January 1, 2025

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1 Forward to 2023 Edition

Effective January 01, 2023, previous editions of the Time Attack Events Regulations as well as all previous CACC Competition Bulletins are superseded by the following CACC Time Attack Regulations. CACC reserves the right to revise these regulations, to issue supplements to them, and initiate special rulings at any time in an emergency. Changes to these regulations will become effective upon the official issuing of a CACC Bulletin and/or publishing of any changes on the CACC website. Questions concerning clarification of the regulations should be directed to the CACC Time Attack Director.

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

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

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

- Determinations by CACC officials are non-litigable;
- No litigation shall be initiated against CACC or its members and officials to reverse or modify results of such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and
- Where a person initiates or maintains litigation in violation of this provision, that person agrees to reimburse CACC for all costs associated with the legal action.

2 Terminology

2.1 Definitions

The following definitions are adopted for use in the CACC Regulations, in the appendices thereto, in all Supplementary Regulations, and for general use.

ASN	A National Automobile Club or other National Body recognized by the FIA as sole holder of the sporting power in a country.
AUTOMOBILE	A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must effect steering and at least two the propulsion.
CACC EXECUTIVE	A group of four or more individuals responsible for the administration and overseeing of the conduct of events, and the enacting of policies adopted by the membership of CACC.
CACC or CONFEDERATION OF AUTOSPORT CAR CLUBS	CACC is the designated sporting authority for automotive competitions in the Province of British Columbia. Its duties and powers include, but are not limited to, assuring that Time Attack events are conducted in accordance with the provisions set out in these Regulations.
CACC AFFILIATE	Any motorsport club or corporation in British Columbia that is affiliated with the Confederation of Autosport Car Clubs.
CLOSED EVENT	A competition confined solely to the members of the club organizing the competition and invited competitors.
CLUB	Any group or body recognized by CACC as a club.
COMPETITION	A contest in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results. A sanctioned competition is an event held under the General Competition Rules (GCR) of CACC as well as the applicable CACC Time Attack regulations with an appropriate permit applied for from the CACC Executive.
COMPETITOR	A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
CONTROL LINE	The line at the crossing of which a vehicle is timed: i) start line is the first control line, ii) finish line is the final control line.
COURSE	The route to be followed by a competitor in a competition.
DISCIPLINE	All CACC competitions are categorized by type of activity or “discipline” (e.g., Race, Rally, Time Attack, Autoslalom etc.).
DRIVER	A person registered as the driver of an automobile in any competition.



ENTRANT	A person or organization whose entry is accepted for any competition.
EVENT	A program of one or more competitions.
FIA	Fédération Internationale de l'Automobile, the International Federation of National Automobile Clubs.
FINISH LINE	The last control line on a course.
HILL CLIMB EVENT	A speed competition between vehicles over a closed course, having a significant elevation change between the start and finish lines.
HPDE EVENT	High Performance Driver Education Event.
TRACK DAY	A non-competition event held on a purpose built facility in order to engage in driving practice and car testing.
LICENSE	A certificate of registration issued by CACC or ASN to any person wishing to take part in Time Attack competitions.
NATIONAL EVENT	A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by CACC and conducted under the organizing permit issued by CACC or ASN.
NON-SPEED EVENT	An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, slalom, autocross, sprint, etc.
OPEN EVENT	A competition in which participants comprise members of any recognized CACC motor sport club.
ORGANIZER(S)	A person or persons approved by CACC and authorized by promoters, clubs, or other groups to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer will take the place of such promoters for the purposes of the CACC GCR's and will be deemed to be the agent of the promoters.
ORGANIZING PERMIT	The documentary authority to organize and hold a competition granted solely by CACC.
PARTICIPANT	A participant means any person involved at an event as an official, entrant, driver, crew, worker, or spectator within the area closed to the general public. All participants are required to sign the CACC insurance waiver.
PROGRAM	A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.
PROMOTER(S)	Any person or body (other than organizers) proposing to hold or holding an event.
REGIONAL EVENT	An event which is open to members of any CACC Club which CACC regional permit registered competitors within a Region.

REGULATIONS	A set of directives in addition to the CACC GCR's which may be issued from time to time by CACC to meet particular situations which might arise outside of the CACC GCR's, or to meet a particular problem of a more or less temporary nature.
RESTRICTED COMPETITION	An event that is confined to persons having some particular qualification.
RUN SESSION	A uniform block of time where each lap of all competitors in the session is electronically timed.
SANCTIONED EVENT	Any event or competition authorized and approved by CACC and having the appropriate organizing permit.
SUPPLEMENTAL REGULATIONS	Regulations drawn up by the organizers of a competition or competitions and approved by CACC with the object of laying down details of such competitions. These are supplementary to the CACC GCR's and the Regulations of CACC.
TIME ATTACK EVENT	A competition conducted at permanent motorsport facility or other suitable facility.
TIME ATTACK	An event in which vehicles run against the clock (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.
TIME ATTACK-PASSING	An event in which multiple vehicles may be on the track at one time and passing is allowed. Passing is allowed only in designated passing zones. The competition is determined by the competitors fastest lap time.
TOUGE	Touge events feature drivers in "head to head" races around a short course with the two drivers starting in staggered positions, with similarly staggered finish lines.

2.2 Time Attack Executive

The CACC Time Attack executive will be elected at the CACC Annual Meeting (Time Attack Discipline) held in the fall of each calendar year. The purpose of this executive is to ensure the ongoing development of CACC Time Attack events. There will be three positions.

- 2.2.1 The Time Attack Director, which is the only Time Attack Executive position which has a vote on the CACC Board of Directors executive committee.
- 2.2.2 The Assistant Time Attack Director is a role supporting the initiatives of the Time Attack Director. This individual may attend the executive committee meetings, especially if the Director is going to be absent, but does not have voting privileges on the CACC Board of Directors executive.
- 2.2.3 The Time Attack Secretary. Their role will be to record and maintain meeting minutes.
- 2.2.4 Additionally, member clubs may have a representative from their club to ensure that clubs have a voice.

3 Time Attack Event General Regulations

The regulations contained in this section apply to all Time Attack events. They were designed to assist in ensuring a safe and enjoyable event. The regulations contained in this section are the minimum acceptable requirements that must be adhered to in all CACC sanctioned Time Attack events. Time Attack events must also fully comply with the regulations contained in the GCRs. Organizers of Time Attack events may elect to specify supplemental regulations as necessary.

Time Attack events are held under the CACC General Competition Regulations (GCR's) and the CACC Time Attack regulations. The vehicles run against the clock for the fastest time; where vehicle speeds may approach those of racing; where maximum safety protection is afforded to spectators and property; where vehicle requirements may be like those used for racing; and in which competitors are required to possess at least a valid CACC Competition License. See Competitor Eligibility below.

3.1 Precedence of Regulations

The precedence of regulations will be as follows.

- 3.1.1 CACC General Competition Regulations
- 3.1.2 CACC competition regulations issued by the individual discipline committees
- 3.1.3 CACC bulletins
- 3.1.4 Series regulations
- 3.1.5 Event supplementary regulations
- 3.1.6 Instructions from CACC officials

3.2 Types of Events

- 3.2.1 **Time Attack:** A speed competition on a closed course running against the clock for fastest time. Multiple cars may be on track at one time. Restricted passing may be allowed during non-timed sessions. Vehicles compete against the clock one at a time or at sufficient spacing such that there is minimal chance of one vehicle catching another on course during the timed competition. A typical event would have two warm-up sessions of 15 minutes each. Point by passing is allowed at designated passing zones during the warm-up sessions. Times are gathered during these warm-up sessions for the purpose of compiling competition run groups. Participants are placed in groups based upon time for competition sessions. Theoretically they will not catch the car in front of them. During competition if they do catch the car in front, no passing is allowed in the competition session. In the hot pits, the car/driver that was caught should concede their grid position to the faster car/driver. If there is a question about positions the drivers cannot solve, they should then meet with the organizer/organizer's representative. Each competition session consists of a warm-up lap, 2 to 5 hot laps (typically 3), and one cool down lap. This may be altered at the organizer's discretion. Official times are based on the best of the hot laps. NOTE: Passing of disabled or failing vehicles is allowed.
- 3.2.2 **Acceleration Run:** A speed competition to determine the fastest time over a specified straight distance from a standing start. Cars will compete one at a time.

- 3.2.3 **Time Attack – Passing:** A competition conducted at a permanent motorsport facility or other facilities suitable for racing where multiple cars may be on track at one time and passing is allowed in designated passing zones; run sessions based on time are used to determine a competitor's fastest lap time. Each competition session consists of a warm-up lap, up to 5 hot laps, and one cool down lap. This may be altered at the organizer's discretion.
- 3.2.4 **Hill Climb:** A speed competition between vehicles of one or more classes over a closed course having a significant elevation change between the start and finish lines. Vehicles compete against the clock one at a time or at sufficient spacing such that there is minimal chance of one vehicle catching another on course during the timed competition.
- 3.2.5 **Track Day:** A non-competition event held on a purpose-built facility in order to engage in practice and testing. See CACC Track Day Regulations.
- 3.2.6 **Time Attack School:** A non-competition event held on a purpose-built facility in which the objective is to learn how to participate in a Time Attack Competition, including how to control a car on such a course. A driving instructor is the only passenger permitted, and then, only during an in-car instruction session with a driver-trainer at reduced or moderate speed. Lead/Follow sessions may also be incorporated. The host club must submit a list of instructors for each event to the Time Attack director at the time of the permit application. Note: At this time instructors are selected by the event organizer from among our Senior Time Attack license holders.
- 3.2.7 **High Performance Driver Education (HPDE):** A non-competition event held on a purpose-built facility to engage in track style driver training. See CACC HPDE regulations.
- 3.2.8 **Touge Events**
- 3.2.8.1 CACC sanctioned Touge events are run under the CACC Time Attack rules and CACC General Competition Rules and (if applicable) event supplementary regulations.
- 3.2.8.2 Touge events feature drivers in "head to head" races around a short course with the two drivers starting in staggered positions, with similarly staggered finish lines.
- 3.2.8.3 Passing is not allowed.
- 3.2.8.4 Cars start one in front of the other, so there is a lead car and a follow car. Both drivers start simultaneously. The first driver back to their finish line is the winner. If there is no clear winner, the cars may switch position and run again. Runs may continue until there is a clear winner.
- 3.2.8.5 Vehicles are classified by either the CACC Time Attack rule book or by event supplementary regulations.
- 3.2.8.6 Vehicles must pass the CACC Time Attack safety inspection.
- 3.2.8.7 Touge Event Operation:
- 3.2.8.8 If available, lap timing may be used for qualifications to set the grid pairings.
- 3.2.8.9 Practice and qualifying sessions may be held to give the drivers a chance to familiarize themselves with the track layout and for the organizers to arrange the match ups for the competition rounds. Based on the classes and qualifying sessions, drivers will be paired up against each other in order of the fastest time vs the slowest time. This format also eliminates the desire to sandbag or purposely slow down. Basically the slower you go, the faster your opponent will be.

3.2.8.10 Drivers will have a chance to be both in the lead and chase position. In battle stages, the first driver to their finish line is the winner. Drivers switch positions for the second round. In case both drivers win one round each, a third round may be run to get the final decision. Competition run sessions will be an elimination ladder system until a final driver is determined winner in their class.

3.2.8.11 Overtaking will result in disqualification.

3.2.8.12 Passengers are not allowed.

3.3 Participants

3.3.1 Participants in a CACC sanctioned competition must conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relations with other competitors, officials, sponsors, and their products, and in a manner that is not prejudicial to the reputation of CACC, promoters, sponsors, organizers, or to motorsport in general. This includes both on and off track behaviour, including social media. Failure to do so may result in penalties.

3.3.2 Entrants and drivers are at all times responsible for the conduct of their crewmembers and guests. A violation of these regulations committed by an entrant, driver, crewmember, or guest may be directly chargeable to the driver and may result in penalties that may ultimately affect the outcome of a competition.

3.3.3 Participants at an event cannot consume alcoholic beverages or any form of cannabis during the event. The organizer/steward may prohibit participation if it is suspected that any such substances have been consumed. Any action taken, or penalty applied by the organizer/steward in this regard, is not subject to protest or appeal.

3.3.4 The use of any narcotic or illegal substances, as defined in law, or the improper use of legal substances by any participant is prohibited. The organizer/steward may prohibit participation if it is suspected that any such substances have been consumed. Such action is not subject to protest or appeal.

3.3.5 Consumption of medications that may sufficiently affect normal alertness is included in this policy.

3.4 Passengers

Passengers are not permitted except under the following conditions:

3.4.1 Instructors.

3.4.2 Passengers are allowed during non-timed sessions.

3.4.3 Passengers must be of the legal age of consent in the jurisdiction the event is taking place (in BC that is 19 or over) or meet the requirements as set out by CACC.

3.4.4 If passengers are minors they must be at least 14, the electronic waiver must be completed by both parents, and they may only ride as a passenger with their parent as driver.

3.4.5 Before being allowed to ride in a participating vehicle, the passenger, or in the case of a minor the parents/guardians, must have completed the electronic waiver.



- 3.4.6 Passengers must wear helmets, seat belts, and suitable eye protection, etc., to the same standard as that required for the driver. The driver is responsible for ensuring that the passenger wears this required equipment.

NOTE: Passengers are not allowed at Hill Climb events.

3.5 Parade Session or Alligator Lapping

To encourage and develop passion for motorsport among families, parade sessions or alligator lapping may occur. This will be very structured and may at no time exceed provincial highway speed limits. This will consist of a lead car and a follow-up car with participants' vehicles between – the lead and tail car will have radio access to the organizer at track out. Access to the track will be strictly controlled. Cars are not allowed to go above highway speed limits. There is to be no passing. There is to be no racing. Lead and Tail cars must keep the group together. Helmets are not required. All provincial laws for seating/restraints must be followed. There are no age limits. This is for parents/guardians/children. This controlled event would take place during a natural break (i.e., lunch). This would be limited to between 2 and 3 laps.

4 Insurance

General Liability insurance is provided under the CACC insurance plan. A CACC affiliated club must be covered by this minimum level of insurance. The policy protects CACC, the affiliated club, property owners, workers and sponsors against claims for injury or property damage brought against them by the general public. A CACC Affiliated club purchasing the annual policy will have all coverage for a twelve-month period, January 1st through December 31st. For insurance coverage under the CACC master plan, clubs must apply directly to the CACC for Affiliation. Affiliation with the CACC and General Liability Insurance under the CACC plan are mutually inclusive. The term for CACC Affiliation is January 1st through December 31st.

4.1 Event Insurance

Clubs organizing and hosting Time Attack events must apply for and receive an Event Permit from CACC and must apply for and receive appropriate Event Insurance from CACC.

4.1.1 Insurance Waiver

All participants are required to sign the official waiver in accordance with existing CACC policy. Event hosts are required to verify that all event participants have signed an official CACC waiver. Waivers can be accessed at www.caccautosport.org under Publications and Forms.

4.1.2 Coverage

All competitors, officials, and workers will be covered against damage to third parties but will be responsible for any deductible amounts. Property owners or sponsor names may be added to the club CACC insurance certificate upon request.

4.1.3 Disclosure

The organizing club of an event must ensure that the Event Permit and Insurance Certificate are posted at the event.

4.1.4 Incident Reports

All accidents, injuries, incidents, and impacts/damages occurring during the event are to be reported by the CACC Steward; this includes submitting a completed online CACC Incident Report Form within 48 hours of the conclusion of the event. When completing this form include as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, details of any video and photos, etc. The incident report form must be completed for all incidents whether or not a claim is anticipated.

5 Vehicle Eligibility

5.1 General

All vehicles must be in a safe condition and pass an inspection to be conducted prior to the event. All items in this section are to be inspected to ensure the vehicle meets all requirements without exception and are subject to the approval of the scrutineer at each event.

5.2 Uninsured Vehicles

Cars entered without public liability and property damage insurance may only be driven within the areas specified by the Chief Organizer such as the staging lanes, the participant parking areas, and the course.

5.3 Minimum Standards

To qualify as eligible to participate in a Time Attack event, each vehicle must comply with the following minimum requirements:

- 5.3.1 It must have four road wheels, not in a line, a minimum of two of which must be driven.
- 5.3.2 It must have a braking system that works on all four wheels simultaneously.
- 5.3.3 It must have a structure and bodywork that surrounds and protects the driver, at least to their waist level when seated in their normal driving position.
- 5.3.4 It must have a minimum wheelbase of 152 cm (60 in), a minimum front and rear track of 107 cm (42 in), and a minimum wheel diameter of 25.4 cm (10 in).
- 5.3.5 It must have at minimum 3-point original equipment seat belts.

5.4 Tires

Tires must be in good condition, having no cord or blemishes showing. Street tires should have significantly more than the B.C. legal minimum of 1.5mm tread depth. Recapped, retread, or remolded tires are not permitted. These are the minimum requirements, event regulations may require higher standards.

5.5 Brakes

Brakes must be in excellent condition. While track compounds and track fluid are recommended, at minimum brake fluid must be recent (within the current track season) and pad depth must be a minimum of 4mm – not including the backing plate.

5.6 Batteries

Batteries (on-board power supply) must be securely fastened, and the hot terminal must be insulated. Any wet-cell battery moved from the manufacturers original location to a location other than the engine compartment must be in a non-conductive marine type container or equivalent. All batteries must be secured to the frame or chassis structure independent of the marine type container. Gel or Dry cell batteries do not require enclosures.

5.7 Accessories

Centre Caps, Snap-on hubcaps, wheel discs, and trim rings must be removed unless bolted to the rims. Centre Caps can, due to extreme heat build up, pop off of the wheel with explosive force. Other items are at risk of flying off the wheel at speed.

5.8 Appearance of Cars

- 5.8.1 The body condition, paintwork, 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.
- 5.8.2 Reasonable efforts must be made to restore the appearance of a car damaged during an event prior to the start of a race.
- 5.8.3 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.
- 5.8.4 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.

5.9 Loose Items

All loose articles must be removed from the passenger and luggage compartments while competing. Sub-woofers that are not securely fastened must be removed.

5.10 Vehicles from Alternate Series

Vehicles from other series may be eligible to compete in Time Attack events. These vehicles must conform to that series rules. Competitors will be required to supply a current version of the applicable series regulations to the discipline director or their designate for consideration and approval (i.e., Legends, Dwarfs, and SCORE).



6 Event Officials and Duties

Please refer to the CACC General Competition Regulations for regulatory information on event officials and duties.

7 Common Sense and Course Design

7.1 Guidelines

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

Organizers are cautioned that participants in Time Attack events may not be covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken. Furthermore, a Time Attack event may be open to a novice Time Attack license holder, in any car that can pass a pre-competition inspection; this should be taken into consideration in designing the course.

Organizing an event that complies with these regulations calls for the exercise of prudent, good judgment and common sense. The protection of life and property is the prime factor governing all decisions relating to course design and safety.

Caution and proper attention must be given to the location of property that might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, and stationary objects must all be carefully considered. Consideration must be given to competitors' safety when choosing a course. Where possible, locations with curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset the car must be avoided.

First-class paved or stabilized surfaces must be used. Gravel or any type of non-stabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips, transitions, etc. that may allow a car to become airborne must be avoided.

Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes may be used to increase safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or failure to follow the chicanes.

Clubs design events with the safety of all participants in mind. Therefore, no events should be planned which require the competitor to leave the car during a timed run or where the competitor is required to start the event from outside the car.

8 Rules of the Course

Rules of the course are presented to all participants (drivers, crew, and officials) through the CACC Regulations, Supplemental Regulations, and the Driver's Meeting at the event. Failure to fully obey the rules of the course may result in immediate exclusion.

8.1 Flags

The following flags may be used at all types of Time Attack events and must be obeyed without question. Flags may be a physical flag or they may be electronic, lighted signs; either format is referred to as flags.

8.1.1 Green Flag

8.1.1.1 Used by the starter to start all track sessions and by corner marshals to indicate that the track is clear.

8.1.1.2 Some races may be started by using a light system.

8.1.2 Red Flag at Start/Finish and At All Posts

8.1.2.1 When a decision is made to stop any track session, including a timed competition session, because of an accident or an incident, a red flag will be shown at the start/finish line and simultaneously each staffed corner station will display a red flag.

8.1.2.2 Informs the driver that a track session has been halted due to an emergency. Drivers shall slow down immediately, no passing, and proceed to the pits.

8.1.2.3 Emergency vehicles may be on the course.

8.1.2.4 Cars entering the pits must remain in single file and stop in the left pit lane away from the track access areas to ensure emergency vehicles have ease of access to the track.

8.1.2.5 Officials will indicate when track is ready to go hot and whether the run group returns to the track OR the session has ended and all cars return to the paddock.

8.1.3 Black and White Checkered Flag

8.1.3.1 Used by the starter to cease all track sessions. Racing must stop and all drivers must slow down, complete one more lap and return to the paddock or other designated area.

8.1.4 Black Flag

8.1.4.1 Black flag furled – warning. You are driving in an unsafe manner or you did something wrong. If you continue to do so, an open black flag will be shown to you.

8.1.4.2 Black flag – open then pointed at you: Track Officials want to talk to you. Complete current lap and pull into the pits for consultation. It could be a mechanical issue has been noted or you are driving in an unsafe manner/you did something wrong.

8.1.5 Yellow Flag

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

- 8.1.5.2 Motionless: Take care, danger, slow down. No passing from the flag until past the emergency area and a 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.
- 8.1.5.3 Waved: Great danger in immediate sector, slow down, and be prepared to stop. No passing from the yellow flag until completely past the emergency area(s) and a green flag can be seen. Note: At an emergency area there may be multiple cars involved in an incident. It is also possible that emergency vehicles will be on the course – a white flag will also be shown in that sector of the course.
- 8.1.5.4 Full Course Yellow: In time attack events the full course yellow is used during the first practice session to ensure that all drivers are aware of the staffed stations. Furthermore, as time attack does not have a pace car, the full course yellow reminds drivers to exhibit caution.
- 8.1.6 Yellow Flag with Red Stripes
 - 8.1.6.1 Advise the drivers to take care. Used to indicate a slippery surface (such as the presence of oil, water, or debris on the racing surface).
- 8.1.7 Blue Flag
 - 8.1.7.1 Motionless: Another competitor is following very closely, check your mirrors, allow the pass.
 - 8.1.7.2 Waved: A faster competitor is trying to overtake; allow the pass.
 - 8.1.7.3 In Time Attack this is only shown during practice sessions.
 - 8.1.7.4 In Time Attack – Passing: the blue flag will be shown as required.
- 8.1.8 White Flag
 - 8.1.8.1 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.

9 Event Safety

9.1 Sufficient Marshaling

There must be adequate course marshals to oversee all event runs and to ensure equality and safety to all participants.

9.2 Communications

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

9.3 Spectator Safety

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

9.4 Photographer Safety

Only approved photographers are allowed to exit the spectator viewing area for photography. Approved photographers will have completed the appropriate waivers and may only be in areas approved by the clerk of the course. They must obey all instructions from the marshals. No drones are allowed unless they have been approved for the event by CACC officials.

9.5 Safety of Officials

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

9.6 Equipment

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

9.7 Procedures for Moving Vehicles

If for any reason, a driver is forced to stop their car during the event, if possible the driver will place the car in such a manner as to cause no danger or obstruction to other participants. With vehicle issues of any type, the driver should move off the race line to avoid dropping fluid on the race line. Do not attempt to make it back to the pits (unless you are already right at the track exit). Display hazard lights if available. Put arm out window (if safe to do so) to indicate the need to pit to notify the nearest marshal of an issue and pull off the track safely.

During the event, it is expressly forbidden to drive or move a car – at any time under any conditions – in a direction opposite to that in which the course is being run unless the Clerk of the Course so authorizes. Cars may not be moved with the starter motor or pushed while on the course except to remove them from a hazardous position to one of greater safety. Drivers and passengers must always remain in the car with safety gear on and restraints in place while on the course unless instructed otherwise by an official. If the vehicle is on fire, then exit the vehicle and move to a place of safety.

9.8 First Aid and Emergency Requirements

The following minimum emergency safeguards must be always in effect during a Time Attack event, including schools.

9.8.1 Time Attack

At least one fully equipped WorkSafeBC Level 2 first aid kit must be present and available.

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

The organizer must elaborate a prearranged safety plan to cope with major emergencies, such as a car going into a crowd or a marshal station. The organizer must appoint one person to contact Emergency Medical Services via phone. No others should make emergency calls. The organizer must prepare instructions and directions describing the best route to the site.

At least one WorkSafeBC Level 2 Occupational first aid attendant or equivalent must always be on duty and readily available at all times and must be currently certified by St. John Ambulance or equivalent, as qualified to perform cardiopulmonary resuscitation. An AED should be available. Transportation of injured parties must be done using the BCEHS ambulance or equivalent. The safety plan must include a process to have the injured person accompanied to and from treatment.

9.8.2 Time Attack – Passing

As above.

9.8.3 Hill Climb

At least one fully equipped WorkSafeBC Level 3 first aid kit must be present and available.

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

At least two first aid attendants must be on duty and readily available at all times. At least one of these attendants must be currently certified to WorkSafeBC Level 3 by St. John Ambulance or equivalent, as qualified to perform cardiopulmonary resuscitation. Other attendants must be currently certified to WorkSafeBC Level 1 by St. John Ambulance or equivalent, as having Standard First Aid training. An Ambulance must be on-site. An AED should be available.

The organizer must elaborate a prearranged safety plan to cope with major emergencies, such as a car going into a crowd or a marshal station. The organizer must appoint one person to contact Emergency Medical Services via phone. No others should make emergency calls. The organizer must prepare instructions and directions describing the best route to the site. Transportation of injured parties must be done using the BCEHS ambulance or equivalent. The



safety plan must include a process to have the injured person accompanied to and from treatment.

9.8.4 Track Day

See the CACC Track Day Regulations.

9.8.5 HPDE

See the CACC HPDE Regulations.

10 Competitor Eligibility

10.1 Licensing

10.1.1 **Time Attack:** The minimum competitor licensing requirement is as listed below. Please note that the following list of licenses can be either a “novice” or “senior” grade:

- a valid CACC Novice or Senior Time Attack, Novice or Senior Road Race, Novice or Senior Ice Race, or equivalent license issued by CACC or another of its territories

10.1.2 **Hill Climb or Time Attack – Passing event:** The minimum competitor licensing requirement is as listed:

- a valid Senior Time Attack, Senior Road Race, Senior Ice Race, or equivalent license issued by CACC or another of its territories

Participants from other countries may present their license in advance to the CACC Time Attack Director for consideration of participation in CACC events.

10.2 Graduated Licenses

10.2.1 HPDE/Probationary Driver

This is the first step to getting a CACC Time Attack License. A participant that holds a BC (or other jurisdiction) driver’s license will be allowed to participate in an untimed probationary or HPDE session to allow them to experience a track setting and demonstrate their readiness to obtain a Novice Time Attack license and compete in timed competition. The HPDE driver cannot apply for a Time Attack Novice license until they’ve completed this session OR provides proof of successful track day participation in two or more track days. The HPDE Driver is participating in a run group that will operate like a HPDE day and not a competition event. The HPDE driver:

10.2.1.1 may not participate in any timed sessions

10.2.1.2 may not have a passenger at any time APART from an instructor that the organizer has approved

10.2.1.3 will have their speed limited by an instructor (in-car or lead/follow)

10.2.1.4 will participate in a specific run group for introductory/learner drivers. They will not drive on track at the same time as other run groups

10.2.1.5 in the latter part of the day, the instructor may allow the student to drive solo while the instructor observes from the sidelines. This will only occur if the Instructor is comfortable with the student’s ability.

10.2.1.6 at the end of a successful day as an introductory driver, the participant may and should apply for a Novice Time Attack license. If the organizer or their instructor does not approve them as successfully completing the introductory day, they can participate in a future introductory driver session but they may not apply for a Novice Time Attack license. Or if they are successful but they choose not to apply for a novice license, at the discretion of the event organizer they may continue to participate as an HPDE driver.

10.2.2 Novice Time Attack License

A competitor that meets the requirements of a driver's license may apply for a Novice Time Attack license providing they demonstrate a history of successful track participation during HPDE driver sessions; a Time Attack, Race or HPDE program; or from one or more documented track days. Eligibility and acceptance is at discretion of the Time Attack Director.

10.2.3 Novice to Senior Time Attack License Upgrade

A Novice Time Attack license holder may apply for an upgrade to a Senior license after competing in 1) a minimum of three CACC sanctioned Time Attack events or 2) participating in a CACC Race school/CACC Time Attack School/CACC Approved 3rd Party Driving Course plus two CACC sanctioned time attack events/four documented track days or 3) six documented track days or 4) a combination of the preceding. If using documented track days or a 3rd party Driving Course, the applicant must provide references/organizer or instructor contact information for those events (email and phone number). NOTE: This experience must be completed within three years of the application for a senior time attack license. Eligibility and acceptance is at the discretion of the Time Attack Director.

10.2.4 Senior Time Attack License

This is a driver who has gone through the novice program, followed the upgrade path, and is now eligible to participate in Time Attack – Passing events and Hill Climb events.

A Driver with any class of license may have their license revoked based upon unsportsmanlike behaviour, unsafe driving, or a combination thereof.

10.3 Documentation

All competitors must present the following documents:

10.3.1 A completed entry form for the event.

10.3.2 A valid driver's license.

10.3.3 A valid CACC Competition License, where required.

10.3.4 A valid affiliated club membership card, where required.

If the competitor is under the age of majority in the jurisdiction in which the event is taking place and is not the registered owner of the entered vehicle, they must additionally present written and notarized permission from the owner to enter the vehicle in the event.

Participants under the age of majority in the jurisdiction in which the event is taking place, who hold an acceptable license, must have their parents/guardian complete the electronic waiver on behalf of the minor.

11 Competitor Safety Equipment

Refer to the CACC General Competition Regulations section on Competitor Safety Equipment.

Unless specified otherwise in series, event or class regulations, these standards constitute the minimum acceptable standard of safety precaution. Individual class and or category preparation regulations may increase applicable safety requirements.

Drivers must wear the following equipment during all on-course sessions:

11.1 Time Attack

(Drivers are encouraged to utilize the safety expectations from the CACC GCRs.)

11.1.1 Sport, Tuner, & Max classes

11.1.1.1 Helmets meeting CACC General Competition Regulations are approved. Open face and closed face are acceptable.

11.1.1.2 In the case of competitors using a Snell "M" helmet for Time Attack, a balaclava conforming to CACC GCR requirements is also required. No balaclava is required if using a SA helmet. Helmets with an "M" rating are not acceptable for use in vehicles equipped with a roll bar/cage.

11.1.1.3 Helmets bearing only "DOT" marking are not acceptable.

11.1.1.4 Shirts and pants of a non-synthetic material covering the body from the neck to the wrists to the ankles.

11.1.1.5 Hill Climb participants in Max Class should make note of the tire TW rating exception found in section 18 of this document.

11.1.2 Unlimited classes

In addition to expectations for Sport, Tuner, & Max classes, the following apply to the Unlimited class.

11.1.2.1 Production vehicles prepped within the Sport Category and running on DOT-Approved Tires with a UTQG rating of more than 100 are allowed to run with factory safety equipment. Drivers are encouraged to enhance their safety levels.

11.1.2.2 Production vehicles prepped beyond Sport Category running on DOT-Approved tires with a UTQG rating of less than 200, or ANY vehicle on DOT-Approved tires with a UTQG rating of less than 100 are required to have a 5 point or better restraint harness. This will require additional vehicle equipment to be utilized safely.

11.1.2.3 Any vehicles running non-DOT approved tires must meet the Time Attack-Passing safety level standards.

11.2 Time Attack –Passing

For approved helmets, refer to the CACC General Competition Requirements. Fire resistant driver's suit, gloves, socks, balaclava, and Frontal Head Restraint Device, from here on referred to as FHRD, complying with the CACC General Competition Regulations are required.



All participants in open cockpit vehicles must wear suitable eye protection during the event.

11.3 Hill Climb

For approved helmets, refer to the CACC General Competition Regulations. Fire resistant driver's suit, gloves, socks, balaclava, and FHRD complying with the CACC General Competition Regulations are required.

All participants in open cockpit vehicles must wear suitable eye protection during the event.

11.4 Track Day

See CACC Track Day Regulations.

11.5 HPDE

See CACC HPDE Regulations.

11.6 Roll Over Protection

Refer to both the CACC General Competition Regulations and the CACC Time Attack Regulations for roll bar and roll cage specifications.

12 Driver Restraints

Refer to the CACC General Competition Regulations section on Driver Restraint System.

Driver restraints must be worn at all times when the vehicle is on the track or in the pit lane. Equipment must conform to the following requirements.

In the case of a CACC drivers' school the seat belt worn by the instructor may be the OEM 3-point seat belt installed in the car.

12.1 Time Attack – Sport, Tuner, & Max Classes

All cars competing in a Time Attack event must (at a minimum) be equipped with an OEM driver restraint system. Windows must be fully open or fully closed. If using an alternate restraint system, it must conform to the applicable CACC General Competition Regulations. An alternate restraint system and rollover protection is recommended.

12.2 Time Attack – Unlimited Classes

- 12.2.1 Production vehicles prepped within the Sport Category and running on DOT-Approved Tires with a UTQG rating of more than 100 are allowed to run with factory safety equipment. Drivers are encouraged to enhance their safety levels.
- 12.2.2 Production vehicles prepped beyond Sport Category running on DOT-Approved tires with a UTQG rating of less than 200, or ANY vehicle on DOT-Approved tires with a UTQG rating of less than 100 are required to have a 5 point or better restraint harness. This will require additional vehicle equipment to be utilized safely.
- 12.2.3 Any vehicles running non-DOT approved tires must meet the Time Attack-Passing safety level standards.
- 12.2.4 Any production vehicle whose elapsed time exceeds the Event Organizer or Time Attack Director's comfort level for safety may be required to meet the Time Attack-Passing safety level standards before being allowed to participate in events.

12.3 Time Attack – Passing

Time Attack – Passing events, all cars must be equipped with a driver restraint system conforming to the CACC General Competition Regulations. Closed roof cars must have the driver's door window fully open or removed when on course. Window nets must be fitted such that the driver's arm(s) cannot extend outside the vehicle unintentionally. Window nets must comply with SFI standard 27.1. Alternatively, if a car is not equipped with an approved window net, the driver must wear SFI or FIA approved arm restraints. Drivers of open cockpit cars must use SFI or FIA approved arm restraints. Time Attack – Passing events, in addition to the aforementioned Unlimited Class equipment, require at minimum 6-point roll cages.

12.4 Hill Climb

For Hill Climb events, all cars must be equipped with a driver restraint system conforming to the CACC General Competition Regulations. Closed roof cars must have the driver's door window fully open or removed when on course. Window nets must be fitted such that the driver's arm(s) cannot extend outside the vehicle unintentionally. Window nets must comply with SFI standard 27.1. Alternatively, if a car is not equipped with an approved window net, the driver must wear SFI or FIA approved arm restraints. Drivers



of open cockpit cars must use SFI or FIA approved arm restraints. Hill Climb events require the use of FIA or SFI approved head and neck restraint (FHRD) devices. A minimum 4-point roll bar is required with many classes requiring a 6-point roll cage.

12.5 Track Day

See CACC Track Day Regulations.

12.6 HPDE

See CACC HPDE Regulations.



13 Scrutineering Inspection

13.1 Compliance Inspection

During the event or at the conclusion of the event, the Scrutineer with the cooperation of the competitors concerned, may inspect a minimum of the top three cars in each class for compliance with the following:

- 13.1.1 Entry form properly completed and legible
- 13.1.2 Proper classification of the vehicle
- 13.1.3 Compliance with all vehicle regulations
- 13.1.4 Proper assessment allowable modifications and preparation points

The scrutineer must report the results of their inspection to (and only to) the Clerk of the Course. Any car found to be improperly classified, incorrectly assessed or otherwise in violation of the regulation will be reported to the Steward by the Clerk of the Course and may be subject to protest.

14 CACC Time Attack Championship Series

14.1 Description

The CACC Time Attack Series will consist of a minimum of three events.

14.2 Eligibility for Championship Standings

To qualify for point standings in the CACC Time Attack Championship Series, a Competitor must hold a current and valid CACC Time Attack Competition license and is permitted to do the following:

14.2.1 The competitor must compete in a minimum of 2 of 3 events (given a three event series) or 50% plus 1 of the events to qualify for a championship standing. For a series with four or more events. A series with an odd number of events will be rounded up and then add one. For example, in a seven-event series, a competitor's best five scores will be summed to determine class standings.

14.2.2 Only first in class awards will be given at the series year-end.

14.2.3 Points system:

Points for the championship qualification will be accrued based on the following structure.

3 events	2 count towards the series
4 events	3 count
4 events	4 count
5 events	4 count
7 events	5 count
8 events	6 count
9 events	7 count
10 events	8 count

14.2.4 Competitor Points:

1 st Place	10 points
2 nd Place	8 points
3 rd Place	6 points
4 th Place	5 points
5 th Place	4 points
6 th Place	3 points
7 th Place	2 points
8 th through last place	1 point

1 point will be awarded to any competitor who enters and attempts to participate in the event.

15 General Definitions & Guidelines

The following definitions will apply to this document regardless of any other definitions or interpretations.

15.1 Automobile (Car)

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

15.2 Sedan

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

15.3 Model

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

15.4 Standard Parts and Equipment

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

15.5 Open and Closed Cars

Open cars are cars with a convertible or targa top.

Closed cars are cars having full windshields and full roofs as part of the body structure. T-tops are included in this definition.

15.6 Series Produced

Except for Modified Category, all vehicles that are not otherwise listed in the car classification lists must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period for legal

road use. The vehicle must have been equipped with normal road touring equipment and normally sold through manufacturer's retail sales outlets in Canada and the USA.

Right hand drive models must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period in their home country and be eligible (legal) for importation into Canada under Canadian importation laws.

Right hand drive vehicles may be classified by the Time Attack Regulations' Committee.

15.7 Burden of Proof

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

15.8 Tread

Tread is the part of the tire that makes contact with the road surface during normal driving conditions. When a straight-edged measuring device is placed across the running surface, 'tread' is defined as the area of the tire that is parallel to this straight edge (reasonable allowances made for the slight natural curvature of the inflated tire). Any other part of the tire that makes an included angle of not more than 45 degrees from the straightedge is also considered tread. Parts of the tire making an included angle of 45 degrees or more from the straight-edge will not be considered tread.

15.9 Track

The distance between the centerlines of the wheels as competed without driver, measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two to obtain the average. Measurements to be taken at both front and rear of the wheels and averaged to compensate for toe in/out. Wheel rim width will be measured at the base of the bead seat.

15.10 Special Considerations

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

15.11 Ineligible Vehicles

Vehicles having a high center of gravity and a narrow track, including SUVs, minivans and 4WD pickups are not eligible to compete. Any vehicle that is taller than it is wide is not eligible for competition. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks).

With the vehicle tires inflated to the vehicle/tire manufacturer's specifications, the measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the track measurement from the midpoint of the tire to the midpoint of the tire on the same axle for the Track Width.

16 Technical Inspection

Technical inspection will be mandatory for all cars with special attention given to brakes, suspension, throttle linkages, and loose articles in the car. The responsibility to ensure that the cars and driver's equipment complies with all regulations and is safe rests solely on the entrant and driver. The very act of presenting a car for any Technical Inspection is deemed to be an acceptance of this responsibility.

16.1 Tire Condition

16.1.1 Each tire must have visible tire compound safe for racing purposes. Street tires should have considerably more than the B.C. 1.5mm legal minimum tread depth. No cord material may be exposed at any portion of the tire. Due to the nature of race tires, measurable tread depth may not be able to be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the center one-half of the tread surface that normally touches the ground – so tire safety and inspection is up to the discretion of technical inspection.

16.1.2 Tires may not be recapped in any way. Tires may not have cord visible at any time during the event, even if previously approved at safety inspection.

16.2 Swing Axle Vehicles

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

16.3 Tonneau Covers

Tonneau covers must be removed.

16.4 Window Requirements

Closed, fixed roof and open cars may have both front door windows fully open.

16.5 Fluid Recovery Systems

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

16.6 On-board Cameras & Radio Systems

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

16.6.1 In car camera or video recording equipment is permitted provided the installation is approved by the scrutineers and subject to the provision that any photographic film or video recording made during the track session may be impounded by the Steward.

16.6.2 Helmet cameras attached to the exterior of the helmet are not permitted. Cameras that are integrated into the helmet visor are allowed.



- 16.6.3 All cameras and/or lens units mounted to the outside of a vehicle must be secured so that contact with objects on course are minimized and are equipped with a safety lanyard/tether to avoid separation from the vehicle.
- 16.6.4 No passenger may film in-car while holding a camera free hand while a vehicle is on course.
- 16.6.5 Final approval of camera mounts rests with the technical inspector under consultation with the Steward.
- 16.6.6 Live broadcasting is not allowed at any time the vehicle is in motion.



17 Vehicle Noise Considerations

17.1 Noise Limit

Adequate muffling devices must be installed on all cars with a sound level to a maximum of 96 decibels unless there is an alternate noise limit for that facility/track listed in the Time Attack Regulations' document. Organizers may apply to CACC for alternate noise limits if the facility/track requires or permits, but such limits must be sent out to all participants in the Supplementary Regulations one month in advance of the event and be posted at the site on the day of the event.

17.2 Noise Measurement

Measuring must be done perpendicular from the vehicle from a distance of fifty feet from the vehicle wherever safe to do so. The final decision as to adequacy will rest with the Steward.

17.3 Alternate Noise Limits

17.3.1 River's Edge Road Course, Mission 95 dB

17.3.2 Knox Mountain Park, Kelowna 96 dB

18 Vehicle Classification

18.1 Responsibility for Classifying

It is the responsibility of the competitor to correctly classify their entered vehicle. A competitor needing assistance in classifying their vehicle should ask the event organizer for help. The event steward or the chief steward may exclude a competitor who incorrectly classifies their vehicle.

18.2 Unclassified Vehicles

Unclassified vehicles (those not listed in the class lists) may be tentatively classified by the event Clerk of the Course. The CACC Time Attack Committee may reclassify tentatively classified vehicles.

18.3 Classification Request

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

18.3.1 Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted.

18.3.2 After January 1 of the current year, a classification request must be limited to the following:

18.3.2.1 An existing classified vehicle became available in a configuration that may appreciably alter its performance potential.

18.3.2.2 A new model vehicle became available which is not listed in the current CACC/SCCA class lists.

18.3.2.3 The committee will endeavor to process requests within thirty (30) days of receipt. All classification and amendments will be published as CACC bulletins.

18.4 Declaration of Preparation

A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment.

18.5 Re-Classification or Re-Alignment of Car Classes

The CACC Time Attack Committee may classify or reclassify vehicles during the year.

18.6 Class Corrections

The CACC Time Attack Committee may correct improperly classified vehicles, subject to the grievance procedures contained in the CACC GCR.

18.7 Classification and Categories

18.7.1 Time Attack, Time Attack – Passing and Hillclimb

The following classes and categories are the official for all Time Attack, Time Attack – Passing, and Hill Climb* events:

18.7.1.1 Sport (S1, S2, S3, S4, S5, S6)

18.7.1.2 Tuner T1, T2, T3, T4, T5)

18.7.1.3 Max (M1, M2, M3, M4, M5)

18.7.1.4 Unlimited (U1, U2, U3)

18.7.1.4.1 U3 minimum weight:1,750 Lbs. (With Driver.)

18.7.1.4.2 U3 Maximum Displacement, 1.999 Litres corrected displacement.

18.7.1.4.3 U2 minimum weight:1,750 Lbs. (With Driver.)

18.7.1.4.4 U2 Maximum Displacement, 3.0 Liters corrected displacement.

18.7.1.4.5 U1 minimum weight: None

18.7.1.5 Note: U3 is not an SCCA class but a CACC Class. All safety expectations for Unlimited must be met. Formula/Open Wheel/Sports Racer Classification

18.7.1.5.1 Time Trial Special (TTS)

18.7.1.5.2 Time Trial Atlantic (TTA)

18.7.1.5.3 Time Trial Winged (TTW)

18.7.1.5.4 Time Trial Non-Winged (TTN)

18.7.1.5.5 Time Trial V (TTV)

18.7.1.6 Any event offering supplemental car classing must provide corresponding safety requirements in writing to be approved by the CACC executive prior to obtaining a permit.

18.7.2 Hill Climb

For Hill Climb events, The CACC GCR safety regulations supersede the SCCA safety expectations for all categories. Tuner, Sport, and Max classes must have at minimum:

18.7.2.1 Roll bars conforming to the requirements of this document.

18.7.2.2 A minimum 5 point safety harness complying with the CACC General Competition Regulations.

18.7.2.3 A safety helmet meeting complying with the CACC General Competition Regulations.



- 18.7.2.4 An approved Head and Neck Restraint complying with the CACC General Competition Regulations.
- 18.7.2.5 Competitor' safety Equipment including fire resistant driver's suit, gloves, shoes, socks, and balaclava as indicated in the CACC General Competition Regulations.
- 18.7.2.6 Window nets or arm restraints
- 18.7.2.7 For Hill Climb Events, Unlimited Class cars must have safety equipment that meets the CACC GCR Roll Cage Specifications.
 - 18.7.2.7.1 For Hill Climb events, Max class cars which have safety equipment that meets the CACC GCR Roll Cage Specifications will be allowed to run DOT tires from 199TW to 40TW.
- 18.7.2.8 Hill Climb.

19 Roll Bars and Roll Cages

These specifications are only sufficient for Time Attack, the specifications for roll bars and roll cages found in the CACC General Competition Regulations are highly recommended. Roll Over protection is highly recommended for all vehicles. Roll Over protection is mandatory for convertibles for vehicles with completely removable tops.

19.1 General Roll Bar and Roll Cage

Basic Design Considerations:

The basic purpose of the roll bar, roll cage is to protect the driver in case the vehicle rolls over. This purpose must not be forgotten.

The top of the roll bar must not be below the top of the driver's helmet when the driver is in the normal driving position and must not be more than 15.24 cm (6 inches) behind the driver. It is strongly suggested that the roll bar be at least 7.62 cm (3 inches) above the drivers' helmet. In the case of two drivers, both drivers must be the roll bar height requirement, however, only one driver must be within six inches of the roll bar. In a closed car with a roll bar/cage, it must be as close as possible to the interior top of the car.

The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

Two verticals forming the sides of the hoop must not be less than 38.10 cm (15 inches) apart, inside dimension. It is desirable that the roll bar extend the full width of the cockpit to provide maximum bearing area in all soil conditions during rollovers.

The roll bar vertical members in a formula car must be not less than 38.10 cm (15 inches) apart, inside dimension, at their attachment points to the uppermost main chassis member.

An inspection hole of at least 4.7 mm (3/16 inch) diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This must be at least 7.63 cm (3 inches) from any weld or bend. If a CACC vehicle logbook is to be issued, tube thickness may be verified by ultrasonic testing by a CACC official.

It is recommended that steel gusset plates be used at all welds. Gussets must be at least 5.0 cm (2 inches) long on each leg and 4.7 mm (3/16 inches) thick.

It is recommended that roll bar be coated only with a light coat of paint. If however, a roll bar is chrome-plated, it is recommended that the structure be normalized.

Post or tripod types of roll bar are not acceptable.

19.2 Material

After 9/22/85, aluminum is not an acceptable alternate material. Cars using aluminum roll bars/cages must file proof that the structure was approved prior to 9/22/85

The roll bar hoop and all braces must be of seamless DOM mild steel tubing. Chrome alloy tubing such as 4130 is not recommended since the strength of the area adjacent to welds will be impaired if the structure is not normalized, and because of the difficulty in making satisfactory welds.

The size of tubing to be used will be determined on the basis of weight of the car. The following minimum sizes are required:

Roll Bar:

Over 1134 kg (2500 lbs.)	1.50 o.d. x 0.120" wall or 1.75" x 0.095" wall
Over 680 kg (1500 lbs.)	1.50" o.d. x 0.950" wall
Under 680 kg (1500 lbs.)	1.375" o.d. x 0.95" wall

Roll Cage:

Over 1225 kg (2700 lbs.)	1.50 o.d. x 0.120" wall or 1.75" x 0.095" wall
Over 770 kg (1700 lbs.)	1.50" o.d. x 0.950" wall or 1.625" x 0.080"
Under 770 kg (1700 lbs.)	1.375" o.d. x 0.080" wall

Fabrication:

One contiguous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.

All Welding must be of the highest possible quality with full penetration and will be subject to very critical inspection. TIG or MIG are the preferred welding processes.

19.3 Bracing

It is recommended that bracing be of the same size tubing that is used for the roll bar hoop itself.

All roll bars must in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop, and at an angle of at least thirty degrees from the vertical. It is strongly recommended that two (2) such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll hoop. Such braces should extend to the rear wherever possible.

It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side, to the top of the hoop on the other side.

19.4 Mounting Plates

Roll bars and braces must be connected to plates welded or bolted to the frame or floor of the vehicle. Mounting plates and gussets must be:

19.4.1 At least 129 cm square (20" cm sq.) in area and 0.2cm (0.08") minimum thickness on unit body vehicles for weld on plates OR 0.47cm (0.1875") minimum thickness for bolt on types.

19.4.2 At least 51.6 square cm (8 square inches) and 0.47cm (0.1875") minimum thickness on frame type construction for both welded or bolt on types.

Where bolts are used, the bolts must be at least 10 mm and class 8.8 (3/8 inch, grade 5). Square head bolts and nuts are prohibited.

In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

19.5 Removable Roll Bars

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must bottom on the permanent mounting, and at least two (2) bolts must be used to secure such a joint.

The telescope section must be at least 20.8 cm (8 inches) in length.

19.6 Installation on Cars of Frameless Design

It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.

On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

19.7 Sedans and Coupes

It is recommended but not mandatory that all closed cars utilize a roll cage type construction. One hoop must be placed behind and above the driver's head from one side of the car to the other, with another similar hoop in front supporting the front pillars. Horizontal connecting bars must connect the two hoops at each side of the top. A transverse brace must be used on the rear hoop from the bottom of one side to the top of the other side. A diagonal brace must be used on each side of the car extending from the top of the rear hoop to the floor at the rear of the car.

19.8 Other Roll Bar Designs

The Technical and Safety Inspector may accept roll bars of alternate materials or design upon presentation of data verifying strength equivalence.