ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM

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

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

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

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

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ASN CANADA FIA
NATIONAL SOLOSPORT REGULATIONS
AUTOSLALOM

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1. ASN CANADA FIA NATIONAL SOLOSPORT REGULATIONS-AUTOSLALOM

Effective January 01, 2011. ASN Canada FIA (ASN) reserves the right at any time and from time to time to alter these regulations. Such alterations or additions will be published in the form of revised regulations or bulletins. Changes to these regulations will become effective on the date issued unless amended or revoked by ASN. Questions concerning rule clarification should be directed to the ASN SoloSport Committee.

These regulations were established by the ASN and are intended to assist in the orderly conduct of SoloSport events and to further participant and spectator safety.

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

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

Determinations by ASN officials are non-litigable;

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

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

Items differing from previous editions are indicated by the “change bar” to the left of the revised text.

2. TERMINOLOGY The following definitions are adopted for use in ASN SoloSport Regulations, Appendices and Supplementary Regulations.

ASN:	ASN Canada FIA, the National Sporting Authority recognized by the FIA as sole holder of the sporting power in Canada.
Automobile:	A land vehicle with a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches) propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; The steering must be ensured by at least two wheels and the propulsion by at least two of the wheels.
ASN National SoloSport Committee:	A group of nationally appointed individuals responsible for the administration of SoloSport events and enacting the policies adopted by ASN.
CAC:	ASN Canada FIA Canadian AutoSlalom Championship.
Category:	Category is a grouping of vehicles based upon their degree of preparation as outlined in this rulebook. Categories shall be named Stock, Street Touring, Street Prepared, Street Modified, Prepared, and Modified.
Class:	A Class is a grouping of vehicles within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to the Vehicle Classification Schedule in this rulebook.
Club:	Any body recognized by ASN as a club. Clubs must be registered as societies in their provincial jurisdiction.
Competition:	A contest, governed by the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
Competitor:	A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
Control Line:	A line, at the crossing of which a vehicle is timed: i) start line is the first control line, with or without timing; ii) finish line is the final control line, with or without timing.
Course:	The route to be followed by competitors in a competition.
Driver:	A person nominated as the driver of an automobile in any competition.
Entrant:	A person or organization whose entry is accepted for any competition.

Event:	(a) A non competition event is when an automobile takes part in a scheduled program and which has no competitive nature in that neither times are given or results produced. (b) A competition event is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results (also see GCR 2.14).
FIA:	Fédération internationale de l'automobile, the international federation of National Automobile Clubs.
GCRs:	ASN Canada FIA SoloSport National General Competition Rules.
License:	A certificate of registration issued to any person or body (drivers, entrants, manufacturers, teams, officials, organizers, etc.) wishing to participate or taking part in competitions (also see GCR 2.16).
National Event:	A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by ASN and conducted under an organizing permit issued by ASN.
Organizer(s):	A person(s), approved by ASN or ASN territory, invested by the club of record with all necessary powers for the organization of an event and the enforcement of supplementary regulations.
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.
SoloSport Event:	A SoloSport event is conducted on closed courses in which each competitor completes the course one vehicle at a time. Jurisdiction over SoloSport Events (SoloSprint, AutoSlalom, Time Attack, Lapping and Drifting) is regulated by category specific regulations (also see GCR 2.23).
Supplementary Regulations:	Compulsory official document issued by the promoters of a sporting competition with the object of laying down the details of a competition.
Territory:	A Canadian province or group of provinces under the authority of ASN Canada FIA. Currently, the Territories are: CACC (British Columbia), WCMA (Alberta, Saskatchewan, Manitoba), CASC-OR (Ontario), FSAQ (Quebec) and ARMS (New Brunswick, Newfoundland, Prince Edward Island and Nova Scotia). The Territories' coordinates can be found in Appendix G

3. AUTOSLALOM EVENT REGULATIONS

3.1. GENERAL REGULATIONS

The regulations contained in this section shall apply to AutoSlalom events.

3.1.1. AutoSlalom Event

AutoSlalom: An event generally held on a paved, flat surface where the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize vehicle handling skill and maneuverability rather than vehicle performance. The course is appropriately defined so that a test of memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run. Competitors may be required to possess a valid ASN competition licence. For the purposes of this rulebook, the terms AutoSlalom, Autocross, Dual Solo shall mean the same.

Autocross: An AutoSlalom event generally held on graveled, dirt or ice/snow covered, closed courses.

3.1.2. Insurance

ASN requires that all sanctioned events have an event insurance certificate issued through the ASN insurance program. Details on policy coverages and application/report forms are available on the ASN web site (www.asncanada.com). (Also see GCR 4.20)

3.1.3. Waivers

It is a condition of the ASN insurance policy that waivers in the form specified by the insurance company be signed by all persons who participate in an event as an official, instructor, worker, student, competitor, crew member or who are permitted to enter areas normally closed to the public or spectators.

3.1.4. Disclosure

The organizer of an event should ensure that the event insurance certificate is posted at the event.

3.1.5. Incident Reports

All incidents where damage/injury may have occurred must be reported by forwarding a completed incident report form to the ASN within (48) forty-eight hours of the conclusion of the event. The incident report form should be completed for all accidents whether or not a claim is anticipated.

3.2. EVENT PROCEDURES

3.2.1. a) Application for permit for AutoSlalom events

Applications for hosting an AutoSlalom event should follow the procedures set out in the applicable territory's procedures and policies.

b) Application to Host the ASN Canada FIA Canadian AutoSlalom Championship

The ASN Canada FIA National SoloSport Committee (NSC) has instituted a policy whereby the ASN Canada FIA Canadian AutoSlalom Championship will alternate between eastern and western Canada yearly. The NSC conducts a bidding process for hosting the event in the early fall. An ASN affiliated club or a promoter wishing to enter a bid to host the following year's event may do so by making application.

3.2.2. Event Supplementary Regulations

a) For non CAC AutoSlalom events, territory regulations shall govern the timelines.

b) For CAC events, a draft set of Supplementary Regulations shall be sent to all members of the NSC for approval not later than 90 days prior to the event.

Upon approval by the Committee, the supplementary regulations shall be made available on the event web site not later than 60 days prior to the event. Copies of the approved supplementary regulations shall be sent to ASN, all territories and all members of the NSC

3.2.3. Event Documentation

All of the following are required to be posted on the event notice board:

- Event permit:
- Insurance certificate
- Letter showing site authorization
- Supplementary Regulations

3.2.4. Adverse Weather Conditions

The event shall proceed without consideration of weather conditions unless such conditions make it unsafe to conduct the event and warrant special consideration by the Organizer and/or the Event Steward(s).

3.2.5. Order of Running

The vehicles should run by class. The order must not be changed once announced.

3.2.6. Impound

Impound shall be applicable to all competitors. After each run group's final run of the event, all competitor vehicles shall go directly to impound where they will be held for

inspection. No work is to be performed on a vehicle between the last run and impound. All vehicles shall have hoods and trunks fully opened. Where applicable, each vehicle shall prominently display the vehicle's Preparation Point Schedule (PPS). Drivers may visually inspect each other's vehicles. The time limit for inquiries concerning eligibility of other entrants, drivers or their vehicles arising from Impound inspections is 30 minutes (GCR 9.5.i). During impound, the following minimum procedures will be administered by the Chief Scrutineer, or his representative(s), on all potential award-winning vehicles (as per unofficial results).

Stock, Super Stock, Street Prepared and Touring- Inspect for confirmation with PPS. Any tires not previously inspected may be subject to inspection here, if applicable.

Modified - Validate minimum weights (where possible) and confirmation with PPS. During weighing, if there is any question as to legality, the vehicle must be weighed in both directions.

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

A competitor risks disqualification if he does not follow impound procedures or if his vehicle fails to meet inspection requirements at impound.

3.3. COURSE DESIGN AND EVENT SAFETY

3.3.1. Minimum Standards & Guidelines

The following standards of course design are provided to give organizers direction in designing a course and to ensure that safety precautions are in place.

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

Caution and proper attention should be given to the location of property which might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, paddock and grid locations and the like should all be carefully considered.

Surfaces must be paved and in good condition. Gravel or any type of non-stabilized, soft surface must not be used for an AutoSlalom event, with the exception of Autocross events. Attainable speeds on the course should be taken into consideration. Courses with dips that get a vehicle airborne are to be avoided.

Pylons should be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes or gates may be used to increase safety margins at certain points in the course.

Events that require the competitor to leave the vehicle during a timed run or require the competitor to start the event from outside the vehicle are not permitted.

The running of more than one vehicle at a time is permitted, providing the vehicles are separated on the course by adequate time and distance to eliminate the possibility of a passing situation or of two or more vehicles racing with each other.

(It is highly recommended that course designers refer to the following document on designing an AutoSlalom course: Solo2 Course Design by Roger Johnson: http://home.houston.rr.com/rogerthereal/)

3.3.2. Course Outline

The direction of travel through the course should be clearly defined.

3.3.3. Surface Hazards

Care should be taken to avoid potholes, loose gravel, grates, curbs, oily spots or other such features.

3.3.4. Buildings and Structures

At no time within thirty (30) meters should a course run toward any buildings or spectator areas.

3.3.5. Immovable Objects

The course should not pass closer than eight (8) meters from any permanent object such as a lamp post, planter, curb, or tree nor should such an object be on an exit pathway of a course curve or turn.

3.3.6. Off-Camber Turns

Negative camber turns should be avoided if at all possible.

3.3.7. Minimum Dimensions

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

3.3.8. Course Markers

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

3.3.9. Spectator Safety

Spectators should be kept well back from the course, particularly at the outside of turns and at the start/finish area. Unless protected by substantial barriers, spectator areas are to be roped off. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course.

3.3.10. Passenger

Passengers are NOT allowed during official runs of an event.

3.3.11. Placement of Timers

Care should be taken in the course design with the location of the finish area as well as the design of the final course elements to control the speed over the timing line. The timing equipment and marshals should be placed well clear of the course.

3.3.12. Worker Stations

Adequate marshaling should be provided to staff each worker station to ensure adequate and consistent policing of course infractions. Marshaling stations should be placed so that they are visible from the main timing and scoring area, in appropriate sections of the course which allow workers an unobstructed view of the pylons in their section as well as allowing for fast and easy access to replace pylons. Each worker station should contain a fire extinguisher, a red flag, a means to log pylon penalties and other infractions and a radio in order to be in radio contact with the Clerk of the Course and scoring.

Marshals should also be instructed on their duties and advised that they remain standing while the course is active. Marshals should refrain from using cameras or personal communication devices while on the course.

3.3.13. Noise Limit

The ASN AutoSlalom noise limit is 96db unless there is an alternate noise limit for that facility/track listed in these regulations, Appendix E or if the territory has a different noise limit. National event organizers may apply to ASN for an alternate noise limit depending on event location, but such application must be approved by ASN prior to event Supplementary Regulations being published.

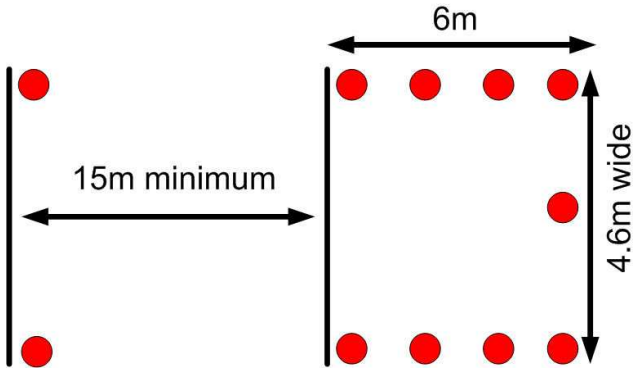
3.3.14. Finish Area/Stop Box Requirement

All course finishes shall be constructed either in the form of a stop box such that the competitor must come to a full stop before leaving the stop box or with sufficient distance that the competitor can slow to a walking speed within a controlled area before leaving the finish area via the direction indicated by the pylons. In all cases, a sufficient distance past the timing line must be available to safely slow or halt any vehicle from the highest possible speed attainable at the timing line without locking brakes. (A stop box should be constructed so that at least one marker must be removed to allow a vehicle to exit in a forward direction.) The finish area must also be pointed away from all spectator, parking, and staging areas.

3.3.15. Stop Box Specifications for Complete Stop

The end of the course must be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m.

Stop Box Specifications for Complete Stop

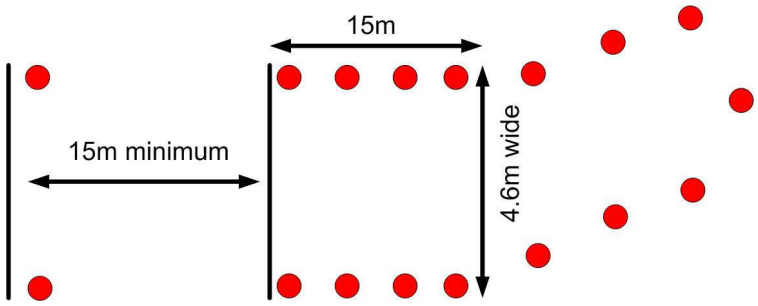


The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons.

3.3.16. Stop Box Specifications for Slow Rolling Design

The end of the course must be made into a finish box consisting of at least eleven (11 cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters while the stop box must be a minimum of 6m by 4.6 m with pylons narrowing the box and indicating direction to leave the course.

Stop Box Specifications for Slow Rolling



3.3.17. Course Maps

At or prior to the event, the organizers should provide each competitor with a map of the course(s) to be used. The organizer should post an enlarged course map for easy viewing at the event.

3.3.18. Vehicle Restrictions

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

3.3.19. Maximum Speed Considerations

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

3.4. TIMING AND SCORING

3.4.1. Vehicle Limits

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

3.4.2. Competitor Limits

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

3.4.3. Official Number of Runs

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

3.4.4. Run Limits

No driver may drive the course more than the official number of runs allowed for any other entry (except for re-runs as below)..

3.4.5. Re-runs

Re-runs shall be granted only for timer failure (as described in 3.4 13), persons on course, or hazardous objects on course. The affected competitor shall be shown a red flag on course and shall stop and await the course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs. Some competitor actions may be considered sufficient cause for disqualification by the steward(s). Any pylon penalties from the aborted run shall not carry over to the re-run. Any competitor executing a DNF prior to being 'red-flagged' is not eligible for a re-run.

3.4.6. Consecutive Runs

No driver shall make two runs back to back. There shall be a minimum five-minute space between runs made by the same vehicle either by a second driver or by the same driver, including re-runs.

3.4.7. Run Group Results

After each run group completes a run, the organizer should post the scores including the driver's name, vehicle number and class prior to the next run of the run group.

3.4.8. Scoring Format

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

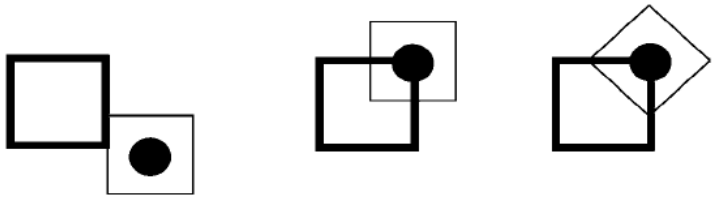
3.4.9. Down-and-Out Rule

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

Penalty Assessed:



No Penalty Assessed:



3.4.10. Pylon Down on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed directly and slowly off course and will then be granted a re-run. However, if the competitor completes the run, the time will stand. (The displacement of a pylon must be caused by a previous competitor or by a course marshal error.)

3.4.11. Timer Specifications

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

3.4.12. Timer Failure

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

3.4.13. Back-up Timing System

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

3.4.14. Basis for Scoring

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

3.4.15. Ties

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

3.4.16. Did Not Finish (DNF)

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

3.4.17. Airport Loop

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

3.4.18. Complete Stop Requirement

Failure to come to a complete stop within the finish box shall be scored a DNF (within the finish box is defined as no part of the vehicle is beyond a line marking the perimeter). The down and out pylon 2-second penalty rule will apply to each of the stop box pylons.

3.4.19. Slow Rolling Requirement

Failure to reduce speed to 15 kph before passing the final directional indicating pylons or hitting one of the directional indicating pylons after the stop box shall be scored a DNF. The down and out pylon 2 second penalty rule will apply to each of the stop box pylons (finish marshal is judge of fact).

3.4.20. Proper Exit from the Course

If a competitor fails to exit directly from the course area after completion of the run via the stop box, his run shall be recorded as a DNF.

3.4.21. Completion of Run

If a competitor fails to complete the entire course, his run shall be recorded as DNF.

3.4.22. Scoring a DNF

A competitor recording a DNF for every timed run will not be scored, but will be used in determining class size.

3.4.23. Did Not Start (DNS)

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

3.4.24. Points Calculation

In 2 day events, the best times from both days shall be added.

3.4.25. Ranking

The Competitor having the lowest time in his vehicle classification shall be designated as a class winner and, in the CAC, National Class Champion.

3.4.26. Ladies Classes

For each vehicle class, there will be a Ladies Class, identified by the letter "L" at the end of the class name. Ladies may choose to compete in the regular class or the Ladies Class, but not both at the same time.

3.4.27. Bumping

Voluntary Class or Category Bumping**:**
Is allowed in order to facilitate the combining of classes and or to allow competitors to have a full class to compete in. The following is the recommended progression to follow when taking advantage of the voluntary class or category bumping rule for Regional and Club events.

Voluntary Class or Category bumping is not applicable to the National AutoSlalom Championship event.

Competitors will be permitted to voluntarily bump to the next higher class if in a non-full class. The following bumping order shall be followed:

See Section 6. SCCA APPENDIX B for Bumping Order

Ladies Classes:

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies' Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies' Class. If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to ESL, then to ES, then to DSL, etc.

Competitors will be permitted to voluntarily bump to the next higher category if in a non-full class, as long as they are in their correct class in that category. For example: Chevrolet Camaro V8- moves from F/Stock to E/Street Prepared to E/Prepared to D/Modified

Bumping will only continue until the competitor has reached a full class (3 competitors). This applies for bumping class or category

Example:

Bumping Class - you cannot bump from GS to CS if ES is or will become a full class as you bump through

Bumping Category - you cannot bump from CS to CM if CSP is or will become a full class as you bump through

3.4.28. Overall National Champion

The CAC Overall Champion shall be determined by indexing each competitor's lowest time, using the SCCA Performance Adjustment Factors found in Appendix B. The competitor with the lowest time after indexing will be declared the Overall Champion.

3.5. NATIONAL EVENT RESULTS GUIDELINES

3.5.1. Results Format

All results for National events shall meet the following requirements:

- Results should be structured in category (Stock, Street Touring, Street Prepared, Street Modified, Prepared, and Modified), with Classes listed alphabetically in each Category;
- Class winners shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons, and the corrected time (e.g. – competitor A: 65.25 sec + 2 pylons = 69.25 sec);
- Ladies Classes will be listed separately from each regular class;

- A separate heading shall be used to list the top 10 competitors overall with PAX times;
- A separate listing of all competitors with indexed times showing the Overall National Champion rankings.
- An indication of the total number of competitors at the event.

3.5.2. Final Results -Presentation Format

All final results for National events shall meet the following requirements and shall be sent to ASN Canada FIA office, all territories, stewards, members of the ASN National SoloSport Committee, sponsors, etc.:

- Details concerning the event (name, organizing club, date of event, permit number
- Acknowledgement of sponsors, stewards, organizing committee, etc.
- Results as per 2.5.1

3.5.3. ASN Canada FIA Canadian AutoSlalom Championship Awards

The organizer shall provide appropriate event trophies according to the following basis unless otherwise provided by supplementary regulations:

- 1 trophy for 1 to 3 competitors in a class;
- 2 trophies for 4 to 6 competitors;
- 3 trophies for 7 to 9 competitors;
- 1 additional trophy for every four additional competitors.

3.5.4. Grievance Procedures and Sportsmanship

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

4. COMPETITOR ELIGIBILITY

4.1. Eligibility to Compete

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

- Hold a current provincial or state Driver's License and,

- Hold a membership or license from ASN or ASN Territory that grants eligibility for AutoSlalom events and,
- Have a current membership card of an ASN affiliated club.

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

4.2. Underage Drivers

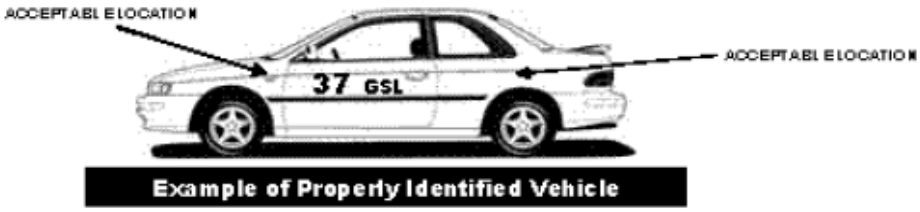
Competitors under the age of majority for the province in which the event is taking place must present both a completed Parental Consent Waiver and a Minor Participant Waiver. These waivers are available on the ASN Canada FIA web site (www.asncanada.com).

4.3. US Competitors

American residents holding an SCCA issued membership that grants eligibility for AutoSlalom events will have their memberships recognized for registration in Canadian AutoSlalom events. Additional entry requirements may be imposed, but these additional requirements must be outlined in the event's Supplementary Regulations.

4.4. Numbers

Each competitor entering an AutoSlalom event must supply his own number. Each digit making up the number must be a minimum 15 cm high and 2.5 cm wide throughout and meet the approval of the organizers. The organizer should also have number digits for competitors who either do not have numbers or whose numbers do not comply with these regulations. One set of numbers must be clearly displayed on each side of the vehicle (the front doors are the preferred locations) and not more than one set of numbers may be visible at any time during a Competitor's timed run. Each competitor in a given vehicle class must have a unique number. Numbers may be repeated for other vehicle classes.



Example of Properly Identified Vehicle



Example of Improperly Identified Vehicle

4.5. Helmets

4.5.1 Helmets meeting the following FIA standards are approved for use in AutoSlalom.

FIA 8860-2004

Snell 2010 SA, 2010SAH, or 2010 M

Snell 2005 SA, or 2005 M

Snell 2000 SA, or 2000 M (both expire Dec 31, 2014)

SFI Foundation 31.1A, 31.2A or 31.1/2005

British Standards Institution BS 6658-85 type A/FR (expires Dec 31, 2013)

Snell 2000 M, 2005 M, or 2010 M rated helmets are not acceptable for vehicles described in section 2.4.1

4.5.2 Snell 2010 M, 2005 M, or 2000 M rated helmets are not acceptable for vehicles equipped with a roll cage, racing slicks or where the vehicle is classified as Modified. These drivers require a helmet which meets one of the FIA, Snell SA, SFI or BSI standards listed above.

4.5.3 Helmets may be either open faced or closed face. They must be in good condition both inside and outside and never subjected to a crash or other severe impact.

4.6. Footwear

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

5. BASIC VEHICLE PREPARATION

5.1. Basic Vehicle Eligibility

To qualify as eligible to compete in a SoloSport event, each vehicle must comply with the following minimum requirements:

Have a minimum wheelbase (measured between front and rear wheel centres) of 152 cm (60 inches), a minimum front and rear track of 107 cm (42 in.), and a minimum wheel diameter of 25.4 cm (10 in.)

Be propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two wheels and the propulsion by at least two of the wheels;

Have a braking system that works on all four wheels simultaneously;

Have a structure and bodywork that surrounds and protects the driver at least to his waist level when seated in his normal driving position;

5.2. Unsuitable Vehicles

Vehicles having high centers of gravity and/or relatively narrow track may be excluded from competition. Such vehicles may include sport-utility classed light trucks, off-road

vehicles, vans, or any vehicle deemed incapable of safely executing typical AutoSlalom maneuvers at speed.

5.3. Driver Restraints

5.3.1 All participants shall properly wear an OE or an FIA/SFI approved seat belt (restraint system) during the event. The participant has the responsibility to ensure the seat belts in the vehicle are in good condition and properly installed.

5.3.2 (Effective January 1, 2011) FIA homologated harness sets must not be used in competition after the expirations date on the label affixed to the harnesses. SFI licensed harness sets must have a date of manufacture label that is no older than two years.

5.3.3 An OE or DOT three point restraint system is acceptable for vehicles equipped without roll bars/cages , excluding 'Modified' vehicles. An OE or DOT approved three point restraint system is also acceptable for vehicles, excluding 'Modified' vehicles, equipped with a roll bar provided the head of the competitor cannot strike the roll bar during an incident. 'CG Lock' or other devices that lock the lap belt portion of the OE seat belt in place are also permitted.

5.3.4 A minimum of a four point restraint system is required for all vehicles equipped with a roll bar where the head of the competitor could strike the roll bar during an incident. Such restraint systems must meet one of the following standards: FIA Standard 8853/98, SFI 16.1 or 16.5.

5.3.5 A five or six point restraint system is required for all modified vehicles and vehicles equipped with a roll cage. Such restraint systems must meet one of the following standards: FIA Standard 8853/98, SFI 16.1 or 16.5.

5.4 Harness Installation

5.4.1 (Please note the 'Drawings' mentioned below are to be found on the FIA web site: www.fia.com, under Regulations, then International Sporting Code and Appendices, then Article 253 -2009, Safety Equipment, Article 6)

5.4.2 It is prohibited for the seat belts to be anchored to the seats or their supports.

5.4.3 A safety harness may be installed on the anchorage points of the series car.

5.4.4 The recommended geometrical locations of the anchorage points are shown in Drawing 253-61.

5.4.5 In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°. The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent.

5.4.6 If possible, the anchorage point originally mounted by the car manufacturer on the C-pillar should be used.

5.4.7 Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard.

5.4.8 In that case, the shoulder straps of 4-point safety harnesses may be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer.

5.4.9 For a 4-point harness, the shoulder straps must be installed crosswise symmetrically about the centre-line of the front seat. (see Drawing 253-61)

5.4.10 The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. Care must be taken that the straps cannot be damaged through chafing against sharp edges.

5.4.11 If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps.

5.4.12 The shoulder straps may also be fixed to the safety cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement welded between the backstays of the cage (see Drawing 253-66).

5.4.13 In this case, the use of a transversal reinforcement is subject to the following conditions:

- The transversal reinforcement shall be a tube measuring at least 38 mm x 2.5 mm or 40 mm x 2 mm, made from cold drawn seamless carbon steel, with a minimum tensile strength of 350 N/mm2.

- The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downward with an angle of between 10° and 45° to the horizontal from the rim of the backrest, an angle of 10° being recommended.

- The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see Drawing 253-67 for the dimensions).These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16UNF specification. Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps.

- In the case of one anchorage point for two straps (prohibited for shoulder straps), the load considered will be equal to the sum of the required loads.

- For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm2 and a thickness of at least 3 mm must be used.

- Principles of mounting to the chassis / monocoque:

  General mounting system: see Drawing 253-62.

  Shoulder strap mounting: see Drawing 253-63.

  Crotch strap mounting: see Drawing 253-64.

The restraint system installation is subject to approval of the scrutineer.

5.5 Use of Driver Restraints

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.

The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained.

The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.

They must also be replaced if metal parts or buckles are bent, deformed or rusted.

Any harness which does not function perfectly must be replaced.

5.6 On-Board Starters

All vehicles must be capable of self starting. Starters shall be operable from the normal driving position by the driver of the vehicle, without requiring outside assistance under normal operation.

5.7 Fluid Containment

All vehicles must be equipped with containment devices for all fluids. Where OEM systems have been removed, approved minimum one litre catch tanks for all fluids must be used.

5.8 Noise Limit

Adequate muffling devices must be installed on all vehicles with a sound level to a maximum of 96 decibels unless there is a higher alternate noise limit for that facility/track listed in the Appendix E. In such cases, the maximum limit shall not exceed 103 decibels for vehicles in the Modified category but will remain 96 decibels for Stock, Super Stock and Street prepared vehicles. Organizers may apply to ASN for alternate noise limits if the facility/track requires or permits. Such limits must be sent out to all competitors in the Supplementary Regulations 60 days in advance of the event and must be posted at the site on the day of the event. Please note that some facilities require a lower decibel reading and, in order to compete there, vehicles will have to abide by those lower decibel limits. Event organizers should include notice of a lower limit in the event’s supplementary regulations.

5.9 Noise Measurement

Measuring shall be done from a distance of fifty feet from the vehicle wherever safe to do so. The final decision as to adequacy shall rest with the Steward. Any vehicle deemed to be excessively loud must not be permitted to compete without acceptable modification being made, regardless of the existing exhaust system. Please note that some facilities have their own measurement procedures and, in order to compete there, vehicles will have to abide by those measurement procedures. Event organizers should include a notice in the event’s supplementary regulations when such measurement procedures occur.

5.10 Technical Inspection

A technical inspection for all competing vehicles is to be held at the start of an event. The technical inspection consists of: a self declaration on the preparation standard of the competition vehicle, a check on compliance with mandated safety requirements and vehicle class eligibility..

5.11 Vehicle Preparation Checks

Each vehicle should be checked by the competitor prior to presentation for scrutineering and the completion of the self declaration form. During Scrutineering, scrutineers may verify compliance with any of the following:

5.11.1 Brakes

The brake pedal has a solid feel and does not sink to the floor. Brake fluid (and clutch where applicable) must be sufficient in the master cylinder reservoir and no leaks present when the system is pressurized. Brakes must operate on all four wheels.

5.11.2 Throttle

Throttle return is positive. Where the throttle is electronic, the vehicle must demonstrate throttle return.

5.11.3 Engine Compartment

Engine compartment is in good working order. Fluid containment must comply with 5.5. Belts and hoses are in serviceable condition. There are no excessive fluids (oil, water, brake) present or leaking.

5.11.4 Loose Items

There are no loose items in the interior of the vehicle. Driver's floor mat has been removed or relocated so that it cannot interfere with the operation of the pedals.

5.11.5 Road Wheels

The wheels are securely fastened with all studs/nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/bolt. Wheels may not have missing spokes or cracks in the cast/forged units. Hubcaps, wheel discs, and trim rings that are not bolted, or otherwise permanently attached, to the wheel are removed

Wheel bearings and suspension components are functional and in good operating condition suitable for SoloSport event conditions.

5.11.6 Steering and Suspension

Steering system does not display any evidence of excessive wear or free play when the steering wheel is turned.

5.11.7 Tire Condition

Each tire has measurable tread depth as described in this provision. Measurable tread depth must be obtained at two points on the tread, which are 180 degrees apart around the

tire's circumference, and within the center one-half of the tread surface that normally touches the ground, and;

The measurement points must be within tread grooves or measurement holes along a longitudinal or perimeter direction on the tire as typically found on road tires. On slick tires, the measurement points must be along a longitudinal or perimeter direction where measurement holes may be located. (Tread definition, see Section 6.1 7.)

Tires are not re-grooved or recapped.

The Competitor is required to compete on the inspected tires. Failure to do so shall result in refusal of entry or disqualification. Tires may not have cord visible at any time during competition, even if previously approved at scrutineering inspection.

5.11.8 Swing Axle Vehicles

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

5.11.9 Tonneau Covers

Tonneau covers are removed.

5.11.10 Batteries

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

5.11.11 Roll-over Protection

Roll-over protection is highly recommended for all open vehicles and is required for all A&B modified vehicles. Roll-over protection is required for C&D modified vehicles having 16 preparation points or more. All roll-over protection devices shall be constructed to the requirements outlined in Appendix C or D of these regulations or to the requirements of Article 253 of Appendix J of the FIA.

5.11.12 Closed Vehicle Roll-over Considerations

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

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

5.11.13 Window Requirements

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

5.11.14 On-board Cameras

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

- The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and;
- The camera and camera mount do not pose a safety concern to the competitor, and;
- Secondary measures to secure the camera shall consist of a strap or similar tie-down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it prevent the camera from being dislodged in the event that the primary mount fails;
- All remote apparatus such as battery packs, remote recording and/or transmitting devices shall be secured in a similar fashion as i) and ii) where possible. That is, these units shall not be movable during inspection.
- All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized;
- Final approval of camera mounts rests with the chief scrutineer.

5.11.15 Vehicle Modifications

Modifications to the vehicle shall be properly installed or fabricated as per the respective part manufacturer's instructions. Any modification shall be securely fastened so as to allow the proper function of both the modification and the vehicle itself-with no interference or potential interference with moving parts.

6. VEHICLE PREPARATION REGULATIONS: ASN Canada FIA is using SCCA Autoslalom Car Preparation and Classification rules effective January 1, 2011. (used with permission) See 2011 SCCA Solo Rules Section 12 for Vehicle Preparation and Classification Rules: 2011 SCCA Solo Rules.pdf)

7. VEHICLE CLASSIFICATION LIST: ASN Canada FIA is using SCCA Autoslalom Car Classes effective January 1, 2011. (used with permission) See 2011 SCCA APPENDIX A for Vehicle Classes, and APPENDIX B for Bumping Order

(List of Cars for 2011. See: 2011_SCCA_Classes.pdf)

7.1 GENERAL CONSIDERATIONS

7.1.1 It is the responsibility of the competitor to correctly classify his vehicle. A competitor needing assistance in classifying his vehicle should ask the event organizer for help. A

competitor incorrectly classifying his vehicle may be excluded by the steward(s).

7.1.2 Unclassified vehicles (those not listed in Appendix **A**) may be tentatively classified by the event organizer. The NSC may reclassify tentatively classified vehicles.

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

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

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

An existing classified vehicle became available in a configuration, which may appreciably alter its performance potential;

A new model vehicle became available which is not listed in Appendix A;

7.1.4 The NSC shall endeavor to process requests within thirty (30) days of receipt. All classification and amendments shall be published as ASN bulletins.

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

7.1.6 The NSC may classify or reclassify vehicles during the year.

7.1.7 The NSC may correct improperly classified vehicles, subject to the grievance procedures contained in ASN Canada FIA SoloSport GCRs.