



**CANADIAN AUTOMOBILE SPORT CLUBS  
ONTARIO REGION**

**2010**

**Race Regulations**



---

# Race Regulations

© 2009-2010 All material in this document is strictly the copyright of CASC Ontario Region, and may not be reproduced without prior written permission.

These regulations are intended to assist in the conduct of Competitions and to further general safety. They are a guide and in no way 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 or compliance with these regulations. By participation in these competitions all participants are deemed to have complied with these regulations.

***Bold italicized text indicates significant changes or amendments.***

CANADIAN AUTOMOBILE SPORT CLUBS  
ONTARIO REGION  
**1100 Barmac Drive**  
**Toronto, ON M9L 2X3**  
CANADA

office@casc.on.ca

Tel: (416) 667 9500

Fax: (416) 667 9555

Toll-Free In Canada: (877) 667-9505

<http://www.casc.on.ca>

ANY AMENDMENTS WILL BE PUBLISHED AFTER THIS DATE IN THE OFFICIAL CASC ONTARIO REGION BULLETIN

Race Regulations.....	1
Race Regulations 2010.....	9
1.0 Regulations.....	9
1.1 Application of These Regulations .....	9
1.2 Alteration of these Race Regulations .....	9
2.0 Events.....	9
2.1 Organization of Events .....	9
2.2 Classification of Events.....	11
2.3 Gridding and Starting.....	11
2.4 Pace Car.....	15
3.0 Entrants and Drivers.....	15
3.1 CASC-OR Race Licences.....	15
3.2 Presentation of Licence .....	15
3.3 Assumed Names .....	15
3.4 Medical Responsibility of Drivers.....	16
4.0 Officials.....	16
4.1 Chief Officials.....	16
4.2 Required Officials .....	16
4.3 Duties of the Clerk of the Course (the Clerk).....	17
4.4 Duties of the Secretary of the Meeting .....	18
4.5 Duties of the Chief Timekeeper .....	18
4.6 Duties of the Chief Scrutineer.....	19
4.7 Duties of the Chief Pit Lane Official.....	19
4.8 Duties of the Chief Starter .....	20
4.9 Duties of the Chief Medical Officer .....	20
4.10 Duties of the Judges of Fact.....	21
4.11 Duties of Observers.....	21
4.12 Duties of the Chief Grid Marshal .....	21
4.13 Duties of the Chief Registrar .....	22
4.14 Duties of the Chief Course Marshal .....	22
Appendix 'A': Use of a Pace Car.....	23
1.0 General Requirements.....	23
2.0 Visibility of the Pace Car.....	23
3.0 GUIDELINES for Pace Car Starts .....	23
4.0 Dispatch of the Pace Car.....	23
5.0 Restart Procedure.....	23
6.0 Scoring of Paced Laps.....	24
Appendix 'B': Driver Schools.....	25
1.0 General Provisions for Driver Schools.....	25
1.1 Organization of Driver Schools .....	25
1.2 Student Requirements .....	25
2.0 Course Organization.....	25
2.1 Instructors .....	25
2.2 Permit Requirements.....	25
2.3 Classroom Instruction.....	25
2.4 Practical Instruction .....	25
2.5 Competition Licence Application for Graduates.....	25
3.0 Medical, Fire and Safety Services, Flagging, COMMUNICATION AND SAFETY MARSHALLING.....	26
4.0 Professionally Organized Driver Schools .....	26
4.1 Approval of Professionally Organized Schools.....	26
4.2 Availability of Professional School Information .....	26
4.3 Application for School Approval.....	26
Appendix 'C': Fees and Minimum Penalties .....	27
1.0 Fees .....	27
1.1 Protest Fee .....	27
1.2 Appeal Fee .....	27
1.3 Sanction and Permit Fees .....	27
2.0 Minimum Penalties .....	27
2.1 Passing under Yellow Flag Conditions .....	27
2.2 Illegal Safety Equipment (Clothing) .....	27
2.3 Underweight Cars .....	28
2.4 Violation of the Pit Out Blend Line.....	28
2.5 Failure to make Mandatory Pit Stops.....	28
2.6 Violation of the Pit Lane Speed Limit.....	28
2.7 Failure to Obey a Black Flag .....	28
2.8 Refusing to Disassemble .....	28
Appendix 'D': Glossary.....	29
Appendix 'E': Hill Climbs .....	31
1.0 Definition.....	31
2.0 Hillclimb Course Standards and Licencing .....	31
2.1 Annual Course Licences.....	31
2.2 Inspection of Courses .....	31

RACE REGULATIONS 2010

2.3	Issuance and Display of Course Licences.....	31
3.0	Competitor Regulations for Hillclimbing.....	31
3.1	Licencing.....	31
3.2	Safety Equipment: All Cars.....	31
3.3	Safety Equipment: Open Cars.....	31
4.0	Vehicle Requirements for Hillclimbs.....	31
4.1	Driver Restraints.....	31
4.2	Roll Cages.....	32
5.0	Additional Standards for Hillclimbs.....	32
6.0	Medical, Fire, Rescue – Flagging, Communication and SAFETY MARSHALLING FOR HILLCLIMBS.....	32
Appendix 'F':	Protests.....	33
1.0	Vehicle Protests.....	33
2.0	Protests against Race Officials.....	33
3.0	Procedural Protests.....	33
4.0	Protest of Results.....	33
5.0	Time Limits.....	33
6.0	Publication of Results.....	33
Appendix 'G':	Licences.....	34
1.0	Race Driver Licences.....	34
1.1	Presentation of Licences.....	34
1.2	Residency Requirements.....	34
1.3	<b>ACCUS Race Licences</b> .....	34
1.4	Race Licences from Other Sanctioning Bodies.....	34
1.5	Parental Permission.....	34
1.6	Minimum Age Requirements.....	34
1.7	Withdrawal or Suspension of Licences.....	34
1.8	Unlicensed Entry in Competition.....	34
1.9	Expiry of Competition Licences.....	34
1.10	Competition Record Cards.....	34
1.11	Eligibility by Evaluation.....	34
2.0	Race Licence Medical Certificates.....	35
2.1	Medical Requirements for Competition.....	35
2.2	Medical Examination.....	35
2.3	Accepted Documentation.....	35
2.4	Validity of Medical Certificates.....	35
3.0	Race Licence Grades.....	36
3.1	Grade C: Basic Race Licence.....	36
3.2	Grade B: Novice Race Licence.....	36
3.3	Grade A: Race/Vintage Regional Licence.....	36
3.4	Race Licence Requirements and Progression.....	36
4.0	Race Licence Fees.....	36
5.0	Race Officials' Licences.....	36
5.1	Officials' Licence Grades.....	36
5.2	Official Licence Requirements and Progression.....	36
5.3	Steward Licence Requirements and Progression.....	37
5.4	Requirements for Marshal Licences.....	37
Appendix 'H':	Medical, Fire and Rescue.....	38
1.0	Equipment, Vehicles and Personnel.....	38
2.0	Operating Rules.....	38
3.0	Medical, Fire and Rescue – Minimum Requirements.....	38
3.1	Minimum Equipment for Fire Vehicles, Rescue Vehicles, Track Ambulances and Corner Stations.....	39
4.0	Race Medical.....	40
Appendix 'I':	Rules of the Pits and Paddock.....	41
1.0	Pits.....	41
1.1	Provision of Pits.....	41
1.2	Children.....	41
1.3	Access.....	41
1.4	Race Start.....	41
1.5	Equipment.....	41
1.6	Smoking.....	41
1.7	Space Allotted.....	41
1.8	Cars Overshooting the Pit.....	41
1.9	Fire Extinguisher Requirements.....	41
1.10	Pets.....	41
1.11	Pit Lane Speed Limit.....	41
1.12	Photography.....	42
1.13	Blend Line.....	42
1.14	Auxiliary Power.....	42
1.15	Emergency/Service Vehicles in Pit Lane.....	42
1.16	Driver Crew at Pit Wall.....	42
1.17	Driver Crew During Pit-In.....	42
1.18	Driver Crew during Pit Stop.....	42
1.19	Jack Stands.....	42

RACE REGULATIONS 2010

2.0	Fuel Storage and Refuelling .....	42
3.0	STORAGE CYLINDERS FOR COMPRESSED GAS .....	42
4.0	Paddock .....	43
4.1	Facilities .....	43
4.2	Pets .....	43
4.3	Children .....	43
4.4	Excessive Noise .....	43
4.5	Racetrack Permission .....	43
4.6	Paddock Roads .....	43
4.7	Definition of Paddock Areas .....	43
4.8	Mosport Circuit exit .....	43
4.9	Fire Extinguishers .....	43
4.10	Motorized Vehicles .....	43
Appendix 'J': Flag and Light Signals, and Rules of the Road .....		45
1.0	General .....	45
2.0	Flag Signals: Minimum Size .....	45
3.0	Flags Used Exclusively on the Instructions of the CLERK OF THE COURSE .....	45
3.1	Starting Flag .....	45
3.2	Black and White Chequered Flag .....	45
3.3	Red Flag .....	45
3.4	Black Flag .....	45
3.5	Black and White Flag .....	45
3.6	Black Flag with Orange Disk .....	45
3.7	Use of the Starter's Stand as a Flag Station .....	46
4.0	Flags Used at Marshals' Posts .....	46
4.1	Yellow Flag .....	46
4.2	Yellow Flag with Red Stripes .....	47
4.3	Green Flag .....	47
4.4	White Flag .....	47
4.5	Blue Flag .....	47
5.0	Light Signals .....	47
5.1	Specifications .....	47
5.2	Meanings .....	47
5.3	Requirements for Night Racing .....	47
6.0	Rules of the Road .....	47
6.1	Entering the Pits .....	47
6.2	Signalling to Pass .....	47
6.3	Direction of Tow .....	48
6.4	Stopping on the Course .....	48
6.5	Movement under Power of the Vehicle Starter .....	48
6.6	Assistance .....	48
6.7	Driving Off Course .....	48
6.8	Overtaking .....	48
6.9	Repetition of Driving Errors .....	48
6.10	Riding Outside the Cockpit Area .....	48
Appendix 'K': Driver Safety Equipment .....		49
1.0	Use of Driver Safety Equipment .....	49
2.0	Clothing .....	49
2.1	Driver Suits and Underwear .....	49
2.2	<b>Gloves</b> .....	49
2.3	Socks .....	49
2.4	Shoes .....	49
2.5	Balaclavas and Helmet Skirts .....	49
2.6	Helmets .....	50
3.0	Approved Materials .....	51
4.0	Driver Suits and Underwear Systems .....	51
4.1	Approved Systems: .....	51
4.2	Additional Recommendations .....	51
4.3	Restricted Materials .....	51
5.0	Helmets .....	51
5.1	Accepted Equipment .....	51
5.2	Condition of Helmets .....	51
5.3	Repaired Helmets .....	51
5.4	Open Cars .....	51
6.0	Eye Protection .....	51
6.1	Recommendations .....	51
Appendix 'L': Technical Inspection .....		52
1.0	Car Logbooks .....	52
1.1	Recognized Logbooks .....	52
1.2	Valid Logbooks .....	52
1.3	Issuance of Logbooks .....	52
1.4	Identity Plate .....	52
2.0	Technical and Safety Inspection .....	52

RACE REGULATIONS 2010

2.1	Annual Inspection .....	52
2.2	Inspection at Events .....	52
2.3	Class Scrutineering.....	53
2.4	Random Scrutineering .....	53
3.0	Official Scales .....	53
3.1	Designation .....	53
3.2	Car Weight.....	53
4.0	Impound.....	53
4.1	Notice of Impound.....	53
4.2	Responsibility.....	53
4.3	Supervision .....	54
4.4	Findings .....	54
4.5	Postponement of Disassembly and Inspection .....	54
5.0	Protests and Teardown Bonds .....	54
5.1	Eligibility for Protest .....	54
5.2	Teardown .....	54
5.3	Completion of Teardown.....	54
5.4	Where Legality is Determined by Teardown .....	54
5.5	Where Illegality is Determined by Teardown .....	54
6.0	Measurements .....	55
6.1	Impound.....	55
6.2	Responsibilities.....	55
Appendix 'M':	Fuel and Fuel Cells/Tanks.....	56
1.0	Fuel.....	56
1.1	Permitted Fuels .....	56
1.2	Additives .....	56
2.0	Fuel Cells/Tanks .....	56
2.1	Definition.....	56
2.2	Class Requirements .....	56
2.3	Size, Number and Capacity .....	56
2.4	Location .....	56
2.5	Design Details and Material Specifications.....	57
Appendix 'N':	Driver Restraint Systems .....	58
1.0	General Provisions .....	58
2.0	Design.....	58
3.0	Materials .....	58
4.0	Installation.....	58
5.0	Function .....	58
6.0	Hardware .....	58
7.0	Validity .....	59
Appendix 'O':	Roll Cages .....	60
1.0	General .....	60
1.1	Application .....	60
1.2	Design.....	60
2.0	Basic Design Considerations.....	60
2.1	Purpose .....	60
2.2	Inside Dimensions .....	60
2.3	Operation .....	60
2.4	Head Restraint.....	60
2.5	Padding.....	60
2.6	Aerodynamic Restrictions .....	61
2.7	Engine Intrusion.....	61
3.0	Dimensions and Materials .....	61
3.1	Materials .....	61
3.2	Dimensions .....	61
3.3	Weight.....	61
3.4	Minus Tolerance .....	61
3.5	Inspection Hole .....	61
4.0	Fabrication .....	61
4.1	Bends.....	61
4.2	Main Hoops.....	61
4.3	Joints .....	62
4.4	Brazing.....	62
5.0	Formula and Sports Racing Cars .....	62
5.1	General.....	62
5.2	Main and Front Hoops .....	62
5.3	Bracing.....	62
6.0	All Closed-Wheel Cars.....	63
6.1	General .....	63
6.2	Main and Front Hoops .....	63
6.3	Bracing.....	63
6.4	Side Protection .....	63
6.5	Mounting Plates.....	64

RACE REGULATIONS 2010

6.6	Seat Back Mounting.....	64
7.0	Alternative Roll Cage Designs.....	64
7.1	Certification.....	64
7.2	Composites.....	64
8.0	Increasing Roll Cage Height.....	65
9.0	Roll Cage Diagrams.....	66
9.1	Formula Cars.....	66
9.2	GT, Open GT Cars, and Sports Racers.....	67
9.3	Removable Brace Details.....	68
Appendix 'P':	Regulations and Specifications.....	69
1.0	Scope of Regulations.....	69
2.0	CASC-OR Recognized Classes.....	69
3.0	General Provisions.....	69
4.0	Appearance.....	69
4.1	Presentation.....	69
5.0	Numbers, Markings and Advertising.....	70
5.1	Identification Numbers and Class Letters.....	70
5.2	CASC-OR Identification.....	71
5.3	Advertising.....	71
6.0	Safety.....	71
6.1	Roll Cage.....	71
6.2	Driver Restraints.....	71
6.3	Window Nets.....	71
6.4	Circuit Breaker.....	71
6.5	Scattershields.....	72
6.6	Chain-Drive Cars.....	72
6.7	Driveshaft Loops.....	72
6.8	On-Board Fire Systems.....	72
6.9	Fuel Containment.....	72
7.0	Formula Car Visibility.....	72
7.1	General Provisions.....	72
8.0	Weight.....	72
8.1	General Provisions.....	72
8.2	Ballast.....	72
9.0	Fuel.....	72
10.0	Bodywork.....	72
10.1	Positioning.....	72
10.2	Fenders.....	73
10.3	Mirrors.....	73
10.4	Detachable Panels.....	73
10.5	Hood.....	73
10.6	Tonneau and Boot Covers.....	73
10.7	Nose Covers.....	73
10.8	Sunroofs.....	73
10.9	T-Bar Roofs.....	73
10.10	Open GT Cars.....	73
10.11	Passenger Compartment.....	73
10.12	Bumpers.....	73
10.13	Fenders.....	73
10.14	Window Tinting.....	73
10.15	Window Materials.....	74
10.16	Windshield Materials for Open GT Cars.....	74
11.0	Tires.....	74
12.0	Lights.....	74
12.1	Brake Lights.....	74
12.2	Taillight.....	74
12.3	Formula Cars.....	74
13.0	Brakes.....	74
14.0	Throttle Springs.....	74
15.0	Exhaust.....	74
15.1	Catalytic Converters.....	74
15.2	Exhaust Pipe Exit.....	74
15.3	Exhaust System Termination.....	75
16.0	Starters.....	75
17.0	Batteries.....	75
18.0	Oil Accumulators/TANKS.....	75
19.0	Fuel Caps, Lines and Vents, Oil Lines, Water Lines.....	75
19.1	Leakage.....	75
19.2	Driver/Passenger Compartment Plumbing.....	75
19.3	Filler Cap.....	75
19.4	Flip-Top Caps.....	75
19.5	Fuel Tank Air Vents.....	75
19.6	Fuel Tank Vents in Open GT Cars.....	75

RACE REGULATIONS 2010

19.7	Location of Fittings .....	75
19.8	On Formula and Sports Racing Cars .....	75
19.9	Header Tanks .....	76
19.10	Water Lines .....	76
20.0	Catch Tanks and Breathers .....	76
21.0	Interior .....	76
21.1	Seat Mounting .....	76
21.2	Passenger Seatbacks .....	76
21.3	Steering Wheel Materials .....	76
21.4	Ancillary Motoring Equipment .....	76
21.5	Interior Trim .....	76
21.6	Interior Door Panels .....	76
22.0	Ventilation and Access .....	76
23.0	Firewall and Floor .....	76
24.0	Air Bags .....	77
25.0	Cruise Controls .....	77
26.0	Video Equipment .....	77
27.0	Radio Communication and Telemetry .....	77
27.1	Telemetric Signals .....	77
27.2	Allowable Communications .....	77
27.3	Radio Communications .....	77
27.4	Magnetically Mounted Antennas .....	77
27.5	OEM Antennas .....	77
28.0	Towing Eyes .....	77
28.1	Installation .....	77
28.2	Access .....	77
29.0	Sound Levels .....	77
30.0	Antifreeze .....	77
31.0	Timing Transponders .....	77
	Window Net Installation .....	78
	Appendix 'Q': Regulations and Specifications for Car Classes .....	79
	Appendix 'R': Flagging Communication and Safety Marshalling .....	80
1.0	Approval of Fixtures .....	80
2.0	Communication Systems .....	80
3.0	Marshal Accreditation .....	80
4.0	Marshal Duties .....	80
5.0	Procedures .....	80
6.0	Marshals' Training Course and Licencing .....	80
6.1	Training .....	80
6.2	Course Approval and Completion .....	80
6.3	Refresher Courses .....	80
7.0	Logbooks .....	80
8.0	Marshals' Licences .....	81
8.1	Marshal Licence Grades .....	81
8.2	Marshal Licence Requirements and Progression .....	81
9.0	<i>accredited marshalling club</i> .....	82
	appendix 'S': Driving Behaviour .....	83
1.0	General Provisions .....	83
2.0	Relevant Sections of the Race Regulations .....	83
3.0	Relevant Sections of the GCR .....	84
4.0	Definitions from the Race Stewards Guide .....	84
5.0	Stewards .....	84
	Appendix 'T': RACE ONTARIO SERIES RegulationS .....	85
1.0	General Provisions .....	85
2.0	Schedule .....	85
2.1	Scheduled Series .....	85
2.2	Publication of Event Schedules .....	85
2.3	Attendance AT Drivers' Meetings .....	85
3.0	Entries .....	85
3.1	Submission of Entries .....	85
3.2	Oversubscription of RACES .....	85
3.3	Issuance of Scrutineering Sheets .....	86
3.4	Issuance of Non-Collectible Payments .....	86
3.5	Date of Payment .....	86
3.6	Establishment of Entry Fees .....	86
3.7	Refund of Entry Fees .....	86
3.8	Refusal of Entry .....	86
3.9	Participant Waiver .....	86
3.10	Combination of Race Groups .....	86
4.0	Competitor Eligibility for Series Points and Awards .....	86
4.1	Competitor Eligibility .....	86
5.0	Car Eligibility and Scrutineering .....	87
5.1	Car Eligibility .....	87

RACE REGULATIONS 2010

5.2	Class Eligibility .....	87
5.3	Championship Identification.....	87
5.4	LOCATION OF SCRUTINEERING.....	87
5.5	Back-Up Cars .....	87
6.0	Competitor Information .....	87
7.0	Stopping of Practice or Qualifying Sessions.....	87
8.0	Service Vehicles .....	88
9.0	POINTS .....	88
9.1	Scoring.....	88
9.2	Class-Size Eligibility for Scoring .....	88
9.3	Scoring for Additional Races .....	88
9.4	Scoring for Classes with Two Cars Entered .....	88
9.5	Scoring for Classes with One Car Entered .....	89
9.6	Class Scoring - Minimum.....	89
9.7	Class Scoring - Maximum.....	89
9.8	Scoring Ties.....	89
9.9	F FORD Scoring .....	89
9.10	F1200 Scoring .....	89
10.0	GT CHALLENGE SERIES REGULATIONS.....	89
11.0	Annual Awards .....	91
11.1	Presentation of Trophies .....	91
11.2	Car Number '1' .....	91
11.3	Rookie Award .....	91
11.4	The "Knap" Trophy .....	91
11.5	AB Dick Trophy .....	91
12.0	Event Awards .....	91
12.1	Trophy Presentation .....	91
12.2	Class Requirements for Awarding of Event Trophies.....	92
12.3	Acceptance of Trophies.....	92
13.0	Championship Points .....	92
Appendix 'U': ENDURANCE RACE REGULATIONS .....		93
1.0	GENERAL.....	93
2.0	ENTRIES .....	93
3.0	DRIVERS' MEETING.....	93
4.0	PIT SET UP .....	93
5.0	FULL COURSE YELLOW.....	93
6.0	RED FLAG.....	93
7.0	ON-TRACK REPAIR.....	94
8.0	REFUELING .....	94
9.0	PIT RULES .....	95
10.0	PENALTIES.....	95

## RACE REGULATIONS 2010

### 1.0 REGULATIONS

#### 1.1 APPLICATION OF THESE REGULATIONS

These Race Regulations shall govern all race Events sanctioned by CASC-OR. The recognized classes and Appendix sections of this book are considered to be an integral part of this book.

#### 1.2 ALTERATION OF THESE RACE REGULATIONS

These Regulations were established by CASC-OR which reserves unto itself the right at any time to alter these Regulations, promulgate special rules in emergency and periodically to revise any appendices hereto. Such alterations or additions will be published in the form of revised manuals or bulletins.

### 2.0 EVENTS

#### 2.1 ORGANIZATION OF EVENTS

##### 2.1.1 APPLICATION FOR EVENT SANCTION

Every application for CASC-OR sanction shall be submitted in the official form, and shall be accompanied by the appropriate sanction fee, proof of insurance coverage, and a copy of the entry form, supplementary Regulations, and the schedule of Events. Applications shall be submitted for approval 4 weeks (28 days) before the Event and shall include:

- a) the name and address of the applicant;
- b) the organization or person on whose behalf the application is made, and the official position of the applicant;
- c) the nature and classification of the Event for which a sanction is requested;
- d) the date and place of the proposed Event.
- e) In the case of an Application for Sanction to conduct an Event at a course which is not already approved by CASC-OR, the application shall be submitted at least two months before the proposed Event and shall be accompanied by a full description of the course and facilities, including a scale map.
- f) The Sanction Fee Schedule is available from the CASC-OR office.

NOTE: A late fee of 50 percent of the sanction fee shall be charged on all applications postmarked after the 28-day deadline.

##### 2.1.2 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations shall contain the following information:

- a) the name, location, dates, nature and classification of the proposed Event;
- b) the permit number and type of sanction for the Event;
- c) an announcement conspicuously placed: "Held under the CASC-OR General Competition Rules";
- d) the name and address of the organizers;

## RACE REGULATIONS 2010

- e) the CASC-OR symbol in a conspicuous location;
- f) the names of the Officials;
- g) all other information necessary for the proper conduct of the Event with no repetition of any CASC-OR rules.

### 2.1.3 ENTRY FORMS

Entry forms shall contain the following:

- a) spaces for full names addresses and license numbers of Entrants and Drivers;
- b) space for full description of Cars to be entered;
- c) an announcement: "Held under the CASC-OR General Competition Rules";
- d) spaces for signatures of Entrants and Drivers for indemnity declarations, acknowledgement of authority of the GCR, declaration that Cars entered comply with the provision of the Regulations and persons to be notified in case of accident.

### 2.1.4 OFFICIAL EVENT PROGRAM

Any program offered to the public by the organizers shall contain the following information:

- a) the words "Official Program" in prominent lettering and the CASC-OR emblem on the front cover;
- b) a conspicuous announcement: "Held under the CASC-OR General Competition Rules";
- c) the name of the organizer;
- d) name, location and date of the Event;
- e) schedule of proposed Competitions;
- f) the CASC-OR website address.

### 2.1.5 NUMBER OF ENTRIES TO BE STARTED IN RACES

- a) The maximum number of Cars, which may be started simultaneously on any course, shall be 25 per mile, or proportion thereof.
- b) CASC-OR may authorize an increase in this number.

### 2.1.6 MINIMUM MEDICAL, FIRE AND RESCUE REQUIREMENTS

The following minimum requirements shall be in effect while a Competition is in progress:

- a) medical, fire and rescue services as specified in Appendix "H" hereto;
- b) fire equipment in the pits, false grid and impound area as specified in Appendix "I" hereto;
- c) a written plan to cope with major emergencies;
- d) Driver Schools ONLY: The minimum requirements for these events are specified in Appendix "B" hereto.

### 2.1.7 INSURANCE

ASN Canada FIA is the holder of a Master Policy for motorsport Competitions of which CASC-OR and its member clubs and organizers and promoters are named insured.

CASC-OR requires that Public Liability and Participant Accident Insurance cover all sanctioned Competitions. For all Competitions, minimum coverage shall be \$5,000,000.00 Spectator Liability, \$5,000,000.00 Participant Legal Liability, \$25,000.00 Accidental Death and Dismemberment, and \$100.00/wk. for 104 wk. Weekly Indemnity. Details of coverage required may be obtained from CASC-OR.

2.2 CLASSIFICATION OF EVENTS

Events sanctioned by CASC-OR shall be classified according to the persons eligible to take part, the categories of Cars eligible to participate and the awards offered.

2.2.1 CASC-OR EVENTS

CASC-OR may grant sanctions to organize various classes of Events to be conducted in accordance with these Regulations:

- a) races;
- b) driver schools.

2.2.2 CLASS GROUPING OF CARS

- a) Open and closed wheel Cars may not compete together, except that Sports Racing Cars may be combined with either Formula or GT classes depending on the weight and construction of the Sports Racing Car.

2.3 GRIDDING AND STARTING

2.3.1 GRIDDING

- a) Gridding shall be by qualifying times, or by the results of the previous heat Race. All qualifying laps shall be timed. Cars not timed in qualifying shall be placed at the back of the grid, in the order approved by the Clerk of the Course. The fastest Car shall be on the pole position with subsequent slower Cars behind. It shall be the Car/Driver combination, which qualifies for a starting position. In case of a tie in qualifying times, the second fastest lap, then the third fastest, etc., will be used to break the tie.

Other methods of determining grid position may be approved by CASC-OR and shall be included in the Series or Supplementary Regulations.

- b) The pole position shall be as follows:
  - i) when the first turn after the start is to the right, the pole position shall be to the right;
  - ii) when the first turn after the start is to the left, the pole position shall be to the left.
- c) The pole position winner shall have the choice of the inside or outside pole position. This request shall be made to the Grid Marshal at least 5 minutes prior to Cars leaving the mock grid. Only the front row of the grid shall be affected by this choice, with all subsequent positions from 3rd back remaining unchanged.
- d) A sign shall be shown on the mock grid, indicating a minimum of three, two and one minutes prior to Cars leaving from the mock grid. If this count down is aborted, the count down shall be repeated.
- e) Cars arriving at the mock grid after the display of the three-minute board shall be gridded at the back of the grid or shall be held in the pits at the Start/Finish line until the field has passed the Start/Finish line. When ordered by the grid marshal, Cars shall leave the mock grid and enter the Racetrack.
- f) Cars unable to start when the field leaves the mock grid may be held at the starting line, at Pit Out, or dispatched on the pace lap to assume a position at the rear of the field, at the discretion of the Clerk of the Course. Cars held at the starting line or Pit Out shall be allowed to join at the rear of the field after the Starting Flag has been shown.

2.3.2 STARTS

- a) There shall be two methods of starting:
  - i) The rolling start is where the Cars are moving at the moment the starting signal is given. To achieve a rolling start, the Cars may be led by a pace car until the

starting signal is given. Rolling starts are mandatory for all Races but CASC-OR may approve the use of a standing start on an individual Competition or Series basis.

- ii) The standing start is where the Cars are stationary at the moment the starting signal is given.
- b) Drivers and Cars shall come under the order of the Starter at the time they leave the mock grid and enter the Course.
- c) To be considered a starter, a Car must enter the Track before the checkered flag is displayed.
- d) A false start shall be when a Car under the Starter's orders improves its prescribed position before the start. In the case of a rolling start, this shall refer to moving out of line or passing prior to the start. In the case of a standing start this shall refer to moving forward prior to the start.
- d) All Race laps shall be timed.

### 2.3.3 ROLLING START

- a) Cars shall be held briefly on the Racetrack until ordered by the starter to begin the pace lap. Races shall begin with one pace lap. A pace car may be used to control the field.
- b) On the pace lap the Car in pole position shall maintain a steady pace until the green flag is **shown**. Cars shall not move from their prescribed starting position, immediately behind the Car in front, before the green flag is waved. After the pace lap is underway, any vacant grid positions shall remain vacant.
- c) There shall be no overtaking during pace laps.
- d) During the pace lap the starter shall remain motionless with the green flag hidden and no other flags visible. Upon determining that the approaching field is in satisfactory order the starter shall suddenly and continuously wave the green flag. The Race shall be underway the instant the green flag **is shown**.
- e) If the approaching field is not in order and a further pace lap is required, the starter shall make no flag movement and at the same time shall shake his/her head in a negative manner. This shall inform the Drivers of a "no start" and to proceed on another pace lap.
- f) Additional pace laps resulting from a "non-start" shall be scored as Race laps and in the case of elapsed time Races the clock shall start when the lead Car crosses the start finish line at the end of the prescribed pace lap.
- g) Cars, which fall out of position on the pace lap, shall relinquish their position and shall join the Competition at the rear of the field.
- h) Split rolling starts may be used when a large speed differential or large differential in cornering ability exists between two classes in the same Race.

### 2.3.4 STANDING START

- a) If a standing start is to be used, the procedure shall be described in Series or Supplementary Regulations and approved by CASC-OR.
- b) It is highly recommended that the standing start procedure and starting light system described in the current ASN Canada FIA Regulations is used.

## RACE REGULATIONS 2010

### 2.3.5 STARTING LINE

- a) For a rolling start, the starting line shall be the line on the crossing of which the timing commences.
- b) For a standing start, the starting line shall be the line in relation to which the position of each Car is fixed prior to the start.

### 2.3.6 RAIN RACE PROCEDURE

- a) If a Race is started in the dry and it starts to rain, the Clerk of the Course may stop the Race by displaying the checkered flag if more than half the number of laps/amount of time specified in the Supplementary Regulations has been run.
- b) If the Race has not reached the halfway point the Black flag with "ALL" may be displayed. Drivers shall complete the current lap and return to the pits. After 15 minutes to allow a tire change, Cars shall be restarted in single file in the order in which the Cars passed the start/finish line on the leader's last completed lap prior to the black flags being displayed.

### 2.3.7 STOPPING A COMPETITION

If it is necessary to stop a Competition, the procedures outlined in Appendix "J" shall be used.

### 2.3.8 RESTARTS

The following procedure shall be followed to restart a Race after the display of the red flag:

- a) If the lead Car has completed less than two laps at the time the red flag is displayed, the original start shall be deemed null and void and the Competition shall be restarted according to the original starting positions and be run the complete scheduled length. If some of the original Cars are unable to start, the grid shall be adjusted with no vacant spaces. Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this work shall be done in the car's correct grid position and shall in no way impede the restart.
- b) If the lead Car has completed two or more laps at the time the red flag is displayed, the Competition shall be re-gridded with the Cars in single file in the order in which the Cars passed the start/finish line on the leader's last completed lap prior to the red flag being displayed. No work or service may be performed on the cars unless otherwise permitted by the Supplementary Regulations or by the Clerk of the Course.

### 2.3.9 SHORTENED RACES

- a) A Race that is stopped at 50 percent or more of its scheduled distance/time, and is not re-started shall be considered complete and shall be scored as of the last completely scored lap (even if that lap is less than 50% of the scheduled distance).
- b) A Race that is stopped at less than 50 percent of its scheduled distance/time and is not re-started shall be considered incomplete. Championship points shall not be awarded and organizers shall not be required to distribute trophies or other awards.

### 2.3.10 DEAD HEATS

In case of a dead heat, the Competitors concerned shall share the awards allotted to their places in the results.

### 2.3.11 FINISHING

- a) A "Last Lap" signboard shall be shown at the appropriate time by the Starter.
- b) A Race shall end after the prescribed number of laps have been completed or the allocated time has elapsed and the checkered flag has been shown.

## RACE REGULATIONS 2010

- c) The checkered flag normally shall be displayed first to the winner as s/he completes the prescribed distance of the course, and then to the other finishers as they cross the finish line.
- d) The winner shall be the Competitor who covers the prescribed distance of the Competition in the least time, or the greatest distance within the prescribed time of the Competition, unless the Race is shortened, in which case the leader at that point who takes the checkered flag is the winner provided that the Race is completed.
- e) In timed duration Races if the winning Car is not running at the expiration of the time specified for completion, the checkered flag shall be displayed to the highest placing Car still running, i.e., the winner is not required to take the checkered flag.
- f) Should the checkered flag be shown early the Race shall end at that point.
- g) Should the checkered flag be shown late, the leader at the prescribed number of laps, or the allocated time, shall be the winner, and the finishing order shall be taken from that lap.
- h) The finish line extends across the track to the pit wall and includes the Pit Lane.
- i) To be scored, Cars shall cross the finish line on main motor power within five minutes of the display of the checkered flag.

### 2.3.12 TIMING AND SCORING

- a) For rolling starts, the timing and scoring shall commence when the leading Car crosses the starting line.
- b) For a standing start, the timing and scoring shall commence at the starter's signal, or, if an automatic timing apparatus is used, at the moment it is operated.
- c) The completion of the first and subsequent laps shall be timed and scored when the Car crosses the control line in front of the timers/scorers' station unless the Supplementary Regulations provide otherwise.

### 2.3.13 CROSSING A CONTROL LINE

A Car crosses a control line when any portion of the Car first intercepts the vertical plane of the control line, as observed by the Officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment. The control line extends across the Course to the pit wall and includes the pit lane.

### 2.3.14 VICTORY LAPS

The Clerk of the Course may offer winning Drivers an opportunity to take a Victory Lap with the checkered flag and may permit suitably equipped Cars to carry a passenger on the victory lap provided that the passenger is 18 years old and has signed the insurance waiver. The Victory lap shall be driven at non-racing speed. It is recommended that the passenger wear an approved helmet.

### 2.3.15 RESULTS

The results shall be titled "Provisional Results" and shall include the following.

- a) The location of event, date, name and/or logo of organizing club, CASC-OR logo, length of course and name and/or logo of series sponsor.
- b) The total number of entries, including DNF's and DNS's, the overall and class finishing positions for all entrants, the number of laps completed by all entrants, the overall time of each entrant (for races only), each entrant's time interval ahead of the next entrant, the fastest lap time for each entrant and new course records.

c) The driver's full name, hometown, state/province, club affiliation, car number, car make model and year and sponsor.

In order to be considered a finisher, a car shall complete that number of laps equal to 60% of the class winner's laps. The number of laps completed shall be rounded down to the nearest whole integer.

Finishing positions shall be determined according to the number of laps completed regardless of whether or not a Car is running at the end of the Race, but 60% of the class winner's laps shall be completed to be considered for points. Cars finishing a given number of laps shall be ranked in the order in which they completed that number of laps. Cars shall be ranked on their last fully completed lap.

When a car is disqualified, excluded, or withdrawn, the results shall list the car at the bottom of the finishing order, below the DNF's and above the DNS's.

Provisional results for each race and qualifying session shall be posted in the paddock within 30 minutes of that race or qualifying session. Copies shall be made available to be picked up by Entrants at the track.

Final results shall be provided to the CASC-OR office, the CASC-OR Race Director and the RaceOntario Championships Scorer within fifteen (15) days after the event with notations as may be necessary to denote results which may be provisional due to protests or appeals.

#### 2.4 PACE CAR

2.4.1 A pace car may be used at any time to control the Cars if the Course is partially obstructed due to an accident or if it is necessary for the marshals to expose themselves to unusual danger, or other such condition that the Clerk of the Course feels warrants such a procedure.

2.4.2 Only the Clerk of the Course may order the use of a pace car.

2.4.3 Specific operation of the pace car is described in Appendix "A" hereto.

### 3.0 ENTRANTS AND DRIVERS

#### 3.1 CASC-OR RACE LICENCES

3.1.1 CASC-OR shall establish standards for granting CASC-OR Race Licences, including:

- a) CASC-OR Basic Race Licence;
- b) CASC-OR Novice Race Licence;
- c) CASC-OR Regional Race Licence;
- d) CASC-OR Vintage Race Licence.

3.1.2 Procedures for application for and granting these licences are contained in Appendix "G" hereto.

#### 3.2 PRESENTATION OF LICENCE

Drivers shall show their licence to an Official on demand.

#### 3.3 ASSUMED NAMES

3.3.1 If a licence is required in an assumed name, special application therefore shall be made to CASC-OR, which may if it sees fit, issue a licence in such name.

## RACE REGULATIONS 2010

- 3.3.2 Persons granted a licence in an assumed name shall, so long as they hold a licence in that name, not take part in any Competition except under the name shown on such licence.
- 3.4 MEDICAL RESPONSIBILITY OF DRIVERS
- 3.4.1 Drivers shall not compete in any Competition unless a physician has examined them within the period specified in Appendix "G" hereto, and certified by the physician to be medically fit to drive in Car Competition.
- 3.4.2 Licence holders who suffer injury or illness that affects their medical fitness to drive in Competitions shall report the injury or illness immediately to the CASC-OR Chief Medical Officer and be re-certified by the CASC-OR Chief Medical Officer or a designated physician before competing in further Competitions.
- 3.4.3 Drivers involved in an accident in which their Car rolls over, collides with a stationary object hard enough to cause structural damage to the Car, who are aware of possible injury from an accident, or who are directed to do so by an Official shall report to the Chief Medical Officer at the Event as soon as possible.
- 3.4.4 Drivers failing to report to the Chief Medical Officer at the Event may have their licence suspended until such time as they are re-examined and pronounced fit to the satisfaction of the CASC-OR Chief Medical Officer.

## 4.0 OFFICIALS

### 4.1 CHIEF OFFICIALS

4.1.1 The staff of Chief Officials, whose duty it may be to direct the control of the Event, may include:

- a) Stewards of the Event;
- b) Clerk of the Course;
- c) Assistant Clerks of the Course;
- d) Secretary of the Meeting;
- e) Chief Timekeeper;
- f) Chief Scrutineer;
- g) Chief Pit Lane Official;
- h) Chief Starter;
- i) Judges of Fact;
- k) Chief Course Marshal;
- l) Chief Grid Marshal;
- m) Chief Registrar

4.1.2 They shall be termed "Officials" and may have assistants to whom any of their duties may be delegated. Chief Officials shall be at least eighteen (18) years of age.

4.1.3 The Clerk of the Course, Assistant Clerks of the Course, Stewards of the Event, Scrutineers, Chief Pit Lane Official and Course Marshals shall be licensed as outlined in Appendix "G" hereto.

### 4.2 REQUIRED OFFICIALS

- a) At Events other than Driver Schools, there shall be at least three Stewards of the Event, a Clerk of the Course, a Scrutineer, a Timekeeper and Judges of Fact. CASC-OR may, at their discretion, increase or reduce the number of Stewards required.

- b) At driver schools, there shall be at least one steward of the event and a Chief Instructor.

#### 4.2.2 APPOINTMENT OF OFFICIALS

The Stewards of the Event shall be nominated by CASC-OR. The organizers, subject to the approval of CASC-OR shall nominate all other Officials.

#### 4.2.3 PLURALITY OF DUTIES

The same person may hold more than one Official position except that the Clerk of the Course and the Stewards of the Event shall have no plurality of duties.

#### 4.3 DUTIES OF THE CLERK OF THE COURSE (THE CLERK)

4.3.1 The clerk shall be present throughout the competition in order to carry out the specified duties. In the case of an event comprising several competitions there may be a different clerk of the course for each competition.

4.3.2 The clerk of the course shall hold a clerk of the course licence issued by CASC-OR and valid for that grade of event. See Appendix "G" hereto.

4.3.3 The clerk is responsible for executing the event and other activities safely and in accordance with the regulations, by controlling drivers, their cars, the officials, and workers from the commencement of activities until the time for protests from the last competition has expired and shall:

- a) ensure that all relevant regulations are complied with and that all the equipment needed to do so is at hand or in use as appropriate;
- b) keep order in conjunction with such police authorities as have undertaken the policing of the event and who are specially responsible for public safety;
- c) ascertain whether Officials are at their posts, and report the absence of any of them to the Stewards of the Event;
- d) ensure that all Officials are provided with necessary information;
- e) prevent an ineligible Driver or Car from competing;
- f) ensure that a Competitor unable to produce any document necessary to prove his/her eligibility at an Event does not compete without the approval of the Stewards of the Event;
- g) ensure that accidents or incidents involving competing vehicles are reported to the Stewards of the Event and the Chief Scrutineer, and that the Chief Medical Officer is informed if any Competitor is injured;
- h) report to the Stewards of the Event before the start of the Event that the conditions of the permit and Course licence (where appropriate) have been fulfilled. Before making such a report the Clerk of the Course, or an appointed deputy, shall inspect the Course and its installations;
- i) convey to the Stewards of the Event any proposal to modify the schedule of Competitions;
- j) receive protests from Entrants or Drivers and immediately transmit them to the Stewards of the Event;
- k) collect all reports and other official information necessary for the determination of results;
- l) prepare, or arrange with the Secretary of the Meeting to prepare any information necessary to enable the Stewards of the Event to complete their report;

## RACE REGULATIONS 2010

- m) convey to the Stewards of the Event a report of any breach of the Regulations or of any misbehavior of any Entrant, Driver, Crew, Official or worker. This report may be accompanied by a "Request for Action";
- n) assess a penalty, as outlined in Appendix "C", to a competitor for a breach of regulations reported by a Judge of Fact and involving safety. A written report, including any documentation, of such penalties shall be filed with the Stewards of the Event.
- o) make arrangements in conjunction with the Chief Medical Officer for medical checks to be carried out in respect of narcotics, dangerous drugs or alcohol;
- p) authorise removal of technical inspection stickers;
- q) direct Cars to be impounded at any time during the Event;
- r) at his or her discretion and without necessarily receiving a request to do so, order disassembly and inspection of any entered Car to ascertain its conformance with the Regulations.
- s) order the display of the Red or Black Flag when it is necessary to stop a Competition.

### 4.3.4 REQUEST FOR ACTION

The Clerk of the Course may submit to the Stewards of the Event a "Request for Action" describing a suspected breach of the Regulations or of misbehavior by any Participant. The Stewards of the Event shall act on this request in the same manner as they would act on protest, and shall have the same authority to levy penalties as in protest

## 4.4 DUTIES OF THE SECRETARY OF THE MEETING

### 4.4.1 The Secretary of the Meeting shall be responsible for the organization of the Event as regards all planning required in connection therewith:

- a) the Secretary shall ensure that the Officials are acquainted with their duties and are provided with the necessary equipment;
- b) the Secretary shall be present throughout the Competition in order to assist the Clerk of the Course and the other Officials in running the Event;
- c) the Secretary shall be responsible for all paperwork prior to the Event;
- d) the Secretary shall maintain the official notice board;
- e) the Secretary shall be responsible for supplying the Stewards of the Event, prior to the commencement of the Event all appropriate documents, including a copy of the Supplementary Regulations.

## 4.5 DUTIES OF THE CHIEF TIMEKEEPER

### 4.5.1 The Chief Timekeeper shall be responsible for all timekeeping and lapscoreing for the Competition. The principal duties shall be:

- a) to use only such apparatus for timing as is approved by CASC-OR;
- b) to register such times as are appropriate having regard to the conditions of the Competition, or as required by the Clerk of the Course;

## RACE REGULATIONS 2010

- c) to prepare and sign reports relating to the timing and lap scoring and to send them, with all necessary supporting documents to the Clerk of the Course;
- d) to send on request the original time sheets either to the Stewards of the Event or to CASC-OR;
- e) to communicate any times or results only to the Stewards of the Event and the Clerk of the Course or in accordance with their instructions;
- f) The Chief Timekeeper shall be the Judge of Fact in respect of timing and lap scoring matters.

### 4.6 DUTIES OF THE CHIEF SCRUTINEER

4.6.1 The Chief Scrutineer shall ascertain that all Cars comply with the Regulations. Specifically, he or she shall:

- a) approve Cars that comply with all safety regulations;
- b) check that all Drivers are equipped with the approved safety equipment required by the Regulations;
- c) conduct inspections of Cars at the request of the Clerk of the Course;
- d) report to the Clerk of the Course any Cars which do not conform to requirements of the Regulations;
- e) communicate official information only to the Clerk of the Course, the Stewards of the Event and CASC-OR.

4.6.2 The Chief Scrutineer shall make a written report to the Clerk of the Course in respect of all Cars examined noting those approved and those rejected and, where applicable, the reasons for rejection.

4.6.3 The Chief Scrutineer of the Event shall be the Judge of Fact in respect of Car eligibility.

### 4.7 DUTIES OF THE CHIEF PIT LANE OFFICIAL

4.7.1 The Chief Pit Lane Official shall ensure that pit procedures as laid down in the Regulations are adhered to, and shall specifically:

- a) observe all refueling and/or repairs of Cars during a Competition;
- b) ensure that the maximum number of Crewmembers specified in the Regulations is not exceeded;
- c) immediately report to the Clerk of the Course any infringement committed by a Competitor;
- d) enforce all Pit regulations as specified in "Appendices I and U" of the Regulations;
- e) set up and control pit speed measuring devices.
- f) The Pit Lane Officials shall be the Judges of Fact in respect of Pit Lane rule violations.

4.8 DUTIES OF THE CHIEF STARTER

- 4.8.1 The Starter shall operate directly under the supervision of the Clerk of the Course.
- 4.8.2 All competing Drivers shall be under the orders of the Starter; from the time the Cars are placed in their starting positions ready to start, until the Competition is completed and all competing Cars have left the course.
- 4.8.3 It shall be the starter's responsibility to start the Competition with the starting flag and end the Competition with the checkered flag.
- 4.8.4 In the event of inclement weather and under instruction from the Clerk of the Course, the Starter shall display a "Lights On" sign. The Starter may also be required, under the direction of the Clerk of the Course, to display various other flags.
- 4.8.5 The numbers and letters used by Starters shall meet these standards:
- a) They shall be no less than 200mm (8in) high with a 38mm (1 1/2in) stroke;
  - b) The distance between them shall be no less than the stroke of the digits or letters;
  - c) They shall be shown on a contrasting background measuring 60cm x 80 cm minimum.

4.9 DUTIES OF THE CHIEF MEDICAL OFFICER

- 4.9.1 The Chief Medical Officer shall:
- a) be satisfied that all medical facilities and vehicles are adequately equipped and staffed in accordance with Appendix "H" hereto;
  - b) prepare a duty roster, particularly ensuring that at least one doctor is always on call in Race Medical;
  - c) allocate duties to all medical staff, ensuring that they are adequately equipped and are familiar with the Course, the means of access to all points in the area under their charge, and the method of summoning assistance and of handling casualties;
  - d) ascertain from the Clerk of the Course the locations specified for Emergency vehicles;
  - e) ensure that all Medical personnel are aware of the method of calling aid and of handling casualties and ensure that the Basic Life Support Ambulance may depart from the Course only on his/her instructions;
  - f) ensure that the Drivers of ambulances and emergency vehicles are fully aware of the need at all times to preserve free access for their vehicles to the Course and that they may not cross or proceed on the Course until instructed to do so by the Clerk of the Course and that Basic Life Support Ambulance drivers know the appropriate route to the hospital chosen for the Event;
  - g) ensure, in conjunction with the Clerk of the Course, that all personnel concerned at all points where ambulances may have to cross the Course, are prepared to handle such a situation safely and expeditiously;
  - h) see that the Race Medical is open and staffed;
  - i) report to the Clerk of the Course when the above points have received attention and he/she is satisfied that the medical organization is adequate for Competition to begin;
  - j) when appropriate, notify local hospital authorities of the time and date of the Event so they might anticipate the transfer of any sick or injured persons;
  - k) be familiar with the Coroner's Act of the Province.

4.10 DUTIES OF THE JUDGES OF FACT

4.10.1 Judges shall adjudicate on:

- a) false starts;
- b) finishing order;
- c) violation of Pit Lane rules;
- d) blend line infractions.
- e) ***any other facts to be judged as specified in the Supplementary Regulations***

4.10.2 A protest or appeal may not be made against the decision of a Judge, which shall be accepted as a fact and shall be final unless corrected as hereinafter provided.

4.10.3 The decision shall not constitute a statement of results, nor shall the Judge be empowered to impose a penalty.

4.10.4 Judges will report to the Clerk of the Course for the necessary action to be taken.

4.10.5 The Judge with the approval of the Stewards of the Event may correct a mistake by a Judge.

4.10.6 The use of a video recorder or similar apparatus to facilitate a Judge's decision is allowed, but only if the apparatus is under the control of the Organizers, and in such a case the Judge may delay a decision until its evidence is obtained. Evidence from any other video recorder or like apparatus will in no case be taken into consideration.

4.10.7 An Assistant Judge may be appointed to assist a Judge, or in the case of absolute necessity, to replace him/her. In the Event of disagreement, the Judge shall give the decision.

4.10.8 In all cases where a penalty has been imposed as the result of a decision of a Judge, an appellant against the penalty shall be allowed full disclosure of all written or mechanical evidence available.

4.11 DUTIES OF OBSERVERS

4.11.1 The Observers shall occupy posts along the Course assigned to them. Observers are under the orders of the Clerk of the Course, to whom they shall report by any means at their disposal (telephone, radio, courier, etc.) all incidents which occur on the section of the Course for which they are responsible.

4.11.2 Course Marshals may also act as Observers.

4.12 DUTIES OF THE CHIEF GRID MARSHAL

The Chief Grid Marshal shall be responsible for placing Cars in their grid positions on the mock grid and/or real grid. He/she shall ensure that all Cars entering the Track bear the scrutineering sticker indicating that they have entered and been scrutineered, and shall control entry to the Track at all times.

4.13 DUTIES OF THE CHIEF REGISTRAR

The Chief Registrar shall be responsible for checking, accepting and processing all entries and credentials for Drivers, crew, Officials, and all Participants, and for posting all required signs/placards in the registration area.

4.14 DUTIES OF THE CHIEF COURSE MARSHAL

- a) The Chief Course Marshal shall ensure that all corners are properly manned and equipped.
- b) The Chief Course Marshall shall convey any information deemed necessary to Race Control.
- c) ***The Chief Course Marshal shall ensure that copies of the telephone log are given to the Stewards.***
- d) The Chief Course Marshal shall appoint senior marshals to each marshal Station. These persons shall have a record of experience for this position. Senior marshals shall be in complete charge of stations, and shall be responsible for the proper conduct of marshals in their charge.

## APPENDIX 'A': USE OF A PACE CAR

### 1.0 GENERAL REQUIREMENTS

A suitable pace car and qualified staff to operate it shall be provided for each Event. It shall remain on stand-by ready for dispatch at all times during Competition. Only working Officials shall be permitted in the pace, or safety car, during a race or pace lap.

### 2.0 VISIBILITY OF THE PACE CAR

The pace car shall have high intensity roof mounted flashing lights visible from both the front and rear or carry a yellow flag. The pace car shall have radio communication with Race Control.

### 3.0 GUIDELINES FOR PACE CAR STARTS

3.0.1 After the entire grid starts rolling behind the pace car, the pace car shall gradually speed up to approximately 80 – 100 km/h and shall try to maintain that speed to:

- the marshal station at Corner 7 at Mosport;
- the end of the back straight at Shannonville;
- Corner 4-Left at Calabogie Motorsports Park

At that point the pace car shall slow down to approximately 70 km/h and the cars shall form into the proper starting line up. Cars shall not continue to weave.

3.0.2 At Mosport the pace car shall reduce speed to approximately 60 km/h entering corner 9 and shall enter the pit entrance between Corner 9 and Corner 10.

3.0.3 At Shannonville, the pace car shall reduce speed to approximately 60 km/h entering Corner 13 and shall enter the pit entrance between Corner 13 and Corner 14.

3.0.4 At Calabogie, the pace car shall reduce speed to approximately 60 km/h entering Watts Up corner and shall enter the pit entrance between Wicked corner and Wilson's corner.

3.0.5 During the starting procedure the pace car shall not be passed on the track or entering the pit lane.

3.0.6 The front row of the grid shall continue at the speed set by the pace car until the starting signal is given.

### 4.0 DISPATCH OF THE PACE CAR

The Clerk of the Course may order the dispatch of a pace car for safety reasons to slow down and close up the Cars.

### 5.0 RESTART PROCEDURE

5.0.1 When the pace car is used during Competition, the following procedure shall be followed:

- a) The Clerk of the Course shall order the display of double steady yellow flags at all marshal stations around the course.
- b) Appropriate flags shall be waved at the stations preceding the incident.
- c) When the yellow flags are displayed at all marshalling stations, the pace car shall be dispatched.
- d) The pace car shall turn on the lights or display the yellow flag and endeavour to enter the Course directly in front of the lead Car. Should it fail to do so, and when so instructed by Race Control, the other Cars shall be waved past until the lead Car is directly behind the

pace car. The other Cars shall carefully close up until they are running in single file behind the Race leader.

- e) Unless directed to do so by Officials in the pace car, no Car may pass the pace car.
- f) When a service vehicle is dispatched while the pace car is in use, the white flag shall be used in the normal way in addition to the yellow flags. The white flag shall not be used to indicate the presence on the Course of the pace car.
- g) Prior to a restart, the pace car shall extinguish the flashing lights, or withdraw the yellow flag, at least three (3) flag stations before the Start/Finish line, and at the same time, one (1) yellow flag shall be withdrawn at all marshal stations. The pace car shall exit to the pits upon reaching the pit entrance and the marshals shall withdraw their remaining yellow flag when the Starter shows the green flag.
- h) The starter will show the green flag, provided the field is in good order. If the starter does not show the green flag, the field will continue in single file behind the Race leader.

## 6.0 SCORING OF PACED LAPS

All laps under the control of the pace car shall be counted as Race laps.

## APPENDIX 'B': DRIVER SCHOOLS

### 1.0 GENERAL PROVISIONS FOR DRIVER SCHOOLS

#### 1.1 ORGANIZATION OF DRIVER SCHOOLS

CASC-OR and its member clubs may organize Driver Schools, which result in the granting of Competition licences. This section is a guide to the requirements and organization of such schools. These are minimum requirements only: many of the courses presently offered embody much more than this minimum and are highly recommended.

#### 1.2 STUDENT REQUIREMENTS

1.2.1 In order to be eligible to participate in a CASC-OR Driver School, each prospective student shall:

- a) Be an affiliated member of a CASC-OR member club.
- b) Hold a valid provincial or state drivers licence.

### 2.0 COURSE ORGANIZATION

#### 2.1 INSTRUCTORS

2.1.1 CASC-OR shall appoint properly qualified and experienced instructors for driving schools.

2.1.2 Instructors need not hold a current CASC-OR Competition licence.

2.1.3 The names and addresses of the proposed instructors, along with details of their experience and qualifications, shall be submitted to CASC-OR requesting the issue of instructor licences.

2.1.4 One of the instructors at each school shall be designated as the senior instructor and it will be her/his responsibility to answer to CASC-OR and the organizer for the running of the school.

#### 2.2 PERMIT REQUIREMENTS

A permit is required from CASC-OR. This permit shall be prominently displayed at the Course.

#### 2.3 CLASSROOM INSTRUCTION

A classroom session shall be held to instruct the students on the basic requirements such as documentation, rules and regulations, flag signals, duties of various Officials, etc. The bulk of this information is contained in the CASC-OR Regulations and a current copy shall be provided to each student at the beginning of the school. Each student shall complete a written test at the end of the school.

#### 2.4 PRACTICAL INSTRUCTION

The practical instruction of the students on the course shall be carried out simulating actual Competition conditions in Cars fitted with seat belts and with Drivers in full safety equipment. Cars with permanently fixed steel roofs will be permitted to enter the instructional portion of the school without roll cages but are not permitted to participate in any form of wheel to wheel Competition, even if that Competition is included as part of the school.

#### 2.5 COMPETITION LICENCE APPLICATION FOR GRADUATES

Once students have completed the school, they may apply for a Competition licence. The Driver School shall have been completed within twelve calendar months of the application.

3.0 MEDICAL, FIRE AND SAFETY SERVICES, FLAGGING, COMMUNICATION AND SAFETY MARSHALLING

The requirements specified in these Regulations for these services may be modified by CASC-OR for specific Driver Schools.

4.0 PROFESSIONALLY ORGANIZED DRIVER SCHOOLS

4.1 APPROVAL OF PROFESSIONALLY ORGANIZED SCHOOLS

In addition to schools organized by CASC-OR and clubs, CASC-OR may approve certain professionally organized driver training schools. Successful completion of the course at such approved schools will qualify the student for a regional licence, subject to the provision that the CASC-OR written exam be completed successfully by the applicant.

4.2 AVAILABILITY OF PROFESSIONAL SCHOOL INFORMATION

A list of currently approved professional schools is available from CASC-OR.

4.3 APPLICATION FOR SCHOOL APPROVAL

Application for approval of a school shall be made in writing to CASC-OR.

## APPENDIX 'C': FEES AND MINIMUM PENALTIES

### 1.0 FEES

#### 1.1 PROTEST FEE

- a) The fee required to place a Protest is \$100.00
- b) The fee shall only be returned if the protest is deemed well founded or if so directed by the Stewards of the Event. In all other cases \$25.00 shall be retained by CASC-OR.

#### 1.2 APPEAL FEE

- a) The fee required to place an Appeal is \$200.00
- b) The fee shall only be returned if the appeal is deemed well founded or if so directed by the Appeal Board. In all other cases, \$50.00 shall be retained by CASC-OR.

#### 1.3 SANCTION AND PERMIT FEES

For Sanction and Permit fees contact CASC-OR Office.

### 2.0 MINIMUM PENALTIES

More severe penalties than those listed herein may be assessed. Multiple/repeat offences may incur additional penalties. ***If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.***

#### 2.1 PASSING UNDER YELLOW FLAG CONDITIONS

##### 2.1.1 DURING PRACTICE AND QUALIFYING

- a) Upon first offence, a black flag will be issued.
- b) Upon second offence, a black flag will be issued, and the offending driver shall start the race from the pit lane, last in line to depart.
- c) Upon third offence, a black flag will be issued. The offending driver shall be excluded from the event, and recommendation will be made to CASC-OR to suspend competition privileges for 3 months.

##### 2.1.2 DURING A RACE

- a) Upon first offence, the offending driver will be excluded from the results of that race.
- b) Upon second offence, the offending driver will be excluded from the event.
- c) Upon third offence, the offending driver will be excluded from the event and recommendation will be made to CASC-OR to suspend competition privileges for 3 months.

#### 2.2 ILLEGAL SAFETY EQUIPMENT (CLOTHING)

- a) Upon first offence, a \$100 fine will be assessed for each and every item not meeting the regulations. The offending driver shall produce correct apparel to the Scrutineer before being allowed to compete again.
- b) The fine shall be reduced to \$50.00 if a replacement item is purchased from the CASC-OR trailer and proof of purchase is shown to the Stewards of the Event.

## RACE REGULATIONS 2010

- c) Upon second offence, the offending driver will be excluded.
- 2.3 UNDERWEIGHT CARS
- a) Cars found to be underweight shall be excluded from the results.
  - b) Proof that the weight was legal in previous competition will limit the scope of the penalty.
- 2.4 VIOLATION OF THE PIT OUT BLEND LINE
- 2.4.1 DURING PRACTICE
- a) Upon first offence, the offending driver will receive a verbal reprimand.
  - b) Upon second offence, the offending driver will be levied a \$75.00 fine.
- 2.4.2 DURING QUALIFYING
- a) Upon first offence, the offending driver will receive a written reprimand.
  - b) Upon second offence, the offending driver will be relegated to the back of the grid.
- 2.4.3 DURING A RACE
- a) Upon first offence, the offending driver will be assessed a 1 minute penalty, or brought into the Pits to serve a 30 second penalty.
- 2.5 FAILURE TO MAKE MANDATORY PIT STOPS
- Where mandatory pit stops are specified in Series or Supplementary Regulations, failure to make the pit stop shall result in a two (2) lap penalty.
- 2.6 VIOLATION OF THE PIT LANE SPEED LIMIT
- 2.6.1 DURING PRACTICE AND QUALIFYING
- a) Upon first offence, the offending driver will be moved one class position lower on the race grid.
  - b) Upon second offence, the offending driver will be moved two class positions lower on the race grid.
  - c) Upon third offence, recommendation will be made to CASC-OR to suspend competition privileges for 3 months.
- 2.6.2 DURING A RACE
- a) Upon first offence, the offending driver will be moved one class finishing position lower in the results, or brought into the pits to serve a penalty equal in time to one second per km/h over the limit. (e.g. 78km/h = 18 seconds stop penalty)
  - b) Upon second offence, the offending driver shall be moved two (2) class finishing positions lower in the results.
  - c) Upon third offence, recommendation will be made to CASC-OR to suspend competition privileges for 3 months.
- 2.7 FAILURE TO OBEY A BLACK FLAG
- Drivers who ignore a black flag shown with the Car number for more than 1 lap may be excluded from the results of the Competition.
- 2.8 REFUSING TO DISASSEMBLE
- Failure to comply with an order for mechanical disassembly shall result in exclusion from the Competition or the Event, and any additional penalties deemed appropriate by the Stewards of the Event.

## APPENDIX 'D': GLOSSARY

**ACCESSIBLE:** Capable of being reached.

**AIRFOIL:** Any device or part of a Car, which has a principle effect of creating aerodynamic downforce.

**ASSOCIATE:** To join or connect together.

**BODYWORK:** All parts of the Car licked by the air stream and situated above a plane passing through the center of the wheel hubs with the exception of the roll cage. For Formula and Sports Racing Cars, further exceptions are those units definitely associated with the function of the engine or transmission.

**DRIVE SHAFT:** The mechanical drive train coupling between transmission and differential, which may allow an angular displacement of the driving and driven axes by the use of universal, constant velocity, flex or slide joints.

**DUCT:** A pipe, tube or channel that conveys a substance.

**ENCLOSE:** To close in, to surround.

**FAIRING:** A member or structure whose primary function is to produce a smooth outline to reduce drag or air resistance.

**FIREWALL:** A vertical +10 degree metal bulkhead separating Driver's compartment from engine room preventing the passage of flame and debris. Metal ducts may penetrate the firewall, but shall begin and end outside the Driver's compartment. No intakes are allowed in the firewall.

**INTAKE:** An opening through which fluid/air enters an enclosure.

**LUBRICANT:** A substance which can be interposed between moving parts of machinery to make surfaces slippery, reduce friction, and prevent sticking between the lubricated surfaces.

**METALLIC:** Any material having iridescent and/or reflective properties.

**OUTLINE:** A line that marks the outer limits of an object or figure.

**RESTRICTIVE:** Serving or tending to restrict or regulate.

**SPECIFICATION:** A detailed precise presentation of something.

**SURROUND:** To enclose on all sides.

**SUSPENSION:**

- a) **MACPHERSON/CHAMPION STRUT:** MacPherson/Champion Strut suspension consists of three pivoting attachment points including a single upper attachment point. The spindle is mounted on a telescoping post with no vertical movement at the top attachment point.
- b) **TRAILING ARM:** Pivot points are forward of the axle centerline and are perpendicular to the longitudinal centerline.
- c) **SEMI-TRAILING ARM:** Pivot points are forward of the axle centerline with the forward pivot closer to the axle centerline than the outboard pivot.
- d) **SUSPENSION COMPONENTS:** Linkage connecting spindles, hub carriers or axles to the chassis allowing control of vertical movement and may carry longitudinal, lateral, and vertical loads.

**SUSPENSION STABILIZER:** Linkage connecting axle or De Dion tube to the chassis, which controls lateral suspension location. (Some types of stabilizers may also serve as Suspension Components.)

**ANTI-ROLL BAR or ANTI-SWAY BAR (ARB):** A torsion bar or tube linked between the suspension and the chassis to control the chassis roll. (Some types of ARB may also serve as suspension component.)

**VENTURI:** (Carburetor) A short tube or permanent part that is constricted in the centre, used for measuring air flow, and thereby controlling fuel functions. It is not a jet.

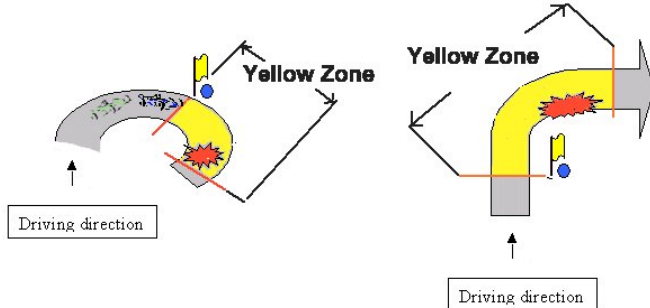
**VISIBLE:** Capability of being seen, perceptible to the eye, apparent, evident.

**WHEEL:** Flange and rim.

**WHEEL COMPLETE:** Flange, rim, and tire.

**VEHICLE TRACK:** Track is defined as the distance between the centerlines of the tire treads as raced, but without Driver, measured at a horizontal plane through the wheel hub centerline. (In practice, the average between the tread centerlines at the front and rear of the tires on the axle in question).

**YELLOW ZONE:** The yellow zone begins at the marshal station where the yellow flag is shown and extends in a perpendicular imaginary line over the track surface and runoff area. It ends after a second perpendicular imaginary line across the track surface and runoff area immediately past the incident.



## APPENDIX 'E': HILL CLIMBS

### 1.0 DEFINITION

A Hill Climb is a Competition between Cars of one or more classes over a closed section having a significant elevation difference between the start and the finish lines, with the Cars competing one at a time against the clock for the fastest time.

### 2.0 HILLCLIMB COURSE STANDARDS AND LICENCING

#### 2.1 ANNUAL COURSE LICENCES

An annual Course licence is required for all hill climb courses not already covered by a Course licence.

#### 2.2 INSPECTION OF COURSES

Hill climb Courses shall be inspected by CASC-OR, who shall prepare a written report of the inspection including a detailed map showing the Course and all safety installations.

#### 2.3 ISSUANCE AND DISPLAY OF COURSE LICENCES

CASC-OR will issue a Course licence, which shall be prominently displayed at the Course throughout the Event.

### 3.0 COMPETITOR REGULATIONS FOR HILLCLIMBING

#### 3.1 LICENCING

Each Competitor shall possess a currently valid CASC-OR grade 'C' (or higher) Competition licence.

#### 3.2 SAFETY EQUIPMENT: ALL CARS

Each Competitor shall wear a helmet specified in the Regulations.

#### 3.3 SAFETY EQUIPMENT: OPEN CARS

Drivers of open Cars shall wear eye protection specified in the Regulations.

### 4.0 VEHICLE REQUIREMENTS FOR HILLCLIMBS

#### 4.1 DRIVER RESTRAINTS

##### 4.1.1 MINIMUM REQUIREMENTS

All Cars shall be equipped with a minimum of a three- strap safety harness (lap belt plus a diagonal shoulder strap). The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition and shall have a minimum width of 2 inches.

## *RACE REGULATIONS 2010*

### 4.1.2 INSTALLATION

All restraint harness installations are subject to the approval of the chief scrutineer of the event who may specify requirements in excess of those specified above if he/she deems the existing installation inadequate.

### 4.1.3 RECOMMENDED DRIVER RESTRAINTS

A five or six-strap restraint harness complying with the Regulations is strongly recommended for all Cars.

### 4.2 ROLL CAGES

All Cars without permanently fixed steel roofs shall be fitted with a Roll Cage complying with the Regulations. A roll cage complying with the Regulations is strongly recommended for all Cars.

## 5.0 ADDITIONAL STANDARDS FOR HILLCLIMBS

CASC-OR may require additional standards to be incorporated in the Supplementary Regulations.

## 6.0 MEDICAL, FIRE, RESCUE – FLAGGING, COMMUNICATION AND SAFETY MARSHALLING FOR HILLCLIMBS

The requirements specified in the Regulations for these services may be modified by CASC-OR for specific courses.

## APPENDIX 'F': PROTESTS

### 1.0 VEHICLE PROTESTS

A protest as to the validity of entry, qualification of a Competitor or Car, or any other matter that could reasonably be expected to be known before the start of an Event shall be entered by 12 noon of the first day the protestor attends the Event.

### 2.0 PROTESTS AGAINST RACE OFFICIALS

A notice of intention to protest against a Race Official shall be lodged within twenty (20) minutes after completion of the Competition or notification of the Official's action. The protest shall be lodged within a time limit agreed upon by the protestor and the Stewards of the Event.

### 3.0 PROCEDURAL PROTESTS

A notice of intention to protest against any mistake or irregularity occurring while a Competition is taking place or on a matter that only becomes evident during the Competition shall be lodged within twenty (20) minutes after the finish time of the Competition, or within such further time as the Stewards of the Event may think reasonable. The protest shall be lodged within a time limit agreed upon by the protestor and the Stewards of the Event and shall be subject to scheduling constraints. This time limit shall be not less than forty-five (45) minutes.

### 4.0 PROTEST OF RESULTS

A protest concerning a Competitor's results in an Event, or the make up of heats, shall be made within thirty minutes of posting, in a manner previously designated by the organizer, of that Competitor's results or the make up of heats, or within such further time as the Supplementary Regulations may allow, or such time as the Stewards of the Event may think justifiable in order to make the lodging of a protest physically possible.

### 5.0 TIME LIMITS

If any results are not posted within thirty minutes of the completion of the final Competition of the first day of a two-day Event, then a Competitor may lodge protest on the following day up to thirty minutes before the start of their next Competition.

### 6.0 PUBLICATION OF RESULTS

If results are not made available within one (1) hour of the conclusion of the Event then the protest shall be delivered to the CASC-OR office in person, by mail, courier, telegram or facsimile or other electronic means within seven (7) days of the postmarked date of the mailing of results to all Competitors.

## APPENDIX 'G': LICENCES

### 1.0 RACE DRIVER LICENCES

#### 1.1 PRESENTATION OF LICENCES

It is the Competitor's responsibility to present a valid Race licence at registration.

#### 1.2 RESIDENCY REQUIREMENTS

Residents of Canada shall have a CASC-OR, an ASN Canada FIA, or other ASN Canada FIA authorised Territorial Race licence to compete in a CASC-OR sanctioned Event.

#### 1.3 *ACCUS RACE LICENCES*

***Race licences issued to residents of the USA by one of the following ACCUS sanctioning organizations will be honoured at the same level as issued: SCCA, Grand Am, IMSA and IRL.***

#### 1.4 RACE LICENCES FROM OTHER SANCTIONING BODIES

A Competitor who holds a Race licence issued by another recognized racing association (other than SCCA) may compete in a CASC-OR sanctioned Event by invitation and with the prior approval in writing of the CASC-OR Race Director.

#### 1.5 PARENTAL PERMISSION

Applicants under the legal age of majority in their home province shall present permission from a parent or guardian on the prescribed form available from the CASC-OR office. The form shall be signed and witnessed.

#### 1.6 MINIMUM AGE REQUIREMENTS

Applicants for their first CASC-OR Race licence shall be at least 16 years old and possess a valid provincial driving licence.

#### 1.7 WITHDRAWAL OR SUSPENSION OF LICENCES

Any licence issued by CASC-OR may be withdrawn or suspended at any time for sufficient cause.

#### 1.8 UNLICENCED ENTRY IN COMPETITION

A Competitor who participates in a practice, qualifying or race session without a valid Race driver's licence shall be prohibited from competing in **CASC-OR events** for the rest of that season.

#### 1.9 EXPIRY OF COMPETITION LICENCES

All Race licences expire on December 31 and become due for renewal on January 1.

#### 1.10 COMPETITION RECORD CARDS

CASC-OR Competition record cards for novice drivers and drivers seeking to upgrade their licence shall be signed by the Stewards of the Event, as verification of participation. All other drivers may request a signature if they so wish.

#### 1.11 ELIGIBILITY BY EVALUATION

**a) *Any licence applicant who has previously participated in some form of motorsport competition sanctioned by the ASN or one of its affiliated territories, may apply to the Race Director for an evaluation of their experience and a decision as to which avenue the applicant must take to receive a competition licence.*** If the situation is

clear and obvious, the Race Director shall make the decision and inform the applicant. If the decision is not clear and obvious, the Race Director shall consult with the Race Committee and they shall make the decision. If the applicant is not satisfied with the decision of the Race Director, then the applicant may request that the Race Committee review the decision. This is the only avenue of appeal open to an applicant.

- b) The following information should be included in an application to the race director:
- i) ***name and date of any motorsport school successfully completed with the certificate, if one was available;***
  - ii) ***documentation providing the sanctioning body, number, type and date of competitions in which the applicant has competed. This may be in the form of a log card; finishing results/year-end standings; or a statement from a division director outlining the experience.***
  - iii) an outline of any experience in motorsport as an official, crewmember, or any pertinent involvement;
  - iv) an application for the level of licence being requested.
- c) The decisions in these cases will be one, or a combination of, the following:
- i) the applicant shall be issued a licence;
  - ii) the applicant shall be observed during the practice session of a race event and a decision made at that time as to whether a licence should be issued, or the applicant denied a licence at that time and therefore not allowed to continue in the competition;
  - iii) ***the applicant shall be requested to participate in an "open practice" or "test day" at which an approved instructor is present and may also be required to successfully complete the written exam for a race licence. A licence shall be issued, or not issued, based on a combination of the evaluation made by the instructor and the exam results;***
  - iv) the applicant shall be told to complete one of the available schools recognized by CASC-OR.
- d) Every effort shall be made to inform the applicant of any shortcomings, which must be addressed before a licence, can be issued.

## 2.0 RACE LICENCE MEDICAL CERTIFICATES

### 2.1 MEDICAL REQUIREMENTS FOR COMPETITION

Drivers shall not participate in any Competition unless they meet, and continue to meet, the medical requirements of the competition licence held.

### 2.2 MEDICAL EXAMINATION

Drivers shall submit the report of a medical examination, performed by a licenced medical practitioner, at the time of initial application for a driver's competition licence. Medical examination reports shall be submitted every five (5) years for drivers ages 16-35; every two (2) years for drivers ages 36-59; and every year for drivers age sixty plus (60+). The medical reports shall certify the applicant to be medically fit to drive a car in speed events.

### 2.3 ACCEPTED DOCUMENTATION

A licenced medical practitioner using only a CASC-OR approved medical form shall complete all examinations. CASC-OR reserves the right to refer any submitted medical form to a licenced medical practitioner of its own choice for review.

### 2.4 VALIDITY OF MEDICAL CERTIFICATES

Medical certificates shall be valid for six (6) months from the date of issue.

### 3.0 RACE LICENCE GRADES

#### 3.1 GRADE C: BASIC RACE LICENCE

A basic licence is valid for Ice Races, hill climbs and driver schools sanctioned by CASC-OR.

#### 3.2 GRADE B: NOVICE RACE LICENCE

In addition to those Events listed above, a Novice Race licence is valid for Race Events sanctioned by CASC-OR.

#### 3.3 GRADE A: RACE/VINTAGE REGIONAL LICENCE

In addition to those Events listed above, a Regional licence is valid for Race Events sanctioned by CASC-OR.

#### 3.4 RACE LICENCE REQUIREMENTS AND PROGRESSION

3.4.1 A Grade 'C' (Basic) licence requires CASC-OR club membership which includes CASC-OR affiliation and a valid provincial driver's licence.

3.4.2 A Grade 'B' (Novice) licence requires graduating from a CASC-OR approved driver school, passing a medical and possessing CASC-OR club membership which includes CASC-OR affiliation.

3.4.3 A Grade 'A' Regional licence requires having completed 3 Events as a Grade B licence holder and having been approved for upgrade by the Stewards of the Event, in addition to the requirements of section 3.4.2, above.

3.4.4 An ASN Canada FIA National license requires having completed 3 Events as a Regional license holder and having been approved for upgrade by the Stewards of the Event, in addition to the requirements of section 3.4.2 above.

3.4.5 A superior grade of licence is valid for all lesser categories.

3.4.6 A valid foreign Race licence may also be considered by CASC-OR as proof of adequate training for qualification for issuance of a CASC-OR Race licence, e.g. SCCA, MSA UK.

### 4.0 RACE LICENCE FEES

Licence fee information is available from the CASC-OR Office.

### 5.0 RACE OFFICIALS' LICENCES

#### 5.1 OFFICIALS' LICENCE GRADES

##### 5.1.1 GRADE B

A Grade B licence is valid for Assistant Race Officials at Race Events and for Chief Race Officials at Ice Race Events and Drivers' Schools.

##### 5.1.2 GRADE A

A Grade A licence is valid for Chief Race Officials

#### 5.2 OFFICIAL LICENCE REQUIREMENTS AND PROGRESSION

##### 5.2.1 MEMBERSHIP REQUIREMENTS

All holders of Race Officials' licences shall be affiliated members of CASC-OR-affiliated clubs.

5.2.2 A Grade B licence requires attendance at a CASC-OR seminar in that specialty and satisfactory completion of a written test. To renew this licence requires the holder to work a minimum of two (2) events per year with at least one (1) in the specialty.

- 5.2.3 A Grade A licence requires having performed duties in a competent manner as an Assistant Race Official in the specialty at three (3) CASC-OR Race Events. Signatures attesting to the level of performance shall be from at least two different supervising officials. It is highly recommended that one of these events be with a club other than the club to which the official belongs. To renew this licence requires the holder to attend a minimum of three (3) events per year, working at two (2) with at least one (1) in the specialty.
- 5.2.4 Licence holders shall receive one signature from their department head or other supervising official per weekend. One day attendance shall qualify for a signature.
- 5.2.5 Licence holders shall submit their record of events worked when renewing their licence.
- 5.2.6 Any official wishing to renew a licence and who does not have the required number of signatures may apply to CASC-OR for individual evaluation.
- 5.2.7

### 5.3 STEWARD LICENCE REQUIREMENTS AND PROGRESSION

- 5.3.1 There shall be three levels of licences for Stewards:
- a) probationary;
  - b) Grade B;
  - c) Grade A.
- 5.3.2 For a Probationary Licence the candidate shall:
- a) be an affiliated member of a CASC-OR affiliated club;
  - b) attend a CASC-OR stewards' training seminar;
  - c) complete the written open-book test;
  - d) provide a written resume of his/her motorsport experience, including particular skills which will aid in the function of Steward.
- 5.3.3 For a Grade B Licence the candidate shall:
- a) hold a Probationary Licence;
  - b) attend a minimum of four Ontario Region race events as a Probationary Steward;
  - c) demonstrate an understanding of the steward's role at a Region race event.
- 5.3.4 For a Grade A licence the candidate shall:
- a) hold a Grade B licence for a minimum of two years;
  - b) demonstrate a good understanding of the rules;
  - c) show leadership qualities.

### 5.4 REQUIREMENTS FOR MARSHAL LICENCES

Requirements for marshals' licences can be found in APPENDIX "R".

## APPENDIX 'H': MEDICAL, FIRE AND RESCUE

### 1.0 EQUIPMENT, VEHICLES AND PERSONNEL

During all Competition the following minimum emergency vehicles, equipment and personnel are mandatory:

- a) one physician to act as Chief Medical Officer and one trained medical person. A second physician, Registered Nurse, EMT, Paramedic or equivalent, trained in and equipped for life support procedures, may be approved by CASC-OR as the trained medical person.

The physician and second medical person shall be available at Race Medical; they shall not participate in any Competition;

- b) one fully equipped Basic Life Support (BLS) Ambulance, provided by an ambulance service licenced by the Ministry of Health in the Province of Ontario, staffed by provincially licenced ambulance attendants, and authorised and licensed to transport sick and injured persons from a Competition Event to a hospital;
- c) fire/rescue/medical vehicles, equipment and crew as defined below.

### 2.0 OPERATING RULES

- 2.0.1 On track emergency vehicles dispatching methods shall be agreed upon prior to Competition between the Chief Medical Officer and the Clerk of the Course.
- 2.0.2 The Chief Medical Officer shall be familiar with regulations, as dictated by the Provincial Coroner or Medical Examiner, pertaining to deaths which may occur during Competition.
- 2.0.3 Medical/ Rescue personnel should be identifiable by some means other than the usual passes to permit them to be clearly recognized.
- 2.0.4 All emergency equipment shall be readied and all on track emergency vehicle engines shall be running for the first lap of all Competition.
- 2.0.5 When the Course is unattended by the Chief Medical Officer or the BLS Ambulance, all Competition shall stop immediately. NO COMPROMISE is permissible.

### 3.0 MEDICAL, FIRE AND RESCUE – MINIMUM REQUIREMENTS

There shall be a minimum of the following vehicles:

- a) Fire Vehicles shall be stationed so that, on an open track, under ideal conditions, the elapsed time from the moment the vehicle starts to move until it reaches the location of the next fire vehicle, at speeds not to exceed 80kph will not exceed one minute.
- b) One Rescue Vehicle is required.
- c) One Recovery Vehicle ("Wrecker") capable of recovering any Car used in the Event is required.
- d) Track Ambulances: in addition to the Provincially licenced BLS Ambulance specified herein, Track Ambulances may be used to transport the injured from the incident scene to Race Medical.

- 3.0.2 NOTE: A vehicle may be equipped and used for more than one purpose to meet the above requirements, e.g. one vehicle may be equipped as a Fire and Rescue vehicle, as a Track

Ambulance and Rescue Vehicle, as a Track Ambulance and Fire Vehicle, or as a Fire and Rescue Vehicle and Track Ambulance. However, the Fire vehicle intervention time defined herein must be met.

3.0.3 PURSUIT VEHICLES

Pursuit vehicles shall not be used.

3.1 MINIMUM EQUIPMENT FOR FIRE VEHICLES, RESCUE VEHICLES, TRACK AMBULANCES AND CORNER STATIONS

3.1.1 FIRE VEHICLES

Four 9Kg ABC fire extinguishers per vehicle are required. At Events where Cars are fuelled by alcohol or methanol, an additional two 11 litre pressurized water extinguishers per vehicle are required.

3.1.2 RESCUE VEHICLES

- a) The following medical supplies are required:
  - i) cervical stabilization;
  - ii) oral airways;
  - iii) ambu-bag;
  - iv) bandages and dressings;
  - v) personnel protective equipment:
    - A. 1 pair industrial gloves per crew member;
    - B. eye protection for each crewmember.
- b) The following Hydraulic Equipment is required:
  - i) 1 shear 90mm minimum jaw opening;
  - ii) 1 rescue kit (expansion) 8/10 tonne capacity;
  - iii) 1 wedgie (small spreader) 750Kg, 90mm maximum jaw opening;
  - iv) 1 large spreader 750Kg, 300mm maximum opening.
- c) Hydraulic equipment shall be fitted with common male and female couplings.
- d) The following Hand Tools are required:
  - i) 1 quick release knife per crew member;
  - ii) 2 hacksaws and non-breakable blades;
  - iii) 1 small axe;
  - iv) 2 pairs tin shears curved, one right pair and one left pair;
  - v) 1 pair pliers;
  - vi) 1 pair side-cutters;
  - vii) 1 crowbar, 1m long;
  - viii) 1 pair bolt cutters;
  - ix) 1 pair vice grips;
  - x) 1 Halligan tool.

3.1.3 TRACK AMBULANCES (WHERE USED)

Track ambulances (where used) shall be equipped with the following:

- a) stretcher;
- b) full backboard;
- c) short backboard;
- d) cervical stabilization;
- e) airway management kit;
- f) oxygen;
- g) suction;
- h) bandage kit;

## RACE REGULATIONS 2010

- i) burn kit;
- j) splints.

### 3.1.4 CORNER STATIONS

Corner stations shall each be equipped with one 9kg or two 4.5kg ABC fire extinguishers.

### 3.1.5 FIRE, RESCUE, AND MEDICAL VEHICLES – MINIMUM PERSONNEL

There shall be at least two people per vehicle with CASC-OR approved training in the use of the equipment on board.

## 4.0 RACE MEDICAL

The minimum requirements for the medical room are:

- a) to be secure;
- b) to be heated;
- c) to be well lit;
- d) to be equipped with a working toilet;
- e) to have working hot and cold water;
- f) to have a working refrigerator with ice;
- g) to have a working telephone;
- h) to be equipped with a stretcher or equivalent;
- i) to be equipped with an additional bed;
- j) to have adequate electrical supply;
- k) to have communication access to race control;
- l) to have a monitor on the marshals' communication line.
- m) A shower is recommended.

## APPENDIX 'I': RULES OF THE PITS AND PADDOCK

### 1.0 PITS

#### 1.1 PROVISION OF PITS

A pit shall be provided for Cars, equipment, and Crew. Cars shall remain in the pits when not actually in Competition. Cars retired from Competition shall be moved to the paddock. Cars, which retire to the paddock, shall be ineligible to return to the Competition in progress unless this is allowed by the Series or Supplementary Regulations or permission is received from the Clerk of the Course.

#### 1.2 CHILDREN

Children younger than 16 years of age are not permitted in the pit lane.

#### 1.3 ACCESS

Only Participants with proof of having signed the insurance waiver may be trackside, or in any posted restricted area.

#### 1.4 RACE START

At the start of a Race, only the pit marshals are permitted in the pit lane.

#### 1.5 EQUIPMENT

All personnel in the pit lane shall have their body covered, i.e., closed toe shoes, shirt with sleeves, long pants, etc. ***In addition, individuals designated as Pit Officials shall wear a protective helmet as supplied by CASC-OR.***

#### 1.6 SMOKING

Smoking is forbidden behind the pit counter, in pit lane and in any open stands immediately above the pits.

#### 1.7 SPACE ALLOTTED

Cars, crews and equipment may not occupy more space than that designated as that Car's pit.

#### 1.8 CARS OVERSHOOTING THE PIT

Cars shall not back up under their own power. They shall be pushed back by hand, or continue for another lap.

#### 1.9 FIRE EXTINGUISHER REQUIREMENTS

4.5kg ABC fire extinguishers shall be placed at 15 metre intervals along the pit lane.

#### 1.10 PETS

Pets are prohibited in the pits.

#### 1.11 PIT LANE SPEED LIMIT

A speed limit of 60kph shall be observed in the Pit Lane zone, demarcated by the first and last radar devices used to measure the speed.

1.12 PHOTOGRAPHY

Photography is not permitted in the pit lane except by individual permission from the Clerk of the Course.

1.13 BLEND LINE

1.13.1 A blend line shall be marked on the track from Pit Out, extending on to the track. The purpose of this line is to assist in the safe entry to the track.

1.13.2 Drivers exiting the pits shall ensure that none of their tires touch this blend line.

1.13.3 Drivers on the track shall ensure that none of their tires touch this blend line.

1.14 AUXILIARY POWER

Only Cars equipped with permanent externally mounted receptacles may use auxiliary power (battery assist) during Competition.

1.15 EMERGENCY/SERVICE VEHICLES IN PIT LANE

Emergency or service vehicles may not be passed in the pit lane.

1.16 DRIVER CREW AT PIT WALL

At any time a Car is on the course, two persons may be at the wall separating the racecourse from pit lane for the purpose of signalling the driver in the Car.

1.17 DRIVER CREW DURING PIT-IN

One person may go over the pit counter to signal their Car to its pit for a pit stop. All other team members shall remain behind the counter until the Car comes to a complete stop.

1.18 DRIVER CREW DURING PIT STOP

No more than five team members may be over the wall to perform service on a Car at any time. Not counted in this number is:

- a) a driver seated in the Car;
- b) a driver preparing to get in the Car (when allowed by Series Regulations);
- c) the signal persons at the wall separating the track from the pits provided these persons do not move from this position;
- d) the team fire extinguisher person (when allowed by Series Regulations).

1.19 JACK STANDS

No work shall be performed under a car unless adequate solid support is in place at all times.

2.0 FUEL STORAGE AND REFUELLING

**See Appendix "U" hereto.**

3.0 STORAGE CYLINDERS FOR COMPRESSED GAS

**3.1 Any storage cylinders for compressed gas shall:**

- a) be secured in position during transportation, storage or use**
- b) if stored on their side be chocked or wedged to prevent motion**
- c) have the valve protection cap in position when not in use**
- d) have a valve protection cage in position when in use**
- e) when containing acetylene always be in a valve end up position**

- f) **shall not be in Pit Lane**
- g) **Portable air tanks and fire extinguishers are exempt from the above regulations but shall be handled and stored in such a manner as to avoid damage to the unit.**

#### 4.0 PADDOCK

##### 4.1 FACILITIES

A paddock area with a public address system and sanitary facilities shall be provided for the use of Competitors.

##### 4.2 PETS

All pets shall be leashed to an adult or a fixed location with a maximum 3-meter line or be kept in an enclosed space.

##### 4.3 CHILDREN

Parents and guardians are responsible for the safety of their children.

##### 4.4 EXCESSIVE NOISE

Control of Cars, Competitors, children, pets and excessive noise shall be exercised in both the paddock area and the camping area. Excessive noise such as loud stereo systems shall cease by 11.00 p.m. of each day of an Event.

##### 4.5 RACETRACK PERMISSION

Cars are not permitted on the Racetrack at any time except by permission of the Clerk of the Course or the Track Manager. This includes before, during and after an Event.

##### 4.6 PADDOCK ROADS

Paddock roads shall be kept clear of Cars in order to provide unhampered access for tow trucks and/or service vehicles. A speed limit of 10 KPH shall be enforced. Burnouts, donuts and other extreme forms of driving are specifically prohibited.

##### 4.7 DEFINITION OF PADDOCK AREAS

At Mosport, no vehicles shall be parked between the rear of the Pits and the garages. At SMP, no vehicles shall be parked in the area South of the grandstand and North of the Paddock. Cars parked in these areas may be towed away. Only designated official vehicles may be parked in the mock grid area.

##### 4.8 MOSPORT CIRCUIT EXIT

At Mosport, Competitors wishing to leave the circuit during the course of the Event shall do so via the Corner 8 gate when directed by the course marshals. Vehicles may not be moved on to the inclined roadway immediately east of the garages until 15 minutes after the end of the last session of the event.

##### 4.9 FIRE EXTINGUISHERS

One 4.5Kg ABC rated fire extinguisher shall be placed in the Mock Grid area and **one in the Scrutineering and Impound Areas.**

##### 4.10 MOTORIZED VEHICLES

- 4.10.1 Motorized vehicles (including quad bikes) may be driven behind the Pits or in the Paddock and Mock Grid areas only by a road traffic licence holder who is on specific race team business.

4.10.2 Recreational use is strictly prohibited.

## APPENDIX 'J': FLAG AND LIGHT SIGNALS, AND RULES OF THE ROAD

### 1.0 GENERAL

Signals are given in daylight by different coloured flags, possibly aided by lights. Yellow lights at each marshal's post are obligatory for Events run at night.

### 2.0 FLAG SIGNALS: MINIMUM SIZE

The minimum size of the signalling flags is 600mm x 800mm. The red flag will measure 800mm x 1000mm.

### 3.0 FLAGS USED EXCLUSIVELY ON THE INSTRUCTIONS OF THE CLERK OF THE COURSE

#### 3.1 STARTING FLAG

Either the green flag or the Canadian National flag will be used. Some Races may be started by using a light system.

#### 3.2 BLACK AND WHITE CHEQUERED FLAG

Indicates the end of a Competition session when waved at the finish line or other location specified in the Supplementary Regulations

#### 3.3 RED FLAG

3.3.1 Waved at all marshal posts and by the Starter, it informs all Drivers to cease racing and slowly proceed around the Course to the Start/Finish unless directed otherwise by officials. Drivers shall be prepared to stop at any time. The lap on which the flag is displayed will not be scored.

**3.3.2 *When waved at pit out informs the driver that they cannot exit from pit lane to the track.***

#### 3.4 BLACK FLAG

3.4.1 Displayed at the start/finish line or other location specified in the Supplementary Regulations and accompanied by a number on a board, it informs the Driver of the Car designated by that number, to return to the pits at the conclusion of the current lap and await instructions from the Officials.

3.4.2 Displayed at the start/finish line accompanied by the word "ALL" on a board, and at all marshal posts, informs all Drivers that the current Course session has been halted and that they shall return to the pits at the conclusion of the current lap.

#### 3.5 BLACK AND WHITE FLAG

Divided diagonally into black and white halves, shown motionless at the start/finish line or other location specified in the Supplementary Regulations, and accompanied by a number on a board, it informs the Driver of the Car designated by the number that his/her conduct or driving has been observed as being unsporting or unsafe. It is a warning; if the behaviour continues, the Driver may be shown the Black Flag.

#### 3.6 BLACK FLAG WITH ORANGE DISK

3.6.1 The orange disk shall be 400mm in diameter. Shown motionless at the start/finish line or other location specified in the Supplementary Regulations, and accompanied by a number on a board, it informs the Driver of the car designated that the Car has mechanical problems likely to endanger the Driver or others. The Driver shall stop at his/her pit on the next lap.

- 3.6.2 As soon as the decision to display this flag has been taken, the Driver's pit Crew should be notified in order that they also are able to display a "stop" signal.

3.7 USE OF THE STARTER'S STAND AS A FLAG STATION

The Starter's stand shall not normally be used as a flag station. The Clerk of the Course may, in unusual circumstances, direct the Starter to act as a flag station.

4.0 FLAGS USED AT MARSHALS' POSTS

Flags used by the marshals may be shown either motionless or waved. A waved flag emphasizes the flag's basic meaning.

4.1 YELLOW FLAG

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

***The yellow flag status at that point on the track where cars exiting pit lane merge with race traffic may be mirrored by pit out.***

- a) SHOWN MOTIONLESS:
- i) Take care, danger, slow down.
  - ii) PASSING IS PROHIBITED FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S).
  - iii) A Driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, SLOW DOWN, NO PASSING.
  - iv) When the yellow flag is held "motionless" or "steady" it shall also be moved with a side-to-side rocking motion.
- b) SHOWN WAVED:
- i) Great danger, slow down, be prepared to stop.
  - ii) NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S)
  - iii) AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE CARS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY NOT TO PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA.
- c) DOUBLE YELLOW: DISPLAYED AT ALL STATIONS:  
Indicates the entire course is under a full yellow condition. Slow down, no passing. Shall be used with or without the pace (safety) car.
- d) Drivers shall proceed through yellow zones in single file which may be staggered. A definition of "yellow zone" can be found in Appendix 'D': GLOSSARY of these Race Regulations.

- 4.1.2 So as to be able to inform Drivers of a new danger of which they are not aware occurring in the same sector, the yellow flag shall be waved for two laps, shown motionless for two laps and then withdrawn, even if it has proved impossible to remove the obstacle. If it is withdrawn WITHOUT displaying a subsequent green flag, it means that the condition of the Course in that sector shall remain as during the previous two laps for the remainder of the Competition. If withdrawn and replaced with a green flag shown motionless for two laps, it indicates that the condition of the Course has returned to its pre-incident state.

- 4.1.3 When necessary during the display of a yellow flag, Drivers shall be instructed by means of hand signals to keep to the side of the Course that is not obstructed. If the Course is very badly obstructed, but not sufficiently to warrant the stopping of the Competition, two yellow flags may be used at the same post to emphasize the danger. Two yellow flags will also be shown if the Course is entirely obstructed, until the Clerk of the Course orders the stopping of the Competition.

- 4.1.4 To allow Drivers to observe proper caution before an incident, preceding posts may display motionless yellow flags. The use of such forewarning flags is at the discretion of the Clerk of the Course.

## RACE REGULATIONS 2010

- 4.1.5 If the debris from an incident is scattered past the post following the incident, that post shall also display a debris flag.

### 4.2 YELLOW FLAG WITH RED STRIPES

The yellow and red striped flag informs Drivers to take care. It is used to warn of a slippery surface such as caused by the presence of oil, water and/or debris on the Course surface.

The flag shall be displayed for four laps or until the surface returns to normal.

### 4.3 GREEN FLAG

The green flag shall be displayed to replace the yellow flag at the site of an incident as soon as the Course has been cleared and will be shown for two laps.

### 4.4 WHITE FLAG

- 4.4.1 The white flag informs Drivers that they are about to overtake a vehicle which is travelling on the Course at a much slower speed than the Competitors. The white flag shall be shown when a service vehicle is on the Course or when a competing Car is moving at a reduced speed.

- 4.4.2 The white flag shall be waved as soon as the slow-moving vehicle has gone past the flagger's post and this shall continue until the vehicle reaches the following post, then shown motionless while the vehicle is crossing the next sector then withdrawn. If the vehicle stops on the Course, the white flag shall immediately be replaced with a yellow flag.

### 4.5 BLUE FLAG

The blue flag informs Drivers that they may be about to be overtaken by a faster Car. When the blue flag is waved, it draws the Driver's attention either to the closeness of the Car about to overtake, or to the high speed at which it is approaching.

The blue flag may be shown motionless when the faster Car is still some distance away and when the flag marshal feels that overtaking will take place in the following sector.

## 5.0 LIGHT SIGNALS

### 5.1 SPECIFICATIONS

When light signals supplement flag signals, they shall comply with the following specifications:

- a) The light signals may replace the yellow and green and red flags.
- b) The installation shall present three grouped lights, two yellow and one green. The yellow lights shall be spaced so as to ensure that the presence of two lights is easily recognizable. A red light may be included, to be operated solely by Race Control simultaneously with red lights at all other posts.

### 5.2 MEANINGS

Steady lights shall have the same meaning as steady flags and flashing lights shall have the same meaning as waved flags.

### 5.3 REQUIREMENTS FOR NIGHT RACING

For night racing there shall be, at minimum, yellow lights controlled by each post.

## 6.0 RULES OF THE ROAD

### 6.1 ENTERING THE PITS

Before entering the pits from the Course, Drivers shall signal by raising an arm.

### 6.2 SIGNALLING TO PASS

- If an overtaken Driver wishes to indicate the side on which an overtaking Driver should pass, s/he shall point to that side or operate the signal light on the side on which the pass should be carried out.
- 6.3 DIRECTION OF TOW  
During a session it is forbidden to drive or tow a Car in a direction opposite to that in which the Event is being run without the specific approval of the Clerk of the Course.
- 6.4 STOPPING ON THE COURSE  
If a Car stops on the Course during an Event, the Car should be parked in such a manner as to cause no obstruction to other Competitors.
- 6.5 MOVEMENT UNDER POWER OF THE VEHICLE STARTER  
Cars shall not be moved under power of the starting device while on the Course, except to remove them from a hazardous position to one of greater safety.
- 6.6 ASSISTANCE  
Drivers shall obtain no assistance during the Race other than from their pit Crews in the pits. This does not preclude assistance by Officials for safety reasons.
- 6.7 DRIVING OFF COURSE  
The Driver is required to follow the marked Course during a Competition and shall not gain an advantage from an off-Course excursion.
- 6.8 OVERTAKING
- 6.8.1 Overtaking drivers are responsible for the decision to pass another car and to accomplish the pass safely. Overtaken drivers are responsible for being aware that they are being overtaken and shall not deliberately impede the overtaking car.
- 6.8.2 Competitors have a right to "racing room" on the racetrack. "Racing room" is defined as sufficient space on the racetrack to allow competitors to maintain control of their cars in close quarters, under racing conditions.
- 6.8.3 Competitors shall preserve the right of their fellow competitors to "racing room" on the racetrack. Changes in direction so as to impede or affect the path of a car attempting to overtake or pass may be interpreted by officials as an attempt to deprive fellow competitors of their right to "racing room."
- 6.8.4 Competitors shall avoid physical contact with other competitors' cars.
- 6.9 REPETITION OF DRIVING ERRORS  
Repetition of serious driving errors or a lack of control over the Car may incur penalties.
- 6.10 RIDING OUTSIDE THE COCKPIT AREA  
No one shall ride outside the cockpit area or on the coachwork of any car at any time, including victory laps.

## APPENDIX 'K': DRIVER SAFETY EQUIPMENT

### 1.0 USE OF DRIVER SAFETY EQUIPMENT

The use of the following Driver safety equipment is mandatory during all Competition. Drivers and passengers in Racing Driver Schools shall wear helmets as specified herein. Driver suits and other driver safety equipment are highly recommended.

### 2.0 CLOTHING

#### 2.1 DRIVER SUITS AND UNDERWEAR

- 2.1.1 One-piece driver suits that effectively cover the body from the neck to the wrists and ankles, manufactured of material approved herein, shall be worn.
- 2.1.2 Underwear manufactured of material approved herein shall be worn, where specified herein.
- 2.1.3 Driver suits and underwear shall be clean and in good condition with no excessive oil stains, holes or frayed edges.

#### 2.2 GLOVES

##### 2.2.1 **Gloves shall meet or exceed the following criteria:**

- a) **gloves made of material approved herein shall be worn**
- b) **gloves shall have no holes or perforations**
- c) **gloves shall be fitted at the wrist and shall cover the cuff of the driver suit**
- d) **any leather used on the exterior of the glove may only contact the skin through the seams**
- e) **any leather used on the interior of the glove shall be separated from the exterior by fabric approved herein**
- f) **any leather used may not form a continuous loop around any portion of the hand.**

##### 2.2.2 **Gloves bearing the official marking to show compliance with SFI Standard 3.3/5, or FIA Standard 8856-2000 are accepted.**

##### 2.2.3 **Gloves marked "FIA 86 Rules" are accepted.**

#### 2.3 SOCKS

Socks made of material approved herein shall be worn.

#### 2.4 SHOES

Shoes made of material approved herein and/or of leather shall be worn.

#### 2.5 BALACLAVAS AND HELMET SKIRTS

- 2.5.1 Balaclavas or helmet skirts of material approved herein shall be worn. It is recommended that balaclavas be double layers.
- 2.5.2 Hair protruding from beneath helmets shall be completely covered.

2.6 HELMETS

Helmets as specified herein shall be worn.

### 3.0 APPROVED MATERIALS

All fire resistant material approved by ASN Canada, FIA, SCCA and SFI is acceptable.

### 4.0 DRIVER SUITS AND UNDERWEAR SYSTEMS

#### 4.1 APPROVED SYSTEMS:

The following Driver suit/underwear systems are approved:

- a) suits of two layers of approved material worn with approved underwear;
- b) suits of three layers of approved material;
- c) suits carrying an SFI 3-2A/3 rating or SFI 3-2A/5 single layer suit, worn with approved underwear;
- d) multilayer suits carrying an SFI 3-2A/5 or higher rating;
- e) multilayer suits carrying an FIA Homologation;
- f) suits, which the manufacturer states in writing meet or exceed the standards stated herein, may be substituted for that standard.

#### 4.2 ADDITIONAL RECOMMENDATIONS

It is highly recommended that underwear of approved material be worn under all Driver suits.

#### 4.3 RESTRICTED MATERIALS

While competing, Drivers should not wear any clothing composed in whole or in part of Nylon.

#### 4.4 PROOF OF COMPLIANCE

In the case of doubt concerning the composition of a suit/underwear system, the Driver shall be able to present adequate evidence that it conforms to one of the above standards.

### 5.0 HELMETS

#### 5.1 ACCEPTED EQUIPMENT

The following helmets are accepted:

- a) Snell Foundation (USA) 2000SA or SA 2005 Helmets.
- b) Helmets meeting the FIA standards list for helmets for circuit racing shall be accepted if accompanied by the current FIA documentation.

#### 5.2 CONDITION OF HELMETS

Helmets shall be in good condition.

#### 5.3 REPAIRED HELMETS

A repaired helmet may be approved provided that written proof of a satisfactory repair by the helmet manufacturer is presented.

#### 5.4 OPEN CARS

Full face helmets and shields shall be worn by Drivers of open Cars and are strongly recommended for all Drivers.

### 6.0 EYE PROTECTION

#### 6.1 RECOMMENDATIONS

It is recommended that any corrective eyeglass material or sunglasses be of the safety glass type.

## APPENDIX 'L': TECHNICAL INSPECTION

### 1.0 CAR LOGBOOKS

#### 1.1 RECOGNIZED LOGBOOKS

All Competitors at CASC-OR Events shall have a logbook issued by a recognized sanctioning authority.

#### 1.2 VALID LOGBOOKS

Only one logbook shall be issued for each Car (other than an extension or replacement)

#### 1.3 ISSUANCE OF LOGBOOKS

A logbook shall be issued by a CASC-OR licensed scrutineer who shall conduct a thorough inspection of the Car and enter a complete description of the Car, its safety roll cage and the required photographs. All changes of ownership shall be entered.

#### 1.4 IDENTITY PLATE

Each Car shall be identified by a CASC-OR issued Identity plate permanently attached to the Car frame bearing a number corresponding to that of its logbook.

### 2.0 TECHNICAL AND SAFETY INSPECTION

#### 2.1 ANNUAL INSPECTION

A full and complete technical and safety inspection (Annual Inspection) shall be performed on each Car once a year. The year shall be defined as the calendar year. When the Car passes this inspection the logbook shall be stamped with the "official" Annual Inspection stamp, and dated and signed by a licensed CASC-OR scrutineer.

#### 2.2 INSPECTION AT EVENTS

##### 2.2.1 PRESENTATION

a) The logbook shall be presented at the Event signed by the Competitor. When the logbook contains verification of a current Annual Inspection, the minimum inspection shall consist of reviewing the logbook. If this is in order an Event scrutineering sticker shall be issued and attached to the Car. On Formula Cars, Sports Racing Cars and GT Cars with no roof the sticker shall be placed on the roll bar to the right of the driver's head. On GT Cars the sticker shall be placed on the top right hand corner of the windshield.

b) All previous scrutineering stickers shall be removed.

2.2.2 When the logbook does not contain verification of a current Annual Inspection, the Car shall be presented to the Event scrutineers and an Annual Inspection shall be performed prior to the issue of an Event scrutineering sticker. Such an inspection shall not delay inspection of Cars which have had an Annual Inspection done.

2.2.3 When the logbook contains a scrutineer's notation regarding a defect, the results of a protest noted after the Annual Inspection, or when the logbook indicates no Competition for an extended period of time (3 months or more) during a year the Car shall be presented to the Event scrutineers for inspection prior to the issue of an Event scrutineering sticker for the Car.

## RACE REGULATIONS 2010

- 2.2.4 When the logbook is not available at scrutineering, the Car shall be accepted for Competition only after a thorough inspection during which all details required for the issue of a logbook shall be recorded. This inspection shall not delay inspection of Cars, which have logbooks available. Competitors shall arrange with the Event scrutineers an appropriate time for inspection of their Car prior to being accepted for Competition.
- 2.2.5 DEVIATIONS REGARDING SAFETY
- a) All deviations regarding safety shall be entered in the logbook.
  - b) If a waiver for the Event is permitted this shall be entered in the logbook and complied with by the Competitor.
- 2.2.6 When a Car is protested during an Event and found to be illegal, the results of the protest shall be entered in the logbook.
- 2.2.7 When a Car is damaged during an Event, a description of the damage shall be entered in the logbook.
- 2.2.8 When a Car has been altered or damaged after issue of an Event scrutineering sticker the scrutineer may remove the sticker until the Car has been re-inspected and re-approved.
- 2.3 CLASS SCRUTINEERING
- At each Event, certain classes shall be designated to be presented to the Event scrutineers.
- 2.4 RANDOM SCRUTINEERING
- Event scrutineers shall carry out random technical inspections of Cars and of Drivers' safety equipment and clothing for safety and eligibility purposes at any time during the Event.

## 3.0 OFFICIAL SCALES

- 3.1 DESIGNATION
- 3.1.1 The scales at the Event are the official scales of the Event.
- 3.1.2 Platform scales or individual scales, which weigh one axle (two wheels) at a time or each wheel separately, are acceptable.
- 3.1.3 The scales shall be certified.
- 3.1.4 Official weigh scales shall be available for Competitors' use on Saturday from 10:00 a.m. until 4:00 p.m. and on Sunday from 10:00 a.m. until 4:00 p.m.
- 3.2 CAR WEIGHT
- Cars found to be underweight shall have this noted in the logbook.

## 4.0 IMPOUND

- 4.1 NOTICE OF IMPOUND
- 4.1.1 The Clerk of the Course may direct Cars to be impounded pending inspection and disassembly to check compliance with the Regulations.
- 4.1.2 When Cars are to be impounded immediately following Competition, notice of such impounds shall be given to the Competitor prior to leaving the pit lane.
- 4.2 RESPONSIBILITY
- 4.2.1 The Competitor shall be responsible for performing all required disassembly and reassembly.
- 4.2.2 If the Car is found to be eligible for the competition in which it is entered the Event organizer shall stand the expense of the disassembly, inspection and reassembly.

4.2.3 If it is not eligible the Entrant shall bear the expense.

#### 4.3 SUPERVISION

The disassembly shall be carried out under the supervision of the Chief Scrutineer of the Event, or his/her designate. The required inspections shall be carried out by the Chief Scrutineer of the Event or by a suitably qualified designate approved by the Clerk of the Course. The Chief Scrutineer shall communicate the results of the inspections in writing to the Clerk of the Course only.

#### 4.4 FINDINGS

The Clerk of the Course shall report the results of the inspections to the Stewards of the Event, requesting a penalty should the Car be found not to conform to the Regulations.

#### 4.5 POSTPONEMENT OF DISASSEMBLY AND INSPECTION

If it is decided by the Clerk of the Course that disassembly and inspection is not immediately possible, the inspections may be carried out at another time and place, designated by the Clerk of the Course. The components of the Car to be inspected are to remain impounded until such inspection is completed. This may be done by having them remain in the possession of the Chief Scrutineer of the Event or by having them sealed or by any other means deemed satisfactory by the Clerk of the Course and the Stewards of the Event. Costs incurred will be the responsibility of the Competitor. A car impounded in this manner shall be kept for a reasonable length of time as agreed upon by the Scrutineer, the protestor and the driver of the protested car. A sealed component may be worked upon under the supervision of a licensed scrutineer approved by the three people mentioned above.

### 5.0 PROTESTS AND TEARDOWN BONDS

#### 5.1 ELIGIBILITY FOR PROTEST

Entrants may protest a Car that they believe does not conform to the Regulations. They may request in their protest that the Car be disassembled, inspected or tested by Officials in order to determine if it complies with the Regulations.

#### 5.2 TEARDOWN

5.2.1 The Stewards of the Event, in conjunction with the Chief Scrutineer, shall determine if a teardown is required and if so, the estimated cost of such a teardown.

5.2.2 The amount of the bond shall be adequate to cover the cost of disassembly, examination, measurement, rebuild and transportation to an alternative specified location.

5.2.3 A bond covering this cost shall be given to the Stewards of the Event by the protestor prior to the protested vehicle being disassembled and inspected.

#### 5.3 COMPLETION OF TEARDOWN

Teardowns and inspections shall be completed as specified in the protest, regardless of determination of illegality at any earlier point in the proceedings.

#### 5.4 WHERE LEGALITY IS DETERMINED BY TEARDOWN

If the Car is found to conform to the Regulations, the bond shall be used to cover all of the costs incurred by the protest. Any shortfall/surplus shall be charged to/returned to the competitor lodging the protest.

#### 5.5 WHERE ILLEGALITY IS DETERMINED BY TEARDOWN

If the Car is found not to conform to the Regulations, the Entrant of the protested Car shall be responsible for the costs incurred for the disassembly and reassembly and the bond shall be returned to the protestor.

## 6.0 MEASUREMENTS

### 6.1 IMPOUND

If a car is protested and has to be disassembled to be inspected, tested or measured, then those parts of the car shall be sealed or impounded until the necessary inspections, tests or measurements can be made by a qualified person designated by CASC-OR.

### 6.2 RESPONSIBILITIES

The driver whose car is protested shall be responsible for delivering the car to the place where the inspection, test or measurement is to be carried out.

## APPENDIX 'M': FUEL AND FUEL CELLS/TANKS

### 1.0 FUEL

#### 1.1 PERMITTED FUELS

All Cars shall run on fuel produced by a recognized commercial manufacturer unless otherwise specified by Class, Series or Supplementary Regulations.

#### 1.2 ADDITIVES

1.2.1 The addition of compounds containing nitrogen and/or oxygen is prohibited.

1.2.2 NOTE: Competitors are advised that some chemicals used as fuel additives are classified as probable or suspected human carcinogens, or have been implicated in several deaths. These chemicals are propylene oxide, ethylene oxide and para-dioxane, also known as 1.4 dioxane.

### 2.0 FUEL CELLS/TANKS

#### 2.1 DEFINITION

2.1.1 A Fuel Cell is defined as consisting of an inner bladder/tank, manufactured to FIA FT3 specifications, or better, approved fuel cell foam and a metal container as specified herein.

2.1.2 A Fuel Tank is defined as consisting of a cross-linked polymer tank intended for use as a fuel tank in a race car, approved fuel cell foam and a metal container as specified herein.

#### 2.2 CLASS REQUIREMENTS

2.2.1 Fuel Cells/Tanks as defined above, are required for all Formula Cars, Sports Racers, tube-frame GT Cars and GT Cars built from a production road car, model year 1981 or earlier.

2.2.2 GT cars built from a production road car, model year 1982 or later, may use a Fuel Cell/Tank as specified above, OR, if a minimum of 30 cm of the original structure surrounding the stock Fuel Tank is retained and this structure is welded to the adjacent tubular steel replacement frame members, the stock tank may be used. Fuel cell foam may be added to the stock tank.

#### 2.3 SIZE, NUMBER AND CAPACITY

2.3.1 The dimensions and capacity of Fuel Cells/Tanks are free unless otherwise specified by Class, Series or Supplementary Regulations.

2.3.2 The installation of more than one Fuel Cell/Tank is permitted.

#### 2.4 LOCATION

##### 2.4.1 FORMULA AND SPORTS RACING CARS

The location is free unless otherwise specified by Class, Series or Supplementary Regulations.

##### 2.4.2 CLOSED-WHEEL CARS

a) Fuel Cells/Tanks shall be installed as close as possible to the location of the standard tank(s), except when safety considerations, dimensional limitations, or other factors make this impractical, impossible or undesirable.

b) Fuel Cells/Tanks shall not be located in the Driver/passenger compartment.

## RACE REGULATIONS 2010

- c) Fuel Cells/Tanks shall be installed not less than 15cm (6in) from the ground unless enclosed within the bodywork or chassis.

### 2.4.3 VINTAGE CARS

CASC-OR may approve alternative locations for individual Cars upon request.

## 2.5 DESIGN DETAILS AND MATERIAL SPECIFICATIONS

### 2.5.1 BLADDERS

Bladders shall be manufactured to FIA FT3 specifications, or better. Foam internal baffling is required.

### 2.5.2 CONTAINERS

- a) Bladders shall be installed in containers fully surrounding the bladder, constructed of 0.036-inch thick steel or .059in thick aluminum. All seams of this container shall be securely fastened.
- b) In Formula Cars and Sports Racing Cars the containers may form part of the structure of the bodywork of the Car.
- c) In Closed Wheel Cars internal body panels may be modified to accommodate the installation of Fuel Cells/Tanks provided such modifications serve no other purpose.

### 2.5.3 FITTINGS

All fittings shall be built into the bladder and bonded and cured as an integral part of the bladder.

## APPENDIX 'N': DRIVER RESTRAINT SYSTEMS

### 1.0 GENERAL PROVISIONS

1.0.1 With the exception of Driver Schools, all Drivers shall utilize a restraint harness manufactured to FIA/ISO Standard No. 8853, SFI Spec. 16.1, or SFI Spec 16.5 with the exception of the following for which approval has been withdrawn:

- |    |                                   |                   |
|----|-----------------------------------|-------------------|
| a) | TAIWAN Racing Products (Taiwan)   |                   |
|    | 3" x 2" Racing harness Formula    | FIA D -203. T/98  |
| b) | Momocorse srl (Italy):            |                   |
|    | i) 6 PUNTI FORMULA                | FIA D - 142. T/98 |
|    | ii) RALLY LUSO 3"                 | FIA B - 143. T/98 |
|    | iii) CINTURA 3" 6 P.TI            | FIA D - 153. T/98 |
|    | iv) CINTURA 3" 5 P.TI             | FIA C - 154. T/98 |
| c) | Confezioni LRF Ditta Ind. (Italy) |                   |
|    | a) 6 PUNTI FORMULA                | FIA D - 140. T/98 |
|    | b) RALLY LUSO 3"                  | FIA B - 141. T/98 |
|    | c) PROFESSIONALE 3"               | FIA C - 151. T/98 |
|    | d) PROFESSIONALE 3"               | FIA D - 152. T/98 |

1.0.2 Restraint harness installations are subject to the approval of the Chief Scrutineer at each Event.

### 2.0 DESIGN

A minimum five point system is required for use in Cars where the Driver is seated in an upright position, consisting of a lap belt, two shoulder straps and an anti submarine strap. A minimum six point system is required for use in Cars where the Driver is seated in a semi-reclining position, consisting of a lap belt, two shoulder straps and two anti-submarine straps. HANS specific shoulder straps are permitted, but only when used in conjunction with a HANS device.

### 3.0 MATERIALS

3.0.1 The material of all straps shall be in good condition. The buckles shall be of metal to metal quick release type except in the case of the leg straps of the six point system where they attach to the seat belt or shoulder harness straps.

3.0.2 Only separate shoulder straps are permitted. "V" and "Y" type shoulder straps are not allowed. "H" type configuration is allowed.

### 4.0 INSTALLATION

Details of installation shall be according to the manufacturer's instructions.

### 5.0 FUNCTION

All straps shall be free to run through intermediate loops or clamps/buckles.

### 6.0 HARDWARE

6.0.1 The minimum acceptable bolt used for mounting all belts and harness are 3/8in SAE Grade 5 or 5/16in Grade 8, which shall properly fit both the car mounting points and the belt end attachments. To achieve the required proper snug fit, shouldered steel bushings may be used if necessary. A Scrutineer shall approve, and note in the vehicle log book, all installations using 5/16in bolts.

*RACE REGULATIONS 2010*

- 6.0.2 Where possible, seat belts, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure or frame of the Car. Where this is not possible, large diameter mounting washers or equivalent reinforcing shall be used to spread the load. Bolting directly to floor panels etc., without adequate reinforcement, is not acceptable.
- 6.0.3 All mounting hardware used to secure the driver restraint system shall serve no other purpose.

7.0 VALIDITY

Driver restraint systems shall be replaced every five (5) years from the date of manufacture OR on the expiry date as indicated by the manufacturer's label.

## APPENDIX 'O': ROLL CAGES

### 1.0 GENERAL

#### 1.1 APPLICATION

Roll cages are mandatory on all Cars, unless otherwise stated.

#### 1.2 DESIGN

Roll cages may be of two designs, low front hoop (top of steering wheel, or high front hoop (top of windshield). Specific installations are subject to the approval of the Chief Scrutineer at each Event. (Refer to Diagrams herein)

### 2.0 BASIC DESIGN CONSIDERATIONS

#### 2.1 PURPOSE

The basic purpose of the roll cage is to protect the Driver if the Car rolls over or is involved in a serious accident.

#### 2.2 INSIDE DIMENSIONS

The top of main hoop of the roll cage shall be a minimum of 2in above the top of the Driver's helmet when the Driver is sitting in a normal driving position, or shall be located as near the roof as possible in closed Cars. The top of the main hoop shall not be more than 10in behind the back of the Driver's helmet when the Driver is sitting in a normal driving position. A straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the Driver's helmet.

#### 2.3 OPERATION

The roll cage shall be designed to withstand compression forces resulting from the weight of the Car coming down on the roll cage and to take fore/aft and lateral loads resulting from the Car skidding along on the roll cage.

#### 2.4 HEAD RESTRAINT

2.4.1 A system of head restraint to prevent whiplash and rebound and to prevent the Driver's head from striking the underside of the roll cage shall be provided.

2.4.2 The head restraint shall be capable of withstanding a force of 200 pounds in a rearward direction.

2.4.3 The headrest shall have an area of 36 square inches and be padded with a non-resilient material such as Ethafoam or Ensolite or other similar material with a minimum thickness of 1in.

2.4.4 The head restraint support shall be such that it continues rearward or upward from the top edge of the pad such that the Driver's helmet cannot hook over the pad.

2.4.5 The padded surface shall touch the helmet and shall not be under fibreglass or other hard material.

#### 2.5 PADDING

Parts of the cage subject to contact with the Driver shall be padded with non-resilient material such as Ethafoam or Ensolite or other similar material with a minimum thickness of 1/2in.

2.6 AERODYNAMIC RESTRICTIONS

No portion of the roll cage shall have an aerodynamic effect by creating a vertical thrust.

2.7 ENGINE INTRUSION

Roll cage or chassis design shall prevent engine intrusion into the Driver compartment.

3.0 DIMENSIONS AND MATERIALS

3.1 MATERIALS

3.1.1 The roll cage shall be of seamless or ERW or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4125, 4130). It is recommended that mild steel tubing be used as alloys present difficulties in welding and must be normalized to relieve stress.

3.1.2 Proof of the use of alloy steel is the responsibility of the Entrant.

3.2 DIMENSIONS

Unless otherwise specified herein, the minimum size of tubing to be used shall be as follows (all dimensions are in inches):

CAR WEIGHT	MILD STEEL	ALLOY STEEL
Up to 1500 lbs.	1.375x.095	1.375x.080
1500-2500 lbs.	1.500x.095	1.375x.095
Over 2500 lbs.	1.500x.120	1.500x.095
Or	1.750x.095	

ERW tubing may be used in the following sizes only:

CAR WEIGHT	ERW TUBING
Up to 2500 lbs.	1.500x.120
over 2500lbs.	1.750x.120

3.3 WEIGHT

For purposes of determining tubing size, the Car weight is as raced, without fuel, Driver, or 'rewards weight'.

3.4 MINUS TOLERANCE

The minus tolerance for wall thickness shall not be more than .010 below the nominal thickness.

3.5 INSPECTION HOLE

An inspection hole of at least 3/16in diameter shall be drilled in a non-critical area of all tubing with a specified dimension, to facilitate verification of wall thickness.

4.0 FABRICATION

4.1 BENDS

One continuous length of tubing shall be used for the main hoop with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in roll cages (measured at centerline of the tubing) shall not be less than three (3) times the diameter of the tubing,

4.2 MAIN HOOPS

Whenever possible, roll cage hoops should start from the floor of the Car and in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with

support tubes beneath the joints to distribute the loads. It is recommended that gussets be used at all joints.

#### 4.3 JOINTS

All joints shall be fully welded. All welding shall be of the highest possible quality with full penetration and shall be done according to A.S.T.M. specifications for the material used. Arc welding, particularly heliarc, should be used whenever possible. Welds should be inspected by magnaflux or dye penetrant after fabrication. Alloy steels shall be normalized after welding.

#### 4.4 BRAZING

Aluminum bronze or silicon bronze welding techniques are permitted, but extreme care shall be used in preparation of parts before welding and in the design of the attaching joints.

### 5.0 FORMULA AND SPORTS RACING CARS

#### 5.1 GENERAL

5.1.1 Two-seat Sports Racing Cars shall have full cockpit width roll cages.

5.1.2 On Cars of full monocoque construction, a fabricated front hoop may be recognized by CASC-OR upon specific application.

#### 5.2 MAIN AND FRONT HOOPS

5.2.1 On Formula Cars and single seat Sports Racing Cars the two vertical members forming the sides of the main hoop shall not be less than 15in apart, inside dimension, at their attachment points to the chassis. If the hoop does not go to the belly pan, it shall be attached to the chassis with proper gussets and tube triangulation to spread the loads. On monocoque chassis the main hoop shall be welded to mounting plates not less than .080in thick. These plates shall be attached to the chassis in a manner, which distributes the loads over a wide area. There shall be a plate of equal thickness on the inside of the monocoque with bolts of 5/16in minimum diameter through the non-ferrous material.

5.2.2 Low front hoops shall be no lower than the top of the steering wheel. If the hoop does not go to the belly pan, it shall be attached to the chassis with proper gussets and tube triangulation to spread the loads. NOTE: Some early model F1200, FF1st, F1600 and F4 cars do not conform to this rule. These Cars may be recognized by CASC-OR on an individual exception basis only.

5.2.3 High front hoops shall be similar in shape to the rear hoop and have two horizontal tubes connecting the top of the front hoop to the top of the main hoop. In Cars with full height monocoque or composite construction (to top of steering wheel), a steel cap plate, not less than .080in thick shall be attached as a rubbing block.

#### 5.3 BRACING

5.3.1 The main hoop shall have two fore/aft braces of tubing equal in dimensions and wall thickness to the tubing of the main hoop. This bracing shall be attached as near as practical to the top of the main hoop, no more than 6in below the top, and at an included angle of at least 30 degrees.

If these braces do not extend to the front hoop, an additional brace or gusset shall be installed at the point of attachment to the main rear roll hoop or lower frame rail, or other frame member, in such a manner as to reinforce the attachment point to help prevent collapse of the frame rail at the point of attachment. These tubes shall be 1.00in x 0.080in minimum and gussets shall be 3/16 in minimum.

5.3.2 Two seat Sports Racing Cars shall have a diagonal lateral brace of tubing equal in dimensions and wall thickness to the tubing of the main hoop to prevent lateral distortion of the main hoop.

5.3.3 Formula and single seat Sports Racing Cars under 1500lbs. may use bracing of tubing with a minimum dimension of 1.00in diameter and .080in wall thickness. When monocoque construction is used as bracing for a front hoop it shall be approved by CASC-OR on an individual basis.

5.3.4 If the fore/aft bracing is removable, the connection between the main hoop and the brace shall be of the double lug type fabricated from material at least 3/16in thickness and welded through a

doubler or gusset arrangement to avoid distortion or excessive strains caused by welding. Details of the attachment of removable braces are shown in the diagrams herein.

- 5.3.5 It is recommended that the fore/aft brace, if removable, be attached to a rear chassis member through a double lug connection as described above. If attached to the engine, it shall mount to a major component such as a head stud or a combination of head studs.

## 6.0 ALL CLOSED-WHEEL CARS

### 6.1 GENERAL

- 6.1.1 Cars shall have full width roll cages either removable or welded to the Car. Roll cages shall be contained within the Driver/passenger compartment.
- 6.1.2 Removable roll cages shall be very carefully designed and constructed to be at least as strong as a welded installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two 3/8in diameter SAE grade 5 bolts shall be used to secure the joint. The telescope section shall be at least 8in in length.

### 6.2 MAIN AND FRONT HOOPS

- 6.2.1 The main hoop shall extend the full width of the Driver/passenger compartment.
- 6.2.2 The front and side hoops shall follow the line of the front pillars to the top of the windshield as close to the roof as possible then horizontally to the main hoop. A tube shall connect these two hoops over the top of the windshield.

Alternatively a front hoop following the lines of the front pillars and connected to the main hoop on each side at the top may be used.

- 6.2.3 Open Cars without full windshields may have a low front hoop.

### 6.3 BRACING

- 6.3.1 The main hoop shall have two braces of tubing extending to the rear attaching to the frame or chassis. This bracing shall be attached as near as practical to the top of the main hoop, no more than 6in below the top, and at an included angle of at least 30 degrees. The main hoop shall have a diagonal brace to prevent lateral distortion.

### 6.3.2 RECOMMENDATIONS

- a) A horizontal lateral tube connecting the right and left legs of the main hoop, as close to the floor of the Car as possible, is highly recommended.
- b) A horizontal lateral under dash tube connecting the right and left legs of the front hoop is highly recommended.
- c) A lateral tube, shaped over the tunnel, connecting the bottom of the right and left legs of the front hoop is highly recommended. A vertical tube may be installed between the under dash tube and this tube to strengthen the shaped section over the tunnel.

### 6.4 SIDE PROTECTION

- 6.4.1 Two horizontal tubes, or one horizontal tube and one angled tube, or a fully gusseted "X" brace, connecting the front and main hoops across the Driver's door are mandatory. Vertical tubes in this structure are highly recommended. Gussets shall be a minimum of 2 inches on the shortest side and made of plate steel twice the thickness of the tube wall, or formed from tubing of the same thickness and diameter as the cage, split and formed into gussets, or formed to a shape similar to the split tube from sheet steel the same thickness as the roll cage tubing. All gussets shall be fully welded all around.
- 6.4.2 One or more horizontal tubes or one diagonal tube connecting the front and main hoops across the passenger door are mandatory.

## RACE REGULATIONS 2010

- 6.4.3 Interior door panels may be altered, replaced or removed to allow for installation of side protection tubes or NASCAR-style door bars. Where door panels are removed, all sharp edges or projections shall be protected.
- 6.4.4 If NASCAR-style door bars are installed, they should be constructed in the following manner: They should be constructed of several horizontal tubes attached to the main and front hoop, angled out into the door cavity as far as possible, spaced equally at intervals no more than 15 cm centre to centre, with the top tube no lower than 1/3 of the height from floor to roof, but at no time higher than the top of the dashboard. Vertical tubes should be inserted between these tubes at equal intervals no greater than 30 cm centre to centre. A straight tube should be placed as close to the floor as possible but allowing the vertical tubes to connect from this tube to the lowest tube angling into the door.
- 6.4.5 The two lateral tubes recommended in 6.3 should be installed when a NASCAR-style door bar assembly is used.
- 6.4.6 All tubing shall be the same size as that which is specified for the weight of the car.
- 6.5 MOUNTING PLATES
- 6.5.1 Mounting plates shall be no thinner than 1/8in and no thicker than 3/16in with no single edge longer than 6in and with back-up plates of equal size and thickness on the opposite side of the panel with the plates through-bolted together using a minimum of three bolts per mounting plate. The minimum acceptable bolts shall be SAE Grade 5 of 3/8in diameter. Mounting plates may be welded to the car. Wherever possible the mounting plate should be shaped to and welded to a vertical portion of the car. Mounting plates shall not penetrate the firewall at any point. When the roll cage is attached to the floor, no contact plate on the Car shall measure less than 20 sq. in on any given plane.
- 6.5.2 On specific models of Cars where the floor construction will not permit a contact plate of this minimum area to be installed application shall be made to CASC-OR for a waiver to this rule. This will be noted in the Car logbook.
- 6.6 SEAT BACK MOUNTING
- Seat backs shall be securely mounted and fastened. In order to provide secure seat back fastening, a section of tubing equal to the roll cage tubing shall be installed horizontally from the main hoop upright to the diagonal brace. This tube shall be no higher than shoulder height.

## 7.0 ALTERNATIVE ROLL CAGE DESIGNS

### 7.1 CERTIFICATION

The scrutineer may accept roll cages not complying with these specifications provided that the Entrant can produce a certificate complying with the following requirements:

- a) Load Certification: the certificate shall prove that the construction is capable of withstanding three simultaneously applied loads, the induced loads being carried over into the primary structure:
- i) 1.5 (x) laterally;
  - ii) 5.5 (x) longitudinally in either direction;
  - iii) 7.5 (x) vertically

(x) shall be the weight of the Car in starting order with the Driver aboard and full fuel tanks.

- b) Illustration: the certificate shall be accompanied by a drawing or photograph of the roll cage and shall be signed by a Professional Engineer or other qualified technical person recognized by CASC-OR.

### 7.2 COMPOSITES

Safety structures of composite materials shall be recognized on an individual basis by CASC-OR.

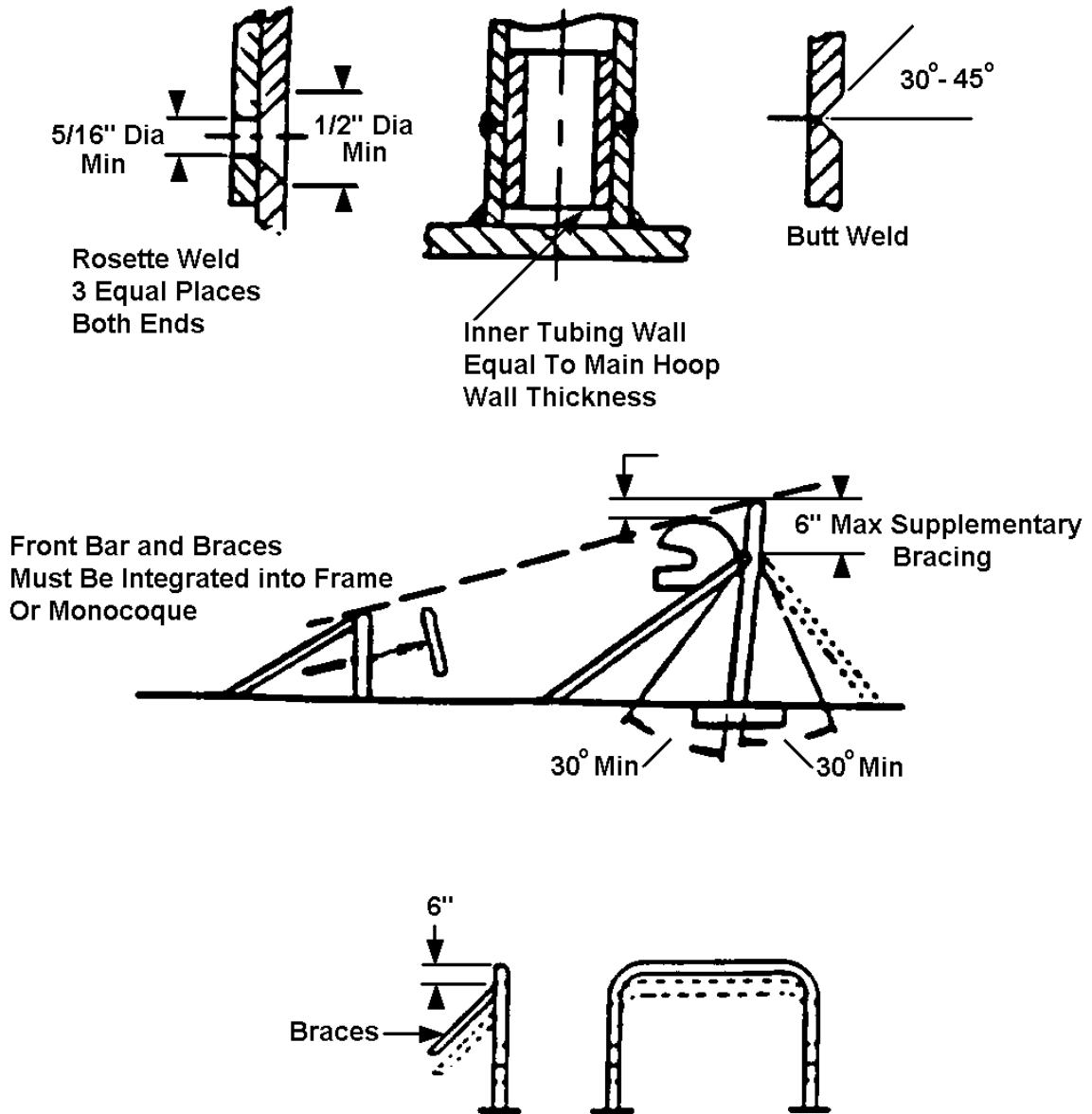
## 8.0 INCREASING ROLL CAGE HEIGHT

The following procedure is approved for increasing the height of existing roll cages not meeting the 2 inch helmet clearance requirement:

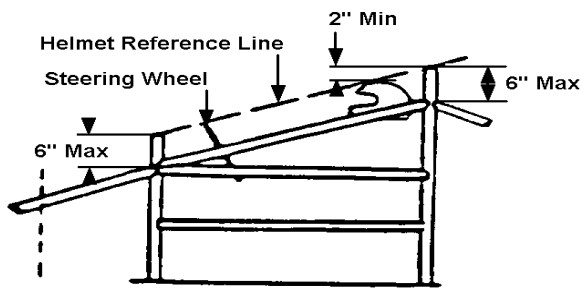
- a) The old main hoop shall be cut off near the chassis mounting and either a new main hoop of equal tube size or a section of equal sized tubing may be added.
- b) Inner tubing shall be used to mate all sections together.
- c) All braces shall be a minimum distance of 6in from the top of the hoop.
- d) The inner tubes shall be rosette welded at three points near the top and three points near the bottom. Refer to the diagrams herein.

9.0 ROLL CAGE DIAGRAMS

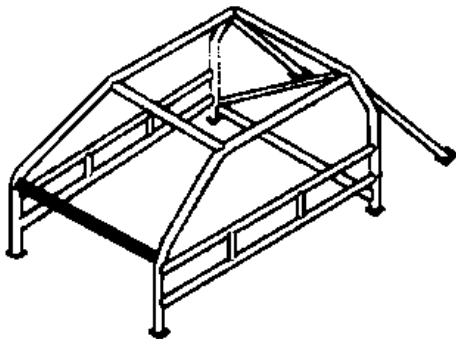
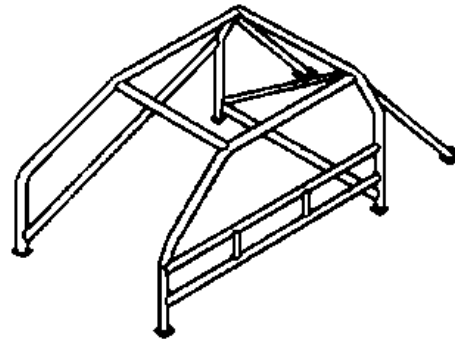
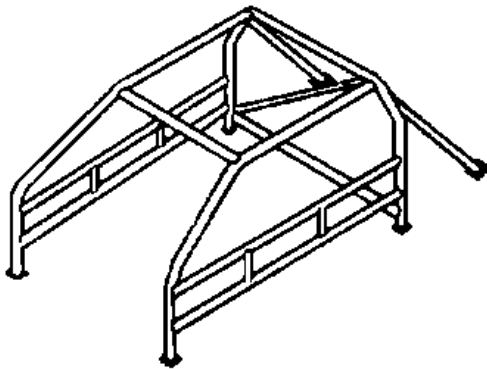
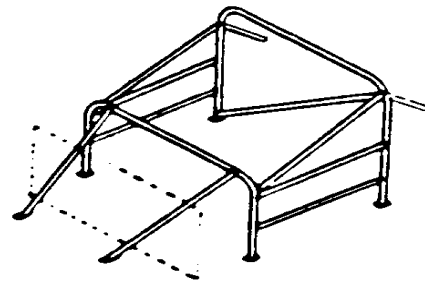
9.1 FORMULA CARS



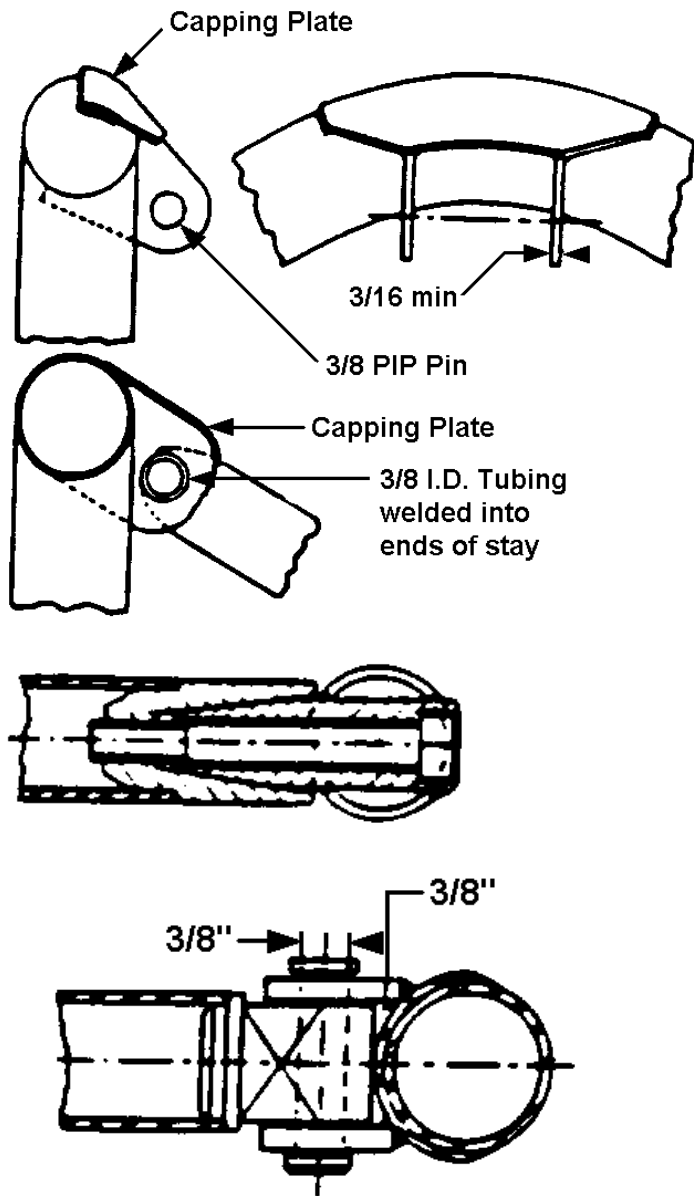
9.2 GT, OPEN GT CARS, AND SPORTS RACERS



Side View-Low Front Bar Forward Bracing



9.3 REMOVABLE BRACE DETAILS



## APPENDIX 'P': REGULATIONS AND SPECIFICATIONS

### 1.0 SCOPE OF REGULATIONS

These Regulations and Specifications apply to all Cars in CASC-OR sanctioned Events.

### 2.0 CASC-OR RECOGNIZED CLASSES

2.0.1 Organizers of CASC-OR sanctioned Events may provide Competition for the following CASC-OR recognized classes:

- a) Formula 1200;
- b) Formula Ford;
- c) GT1, GT2, GT3, GT4, GT5, GT6
- d) Vintage
- e) Vintage Group 70+
- f) Vintage Formula Classic
- g) Sports Racing Cars

2.0.2 All Formula Cars not listed above shall be designated "Formule Libre" for organizational purposes. This designation shall also apply also to those Formula Ford Cars which do not meet the specifications for the Ontario Region Formula Ford Championship.

### 3.0 GENERAL PROVISIONS

3.0.1 To compete in a CASC-OR sanctioned Event; Cars shall comply with the GCR, with these Regulations and Specifications, and with the Class Regulations and Specifications.

3.0.2 If these Regulations and Specifications and Class Regulations and Specifications conflict, the Class Regulations and Specifications shall take precedence.

3.0.3 FIA homologated Cars will be dealt with on a case by case basis. Homologation papers shall be presented by the Entrant/Driver when the Car is scrutineered.

3.0.4 It is the responsibility of Entrants/Drivers to follow the manufacturer's recommendations for all safety equipment.

### 4.0 APPEARANCE

#### 4.1 PRESENTATION

Cars shall be neat and clean. Cars which are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for Competition.

## 5.0 NUMBERS, MARKINGS AND ADVERTISING

### 5.1 IDENTIFICATION NUMBERS AND CLASS LETTERS

5.1.1 Cars shall carry identification numbers and class letters, or other marks required by the Regulations.

5.1.2 Any Competitor whose Car numbers are judged to be illegible by the Chief Timekeeper and the Clerk of the Course may be meatballed and shall not be scored or allowed to compete until the numbers are acceptable.

5.1.3 CASC-OR shall have available for purchase numbers, which conform to the standards outlined below:

a) GT CARS

- i) Numbers shall be placed on the front, rear, roof, and on the driver's and passenger's doors.
- ii) These numbers shall be clearly visible to the timing tower of the circuit at which the Competition is taking place.
- iii) Front and side numbers shall be no less than 250mm (10in.) high with a 50mm (2in.) stroke.
- iv) Rear numbers shall be no less than 150mm (6in) high with a 38mm (1 1/2in) stroke.
- v) Roof numbers shall be no less than 350mm (14in.) high with a 65mm (2.5in.) stroke.
- vi) The distance between the digits shall be no less than the stroke of the digits.
- vii) A clear space shall be left around all numbers no less than 65mm (2.5in.) wide.
- viii) Class letters shall be no less than 100mm (4in.) high with a 13mm (1/2in.) stroke.

b) FORMULA AND SPORTS RACING CARS

- i) Numbers shall be placed on the front and both sides.
- ii) Side numbers shall be placed on the bodywork (not sidepods) adjacent to the driver's shoulder.
- iii) Numbers shall be no less than 200 mm (8in.) high with a 38mm (1 1/2in.) stroke.
- iv) The distance between digits shall be no less than the stroke of the digits.
- v) A clear space shall be left around all numbers no less than 50mm (2in.) wide.
- vi) Class letters shall be no less than 100mm (4in.) high with a 13mm (1/2in.) stroke

c) Numbers, class letters and other marks required by the Regulations shall have a sharply contrasting background. It is **HIGHLY RECOMMENDED** that competition numbers shall be black on a white background of adequate area to accommodate the numbers. Metallic numbers are prohibited.

5.1.4 Car numbers shall be registered annually through the CASC-OR office via one of the following mechanisms:

- a) Any competitor with a registered number who has participated in a minimum of three (3) events in a season shall automatically have that same number re-registered for their use the following season.
- b) Any competitor with a registered number who has participated in fewer than three (3) events in a season can re-register that same number, if it remains available, upon receipt of payment for their Regional Race Driving Licence for the following season.
- c) An entrant who has multiple registered car numbers may retain those numbers provided that the total number of events in which that entrant's cars have participated divided by three is at least equal to the number of cars for which the request is being made. This shall not be an automatic process and the request shall be made at the end of the current competition season.

5.1.5 Only numbers between 00 and 299 shall be used. Any numbers outside this range require prior approval from the CASC-OR Race Committee for a fee of \$50.00, such approval to be obtained and payment to be made annually.

## RACE REGULATIONS 2010

- 5.1.6 Formula Ford, Formula Libre and Formula 1200 cars shall use numbers between 00 and 99. When a car competes out of class it shall be the responsibility of that driver to change the number if there is a car already in the class with the same number.
- 5.1.7 Competitors who have non-registered numbers shall, where appropriate, add "7" as a prefix to the number already on the car.
- 5.1.8 Competitors who do not have CASC-OR registered numbers are not eligible for Championship Series points. They shall be assigned a number by the registrar when they enter the Event to avoid duplication within a race group.
- 5.2 CASC-OR IDENTIFICATION  
Cars shall display the official CASC-OR logo unobstructed and prominently on both sides of the Car ahead of the side numbers. The logo shall be displayed on the front of the Car unobstructed and prominently near the front number or on the spoiler for Cars so equipped.
- 5.3 ADVERTISING  
Advertising, names and symbols may be displayed on Cars provided they are in good taste and do not interfere with identification marks.

## 6.0 SAFETY

- 6.1 ROLL CAGE  
Cars shall be equipped with a roll cage as specified in Appendix "O" hereto.
- 6.2 DRIVER RESTRAINTS  
Cars shall be equipped with seat belts and shoulder harness as specified in Appendix "N" hereto.
- 6.3 WINDOW NETS
  - 6.3.1 Window safety nets shall be installed on the Driver's side window of closed Cars. (See Diagram "WINDOW NET INSTALLATION" herein).
  - 6.3.2 The window net shall be equipped with a quick-release device. If attached to the door rather than a roll cage, the door shall be pinned shut. The material of window nets shall be of an approved fire resistant material. (Refer to Appendix "K" hereto).
  - 6.3.3 Window nets, which bear an "SFI Spec 27.1 Label", are acceptable.
- 6.4 CIRCUIT BREAKER
  - 6.4.1 Cars shall be equipped with a general circuit breaker easily accessible from outside the Car. This circuit breaker will cut all electrical circuits (ignition, fuel pumps, lights, alternator, etc.) but shall not affect the operation of an on-board fire extinguisher.
  - 6.4.2 The location of the circuit breaker shall be clearly marked by the official international marking - a red spark in a white-edged blue triangle and shall be mounted in the following standard locations. The OFF position shall be clearly indicated at the master switch location.
  - 6.4.3 FORMULA and SPORTS RACING CARS: In close proximity to the right hand upright member of the main hoop and in a location so that it cannot be operated accidentally. It may be mounted on a bracket welded to the inside of the upright member of the main hoop.
  - 6.4.4 GT CARS: In front of the windshield on either the cowl or fender but close enough to the windshield to be accessible if the Car is overturned. Alternatively it may be mounted on a bracket attached by welding or clamps to the roll cage, easily accessible through the driver's side open window. Drilling holes in the roll cage for this purpose is prohibited.
  - 6.4.5 OPEN GT CARS: In any of the above locations.

## RACE REGULATIONS 2010

### 6.5 SCATTERSHIELDS

The installation of scattershields or explosion-proof bell housings is recommended where the failure of the clutch or flywheel could create a hazard to the Driver.

### 6.6 CHAIN-DRIVE CARS

Chain drive Cars shall be fitted with a protective case/shield to retain the chain in case of failure.

Minimum material specifications are:

- a) 0.125in SAE 4130 alloy steel
- b) 0.250in mild steel plate
- c) 0.250in aluminum alloy
- d) NHRA-approved flexible shields

### 6.7 DRIVESHAFT LOOPS

A minimum of 2 steel 360 degree "loops" per driveshaft section shall be installed of sufficient strength to prevent the driveshaft(s) from contacting the ground or injuring the driver in the event of shaft and/or U-joint failure. These loops shall be located as close as practical to each end of the driveshaft section(s).

### 6.8 ON-BOARD FIRE SYSTEMS

It is recommended that Cars be equipped with on-board fire extinguisher systems.

### 6.9 FUEL CONTAINMENT

All Cars shall be equipped with fuel cells/tanks conforming to Appendix "M" hereto.

## 7.0 FORMULA CAR VISIBILITY

### 7.1 GENERAL PROVISIONS

7.1.1 Drivers of Formula Cars shall be able to see 90 degrees to either side (total of 180 degrees) with both eyes, by turning their head, but without lifting their head forward or otherwise moving from the normal driving position.

7.1.2 Plexiglas or similar uncolored transparent material may be substituted for existing bodywork. "Token" portholes do not satisfy this requirement. Only a structural member such as a roll cage brace or frame tube may interrupt the required field of vision.

## 8.0 WEIGHT

### 8.1 GENERAL PROVISIONS

All Cars shall meet or exceed the minimum weight as specified in class rules, exactly as they come off the course, at the conclusion of a Race or qualifying session.

### 8.2 BALLAST

Ballast may be added to Cars as required, to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose.

## 9.0 FUEL

Cars shall use fuel as defined in APPENDIX "M" hereto.

## 10.0 BODYWORK

### 10.1 POSITIONING

## RACE REGULATIONS 2010

- All major body components such as front and rear hoods, fenders, doors and wind shield shall be maintained in normal position throughout Competition.
- 10.2 FENDERS  
Fenders shall be securely mounted. Fender skirts and hubcaps shall be removed.
- 10.3 MIRRORS  
Mirrors shall provide Driver visibility to the rear of both sides of the Car.
- 10.4 DETACHABLE PANELS  
Detachable Hardtops, Panels and Detachable Doors (e.g., Lotus 7 doors) shall be removed or be permanently attached in a manner requiring tools for removal.
- 10.5 HOOD  
The hood and all parts in the engine compartment shall be securely fastened.
- 10.6 TONNEAU AND BOOT COVERS  
Tonneau covers and boot covers are prohibited except as allowed in Vintage rules hereto.
- 10.7 NOSE COVERS  
Hood/nose covers, "Bras", are prohibited.
- 10.8 SUNROOFS
- 10.8.1 Sunroofs are permitted. The inside and outside of glass shall be taped. If there is an interior cover installed, it shall be securely closed at all times.
- 10.8.2 Sheet metal may be used to cover the exterior glass instead of tape, provided the metal is properly secured.
- 10.9 T-BAR ROOFS  
T-Bar roofs shall be removed and replaced with metal of the exact shape and dimension as the original pieces.
- 10.10 OPEN GT CARS  
The top and frame shall be removed from all open (convertible) GT Cars.
- 10.11 PASSENGER COMPARTMENT  
GT Cars shall have a metal bulkhead separating the driver/passenger compartment from the compartment(s) containing the fuel cell/tank and the engine.
- 10.12 BUMPERS  
Bumpers may be removed, except when they are an integral part of the coachwork, in which case they may be replaced with replicas of a different material. If the bumper is removed, all projecting hardware, brackets and fixtures shall be removed.
- 10.13 FENDERS
- 10.13.1 In order to provide clearance for wheels, tires and the installation of brake and oil cooler ducting, the interior of the fenders may be altered, except for the removal of panels separating the wheel wells from the engine, passenger, and/or luggage compartments.
- 10.13.2 The inner fender panels may be replaced with a panel of the same material and thickness as the original, provided that the replacement provides the required separation.
- 10.13.3 Fender flares are allowed.
- 10.14 WINDOW TINTING

## RACE REGULATIONS 2010

Windows shall be clear and uncoloured.

### 10.15 WINDOW MATERIALS

10.15.1 If window glass is removed it shall be replaced with Plexiglas; Lexan or other recognized transparent plastic material.

10.15.2 If the windshield is removed it shall be replaced with one of approved polycarbonate material, e.g. Lexan. Alternate windshields shall be of 6 mm min. thickness and shall be identical in size and curvature to the original. Alternate material windshields shall have three inner supports to prevent the windshield from collapsing inward. These supports shall be 0.75in x 0.125-in. min straps of aluminum. Spacing between these supports shall be 8in min.

### 10.16 WINDSHIELD MATERIALS FOR OPEN GT CARS

If the windshield on an open GT Car is removed a replacement windshield shall be fitted made of transparent material, not exceeding the height or width of the standard windshield and not extending rearward past a vertical plane at the rearmost part of the standard windshield/windshield frame. If the windshield is removed, the entire windshield (both halves of a divided windshield), including all brackets and mounting fixtures shall be removed.

## 11.0 TIRES

CASC-OR recognized tires, 190kph rating are required where not specified by class regulations.

## 12.0 LIGHTS

### 12.1 BRAKE LIGHTS

GT Cars and Sports Racing Cars shall have two operating red brake lights which shall be functional and operational at all times and actuated only by application of the brake pedal. A minimum of 50 percent of the brake light area shall be exposed.

### 12.2 TAILLIGHT

GT Cars and Sports Racing Cars shall be equipped with a minimum of one red taillight of at least 15 watts. This light shall be illuminated when ordered by the Clerk of the Course.

### 12.3 FORMULA CARS

Formula Cars shall be equipped with a red taillight of at least 15 watts. This light shall be mounted as high as possible on the centerline of the Car and be clearly visible from the rear. The light shall be illuminated when ordered by the Clerk of the Course.

## 13.0 BRAKES

13.0.1 Brakes shall be pedal-operated, working on each wheel.

13.0.2 Cars shall have dual master cylinders and a dual circuit braking system so that effective braking is maintained on at least two wheels.

## 14.0 THROTTLE SPRINGS

A minimum of two throttle return springs are required.

## 15.0 EXHAUST

### 15.1 CATALYTIC CONVERTERS

Catalytic converters shall be removed.

### 15.2 EXHAUST PIPE EXIT

The exhaust pipe shall not exit in the fuel filler area.

## RACE REGULATIONS 2010

### 15.3 EXHAUST SYSTEM TERMINATION

Exhaust systems shall be directed away from the body and shall terminate at or aft of the equidistant point between front and rear hubs.

## 16.0 STARTERS

Cars shall be fitted with a self-starter capable of being operated by the Driver sitting in the normal driving position.

## 17.0 BATTERIES

17.0.1 Battery location is free within the bodywork. Flooded lead acid type batteries located in the driver/passenger compartment shall be in a nonconductive marine-type container or equivalent. The hot terminal shall be insulated.

17.0.2 All batteries shall be attached securely to the frame or chassis.

## 18.0 OIL ACCUMULATORS/TANKS

18.0.1 Accumulators (e.g. Accusumps) may be installed. Location is free. They shall be securely mounted within the bodywork.

18.0.2 Oil tanks (dry sump tanks) located in the driver/passenger compartment shall be isolated from the driver by a metallic bulkhead(s) so that in the event of spillage, leakage or failure, oil will not reach the driver.

## 19.0 FUEL CAPS, LINES AND VENTS, OIL LINES, WATER LINES

### 19.1 LEAKAGE

No leakage of any fluid shall be allowed.

### 19.2 DRIVER/PASSENGER COMPARTMENT PLUMBING

All fuel and oil lines, including gauge and vent lines that pass into or through the driver/passenger compartment shall be of steel tube or metal braided hose (e.g. 'Aeroquip').

### 19.3 FILLER CAP

A positive locking fuel filler cap shall be used and fuel pick-up openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the Car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel tank, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening.

### 19.4 FLIP-TOP CAPS

'Monza' (flip-top) gas caps are prohibited, except as allowed in Vintage rules.

### 19.5 FUEL TANK AIR VENTS

Fuel tank air vents shall vent outside the Car and shall not be vented through the roll cage structure.

### 19.6 FUEL TANK VENTS IN OPEN GT CARS

Fuel tank vents on open GT Cars shall be located at least 250mm behind the Driver.

### 19.7 LOCATION OF FITTINGS

It is recommended that all fuel lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel tank.

### 19.8 ON FORMULA AND SPORTS RACING CARS

19.8.1 Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the Car.

19.8.2 Fuel tank vents shall be located at least 250mm behind the cockpit.

## RACE REGULATIONS 2010

### 19.9 HEADER TANKS

Header tanks located in the driver/passenger compartment shall be shielded.

### 19.10 WATER LINES

Water lines passing through the driver/passenger compartment shall be shielded or be of metal braided hose.

## 20.0 CATCH TANKS AND BREATHERS

20.0.1 All engine crankcase breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks.

20.0.2 Minimum catch tank capacity shall be one litre each for the engine and transmission/transaxle.

20.0.3 If a single catch tank is used for both the engine and the transmission/ transaxle, the minimum capacity shall be two litres.

20.0.4 Oil catch tanks shall not be mounted in the Driver/ passenger compartment. Dry sump system oil holding tanks may be mounted in the Driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage.

20.0.5 Crankcase vacuum breathers that pass through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems are prohibited.

## 21.0 INTERIOR

### 21.1 SEAT MOUNTING

Seats shall be securely mounted.

### 21.2 PASSENGER SEATBACKS

Passenger seat back, if a folding seat, shall be securely bolted or strapped in place.

### 21.3 STEERING WHEEL MATERIALS

Wood rim steering wheels are prohibited except as allowed in Vintage rules hereto.

### 21.4 ANCILLARY MOTORING EQUIPMENT

Hubcaps, wheel trims, spare tires, jacks, tool kits and floor mats shall be removed.

### 21.5 INTERIOR TRIM

It is recommended that interior trim, carpets, panels, stock seatbelts, and passenger seats are removed.

### 21.6 INTERIOR DOOR PANELS

Interior door panels may be altered, replaced or removed to facilitate the installation of multiple sidebars (Driver intrusion protection). When interior door panels are removed, all sharp edges or projections shall be protected.

## 22.0 VENTILATION AND ACCESS

GT vehicles shall run with the Driver front door window either fully open or fully closed. They shall be constructed to allow rapid egress on both sides of the vehicle.

When either door is permanently in the closed position, the window in that door shall be easily opened or removed from both the interior and exterior of the vehicle without tools.

## 23.0 FIREWALL AND FLOOR

Firewall and floor shall prevent the passage of flame and debris to the Driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids. All rear-engined Formula Cars shall have an undertray, from the Driver's foot area to the firewall.

## 24.0 AIR BAGS

Air bags shall be deactivated.

## 25.0 CRUISE CONTROLS

Cruise controls shall be deactivated

## 26.0 VIDEO EQUIPMENT

In Car camera or videotape recording equipment is permitted provided the installation is recognized by the Event Chief Scrutineer and subject to the provision that the Stewards of the Event may impound any photographic film or videotape recording made during a track session. Drivers presenting videotape as evidence in a Stewards' hearing shall provide the Stewards with the equipment necessary to view the videotape.

## 27.0 RADIO COMMUNICATION AND TELEMETRY

### 27.1 TELEMETRIC SIGNALS

Excepting the receiving of standard broadcast radio signals, telemetric signals transmitted from or received by Cars during an on track session are prohibited, unless prior written consent is received from CASC-OR.

### 27.2 ALLOWABLE COMMUNICATIONS

Two-way voice communications is permitted between Driver and crew, when allowed by Series Regulations. In car voice communication between Drivers is not permitted.

### 27.3 RADIO COMMUNICATIONS

Radio communication systems used by Competitors shall not interfere with Race Control or any other Race Emergency radio networks. Competitors shall inform the Clerk of the Course of radio frequencies to be used prior to Competition.

### 27.4 MAGNETICALLY MOUNTED ANTENNAS

Magnetically mounted antennas shall be additionally secured with tape.

### 27.5 OEM ANTENNAS

External original equipment antennas shall be removed, or if retractable, shall be fully retracted.

## 28.0 TOWING EYES

### 28.1 INSTALLATION

All cars without an exposed roll bar shall have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork when a car is racing, to be used for hauling the car.

### 28.2 ACCESS

These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID shall be two (2) inches.

## 29.0 SOUND LEVELS

The recommended acceptable level is 103 dBA.

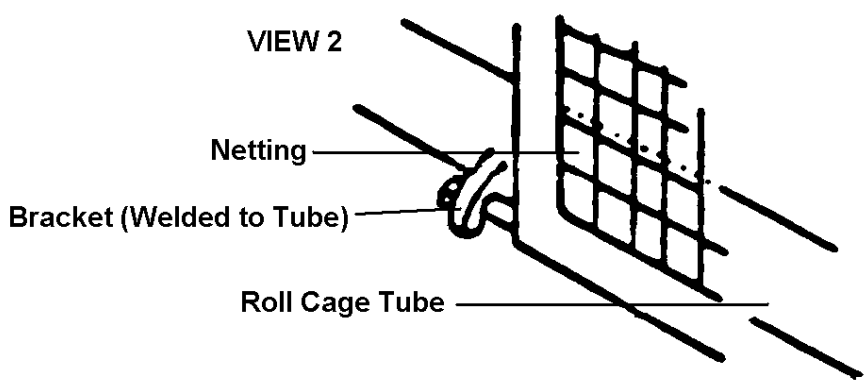
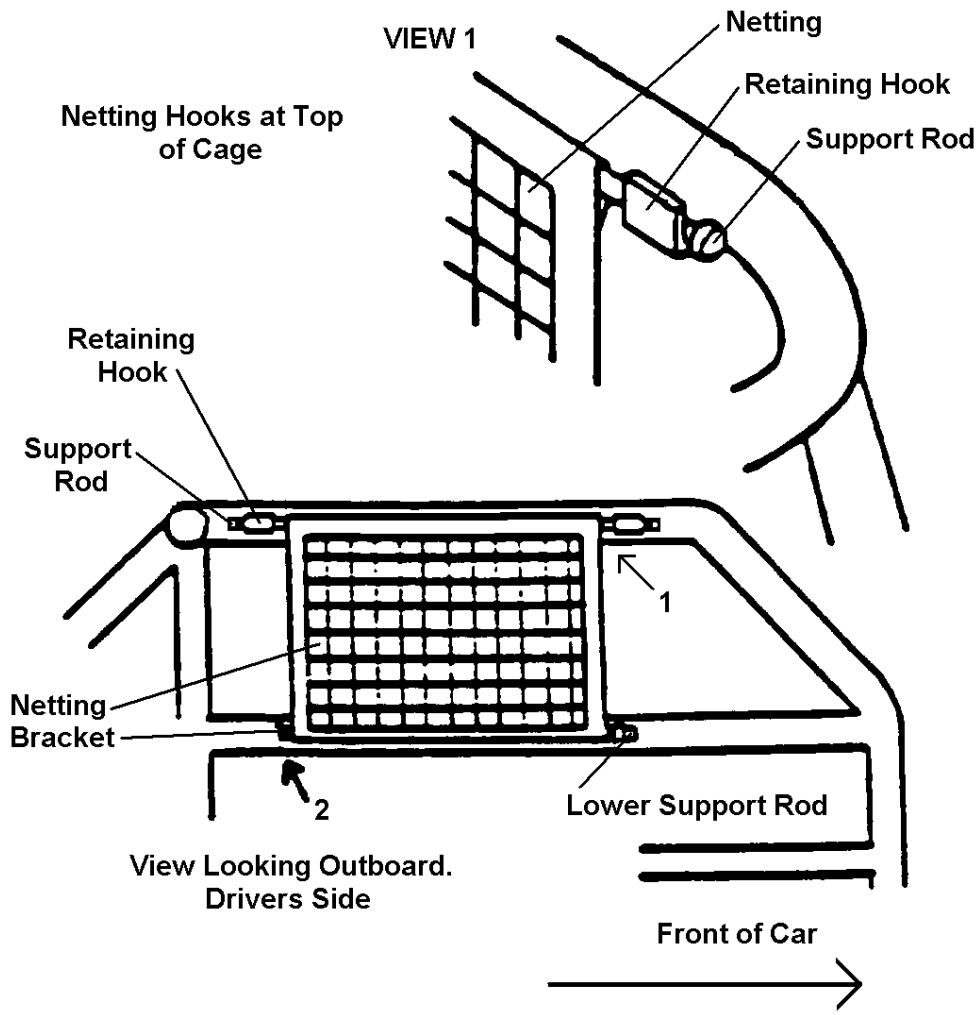
## 30.0 ANTIFREEZE

The use of antifreeze (glycol) is prohibited.

## 31.0 TIMING TRANSPONDERS

All cars shall be equipped with a TransX260 transponder for timing purposes.

# WINDOW NET INSTALLATION



## APPENDIX 'Q': REGULATIONS AND SPECIFICATIONS FOR CAR CLASSES

The following is a list of the regulations and specifications for car classes recognized by CASC-OR. Copies of these are available as separate publications on request from the Ontario Region office, or by free download from [www.casc.on.ca](http://www.casc.on.ca).

Section A: Formula 1200

Section B: Formula First

Section C: Formula Ford

Section D: Formula 2000

Section E: Formula Four

Section F: Grand Touring Cars

Section H: Sports Racing Cars

Section J: Vintage and G70+

## APPENDIX 'R': FLAGGING COMMUNICATION AND SAFETY MARSHALLING

### 1.0 APPROVAL OF FIXTURES

The location of Marshal Stations and Flag Positions shall be approved by CASC-OR.

### 2.0 COMMUNICATION SYSTEMS

A telephone or radio system shall be in place to provide communication between all Marshal Stations and Race Control.

### 3.0 MARSHAL ACCREDITATION

Marshals shall hold a CASC-OR Marshal Licence.  
SCCA licences are also recognized.

### 4.0 MARSHAL DUTIES

Marshals shall be responsible for flagging and communications and maintaining a safe course by:

- a) Informing Drivers, through flags or other signals, of the condition of the course, the condition of their Cars or any other situations affecting the safe running of the event;
- b) Informing Race Control of the condition of the course and the Cars and situations requiring decisions and/or action by Race Control;
- c) Undertaking emergency action as required to protect the lives and property of drivers in the event of an incident.

### 5.0 PROCEDURES

Marshals shall perform their duties in accordance with the responsibilities and procedures specified in the current issue of the CASC-OR Marshals' Training Manual.

### 6.0 MARSHALS' TRAINING COURSE AND LICENCING

#### 6.1 TRAINING

6.1.1 Prospective marshals shall attend a training course.

**6.1.2 *The required elements of a curriculum for the course can be found in the CASC-OR Manual of Policies, Appendix A.***

#### 6.2 COURSE APPROVAL AND COMPLETION

**6.2.1 *Clubs wishing to organize a marshals' training course shall apply for a permit and submit their proposal to CASC-OR for approval.***

6.2.2 Marshals completing a course shall receive a CASC-OR Probationary Marshal Licence, a Logbook and a CASC-OR Marshals' Training Manual.

#### 6.3 REFRESHER COURSES

It is recommended that all marshals attend periodic refresher courses.

### 7.0 LOGBOOKS

***The Chief Course Marshal shall sign logbooks on completion of each day marshalled.***

## 8.0 MARSHALS' LICENCES

### 8.1 MARSHAL LICENCE GRADES

#### 8.1.1 PROBATIONARY LICENCE

A probationary licence is valid for supervised marshalling at race events in the functions of flags, phones/radios and safety.

#### 8.1.2 BASIC LICENCE

**A basic licence is valid for an accredited marshalling club's contracted race events and some out of region races with prior approval from an accredited marshalling club.**

#### 8.1.3 INTERMEDIATE LICENCE

**An intermediate licence is valid for an accredited marshalling club's contracted race events and out of region races.**

#### 8.1.2 ADVANCED LICENCE

An advanced licence is valid for the events listed in 3 categories listed above.

### 8.2 MARSHAL LICENCE REQUIREMENTS AND PROGRESSION

#### 8.2.1 **The holder of a CASC-OR Race Marshal's licence shall be an affiliated member of a CASC-OR affiliated club.**

8.2.2 A Probationary licence requires attendance at both classroom and trackside schools approved by CASC-OR. Training shall include a basic fire training session. This grade of licence requires supervision while performing in the functions of flagging, phone/radio operation and safety. **The accredited marshalling club's marshalling education committee shall keep written reports and evaluation for each event.**

Marshal education committees shall locally amend CASC-OR logbooks to include name and signature of corner senior / captain.

8.2.3 **A Basic licence requires satisfactory reports from a minimum of 10 supervised race days as a Probationary licence holder. The marshalling club's education committee shall review the written reports and judge if the marshal is capable of working with less supervision.**

In addition the marshal shall pass a written, open-book test based on the CASC-OR Marshal's Training Manual.

#### 8.2.4 **An Intermediate licence requires:**

**a) marshalling competently as a Basic licence holder for either a minimum of 40 race days at home track or 24 race days at home track and 6 race days on another track**

**b) demonstrating the competency required, in all marshalling functions at Canadian race events (flags, phones and safety).**

#### 8.2.5 **ADVANCED LICENCE**

**a) An Advanced licence requires marshalling for at least one full year as an Intermediate licence holder. In addition the licence candidate shall have demonstrated, in all marshalling functions at Canadian race events (flags, phones and safety), the level of competency required for high speed, high profile events.**

**b) Once an application for an advanced license has been accepted by the marshalling club's education committee the candidate shall be observed and assessed for a period of one year and a minimum of 10 race days.**

**c) The Candidate shall have knowledge of blue flagging, but no requirement exists to be qualified as a blue flagger.**

8.2.6 Captain/Senior and Blue Flagger should be considered specialties and should not be tied to licensing advancement. Consideration should be given to training personnel who wish to take the

- training and who have proven that they are capable of handling these responsibilities. **The decision as to who gets trained in these specialties rests with the marshalling clubs' education committees.**
- 8.2.7 **Requests for license upgrades shall be submitted in writing to the marshalling clubs' education committees.** The education committee shall decide if the candidate meets the prerequisites and shall advise the applicant if the request has been approved or denied.
- 8.2.8 **To maintain a license grade requires marshalling at least 6 CASC-OR race days per calendar year or else a downgrade of 1 level may be applied by the marshalling club's education committee.**
- 8.2.9 A marshal who is away from racing for a year may be required to attend a marshal's school before a licence is issued. An absence of 2 or more years shall require attendance at a marshal's school.
- 8.2.10 Any of the following, in order, can veto a licence change with reasons in writing:  
a) **Marshaling Education Chair of an accredited marshalling club or CASC-OR**  
b) **Any appeals shall be submitted to CASC-OR in accordance with CASC-OR GCR 8.0.**
- 8.2.11 **Marshal's logbooks shall be issued only by an accredited marshalling club.**

## 9.0 ACCREDITED MARSHALLING CLUB

- 9.1 **An accredited marshalling club shall meet the following conditions:**
- a) **the club shall be a CASC-OR affiliated club.**
  - b) **the club shall have demonstrated that it is capable of holding a marshals' training session as described in section 6.0 above**
  - c) **the club shall have established a marshalling education committee led by a marshal holding an Advanced marshal's licence and including at least two other members holding Intermediate or higher marshals' licences.**
  - d) **the club shall have a procedure for the general operation of its marshalling programme, including issuing and reviewing logbooks and approving licence upgrades.**
- 9.2 **A club shall apply to the CASC-OR Race Committee for accreditation as a marshalling club.**
- 9.3 **The following clubs are currently accredited:**  
**Canadian Race Communications Association (CRCA)**  
**Motorsport marshalling Services (MMS)**  
**Motorsport Club of Ottawa (MCO)**

## APPENDIX 'S': DRIVING BEHAVIOUR

### 1.0 GENERAL PROVISIONS

- 1.0.1 The following may be of assistance to all those accused of, or reporting blocking, on-track body contact between racecars, or other unacceptable driving.
- 1.0.2 The appropriate sections in the CASC Race Regulations and GCR concerning driving and the powers that the CASC Stewards have at their disposal are listed. Also included are some definitions from the Race Stewards Guide.

### 2.0 RELEVANT SECTIONS OF THE RACE REGULATIONS

The Stewards usually refer to these when addressing an on track incident:

#### 2.0.1 *Appendix "J" – Rules of the Road art. 6.8: OVERTAKING*

Keep in mind that this is not black and white. There are a great number of variables in every incident – type of corner, speed differential, speed at that point on the track, history of the drivers involved, weather conditions, etc., etc.

There are also various versions of the incident, depending on whom you listen to and where they were watching from.

There are 2 different areas on the track – straights and corners.

- a) Straights: Drivers must overtake in a safe manner. Overtaking cars must be completely past the overtaken car prior to pulling in front of it. While passing, overtaking cars may not encroach into the overtaken car's space, and must leave enough room for the overtaken car to drive safely.

Overtaken drivers must also drive in a safe manner. While still completely ahead of the overtaking driver, provided that there is not a significant speed differential, they may change position on the track (thereby putting themselves in front of the overtaking driver). They may not move back to their original position if the overtaking driver decides to pass on the other side. Once the overtaking car has any overlap on the car it is passing, the overtaken driver has lost that section of the track, and may not encroach on it. The driver of the overtaken car must leave room on that side of the track for the overtaking vehicle.

- b) Corners: Passing safely in a corner requires skill on the part of the overtaking driver as well as trust in the skill of the overtaken driver. If overtaking drivers are going to outbrake another car, they must do so in such a manner that they are not, under any circumstances, going to require impact with the overtaken car. They must allow enough room on the track for the cars to drive around the corner side by side.

Nobody OWNS the line to a corner. If there is another car beside you, you have lost the use of that part of the track. This goes for the overtaken car as well. If an overtaking driver has her/his car partially up beside you, you must leave room for him/her. How far up beside you the overtaking car has to be before you must leave him room, how much you can, or want to intimidate each other, and how fast you can drive off the line, are all what makes motor racing; however, whenever there is a collision, an error has been made by at least one, if not both of the drivers.

Following are some driver/mental errors:

- a) trying to intimidate someone who in this instance cannot or will not be intimidated, even if it leads to damage to their car and your car;

## RACE REGULATIONS 2010

- b) attempting a pass where you can not get far enough up beside someone under braking to complete the pass within the corner;
- c) driving at such a speed and/or in such a manner that if the other driver does not back off, you have no choice but to hit her/him;
- d) not being aware of the envelope around the racecar. If a driver who was behind you disappears from your mirrors, chances are they are now beside you. If they disappear from your mirrors and you can't see them beside you, you may need to adjust your mirrors.

Blocking may be defined as: changing track position from right to left, or vice versa, more than once to prevent a following vehicle from passing.

### 2.0.2 Appendix "J" – Rules of the Road art. 6.9: REPETITION of DRIVING ERRORS

In the Steward's box that travels to each Regional race weekend is a book, in which the Stewards write down everyone who is penalized and what they are penalized for. This book is available to every steward.

There are records in the marshal's log sheets of every off track excursion, and every observed instance of body contact while cars are on the race track, front to rear and side to side contact. This information is available to every Steward.

Should the Clerk of the Course or the Stewards request it, each marshal will, and does, provide a written report of any incident between drivers.

## 3.0 RELEVANT SECTIONS OF THE GCR

### 5.1.2: DUTIES and POWERS OF THE STEWARDS OF THE EVENT

The Stewards of the Event have power in accordance with the GCR to:

- c) prohibit from competing any Driver who, or any Car which, they consider to be dangerous or is reported as such by the Clerk of the Course;
- h) enquire into allegations of reckless driving and, if appropriate, refer the matter to CASC-OR for a disciplinary hearing.

### 6.1: BREACH of GCR

In addition to any other offenses or violation of specific rules, the following offenses shall be deemed a breach of the Regulations:

- c) reckless or dangerous driving;
- g) unsportsmanlike conduct.

## 4.0 DEFINITIONS FROM THE RACE STEWARDS GUIDE

**RECKLESS BEHAVIOUR:** the performance, or omission, of an act which creates an obvious and serious risk to oneself or others without due consideration of the consequences.

**DANGEROUS BEHAVIOUR:** the performance, or omission, of an act, which creates an obvious and serious risk to oneself or others with deliberate disregard of the consequences.

## 5.0 STEWARDS

The Stewards get involved when there is a protest from a driver or entrant (these are the only individuals who can lodge a protest) or a Request for Action from the Clerk of the Course or they may act as a result of their own observations.

## APPENDIX 'T': RACE ONTARIO SERIES REGULATIONS

### 1.0 GENERAL PROVISIONS

These Regulations cover the Race Ontario Championships series.

- a) Mobil 1 GT Championship for GT1, GT2, GT3, GT4, GT5 and GT6
- b) Ontario Formula Ford Championship
- c) F1200 Championship
- d) **GT Challenge Series**

### 2.0 SCHEDULE

#### 2.1 SCHEDULED SERIES

The RaceOntario Championships schedule shall consist of races as listed herein.

DATE	CLUB	LOCATION
May 8/9	BEMC	Mosport
May 29/30	DAC	Shannonville
Jul 3/4	BARC	Mosport
Jul 24/25	MCO	Calabogie
Aug 7/8	BARC	Mosport
Sep 4/5	BARC/CASC	Mosport
Sep 18/19	BEMC	Mosport
Oct 2/3	CASC/PMS	Mosport

#### 2.2 PUBLICATION OF EVENT SCHEDULES

Daily Event schedules are listed in the Event Supplementary Regulations.

#### 2.3 ATTENDANCE AT DRIVERS' MEETINGS

If a Drivers' meeting is scheduled, attendance is mandatory and may be checked by means of a roll call. Those not in attendance may be required to start at the back of the grid for their race.

### 3.0 ENTRIES

#### 3.1 SUBMISSION OF ENTRIES

Entries shall be submitted to the CASC-OR Registrar on the regulation entry form, completed in full, and accompanied by the appropriate fee payable to the organizing club in Canadian funds. Entries may be faxed, mailed, e-mailed, telephoned, or submitted at each Event at the times and places stated in the Event Supplementary Regulations.

#### 3.2 OVERSUBSCRIPTION OF RACES

In the event of oversubscription, the following actions shall be taken:

1. Split the classes in a multi-class race.
2. After the first race of the season, give preference to Competitors who have scored points in the current Race Ontario championships.
3. Give first consideration to earlier entries.

## RACE REGULATIONS 2010

4. Reserve Entrants shall be notified of their status and may participate in practice/qualifying fulfilling all conditions set for regular entries.

### 3.3 ISSUANCE OF SCRUTINEERING SHEETS

Where required Registrars shall issue an Event Scrutineering sheet to entrants showing the Competition number and class of the Car entered.

### 3.4 ISSUANCE OF NON-COLLECTIBLE PAYMENTS

- 3.4.1 Any Competitor giving a non-negotiable cheque to an organizing club for any fee shall be charged a \$25 handling fee by the offended club plus the amount of the non-negotiable cheque.

- 3.4.2 Upon notification by an organizing club of an uncollectible fee from a Competitor, the club having made reasonable effort to collect it, CASC-OR shall take action as per 6.1.1 j) of the GCR.

### 3.5 DATE OF PAYMENT

The appropriate fee payable to the organizing club in Canadian funds shall be provided upon registration. Cheques may be dated the day of the Event.

### 3.6 ESTABLISHMENT OF ENTRY FEES

The Ontario Race Organizers Committee shall set entry fees.

### 3.7 REFUND OF ENTRY FEES

- 3.7.1 The organizing club shall refund the full entry fee less \$100.00 and applicable levies if it is notified of the withdrawal of an entry prior to the start of the second track session for that class.

- 3.7.2 Entries withdrawn after this time shall not be eligible for any refund.

- 3.7.3 Gate tickets are not eligible for refunds.

### 3.8 REFUSAL OF ENTRY

The organizing clubs may refuse an entry with the prior approval of the Race Director or the Race Committee.

### 3.9 PARTICIPANT WAIVER

All Participants shall sign the CASC-OR approved waiver supplied by the organising club at Registration and shall display the identification issued to them at all times.

### 3.10 COMBINATION OF RACE GROUPS

If there are less than 20 entries in a particular race group as of 12:00 PM Saturday classes or race groups may be combined differently than stated in the Event schedules.

## 4.0 COMPETITOR ELIGIBILITY FOR SERIES POINTS AND AWARDS

### 4.1 COMPETITOR ELIGIBILITY

- 4.1.1 To be eligible for Series Championship points, Competitors shall be affiliated members of a CASC-OR member Club.

- 4.1.2 Competitors who are not affiliated members of a CASC-OR member Club shall be eligible only for Event awards presented by the organizing club for each event.

## 5.0 CAR ELIGIBILITY AND SCRUTINEERING

### 5.1 CAR ELIGIBILITY

Cars shall satisfy all general and class requirements in the current CASC-OR General Competition Rules and Race Regulations.

### 5.2 CLASS ELIGIBILITY

Only classes listed herein are eligible for the RaceOntario Championships.

- a) Formula 4\*
- Formula 1200\*
- Formula First\*
- Formula Ford\*
- Formula 2000\*
- Formula Libre\*
- GT 1
- GT 2
- GT 3
- GT 4
- GT 5
- GT 6
- SR\*

\*These classes are not eligible for the overall championship.

- b) All open wheel classes that have not met minimum participation for the past year or longer shall henceforth be classified as Formula Libre.

### 5.3 CHAMPIONSHIP IDENTIFICATION

All Cars shall carry the required championship identification and have one CASC-OR decal prominently displayed on each side of the Car and one on the front. Decals are available from the CASC-OR office or the Event Chief Scrutineer. Failure to comply may result in forfeiture of accrued championship points.

### 5.4 LOCATION OF SCRUTINEERING

The location of scrutineering shall be posted.

### 5.5 BACK-UP CARS

Back-up cars are allowed. Drivers who wish to change to a back-up car shall register this change and the car shall be scrutinized as per CASC-OR regulations. The back-up car shall start at the back of the grid.

## 6.0 COMPETITOR INFORMATION

- 6.1 Location of competitor information, where qualifying and race results shall be posted shall be defined in the Supplementary Regulations.

## 7.0 STOPPING OF PRACTICE OR QUALIFYING SESSIONS

To stop practice/qualifying sessions a checkered flag may be shown at another location, specified in the Supplementary Regulations, in addition to the Start/Finish. Immediately upon receiving a checkered flag at these Stations, Competitors shall proceed directly to the Pits.

8.0 SERVICE VEHICLES

Immediately following completion of any session and including cool down laps, Service vehicles, Wreckers, or Flatbeds may proceed onto the track from Pit Out or Emergency Vehicle stations around the track to remove disabled race cars.

9.0 POINTS

9.1 SCORING

Points scored in all Events shall count towards the championship with two exceptions:

Subject to the provisions herein, points shall be awarded to the finishers in each race of the Event for each class as below:

FINISHING POSITION	3-RACE EVENT			2-RACE EVENT		1-RACE EVENT
	Race 1	Race 2	Race 3	Race 1	Race 2	Race
1	30	30	30	30	60	90
2	24	24	24	24	48	72
3	19	19	19	19	38	57
4	15	15	15	15	30	45
5	12	12	12	12	24	36
6	10	10	10	10	20	30
7	9	9	9	9	18	27
8	8	8	8	8	16	24
9	7	7	7	7	14	21
10	6	6	6	6	12	18
11	5	5	5	5	10	15
12	4	4	4	4	8	12
13	3	3	3	3	6	9
14	2	2	2	2	4	6
15	1	1	1	1	2	3

9.2 CLASS-SIZE ELIGIBILITY FOR SCORING

Full points shall be awarded only when three or more Cars have entered a class, and started a race.

9.3 SCORING FOR ADDITIONAL RACES

If more than three races are run for any classes in an Event, points shall be awarded for only the last three races for the classes.

9.4 SCORING FOR CLASSES WITH TWO CARS ENTERED

If only two Cars enter a class, points shall be awarded for first and second place finishes as follows:

FINISHING POSITION	3-RACE EVENT			2-RACE EVENT		1-RACE EVENT
	Race 1	Race 2	Race 3	Race 1	Race 2	Race
1	18	18	18	18	36	54
2	15	15	15	15	30	45

*RACE REGULATIONS 2010*

9.5 SCORING FOR CLASSES WITH ONE CAR ENTERED

If only one Car enters a class, points shall be awarded as follows:

FINISHING POSITION	3-RACE EVENT			2-RACE EVENT		1-RACE EVENT
	Race 1	Race 2	Race 3	Race 1	Race 2	Race
1	15	15	15	15	30	45

9.6 CLASS SCORING - MINIMUM

Competitors may count only one class score towards the Race Ontario Championship.

9.7 CLASS SCORING - MAXIMUM

Competitors may count points from all scheduled Events.

9.8 SCORING TIES

In the event of a tie, the Competitor scoring the greatest number of higher placings shall be declared the winner.

9.9 F FORD SCORING

For F Ford A, F Ford B and F Ford C only, points shall be awarded to the finishers in each race of the Event for each class as below:

POS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PTS	100	88	78	70	64	60	56	52	48	44	40	36	34	32

POS	15	16	17	18	19	20	21	22	23	24	25	26	27	28
PTS	30	28	26	24	20	20	20	20	20	20	20	20	20	20

Formula Ford shall count ten (10) of twelve (12) races at six (6) specified events only and shall not be eligible for the overall championship. Competitors may choose which two (2) results they shall drop, but they shall not be drop any DQ result.

9.10 F1200 SCORING

Points shall be awarded in F1200 races as below:

POS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PTS	100	88	78	70	64	60	56	52	48	44	40	36	34	32

POS	15	16	17	18	19	20	21	22	23	24	25	26	27	28
PTS	30	28	26	24	20	20	20	20	20	20	20	20	20	20

Formula 1200 shall count sixteen (16) of eighteen (18) races at six (6) specified events only, and shall not be eligible for the overall championship.

*10.0 GT CHALLENGE SERIES REGULATIONS*

*10.1 DEFINITION*

***The GT Challenge is a series comprised of one and three hour races.***

10.2 *DRIVER REGISTRATION*

**Drivers may enter and compete in more than one car, but shall nominate, at Registration, the specific car they will compete in for GT Challenge Series points. No GT Challenge Series points shall be earned by these drivers by competing in any car other than the nominated car.**

10.3 *CAR ELIGIBILITY*

**10.3.1 The eligible classes are GT1, GT2, GT3, GT4, GT5 and GT6 as per CASC-OR Race Regulations.**

**10.3.2 Car class identification shall be in three places on the car - one on each side adjacent to the car number and the third on the rear of the car in a visible location.**

10.4 *GRIDDING*

**10.4.1 Cars shall be gridded in the order of their best qualifying time. In the event of a tie the cars shall be gridded as set out in CASC-OR Race Regulations, 2.3.1 a).**

**10.4.2 It is the car which qualifies for the race, not the driver.**

**10.4.3 Either entered driver may start the car in the race regardless of who set the time.**

10.5 *PIT PROCEDURES FOR A ONE HOUR RACE*

**10.5.1 Race duration shall be one hour**

**10.5.2 At least once during the race each car shall stop in its pit and remain stationary for one minute. Teams are responsible for timing this pit stop. A driver change may be made. Failure to comply with this rule shall result in a two-lap penalty.**

**10.5.3 The pit stop shall be made no earlier than 20 minutes after the start of the race and no later than 40 minutes after the start of the race.**

**10.5.4 In the event the race is stopped before its scheduled completion and cannot be restarted, drivers who have not made their mandatory pit stop shall have one lap deducted from their total laps completed.**

**10.5.5 Drivers shall not refuel or store fuel in the pits at any time during one hour races.**

10.6 *PIT PROCEDURES FOR THREE HOUR RACES*

**10.6.1 Race duration shall be three hours.**

**10.6.2 All drivers shall make a 90-second pit stop before the 90 minute mark of the race. Failure to comply with this rule shall result in a two-lap penalty.**

**10.6.3 CASC-OR Race Regulations, Appendix "U" shall apply.**

10.7 *SERIES POINTS*

**10.7.1 Points scored in all events shall count towards the GT Challenge Series championship.**

**10.7.2 Points shall be awarded to each driver based on the CASC-OR Race Regulations, Appendix "T" sections 9.1 through 9.8.**

**10.7.3 Breakouts shall be as per CASC-OR Race Regulations, Appendix "Q".**

**10.7.4 Points shall be awarded to each driver based on the highest finishing position achieved by the nominated car they drove in each class.**

- 10.7.5 In the event of a tie, the driver scoring the greatest number of higher placings shall be declared the winner.**
- 10.7.6 To qualify as a race finisher, a competing car shall have completed no less than 70% of the total race laps run by that class's leader at the end of the race or race segment.**
- 10.7.7 For three hour races, double points shall be awarded. The first set of points shall be awarded at the 90-minute mark and the second set of points shall be awarded at the end of the race.**
- 10.7.8 GT Challenge Series points shall not count towards the CASC-OR drivers' Championship.**

## 11.0 ANNUAL AWARDS

### 11.1 PRESENTATION OF TROPHIES

Trophies shall be presented as follows:

- a) **OVERALL AWARDS**  
To the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>-placed finishers overall.
- b) **CLASS AWARDS**
  - i) Where classes show an average of 10 or more Entries-in-Class in 6 of 9 Events, 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place trophies will be awarded.
  - ii) Where classes show an average of 7 to 9 Entries-in-Class in 6 of the 9 Events, 1<sup>st</sup> and 2<sup>nd</sup> place trophies will be awarded.
  - iii) Where classes show an average of 5 or fewer Entries-in-Class in 6 of the 9 Events, a 1<sup>st</sup> place trophy will be awarded.
  - iv) If there is an average of 4 or fewer Cars in a class in 6 of the 9 Events in any year, that class will not be eligible for Championship awards in the following year.

### 11.2 CAR NUMBER '1'

The number "1" shall be awarded to the RaceOntario Sprints Champions for use in the following year's RaceOntario Sprints Championship.

### 11.3 ROOKIE AWARD

This award shall be presented to a Driver starting the current year as a novice in road racing competition, and who, in the opinion of the Race Committee, is outstanding among his/her peers.

### 11.4 THE "KNAP" TROPHY

This permanent trophy and keeper donated by Muriel B. Knap shall recognise a lady who competes with the gentlemen on an equal basis. It is awarded for sportsmanship, ability and "sparkle".

### 11.5 AB DICK TROPHY

The A.B. Dick Company of Canada Ltd. Trophy shall be presented to the club which conducts the best organised race in CASC-OR territory during the competition year.

## 12.0 EVENT AWARDS

### 12.1 TROPHY PRESENTATION

## RACE REGULATIONS 2010

The trophy presentation shall take place during the impound after the final race for each class grouping at the CASC-OR Scrutineering trailer.

### 12.2 CLASS REQUIREMENTS FOR AWARDING OF EVENT TROPHIES

As a minimum, trophies for the final races shall be awarded on the following basis:

- a) Where there are 8 or more entries-in-class, 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place trophies will be awarded.
- b) Where there are 5 to 7 entries-in-class, 1<sup>st</sup> and 2<sup>nd</sup> place trophies will be awarded.
- c) Where there are 1 to 4 entries-in-class, a 1<sup>st</sup> place trophy will be awarded.

### 12.3 ACCEPTANCE OF TROPHIES

Trophies shall be picked up at the Event. They will not be delivered to Competitors.

### 13.0 CHAMPIONSHIP POINTS

Points scored in all Events shall count towards the championship, except for Formula Ford who shall count ten (10) of twelve (12) races at six (6) specified events only, and who shall not be eligible for the overall championship.

## APPENDIX 'U': ENDURANCE RACE REGULATIONS

### 1.0 GENERAL

- 1.01 These rules shall apply to all races designated as "endurance" races.
- 1.02 Entry fees, race length, curfew, awards and other items specific to an event shall be outlined in the supplementary regulations for that event.

### 2.0 ENTRIES

- 2.01 Each entry shall include one car, a maximum of three drivers, and a maximum of eight crewmembers who shall be listed on the entry form for that team.
- 2.02 Entries shall be limited to a maximum per CASC-OR Race Regulations 2.1.5 a) on a first come, first served basis determined by the postmark on valid pre-entries, arrival of entry by email / fax or late entry at the track. If the maximum number of entries are received, alternates shall be accepted to replace any withdrawn entries or any who fail to register and pay the appropriate fee by 9:00 a.m. on the first day of the event. Alternates shall be accepted in the order they arrive at registration and pay the appropriate fee. Registration form is available at [www.casc.on.ca](http://www.casc.on.ca).
- 2.03. Classes eligible to compete are CASC-OR classes GT1, GT2, GT3, GT4, GT5 & GT6. CASC-OR may, at its discretion, allow the participation of other classes.
- 2.04 A driver declaration form shall be completed at Registration to inform the officials which driver is in the car at any given time. Any change to this declaration shall be provided to the Clerk of the Course prior to the session in which the change is to take effect.

### 3.0 DRIVERS' MEETING

- 3.0.1 Each driver and crew chief shall attend the scheduled mandatory drivers' meeting.

### 4.0 PIT SET UP

Teams may begin staging or setting up equipment in pit lane as soon as the race immediately preceding the endurance race has been given the green flag. Teams entered in the endurance race shall allow teams and cars participating in the race in progress adequate room to use the pits during their race.

### 5.0 FULL COURSE YELLOW

- 5.0.1 During full course yellow situations the pit exit shall be closed each lap when the pace car exits the last corner.  
The pit exit shall remain closed until the main pack has passed the pit exit.

### 6.0 RED FLAG

- 6.0.1 The official time clock shall continue to run during any red flag situation.

## 7.0 ON-TRACK REPAIR

- 7.0.1. Trackside repair work may only be performed by the competitor who was driving the car when it was last running on track. If the corner marshals or the Clerk of the Course declare the position of the car to be "unsafe" no one may work on the car and the driver shall move to a "safe" location as directed by the marshals.

## 8.0 REFUELING

### 8.1 EQUIPMENT PERMITTED

- 8.1.1 Overhead refueling rigs as per ASN CANADA FIA Rule 28B to 28L and 28N to 28P.
- 8.1.2 Grand Am type rigs/hoses
- 8.1.3. Approved cans with dry-break attachments.
- 8.1.4. Approved 5 gallon gasoline cans specifically manufactured for gasoline storage. Minor modifications specifically to reduce the chance of spillage are allowed with approval of the scrutineer.
- 8.1.5 Use of a funnel is prohibited.
- 8.1.6 One 10lb. dry chemical fire extinguisher that shall be presented to Scrutineering for inspection and approval. A sticker shall be affixed to the fire extinguisher indicating it has been approved for use, and can include multiple car numbers if the extinguisher is to be used while refueling multiple cars during the race.

### 8.2. REFUELING PROCEDURE

- 8.2.1 The crew chief shall inform a Pit Official that refueling shall take place no earlier than 2 laps and no later than 3 laps from time of notification. Failure to properly notify an official of the intention to refuel shall result in a 1-minute stop and go penalty.
- 8.2.2. The driver shall shut off the car's engine, exit the car, and close the driver's side door before any refueler or refueling equipment crosses the pit wall and before the fuel cap is removed.
- 8.2.3 No one may enter the vehicle nor may any other action be performed on the car until the fuel cap is replaced and secured and the refueling team and all refueling devices have vacated pit lane.
- 8.2.4 The engine may not be restarted until all work on the car is completed.
- 8.2.5 After the car has been restarted all cars using overhead fuel rigs or dry-break equipment shall wait an additional 30 seconds before leaving their pit stall. Failure to wait the required 30 seconds shall result in a 30 second stop and go penalty.
- 8.2.6 *The refueling team shall consist of two (2) people, one holding the approved 10lb. fire extinguisher and one refueling. In addition, a third crew member can be utilized to operate the "dead-man" valve on an overhead rig, or holding the vent bottle for a dry-break system if these methods are used. No other person shall be in pit lane during refueling.***
- 8.2.7 All persons on the refueling team and all persons who handle full or empty fuel containers shall wear approved driver's protective clothing as per CASC-OR Race Regulations, Appendix 'K' sections 2, 3 and 4. Full-face helmets with a closed face shield are required. Full-face helmets SA90 or newer otherwise meeting CASC-OR Race Regulations, Appendix K, section 5, are allowed.
- 8.2.8. A maximum of 1 fuel container may cross the pit wall at a time. Additional team members may assist in passing fuel containers across the wall provided they are properly dressed as per 8.2.7.
- 8.2.9 All stored fuel containers shall have secure caps capable of preventing leaks if the container is overturned. Caps may be removed at any time, but only fuelers shall

touch uncapped fuel cans whether empty or full.

- 8.2.10. All fuel containers (full or empty) shall be handled with care at all times. Fuel containers may not be thrown back over the wall. Careless handling of any fuel equipment may be grounds for immediate expulsion from the race.
- 8.2.11 Excessive fuel spillage shall result in a minimum of a stop and go penalty. A solid template of a predetermined size (as presented at the drivers' meeting) shall be used to establish excessive fuel spillage. Use of a pan, tray or any type of absorbent material to catch spilled fuel is prohibited.

## 9.0 PIT RULES

- 9.0.1 CASC-OR Race Regulations, Appendix "I" apply with the following additions.
- 9.0.2 Jack stands (minimum 2) shall be used any time a crewmember is working underneath the vehicle.
- 9.0.3 Cutting, welding or any equipment/repair involving open flame or sparks is not allowed in pit lane.
- 9.0.4 Generators are not allowed in the pits. Generators in the pit-service area shall be a minimum of six (6) metres distance from any fuel storage.
- 9.0.5 There shall be a minimum of one (1) pit official assigned for every five (5) pit boxes used.
- 9.0.6 Pit officials may require that substantial repairs be performed in the paddock. Repaired vehicles may return to competition under direction of a race official and with approval of the Clerk of the Course.
- 9.0.7 Pit officials shall monitor all aspects of the pit lane and refueling rules and shall be considered Judges of Fact in all these matters.

## 10.0 PENALTIES

- 10.0.1 All Black Flag penalties shall be carried out under green flag conditions as soon as possible after the infraction.
- 10.0.2 No penalty may be served while refueling or repair is carried out.
- 10.0.3 In the event the penalty cannot be enforced before the race is complete an appropriate time penalty shall be imposed by the stewards.