



2012 CACC Lapping Regulations

**Confederation of Autosport Car Clubs (CACC)
P.O. Box 538, 3495 Cambie Street, Vancouver, BC V5Z 4R3**

Email: executive@caccautosport.org

Effective January 1, 2012

These regulations are intended to assist in the conduct of CACC sanctioned Lapping events.

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

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

All rights reserved. This book may not be reproduced in any form or by any means without written permission from Confederation of Autosport Car Clubs. Portions of this book © ASN Canada FIA and/or Western Canada Motorsport Association, used by permission.

Contents

1. CACC Lapping Regulations	2
2. Terms of Reference	2
3. Supplementary Regulations and Event Notice	3
4. Organizer's Documentation	3
5. Insurance	3
6. Waivers	3
7. Incident Reports	4
8. Event Operation Guidelines	4
9. Course Safety	5
10. Flag Signals	5
11. Vehicle Noise Limitations	7
12. Organizer Timing of Vehicles Not Permitted	7
13. Driver Eligibility	7
14. Novice Drivers	7
15. Passengers	7
16. Helmets	7
17. Seats and Seat Belts	7
18. Driver Personal Protective Equipment	8
19. Roll Over Protection – Roll Bars and Roll Cages'	8
20. Vehicle Requirements	8
21. Kit Cars	9
22. Production Vehicles	9
23. Modified Category	9

1. CACC LAPPING REGULATIONS

1. CACC reserves the right at any time to alter these regulations. Such alterations or additions are published in the form of revised regulations or bulletins. Changes to these regulations become effective on the date issued.
2. Questions concerning clarification of these regulations are to be directed to the CACC SoloSprint Committee chairperson through the CACC office.
3. These regulations were established by CACC and are intended to assist in the orderly conduct of Lapping events and to further participant and spectator safety.
4. CACC does not represent or intend that a vehicle prepared according to these regulations will meet any Federal or Provincial motor vehicle regulations or local highway traffic laws.
5. At all times, it is entirely the entrant's/driver's responsibility to ensure that any vehicle operated on public roads is in compliance with all applicable federal and provincial motor vehicle regulations and local highway traffic laws.
6. The text of these regulations was originally drafted in English and may be translated into other languages. In case of a dispute between the English text and any translation, the English text shall prevail.
7. By participation in these events, all participants are deemed to have agreed to be bound by these regulations. The interpretation of these regulations by CACC officials shall be final and binding.
8. All participants, members, clubs and officials of CACC hereby agree that: Determinations by CACC officials are non-litigable;
9. Litigation shall be not initiated against CACC, ASN, ASN territories, their members or officials to reverse or modify results of such determinations or to seek to recover damages or other relief allegedly incurred or required as a result of such determination. Should a person initiate or maintain litigation in violation of this provision, that person agrees to reimburse CACC for all costs associated with the legal action.
10. Go-karts, motorcycles, pocket bikes and non-motorized vehicles are not permitted. The Organizer reserves the right to refuse the entry of any vehicle or participant.
11. Drivers help may be essential for the success of events. Organizers may require drivers to marshal. Drivers who do not fulfill requested duties may be excluded from the rest of the event.

2. TERMS OF REFERENCE

ASN: ASN Canada FIA www.asncanada.com
BSI: British Standards Institution www.bsi-global.com
CACC: Confederation of Autosport Car Clubs
DOT: Transport Canada
FIA: The Fédération Internationale de l'Automobile www.fia.com
GCR: General Competition Regulations
SCCA: The Sports Car Club of America www.scca.org
SFI: SFI Foundation www.sfifoundation.com
Snell: The Snell Memorial Foundation www.smf.org

3. SUPPLEMENTARY REGULATIONS AND EVENT NOTICE

1. Event Supplementary Regulations and the Event Notice shall contain:

- The words "sanctioned by CACC";
- The statement: "Held under the CACC Lapping Regulations, CACC SoloSprint Regulations, CACC GCR's";
- The names of the event and organizing club;
- The name, address telephone number and email address of the Organizer or alternate club contact;
- The names and contact information for the Clerk(s) of the course;
- Date and location of the event;
- The hours of registration, technical inspection, drivers' meeting, event schedule
- The entry fee schedule;
- Vehicle noise level restrictions;
- Passing rules and procedures, plus a description of the passing zones.

2. Supplementary Regulations are to be posted at the event and participants are to be made aware of them at the Drivers' Meeting.

4. ORGANIZER'S DOCUMENTATION

1. The Organizer should display the following items at a central and easily accessible location, e.g. registration area or the same location where run groups, marshaling assignments, and lap times are posted.

- CACC event permit
- Insurance certificate;
- Copy of Supplementary Regulations;
- List of officials.

5. INSURANCE

1. The organizer must apply for a CACC Lapping Event Permit.

2. The organizer must apply for event insurance coverage from ASN.

3. Property owners or sponsors who request they be added to the event insurance certificate as additional insured's can be accommodated by Organizers listing the additional insured's in the event insurance application.

6. WAIVERS

1. The age of majority is that of the province in which an event takes place.

2. All drivers, officials, workers, volunteers and passengers must read and sign the ASN insurance waiver before being allowed into a restricted area (e.g. marshal post or other non-public area).

3. All drivers and passengers under the age of majority must have a current ASN Canada FIA Annual Parental Waiver signed by a parent/guardian and must also sign the ASN Canada FIA Minor Participant Waiver.

4. ASN waiver forms may be downloaded from www.asncanada.com and printed by the Organizer(s) for use during an event. Care must be taken to ensure all words on the printed copies are clearly legible.

5. All waivers are to be completed in full including the date(s) and name of the event at the top of the waiver.

6. In the registration process, individuals responsible for the waiver are to maintain the waiver under their control at all times and sign the witness section as each participant signs the waiver.

7. Completed waivers must be retained in a safe place by the Club secretary for a period of seven years.

7. INCIDENT REPORTS

1. All accidents, injuries, incidents and impacts or damages occurring during the event are to be reported by faxing or emailing a completed CACC Incident Report Form to the CACC Discipline Director or Chief Steward within forty-eight hours of the conclusion of the event.

2. An Incident Report is to be completed for every accident, whether or not a claim is anticipated. Organizers should download and print the Incident Report form from the CACC website.

3. Incident Reports should be completed in full following the instructions on the form, with as many details as possible, including names and addresses of any witnesses or injured parties as well as medical treatment provided, details of any video tapes and photographs that may have been taken, etc.

4. The original Reports should be faxed and mailed to the CACC office.

8. EVENT OPERATION GUIDELINES

1. There shall be a Clerk of the Course who has overall control of the on-track sessions and who should be in radio contact with the Start/Finish/Pit Exit Marshal(s) and, preferably, with all marshal and flagging stations.

2. Drivers' Meeting – Must be held prior to the start of any lapping sessions to inform drivers of: locations of all marshal and flagging stations, pit entry and exit procedures, length of track sessions, passing on the track and other pertinent information.

3. There should be a Start/Finish Marshal to control track sessions. The Start/Finish/Pit Exit Marshal may be the same person.

4. The maximum number of vehicles permitted on a track at one time is determined as follows:

The length of the track in meters divided by 125.

Vehicle spacing is controlled by the Start/Finish marshal.

5. At each track there shall be no more than three designated passing zones. Passing must take place only between markers/pylons defining the limits of passing zones.

Passing is not permitted in other areas.

6. Aggressive driving of any kind will be penalized by black-flagging the offending party.

7. Potential speed differential among participating vehicles should be considered and addressed by organizing Lapping Groups to take into account vehicle speed potential as well as other factors including driver experience.

8. At no time should race-prepared vehicles be in the same track session as street vehicles driven by Novice Drivers.

9. Open wheeled vehicles shall have their own track sessions.

10. Drivers being passed must acknowledge they are allowing a pass by signalling with a raised arm. Turn signals may also be used.

11. Cars being passed must remain on the racing line.

12. Drivers should indicate their intention to enter the pits using signal lights or raising their hands out the driver's side window to warn faster drivers. Drivers should also do this if they are circulating slowly on the track for any reason and drive on the edge of the track which leads to track exit.

13. A paddock area is to be provided for the use of participating vehicles and their service vehicles.

9. COURSE SAFETY

1. Course security is a priority. It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/finish area.
2. Spectators are to be expected, and adequate crowd control provisions should be in place. Unless protected by substantial barriers, spectator areas should be clearly defined and roped/taped off.
3. Full consideration should be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention should be given to ensuring that no one, including marshals, are placed in hazardous locations.
4. Flag Marshal stations should be posted before any blind corners, where drivers cannot see hazards ahead, or a minimum of one for every 1000m of track.
5. Where the course is not visible in its entirety by the Clerk of the Course, a reliable communication system linking the marshal stations with the Clerk of the Course is to be established.
6. The Organizer is to provide each manned marshal station and the start/finish area with red, green and black flags, and a 10BC or larger fire extinguisher.
7. The Organizer is to have a prearranged plan to cope with emergencies. This, as a minimum, means having quick access to an unlocked cellular phone with a list of local emergency phone numbers. Note: 911 dialling may not be available in all areas. Organizers are responsible to post all area emergency numbers for quick access by organizing staff and safety officials.

10. FLAG SIGNALS

1. All Flags are to be used only on the instructions from the Clerk of the Course.
2. **Green Flag:**
Used by the starter to start all track sessions and by corner marshals to indicate that the track is clear.
3. **Red Flag:**
 - A. Should a decision be made to stop any track session, including a race, because of an accident or an incident, a red flag will be shown at the start/finish line and simultaneously each corner post will display a red flag.
 - B. All drivers are required to come to an immediate controlled stop on the driver's right side of the race track at the next turn station. When released by an official the driver is to proceed cautiously to the pits. Overtaking is not permitted.
4. **Black and White Checkered Flag:**
Used by the starter to cease all track sessions. The first driver to receive this flag during a race is in most cases the winner. Racing must stop and all drivers must slow down, complete one more lap and return to the paddock or other designated area.

6. Diagonal Black And White Flag With Car Number Displayed:

Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending. Flag will only be shown once to any competitor as a warning. Any subsequent infractions will be dealt with using the black flag.

7. Black Flag With An Orange Disk With Car Number Displayed:

Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop in pit lane for consultation at a location previously designated by the steward.

8. Yellow Flag:

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

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

C. Waved: Great danger, slow down, be prepared to stop. No passing from the yellow flag until completely past the emergency area(s). Note: At an emergency area, there may be multiple cars involved in an incident. It is the driver's responsibility to not pass until fully past the emergency area(s).

D. Full Course Yellow: Great danger, slow down, no passing, be prepared to get into single file behind the pace car. A full course yellow may be indicated by the displaying of doubled stationary yellow flags by each corner station. Drivers should not rely on this distinction and must exercise appropriate caution if confronted by successive stations displaying single yellow flags, either waving or stationary. Except during a full course caution, double yellow flags should not be displayed. Yellow flags should be withdrawn when the pace car lights are turned off.

9. Yellow Flag With Red Stripes:

Advise the drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the racing surface.

10. Blue Flag:

A. Motionless: Another competitor is following very closely.

B. Waved: A faster competitor is trying to overtake.

11. White Flag:

This flag should be waved, and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point.

11. VEHICLE NOISE LIMITATIONS

1. The organizers of an event may establish a maximum vehicle noise level for all vehicles.

2. Measurement may be at various locations around the facility.

3. Penalties arising from noise limit violations are not subject to protest or appeal.

4. Known specified maximum vehicle noise levels:

- Mission Raceway, 90 db

12. ORGANIZER TIMING OF VEHICLES NOT PERMITTED

1. Official timing of vehicles of any sort **by the organizers** is not permitted.

13. DRIVER ELIGIBILITY

1. All drivers must hold current provincial or state driver's licences. (**Graduated licences, where the driver is authorized to drive without another licensed driver being present, are permitted.**)
2. The driver is responsible for the conduct of their crew and guests.
3. Consumption of alcoholic beverages by any participant before the end of any day's activities at an event is forbidden.
4. The use of doping, any narcotic or illegal substance as defined in law or the improper use of legal substances by any participant is prohibited.

14. NOVICE DRIVERS

1. A novice driver is defined as one who has participated in 3 three or fewer lapping events or does not hold a CACC recognized competition licence.
2. Novice drivers on the track are required to be accompanied by an instructor assigned by the Clerk of the Course until the instructor signs them off to run unaccompanied.
3. Novice drivers are not allowed to carry passengers for their first event.

15. PASSENGERS

1. Passengers may occupy the front passenger seat only.
2. Passengers must wear personal safety equipment as required for the driver.
3. Passengers must keep hands and arms inside the vehicle at all times.
4. Minors between sixteen and the age of majority participating as drivers can ride as passengers.
5. Minors not participating as drivers can ride as passengers provided they:
 - have the consent of the organizer;
 - are at least 14 years old;
 - the vehicle is being driven by their parent or guardian.

16. HELMETS

1. Drivers and passengers must wear helmets during all track sessions.
2. Acceptable helmets:
 - FIA 8860-2004
 - Snell 2000 or newer SA, M
 - SFI Foundation 31.1A or 31.2A
 - British Standards Institution BS 6658-85 type A/FR
3. Helmets homologated to Snell M standards are not acceptable for use in vehicles equipped with roll cages
4. Drivers of open-wheel vehicles are required to wear full-face protection helmets.
5. Drivers of open wheel vehicles shall wear helmets conforming to the current CACC GCR's.

17. SEATS AND SEAT BELTS

1. Original equipment seats and replacement competition seats should be installed according to the manufacturers' specifications.
2. All participants must wear seat belts during all track sessions.
3. Should the original equipment seat belts be replaced, the replacement seat belts (safety harness) must meet the standards of the FIA or SFI.
4. Original equipment seat belts and racing safety harness restraint systems should be installed according to the manufacturers' specifications.
5. An original equipment three point seat belt system is acceptable for vehicles equipped with/without roll bars.
6. The lap belt portion of a racing safety harness is permitted when used in conjunction with the shoulder strap of the original equipment seat belt.
7. "CG Lock" or similar devices that lock the lap belt portion of the original equipment seat belt in place are also permitted.
8. A five or six point racing safety harness is required for all GT Category vehicles as well as any vehicle equipped with a roll cage.

18. DRIVER PERSONAL PROTECTIVE EQUIPMENT

1. Drivers of "GT Category" vehicles, except those vehicles licensed for street use and participating on DOT approved tires, shall wear driver safety equipment conforming to the current CACC GCR's.
2. Drivers of open-wheel vehicles shall wear driver safety equipment conforming to the current CACC GCR's.
3. Clothing - Full length cotton pants and shirts with sleeves. No shorts. Natural fibre clothing, such as cotton and wool are recommended – avoid synthetic fabrics. Drivers with driving suits are encouraged to wear them.
4. Footwear - Full shoes are required. Open toe shoes, sandals and high heeled shoes are prohibited.
5. Balaclava and Gloves - Balaclava and driving gloves are recommended for all.

19. ROLL OVER PROTECTION – ROLL BARS AND ROLL CAGES

1. Roll-over protection guidelines can be found in the CACC SoloSprint Appendices.
2. Roll Over protection installations are subject to the inspection of the Chief Scrutineer.
3. Roll over protection is required for GT category vehicles, all open wheel vehicles and for open top vehicles (convertibles). In the case of factory installed roll hoops found in some convertibles, these hoops are not acceptable as roll over protection to meet these requirements.

20. VEHICLE REQUIREMENTS

1. Vehicles must meet the following basic requirements:
2. Have a wheelbase of 183 cm (72") or longer; front and rear tracks of 107 cm (42") or wider. The maximum permissible height of competing vehicles is 160 cm (63 inches).
3. Have four road wheels of 10" diameter or larger. and four pneumatic tires in good condition, having no blemishes or under tread material showing and a proper working tandem (or dual) hydraulic braking system for all four wheels that can only be operated by a single purpose control.
4. Have bodywork up to at least driver's waist level when seated in the normal driving position.
5. Use only pump fuel from roadside gas stations, specially blended un-leaded gasoline for racing cars, diesel fuel (including biodiesel), or fuel containing ethanol. Auxiliary sources of fuel of any kind are prohibited.
6. Have an operational, on board self-starter and shall be able to idle on the grid (e.g. without overheating) for reasonable periods of time without affecting the conduct of the event.
7. Standard production hybrid vehicles are permitted.

8. The battery must be securely attached to the vehicle. If the battery is exposed directly to the passenger compartment, it must be enclosed in a securely attached and vented protective battery box, such as is commonly used in marine applications.

9. Hubcaps, centre caps, wheel disks and trim rings, not bolted to the wheels, must be removed;

10. The coolant system must incorporate a coolant catch tank.

11. Crankcase breather tubes must vent into a catch tank.

12. For vehicles equipped with any form of removable top such as a convertible soft top, sunroof, T-top, etc; such tops must be secured and locked in their normal closed position.

21. KIT CARS

1. Kit Cars shall be classified as GT Category and shall be equipped with roll-over protection.

2. Drivers of Kit Cars licensed for use on the public roads and fitted with DOT tires may participate with helmets which meet any of the standards listed in 16.2 and seat belts as per 17.1-17.7 (notwithstanding 16.3 and 17.8).

3. Examples of Kit cars are Aurora (Cobra style), Dutton, Caterham, Factory Five and Lotus 7 style home finished cars.

22. PRODUCTION VEHICLES

1. A Production Vehicle is defined as a vehicle that meets the following requirements:

- Have been series produced and available for purchase and delivery to the general public through the vehicle manufacturer's retail sales outlets;

- Be licensed for use on the public roads;

- Conform to original equipment specifications in regard to engine and drive train or meet either CACC Stock Category regulations or meet CACC SoloSprint regulations for any class other than GT.

2. The tire(s) may be replaced with any brand, model and size of tire(s), provided the tires are DOT rated and have the DOT approval number molded to each tire.

23. GT/OPEN WHEEL CATEGORY

1. GT/ Open Wheel Category includes the following non-production vehicles:

- Formula cars; sports racing; open-wheel; tube frame; nonproduction drive configuration; more than one engine.

- Any vehicle classified as GT based on the CACC SoloSprint class structure;

- Kit cars;

- Any vehicles equipped with racing slicks which are defined as any tire(s) not meeting the requirements of 22.2.

2. Racing slicks are allowed.