

Mobil 1

2013 ONTARIO TIME ATTACK REGULATIONS

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PS: For last minute updates please monitor our website
<http://www.time-attack.ca>

2013 OTA COMMITTEE

Chuck Atkins timeattack@casc.on.ca	Director	905-627-0681
Dave Barker davebarker@sympatico.ca	O.M.S.C. Representative	905-579-1228 ext218
Carsten Gieschen cgieschen@dynamic.ca	T.A.C. Representative	416-792-2804
John Paczynski johnpacz@hotmail.com	H.A.D.A. Representative	905-846-3926
Craig Seko baldheadracing@hotmail.com	M.C.O. Representative	n/a
Blake Yoworski timeattack@spda-online.ca	S.P.D.A. Representative	905-690-3100
John Paczynski johnpacz@hotmail.com	Secretary	905-846-3926
Gary Wood ontariotimeattack@gmail.com	Series Registrar	905-304-6114
Rob Hall otatreasury@hotmail.ca	Treasurer	416-999-4211
Dave Barker davebarker@sympatico.ca	Car Classification Chair	905-579-1228 Ext. 218
Perry Rautanen perry@primeservices.ca	Timing Coordinator	416-720-7597
Derrick Cormier thatsderrick@yahoo.com	Chief Scrutineer	905-339-8346
Scott Murfin racecartech@yahoo.ca	Chief Instructor	905-690-3100
Gary Wood garyl.wood@sympatico.ca	Chair Promotion Committee	

The Time Attack Committee meets on the second Thursday of every month (7:00pm) at CASC-OR Offices, 1100 Barmac Dr., Toronto, ON, M9L 2X3. Competitor participation is encouraged.

Time Attack HOTLINE/REGISTRATION

Voice: 905-304-6114

Email: ontariotimeattack@gmail.com

For CASC-OR Licensing call:

Canadian Automobile Sport Clubs, Ontario Region

1100 Barmac Drive, Toronto, ON M9L 2X3

PHONE: (416) 667-9500

FAX: (416) 667-9555

www.casc.on.ca

In 2011 SoloSprint competitions in Ontario were rebranded as Ontario Time Attack. All references in supporting documentation, marketing materials and official's remarks to "SoloSprint" should be treated as referring to "Ontario Time Attack" or "OTA" instead.

Mobil 1

Ontario *t*ime Attack

Championship Series

Presented by

TOYO TIRES

Best 5 of 7 Events Count for 2013 Mobil 1 Ontario Time Attack Championship

Schedule

Date	Day of Week	Event	Location	Host Club
April 7	Sunday	Open House	JRP	OTA
April 21	Sunday	Instructor school DDT	CTMP	Director
May 4	Saturday	School #1 DDT	CTMP	OMSC
May 5	Sunday	School cont'd DDT		TAC
June 8	Saturday	Event #1 DDT	CTMP	OMSC
June 9	Sunday	Event #2 DDT		
June 22	Saturday	Event #3 SMP - Pro	Shannonville	HADA
June 23	Sunday	Event #4 SMP - Long		
July 13	Saturday	Event #5 GBR	Grand Bend	TAC
July 14	Sunday	Event #6 GBR	Grand Bend	
August 17	Saturday	School #2 MIR	CTMP	SPDA
August 18	Sunday	Event #7 MIR		
Sept. 29	Sunday	Championship Shootout-DDT CASC-OR Celebration Weekend	CTMP	Director
November 9	Saturday	Banquet	TBA	Director

CTMP – Canadian Tire MotorSport Park
 DDT – Mosport Driver Development Track
 MIR – Mosport International Raceway
 SMP – Shannonville Motorsports Park
 GBR – Grand Bend RaceWay



2013 ONTARIO TIME ATTACK EVENT REGULATIONS

INTRODUCTION

These Rules and Regulations are designed to provide for the orderly conduct of **Ontario Time Attack** events (**hereon referred to as OTA**) and to establish minimum acceptable requirements for such events. The Rules and Regulations of Sections 1 and 2 shall govern the conduct of all Canadian Automobile Sport Clubs – Ontario Region (CASC-OR) **OTA** events. By registering for these events, all participants shall be deemed to have understood and contracted to abide by these Rules and Regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death or property damage to participants, spectators, or others.

Competitors are reminded that participation in any form of motor sport involves a certain level of risk. This level of risk is accepted by the competitor whenever they enter an event. CASC-OR-OTA events held under these rules must adhere to the safety requirements herein. Though the safety standards are adequate for this type of sport, it is ultimately the competitor's responsibility to ensure their own safety and the safety of those around them. Modification allowances defined in the CASC-OR-OTA rules may require installation/fabrication by qualified individuals. If you lack the tools or knowledge to attempt such modifications please consult those who have the expertise to properly modify your vehicle. CASC-OR-OTA assumes no responsibility or liability for any results attained by consulting this rulebook. Due to the passage of time, these Rules and Regulations will be subject to change. Competitors are warned that they should check with their local CASC-OR-OTA representative before using this book to prepare a vehicle for the series. Requests for clarification **MUST** be submitted to the CASC-OR OTA Director in writing. Other than provided by the General Competition Rules, only the OTA Director can rule on rule book clarification unless other arrangements have been issued in writing.

RULES APPLY TO ALL CASC-OR TIME ATTACK EVENTS

Each OTA event in Ontario Region must comply with Section 1, 2 and 7 while Sections 3 to 6 apply to all Regional Championship events and are optional for all other OTA events. This is to say all OTA events (definitions below), including informal club level events, must comply with Section 1, 2 and 7 in order to be covered by Club Insurance.

ORDER OF PRECEDENCE

The precedence of Regulations shall be as follows:

1. CASC-OR General Competition Rules (GCRs)
2. Regulations of the CASC-OR Competition
(2013 Ontario Time Attack Event Regulations)
3. CASC-OR Bulletins
4. Series Supplementary Regulations (if applicable)
5. Event Supplementary Regulations
6. Instructions from Officials

Event Supplementary Regulations shall not contradict these Ontario Time Attack Event Regulations.

The official version of the 2013 Ontario Time Attack Event Regulations is the published, printed copy.

DEFINITIONS

Time Attack: One-car-at-a-time speed events, held under these OTA Regulations, where speeds reach those of racing. Competitor and spectator safety is of highest concern. Events include time trials, sprints, driving schools, testing and practice days and any other event held under these Regulations except a defined Solo 2 event and never drag races.

CAR CLASSIFICATION PRINCIPLES

Fundamental Assumptions

- 1) OTA vehicle performance potential can be predicted based on three factors: weight, horsepower and handling index. For the sake of consistency, "curb weight" is the measure of weight used for production vehicles. For the sake of consistency "rated power" is the measure of power for production vehicles. Handling index is an arbitrary factor, related primarily to the chassis refinement, that is used to adjust the classification of stock vehicles to be reflective of their performance potential in stock trim.
- 2) Performance potential means the best possible lap time that can be expected from a car that has been optimally prepared within the rules, driven by an excellent driver over a familiar course.
- 3) The OTA car classification system is based on a Performance Index model in which each class is 5 Performance Index Points (PIPs) wide.
- 4) The OTA car classification system strives to be a linear system in which adjacent classes are separated by a constant increment in performance potential (approximately 1 second on a 75 second lap time).

Guiding Principles

- 1) OTA is a grass-roots form of racing, intended primarily for stock and moderately modified street-legal vehicles on DOT legal tires; accordingly the classification rules shall concentrate on this vehicle demographic. Although other vehicles are permitted to compete, cars which have been prepared for wheel-to-wheel racing series, purpose built cars and highly modified cars challenge the basic assumptions of the classification system and may be punitively classified.
- 2) Modifications that significantly affect the performance parameters (weight, power, and chassis refinement) shall be charged PIPs commensurate with their effect on performance potential. In all cases when assessing the performance potential of a modification it shall be assumed that the optimum implementation of a modification has been accomplished.
- 3) The OTA car classification system strives to be mathematically consistent with respect to weight changes. In other words, PIPs assigned to modifications primarily affecting the weight of a vehicle shall affect the car's classification in a way that reflects the actual weight change that can be expected for such a modification. Where necessary actual race weights may be permitted.

- 4) The OTA car classification system strives to be mathematically consistent with respect to power changes. In other words, PIPs assigned to modifications primarily affecting the power of a vehicle shall affect the car's classification in a way that reflects the actual power change that can be expected for such a modification. Where PIPs cannot be expected to accurately predict power actual measured dyno power values may be permitted.
- 5) The OTA car classification system strives to be mathematically consistent with respect to suspension changes. In other words, PIPs assigned to modifications primarily affecting the suspension (i.e., chassis refinement) of a vehicle shall affect the car's classification in a way that reflects the actual benefit in performance potential for such a modification. Further, the classification system assumes that all fully developed race suspensions converge toward a common performance potential, regardless of the basic design.
- 6) The OTA car classification system strives for simplicity to the extent possible. Modifications that result in small performance potential gains (e.g., intakes), or are primarily intended to improve safety (e.g., brakes), or are logistically convenient may be declared zero PIP modifications.
- 7) As a general rule PIPs are assigned based on the assumption that a modification is fully optimized to produce the greatest possible performance benefit. No credit is given for modifications that are not optimized (whether intentional or not). The classification system shall not split hairs. Modifications that earn PIPs must be clearly defined and have a significant performance benefit. If a given class of modification is to be given a graduated PIP scale, the graduations must be clearly defined and they must correspond to distinctly different levels of performance potential.
- 8) The OTA car classification system expects safety and will not reward unsafe practices. This said, safety is its own reward and the classification system shall not use negative PIPs to further a safety agenda (e.g., a HANS device may provide additional safety but it has no performance benefit so can not be assigned a negative PIP value). Examples of how safety is encouraged are:
 - a) All brake modifications are zero PIP.
 - b) Rollover protection is given negative PIP values that reflect the weight penalty incurred so that competitors are not penalized for their use.
- 9) The OTA car classification system is intended to provide a level playing field for all optimally prepared cars in the target demographic; however, it recognizes that not all cars can be competitive at all levels of preparation.
- 10) All rules shall be written in a manner such that their meaning and intent is clear. Where exceptions or individual rulings must be made due to unique circumstances the intent of the rules shall be maintained.

SECTION 1: SAFETY AND COMPETITION

1.0 HELMETS and HEAD / NECK RESTRAINTS

- .1 Helmets may be either open faced or closed face. They shall be in good condition both inside and outside and never subjected to a crash or other severe impact.
- .2 A Snell 2000M or newer M-rated helmet is acceptable for all classes; provided the car is not equipped with a roll cage or racing slicks (see .3 and .4, below). Equivalent FIA-rated helmets are also approved.
- .3 The driver in any class with a roll cage requires an approved Snell SA 2005 or newer. Or an equivalent FIA-rated helmet, and a 5 or 6 point approved harness.
- .4 Any vehicle equipped with racing slicks (see 4.8.2.4) will be classified as 'Modified' and shall meet all safety regulations requirements for that class.
- .5 Competitors are advised that helmets meeting Snell standards will be accepted up until:

2000M	(December 31, 2014)
2000SA	(December 31, 2014)
2005M	(expiry date to be determined)
2005SA	(expiry date to be determined)
- .6 It is highly recommended that competitors use a head and neck restraint system.

1.1 RESTRAINT SYSTEM (Seat belts, etc.)

- .1 General: Belts and vehicles,
 - Production cars without rollover protection: 3 point belts or approved 4 point belts. see 1.1.2 and .3
 - Production cars with Approved roll bar: 3 point, 4 point, see 1.1.2 and .3 5 point etc. is allowed. see 1.1.4
 - Production cars with roll cage: 5 point or 6 point only see 1.1.4
- i) Drivers and passengers shall wear acceptable restraint systems on the track. The vehicle's entrant shall ensure that the restraint systems in the vehicle have been scrutineered and are in good condition and are properly installed, adjusted, and used.
- ii) Each vehicle's restraint systems and their installation, use, and condition shall be subject to approval by the Chief Scrutineer and event officials. Note: please ask them for advice!
- iii) A five-point or greater harness restraint system shall be required for all 'Modified 1' class vehicles which require roll over protection under section 1.3.1.
- iv) One of: 1.1.2 – Stock seat belts, 1.1.3 – Three-point or four-point aftermarket harnesses, or 1.1.4 – Five-point or more (racing) harnesses, shall apply to production based vehicles. Entrants with specially-constructed vehicles, or vehicles that are not based on a production chassis, shall consult the scrutineer for other requirements, e.g., arm restraints.

- .2 Applicable to vehicles with stock seat belts:
 - i) Stock seat belts shall not be used in a vehicle with a roll cage.
 - ii) 'CG Lock' or other devices that lock the lap belt portion of the stock seat belt in place shall be permitted.
 - iii) An additional lap-belt can be worn over some stock seat belts during competition to help restrain participant movement. Only a lap-belt can be used for this purpose, i.e., no shoulder straps, and the additional lap belt shall not interfere with the operation of the stock restraint system.
- .3 Applicable to vehicles with three-point and four-point aftermarket harnesses:
 - i) Three-point and four-point harnesses shall not be used in a vehicle with a roll cage.
 - ii) An aftermarket harness shall be acceptable only after a copy of the relevant documentation has been confirmed by scrutineering, e.g., manufacturers' installation instructions, homologations, model/year-specific information if applicable, etc.
 - iii) Aftermarket harnesses shall either be "DOT-approved" or be homologated under FIA 8854/98. Note: some "Tuner" belts do not carry the appropriate approvals.
 - iv) A "DOT-approved" harness shall carry FMVSS209 or ECE-R16.04 designations. The harness shall be installed - and replaced - according to the harness manufacturer's instructions and recommendations. Note: a vehicle with a harness with the designation, but insufficient documentation for that harness when installed in that car model, may not be accepted.
 - iv) FIA 8854/98 harnesses shall use two anchorage points to the vehicle for the lap strap, and two anchorage points for the shoulder straps. Installation shall be according to the harness manufacturer's instructions and recommendations, or, if applicable, Articles 6.2 and 6.3, Safety belts Installation and Use, and/or Article 16: Seats, anchorage points and supports, from Appendix J, FIA Article 253-2009 (currently at: [http://argent.fia.com/web/fia-public.nsf/DA58BF07DFFA863FC1257690003E34B6/\\$FILE/253%20\(10-11\)-161209.pdf](http://argent.fia.com/web/fia-public.nsf/DA58BF07DFFA863FC1257690003E34B6/$FILE/253%20(10-11)-161209.pdf))
 - v) FIA 8854/98 harnesses shall be replaced before the expiry date indicated on all of the manufacturer's labels, i.e., if the harness is in good condition and the labels say "not valid after 2010," then the harness shall not be used after December 31, 2010.
- .4 Applicable to vehicles with five-point or greater (racing) harnesses:
 - i) Harnesses shall only be used in seats designed for use with anti-submarine belts (a.k.a. sub-belts).
 - ii) Harnesses shall be homologated to FIA 8853/98, SFI 16.1, or, for containment seats, SFI 16.5. All straps shall be free to run through intermediate loops or clamps/buckles.
 - iii) Harnesses shall use two anchorage points to the vehicle for the lap strap, and at least two anchorage points for the shoulder straps. Installation shall be

according to the harness manufacturer's instructions and recommendations, or, if applicable, Articles 6.2 and 6.3,

Safety belts Installation and Use, and/or Article 16: Seats, anchorage points and supports, from Appendix J, FIA Article 253-2009 (currently at: [http://argent.fia.com/web/fia-public.nsf/DA58BF07DFFA863FC1257690003E34B6/\\$FILE/253%20\(10-11\)-161209.pdf](http://argent.fia.com/web/fia-public.nsf/DA58BF07DFFA863FC1257690003E34B6/$FILE/253%20(10-11)-161209.pdf))

iv) Restraint systems homologated to FIA standards shall be replaced before the expiry date indicated on all of the manufacturer's labels, i.e., if the restraint system is in good condition and the labels say "not valid after 2010," then the restraint system shall not be used after December 31, 2010.

v) Restraint systems using SFI certification shall show a date of manufacture that is indicated on all SFI labels to be within two (2) years of the date of use, e.g., if the restraint system is in good condition and a label shows a "Date of Manufacture" of June, 2008, then the entire restraint system shall not be used after May 31, 2010. (Note that many SFI harness manufacturers will re-manufacture/re-certify their belts.)

1.2 FIRE SAFETY

- .1 While operating their vehicle on the track, all competitors and passengers, shall wear long sleeved shirts, long pants, fully-enclosed shoes and socks (no sandals, crocs, etc.). It is recommended that these be made from natural fabrics (ie. wool, linen, silk and cotton) that are more resistant to flame than a blend or synthetic. These are listed from the most to the least flame retardant provided they are close knit and uncoated.
- .2 All competitors driving 'Modified 1' class vehicles, except those whose vehicles are licensed for street use and are competing on DOT approved tires, shall wear single layer Nomex (or better) gloves and driving suit in good condition.
- .3 All competitors driving 'Open Modified' class vehicles shall wear the driver safety equipment mandated by the CASC-OR Race Regulations. This includes, but is not limited to: SA2005 or SA2010 helmet, and the following items made of fire resistant material approved by ASN Canada, FIA, SCCA or SFI: gloves, underwear, shoes, two layer one-piece driving suit, balaclava and socks.
- .4 It is recommended that all competitors while marshaling wear long sleeved shirts, long pants, fully-enclosed shoes and socks (no sandals), all made from fabrics as referenced in 1.2.1.
- .5 Fire suppression or personal use extinguishers may be used. They must be securely fastened and not be able to become a projectile. Fire suppression is recommended for cars with roll cages.

1.3 ROLL OVER PROTECTION – ROLL BARS AND CAGES

- .1 A roll bar is required for:
 - i) vehicles with fold down or completely removable tops (e.g., convertibles)
 - ii) vehicles that have accumulated 25 PIPs or more from their starting PI, excluding aero and tire PIPs.
 - iii) vehicles using non-DOT approved racing slicks (see 4.8.2.4)
 - iv) vehicles with a Performance Index (PI) of 105% or greater
 - v) 'Open Modified' class vehicles

- .2 The basic purpose of the roll bar is to protect the driver if the vehicle rolls over.
- .3 Specific roll bar installations are subject to the approval of the Chief Scrutineer. The Chief Scrutineer may approve roll bar installations that meet other recognized standards.
- .4 The top of the roll bar shall be a minimum of two inches 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 or in vehicles with a factory specified hard top or convertible top, provided the vehicle's top is installed and up when driving in competition. The top of the roll bar shall not be more than ten inches behind the back of the driver's helmet when the driver is sitting in a normal driving position.
- .5 The roll bar shall be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure and to take fore and aft loads resulting from the car skidding along the ground on the roll bar structure.
- .6 The two vertical members forming the sides of the main hoop shall extend the full width of the cockpit to provide maximum bearing area.
- .7 A system of head restraint to prevent whiplash and to prevent the driver's head from striking the underside of the roll bar hoop shall be provided. The head restraint shall be capable of withstanding a force of 200 pounds in an aft direction. It is recommended that a headrest of approximately 36 square inches with resilient padding two inches thick be used.
- .8 Forward braces and portions of the main hoop subject to contact by the driver's helmet (with the driver seated normally and restrained by seat belt/shoulder harness) shall be padded with foam meeting SFI or FIA standards for roll bar padding.
- .9 The roll bar hoop and all braces shall be of seamless or ERW or DOM mild steel tubing, or chrome molybdenum alloy steel such as SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and shall be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the Entrant.
- .10 The minimum size seamless or DOM tubing to be used shall be as follows:

Curb Weight	Mild Steel	Alloy Steel
Up to 1500 lbs	1.375" x 0.095"	1.375" x 0.080"
1501-2500 lbs	1.500" x 0.095"	1.375" x 0.095"
Over 2500 lbs	1.500" x 0.120"	1.500" x 0.095"
Or	1.750" x 0.095"	

ERW tubing may be used in the following sizes only.

Curb Weight	ERW Tubing
Up to 2500 lbs	1.500" x 0.120"
Over 2500 lbs	1.750" x 0.120"

The minus tolerance for wall thickness shall not be more than 0.010" below the nominal thickness.

- .11 An inspection hole of at least 3/16 inch diameter shall be drilled in a non critical area of the roll bar hoop to facilitate verification of wall thickness

- .12 Where bolts and nuts are used to fasten the roll bar to the vehicle's chassis or frame (i.e., bolt-in roll bar), the bolts shall be at least 3/8 inch diameter SAE Grade 5.
- .13 One continuous length of tubing shall be used for the main hoop member with smooth, continuous bends and no evidence of crimping or wall failure.
- .14 Where welding is used to fasten the roll bar to the vehicle's chassis or frame, all welds shall be of the highest possible quality with full penetration. Arc welding, particularly heliarc, shall be used whenever possible. Alloy steels shall be normalized after welding.
- .15 Two fore/aft braces with tubing of dimensions of at least that required for the main hoop itself shall be installed. Diagonal lateral bracing of tubing equal in dimension to the tubing of the main hoop shall be installed to prevent lateral distortion of the main hoop. In most cases, a lateral brace from the bottom corner of the main hoop on one side to the top corner of the main hoop on the other side is sufficient.
- .16 The fore/aft bracing shall be attached as near as practical to the top of the main hoop, no more than 6 inches below the top, and at an included angle of at least 30 degrees.
- .17 In cars with frame type construction, the roll bar and braces shall be attached to the frame of the car wherever possible. Mounting plates attached to the frame, regardless of whether welded or bolted, shall be at least 3/16 inch thick.
- .18 In the case of cars with unitized or frameless construction, or cars with frames where frame mounting of the roll bar and braces is impractical, mounting plates shall be used to secure the roll-bar structure to the floor of the car. The minimum mounting plate area shall be 20 square inches. The important consideration is that the loads be distributed over as large an area as possible and as close to vertical structures as possible. Mounting plates bolted to the structure shall not be less than 3/16 inch thick with a backup plate of equal size and thickness on the opposite side of the panel with the plates through bolted together.
- .19 Mounting plates welded to the structure shall not be less than 0.080 inch in thickness. Wherever possible, the mounting plate should extend onto a vertical section of the structure such as a door pillar.
- .20 Removable roll bars and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two bolts shall be used to secure such a joint. The telescope section shall be at least eight inches in length.
- .21 A roll cage is not required, but is recommended for any car that requires roll over protection.
- .22 Roll cages meeting SCCA (GCR Section 18), NASA (GCR Section 15.5.8), CARS (GCR Part B Section II) and CASC-OR Race Regulations (Appendix "O") are acceptable as substitutes for a roll bar.

1.4 ROLL OVER PROTECTION – GENERAL

- .1 Windows of the driver and passenger door shall be completely up or completely down. If down, the use of window nets or SFI approved arm restraints by the driver (and passenger, if applicable) are highly recommended.
- .2 Sunroofs, moonroofs and t-tops shall be in the closed and locked position.
- .3 Vehicles with fold down or completely removable tops (e.g., convertibles) shall have those tops in the up and locked position.
- .4 In vehicles without tops, the use of window nets or SFI approved arm restraints by the driver (and passenger, if applicable) are highly recommended.
- .5 If window glass is removed it shall be replaced with acrylic (e.g., Plexiglas) or polycarbonate (e.g., Lexan) material.
- .6 If the OE windshield is removed, it shall be replaced with polycarbonate (e.g., Lexan) of 6 mm minimum thickness of identical size and curvature as the original. The windshield shall be supported by three inner supports to prevent the windshield from collapsing inward. These supports shall be 0.75" x 0.125" min aluminum straps with a minimum spacing of 8" between straps.

1.5 VEHICLE REQUIREMENTS

All vehicles and equipment shall be acceptable to Scrutineering at all times. Organisers may refuse a non-classified vehicle if the Organiser believes the vehicle is unsafe. Organisers may exclude any vehicle based on technical inspection or Scrutineering. The vehicle shall meet the following basic requirements:

- .1 **A wheelbase of 208 cm (82") or longer; front and rear tracks of 107 cm (42") or wider for cars in all classes except Open Mod. Open Mod minimum wheelbase is 183 cm (72"). The maximum permissible height of competing vehicles is 160 cm (63"). Please note that this prohibits most SUVs, Pickup trucks and similar from competing in OTA.**
- .2 **All competing vehicles must be at least as wide as they are tall. Height is defined as the tallest point of the vehicle as measured from the ground with the tires at recommended pressures and width is defined as the measurement taken from the outside of the left front tire contact patch to the outside of the right front tire contact patch.**
- .3 **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 An enclosed driver protection structure, complete with exterior panels, up to at least waist level when seated in the appropriate driving position. Exterior panels shall be made of metal, glass reinforced plastic or fire resistant material, except when the panels are 'OE'.
- .5 Use only hydrocarbon based gasoline or diesel fuel, including biodiesel, fuel containing ethanol, or any additives (e.g., propylene or other octane boosters) added directly to the 'OE' fuel tank. Any external (to the 'OE' fuel system) source of fuel or fuel additive is prohibited, including nitrous oxide systems and propane.

- .6 An operational, on board self-starter and shall be able to idle on the grid (i.e., without overheating) for reasonable periods of time without affecting the conduct of the event.
- .7 The battery is securely attached to the vehicle. If the battery is located in the passenger compartment (i.e., no bulkhead between battery and driver), it is also fully enclosed in a securely attached and vented protective battery box. Example: marine-type.
- .8 Hubcaps, centre caps, wheel disks and trim rings, not bolted to the wheels, are removed.
- .9 Be equipped with coolant catch tanks. Crankcase breather tubes shall not vent onto the track but into an adequate size catch can.
- .10 Passes all safety inspections.
- .11 To maintain a professional appearance, licence plates shall be either completely removed or completely visible during competition. Ad hoc covering with masking tape or equivalent is not permitted.
- .12 Be equipped with at least one functional rearview mirror.

1.6 COMPETITOR ELIGIBILITY

- .1 To be eligible to compete, a competitor shall be a full member of a CASC-OR affiliated club and hold a valid CASC-OR Competition Licence Grade C or higher. A competitor who holds a Competition Licence issued by another recognized racing association and is not a member of a CASC-OR affiliated club may compete but they will not be scored in the Ontario Time Attack Championship Series. A Competition Licence is not required for attendance as a student at a school, or at the school portion of a combined school/race, but the student shall be a full member of a CASC-OR affiliated club.
- .2 All competitors, officials, workers, volunteers and passengers shall read and sign the insurance waiver before being allowed into a restricted area (e.g., timing vehicle, marshal post or other non-public area) or to compete in the event.
- .3 A competitor may only enter an event once. However, any single vehicle may be entered by a maximum of two drivers.
- .4 Each entrant/driver shall be responsible for the conduct of their crew.
- .5 Competitor help is essential for the success of events. Organizers may require competitors to marshal and may exclude one or more results or deny runs of those who do not fulfill requested duties.
- .6 Consumption of alcoholic beverages at an event by any driver, entrant, crew member or official before the absolute and total end of all the day's on-track activities is expressly forbidden.
- .7 Each competitor shall present upon demand, by any race official or fellow competitor, a copy of their car's classification declaration on paper for inspection (including, if applicable, race weight and dyno declarations). Any competitor who is unable to provide such documentation shall be scored in Unlimited class at the event in question.

- .8 All competitors must attend the driver's meeting, unless prior arrangement has been made with the Organizer, to be allowed to compete. This is for the safety of both the competitor and the other entrants.

1.7 PASSENGERS

- .1 Passengers may be carried in the front passenger seat only during the lapping sessions, provided they have read & signed the appropriate waivers. No passengers will be allowed during competition runs.
- .2 Minors (those under the age of majority for the province where the event takes place) can ride as a passenger provided they have the consent of the organizer and they and their Parents/Guardians have signed the Underage Waiver. Minors are subject to the following requirements:
 - a) May not ride in competition, only in lapping or fun runs;
 - b) May ride with Parent or Guardian only;
 - c) Helmet and seat belt shall fit the minor correctly;
 - d) Seat belt shall comply with Section 1.1;
 - e) Shall be at least 14 years old.
- .3 Passengers shall wear safety equipment as required for the driver and shall keep their hands and arms inside the vehicle at all times. Passengers shall not carry items such as food, drink, cameras, video recorders, purses, etc.

1.8 DRIVING AND SCORING

- .1 Only the competitor's fastest run including penalties shall be scored (unless otherwise indicated).
- .2 If identical times are recorded for two or more vehicles in the same class or candidates for the same award, a tiebreaking formula specified before the start of competition shall be used.
- .3 A competitor's score for a run shall be recorded in seconds and fractions of seconds.
- .4 Elapsed times and penalties for each run by each competitor shall be posted continually throughout the event.
- .5 A DNS (Did Not Start) is given if the competitor fails to leave the start position when directed to do so by the Clerk of the Course. All of the laps of that run shall be recorded as a DNS.
- .6 A 2WO (Two Wheels Off) is given for two or more full wheels simultaneously leaving the track surface during a run, including warm-up and cool-down laps. A 200 second penalty shall be applied against all laps in a run where a 2WO is given. The track surface includes the curbing but not past the curbing where it exists.
- .7 A DNF (Did Not Finish) is given if, during a competitor's run, the vehicle leaves the course through the official exit. The remaining laps of the run will be recorded as a DNF.
- .8 Should a vehicle break during a run, no rerun shall be allowed. However, the driver may complete his/her remaining run(s) in another vehicle providing the vehicle is in the same class.

- .9 A two (2) driver, single vehicle entry shall have a minimum of five (5) cars run between their numerical order runs or the equivalent amount of time shall be allowed to pass.
- .10 The class of a vehicle may not be changed after the start of the competition (first car on the track) unless approved by the Steward(s) of the event.
- .11 If there are additional runs to be added to the original published program, it shall be announced before any competitor starts their originally scheduled final run.

1.9 RERUNS

- .1 A rerun is only granted when authorized by the Clerk of the Course.
- .2 When a rerun is granted, it shall be taken a minimum of five (5) cars after the competitor's original run, or after the equivalent amount of time has been allowed to pass.
- .3 A rerun shall only be for the number of timed laps affected.
- .4 If a competitor is red-flagged or yellow-flagged while on their run, a rerun may be granted provided the competitor did not cause the flag.
- .5 If a vehicle is red-flagged as a result of a timing failure, a rerun may be granted by the Clerk of the Course.

1.10 VEHICLE NOISE

- .1 The organizers of an event may establish a maximum vehicle noise level either by class or for all vehicles. Measurement can be at different locations around the facility being used. Competitors are warned that track licenses increasingly specify noise limits and it is the competitor's responsibility to ensure their vehicle complies with the maximum vehicle noise level established for each event in which they compete. There are no protests or appeals allowed on organizer decisions regarding maximum vehicle noise levels, measurement or action taken by the organizers.
Sample specified maximum vehicle noise levels:
98db for 'Modified' cars
95db all other cars at Shannonville Motorsport Park, Toronto Motorsport Park
92db for all cars at Mosport Drivers' Development Track
- .2 The Clerk of the Course at a Regional Championship Event will prohibit any vehicle from running which twice exceeded the noise level on the course or in a test session, as measured by a CASC-OR approved Noise Meter. At any non-championship event the Organizer or Clerk may prohibit any vehicle from running which the organizer deems to violate the maximum vehicle noise level.

SECTION 2: EVENT ORGANIZATION

2.0 COURSE SAFETY

- .1 The Clerk of the Course may, at his discretion, declare a vehicle 2WO under the following circumstances:
 - a) A driver dirties the track surface by cutting corners, knocks a pylon onto the track, or drags any other object onto the track surface that may force other vehicles on-track to slow or change their line in order to avoid it;
 - b) A driver spins on-track, but holds up the event (i.e., forces a full course red flag to be thrown);
 - c) A driver ignores or misses flags.
 - d) A driver's on-track conduct, in the opinion of the Clerk of the Course, endangers the driver, other competitors, or slows the progress of the event (i.e., going too slowly on a warm-up or cool down lap).
- .2 The Organizer may choose to restrict the eligibility of a vehicle or competitor to participate in an event.

2.1 FLAGS

- .1 Starting Flag: Used to send new vehicles onto the track – only when instructed to do so by the Clerk of the Course – can either be a waving or pointed green flag or a very clear hand signal motioning the Driver into action.
- .2 Black and White Checkered Flag: indicates the end of a competition session when waved at the finish line or other location specified in the Supplementary Regulations.
- .3 Red Flag: Waved at all marshal stations and by the Starter - only when instructed to do so by the Clerk of the Course - it informs all Drivers to safely come to a complete stop and then slowly proceed to the next Marshal station for further instruction. Drivers shall be prepared to stop at any time.

A red flag is most commonly used in Time Attack if a vehicle has gone off-track and is positioned where it endangers the safety of participants or if track conditions are no longer safe to drive on.
- .4 Black Flag: Displayed at the start/finish line or any marshal station - only when instructed to do so by the Clerk of the Course – it informs the Driver to return to the pits immediately and await instructions from an Official.

A black flag is most commonly used when a vehicle has been missed with the checkered flag or if the vehicle appears to have mechanical trouble such as leaking fluid, blowing excessive amounts of smoke, or loose parts.
- .5 White Flag: Displayed at any Marshal station - only when instructed to do so by the Clerk of the Course – it informs the Driver to slow down and make space from the vehicle ahead. Drivers are to proceed at a pace that creates safe space from the vehicle ahead, but does not slow the vehicle behind. Drivers are to look as far ahead on the course as possible for a waving Green Flag.
- .6 Green Flag: Displayed to replace the yellow flag at any Marshal station as soon as enough space has been created between vehicles – in the opinion

of the Clerk of the Course – indicating that the Driver shall immediately return to full speed, with the next timed lap beginning when the vehicle crosses the Start/Finish line.

- .7 Blue Flag: Displayed at any Marshal station to alert the Driver that a faster following vehicle must be allowed to pass as soon as is safely possible. Failure to obey this flag may result in a black flag being displayed for that vehicle or the loss of competition lap times for holding up competitors and/or the event.
- .8 Yellow Flag: Displayed to indicate a dangerous condition on or near the track surface. Competitors are expected to lower their speed sufficiently to allow avoidance of any obstacles or dangerous situations.

2.2 RUNS

- .1 A run is a set of timed laps, as defined in a driver's meeting. The definition of a run may be modified during or after competition by event officials due to force majeure. It is recommended that run groups are alternated when possible to avoid preference to changing weather conditions.

2.3 PASSING

- .1 Passing is permitted on the straights only and must be completed before the turn in point of the next corner. THERE IS TO BE NO SIDE BY SIDE THROUGH A CORNER. Point-by passing must be initiated by the car being passed as soon after the apex as possible. Based on the different track configurations, the supplemental regulations for each event shall outline the designated passing zones.
- .2 Passing during competition runs shall only occur when the vehicle being passed is no longer on a competitive lap. Non-competing are defined as vehicles that:
 - i) have gone 2WO (see 1.8.6)
 - ii) are on their cool-down lap
 - iii) have voluntarily stopped competing by slowing down and signaling following cars to pass and/or signaling that they are returning to the pits.

Non-competing vehicles will not have subsequent timed laps in the same run count towards their event score.

2.4 REQUEST FOR ACTION

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

2.5 PROTEST AND APPEALS

- .1 Any protest or appeal shall follow the procedures as defined in the CASCOR GCRs and shall be made within 30 minutes of the posting of the provisional results.
- .2 The Protest fee shall be \$50; the fee shall only be returned if the protest is deemed well founded or if so directed by the Stewards of the Event.

- .3 The Appeal fee shall be \$100; the fee shall only be returned if the appeal is deemed well founded or if so directed by the Stewards of the Event.
- .4 In all cases, \$15 of a protest fee, \$25 of an appeal fee, shall be retained by CASC-OR.

SECTION 3: CHAMPIONSHIP SCORING

3.0 OVERALL CHAMPION

- .1 **The Overall Champion will be decided at a one-day elimination shootout event at the end of the season. To qualify for the shootout, and therefore the chance to become Champion, a competitor must qualify by competing in at least five (5) of the seven (7) events.**

3.1 NOVICE CHAMPION

- .1 The novice competitor with the highest points from their five (5) highest scored events shall be declared the Novice Champion.
- .2 To be considered an OTA Novice, a competitor shall not have competed in more than three (3) OTA, Solosprint, stage rally race, race school, ice race or equivalent events, be a past Solo 2 Overall Champion prior to the start of the current Championship season, or have worked as a performance driving instructor. Competitors with other types of experience may, at the Director's discretion, be considered an OTA Novice.

3.2 CLASS CHAMPION

- .1 The competitor with the greatest points in a class from their highest scored five (5) events shall be declared the class champion provided they competed in a minimum of five (5) events.

3.3 CHAMPIONSHIP SCORING SYSTEM

- .1 To be considered a competitor for scoring purposes, a competitor shall start a run at least once.
- .2 A non-competing chief event Organiser and/or, if appointed by CASC-OR, a non-competing Steward, shall be awarded points equal to their second best other event. These officials may drive timed laps and may compete for club awards provided no practice runs are taken. However, for points, they shall not be considered a competitor, or as part of a class and shall not be listed in the official results as a competitor. No individual shall be awarded points in this manner more than once during the series.
- .3 If an event is deleted from the championship, and no substitution is made, the number of events to be scored shall be decreased by one for every event so deleted.
- .4 If a competitor requires a licence at an event where a CASC-OR representative is not present, they may give the Organizer a cheque made out to CASC-OR for the amount of the desired licence along with a completed licence application. The competitor may then immediately compete as if they were a licence holder. The Organizer, after the event, shall submit the licence application on behalf of the competitor. If CASC-OR subsequently refuses to issue a licence the competitor shall suffer a retroactive exclusion from all events, loss of points and awards.

3.4 CHAMPIONSHIP SERIES SCORING

- .1 Competitors will be scored based on their fastest lap time of the event.
- .2 For each event, points are awarded based on the following formula:
(Fastest Event PAX Time ÷ Your Fastest PAX Time) X 100
- .3 To score dissimilar classes, a competitor's fastest time is multiplied by their class PAX factor to give them their PAX Time. The PAX factor represents the indexed performance potential of each class defined by the Linear Classification System. The following PAX factors will be used unless specified otherwise:

CLASS	PAX Factor
Open Mod	1.075*
Modified 1	1.065
Modified 2	1.012
Modified 3	1.000
Super Grand Touring1	0.988
Super Grand Touring2	0.976
Super Grand Touring3	0.964
Grand Touring1	0.952
Grand Touring2	0.940
Grand Touring3	0.928
Grand Touring4	0.916
Touring1	0.904
Touring2	0.892
Touring3	0.880

*See Section 6.4.2

- .4 The fastest event PAX time is based on the best individual performance of the event.

For example, each competitor's best time is multiplied by their class PAX factor. The fastest event PAX time is the factored time with the lowest value:

Driver	Class	Best Time	PAX Factor	PAXed Time (Time x PAX Factor)
A	SGT3	58.611	0.964	56.501
B	GT2	59.235	0.940	55.681
C	T1	61.785	0.904	55.854

Fastest Event PAX Time = 55.681

Driver A Points: $55.681 \div 56.501 \times 100 = 98.55$

Driver B Points: $55.681 \div 55.681 \times 100 = 100.00$

Driver C Points: $55.681 \div 55.854 \times 100 = 99.69$

- .5 It is recognized that at certain 'power' tracks the PAX factors do not correlate as well to historical best performances. The following tracks will use BTPAX for scoring:

Mosport International Raceway

Calabogie Motorsports Park

CLASS	BTPAX Factor
Open Modified	1.075*
Modified 1	1.065
Modified 2	1.018
Modified 3	1.000
Super Grand Touring1	0.982
Super Grand Touring2	0.964
Super Grand Touring3	0.946
Grand Touring1	0.928
Grand Touring2	0.910
Grand Touring3	0.892
Grand Touring4	0.874
Touring1	0.856
Touring2	0.838
Touring3	0.820

*See Section 6.4.2

3.5 IDENTIFICATION AND ADVERTISING

- .1 Vehicle numbers and class designation shall be displayed prominently and in a contrasting colour on both sides of the vehicle and at least on one horizontal surface (i.e., roof or hood). Numbers shall be at least 8 inches high and 1 inch stroke width. Class designations shall be a minimum of 4 inches high and be positioned after the number.
- .2 Only one entry number shall be displayed while on the course even if there are 2 drivers.
- .3 Numbers should be removed or completely covered when the car is driven on the street, even for a short distance.
- .4 Placement of sponsor decals is mandatory and cars not prominently displaying them will not be allowed to compete. All decals shall be in place prior to event scrutineering. Certain exemptions and dispensations may be allowed at the discretion of the OTA Director.

3.6 CONTINGENCY AWARDS

- .1 To be eligible for contingency awards, each competitor shall fulfill all contracted obligations between OTA and the participating sponsor companies.

3.7 OTA WORKSHOP AND BANQUET

- .1 The date and time of the OTA Workshop and Year-end Banquet will be announced on the OTA website.

3.8 PROPOSED REGULATION CHANGES

- .1 Any interested OTA competitor may submit a proposed future regulation change regarding vehicle modifications. The OTA Director shall make a published decision regarding all proposed changes by April 1 of the year the changes are to become effective. The reason for any decision need not be published.

SECTION 4: VEHICLE CATEGORIES

4.0 VEHICLE CATEGORIES

- .1 There are 14 vehicle categories, Open Modified, Modified 1 (MOD1), Modified 2 (MOD2), Modified 3 (MOD3), Super Grand Touring1 (SGT1), Super Grand Touring2 (SGT2), Super Grand Touring3 (SGT3), Grand Touring1 (GT1), Grand Touring2 (GT2), Grand Touring3 (GT3), Grand Touring4 (GT4), Touring1 (T1), Touring2 (T2), Touring3 (T3).
- .2 Sections 4, 5 and 6 will determine which vehicle category(ies) a vehicle may compete in.

4.1 SERIES RACE, KIT CARS, & NON-PRODUCTION VEHICLES

- .1 The following vehicles, sometimes called kit cars, may compete with the same safety equipment as a 'Starting Class' vehicle provided they are equipped with proper roll over protection (see Sections 1.3 and 1.4), are road registered, and compete on DOT approved tires:

Aurora (Cobra style), Dutton, Caterham and Lotus 7 style home finished cars. Kit cars will be classified as Modified unless the OTA Car Classification Committee issues a special classification for that vehicle, based on a Dyno Chart (see 5.0H Dyno Option), proof of curb weight, and other information as deemed necessary.

- .2 Vehicles sold by the manufacturer for one of the following race series: Player's/GM Motorsport, Rothmans/Porsche turbo cup, Honda/Michelin, or Ontario Street Stock Challenge (Nissan Sentra Series) are eligible to compete based on the starting vehicle type adjusted by PIPs incurred for all modifications.
- .3 Non-production vehicles, which include: formula; sports racing; open-wheel; tube frame; non-production drive configuration; more than one engine, shall compete in 'Open Modified' class.

4.2 PRODUCTION VEHICLES

Production vehicle is defined as a single, specific, make, model and year, entered in any class and shall meet all of the following "production vehicle" requirements:

- Have been series produced.
- Have been federalized for legal public road use in Canada, unless specifically waived by these Regulations.
- Have been available for purchase and delivery to the general public through the vehicle manufacturer's retail sales outlet in Canada, unless specifically waived by these Regulations.
- Conform to all the original equipment specifications, as defined in Section 4.3, except for the mandatory requirements of these Regulations and the authorized modifications for the appropriate vehicle category.
- Or, has been exempted by 4.1.1 or 4.1.2 above.
- Compliance with the second and third points above may be waived by either a CASC-OR Bulletin or by inclusion of the model in the "OTA Vehicle Classification List"

4.3 ORIGINAL EQUIPMENT SPECIFICATIONS

- .1 Original equipment specification 'OE' is defined as: all the original equipment parts, or the exact equivalent to original equipment replacement parts, that could have been purchased on that "production vehicle" in conjunction with all original equipment specifications, and installed by the vehicle manufacturer. For example pistons could be replaced with aftermarket items if they were the same weight and compression ratio. Stronger (e.g., forged) replacement components that are otherwise equivalent to OE (weight, compression ratio, stroke, etc.) are considered to be equivalent to OE. If a competitor is unsure if a part is 'OE' equivalent, he/she shall ask the OTA Car Classification Committee for a written ruling.
- .2 Dealer-installed parts or specifications, unless required by a directive from the vehicle manufacturer, are not defined as 'OE'. Parts or specifications that the vehicle manufacturer listed as "competition" or similar purposes are not defined as 'OE'.

4.4 AUTHORIZED MODIFICATIONS

Modifications permitted for competition in this rulebook may not be legal for vehicles operated on public roads and highways. It is the responsibility of the competitor to ensure that his/her vehicle complies with all applicable laws and safety standards when it is driven on the street.

- .1 Authorized modifications for the appropriate vehicle category are the only permitted modifications. If these Regulations, or a current year CASC-OR Bulletin, do not specifically permit a modification to the original equipment specifications, then the modification is not authorized. (i.e., If in doubt - don't.)
- .2 Where it is permitted to replace an item, it is authorized to remove the 'OE' item to facilitate the specified replacement. Where it is permitted to modify an item, only the specified item may be modified.
- .3 Rules on modifications are written to convey the function, extent or intention of a modification. Any method used to circumvent the function, extent or intention of any modification is not considered an authorized modification. If there is any uncertainty about the function, extent and/or intention of a rule on vehicle modification, it is the competitor's responsibility to seek clarification from a OTA Car Classification Committee member before undertaking the modification in question.

4.5 MODIFICATION - DEFINITION

Modification is defined as:

- .1 The removal of a part, except when it has been replaced by an exact equivalent to 'OE' replacement part.
- .2 The addition of a part, except when the added part is an exact 'OE' part, or an exact equivalent to 'OE' replacement part, and is in fact replacing the 'OE' part.
- .3 A non-original equipment method of adjustment or service procedure.
- .4 A change to an original equipment specification or a substitution.

4.6 TECHNICAL INSPECTION

- .1 The vehicle shall be made available to the technical inspector or Chief Scrutineer upon request. The vehicle shall pass all the mandatory inspections.
- .2 At each OTA event weekend, the competitor shall present to the technical inspector or the Chief Scrutineer a completed copy of the Vehicle Technical Self-Declaration form. This form is to be completed in advance of the weekend by either the competitor or his/her licensed mechanic.

4.7 BURDEN OF PROOF

Competitors have the sole burden of proving that their vehicle conforms to all applicable Regulations and, except for **Open Mod, Mod1**, conforms to all the production vehicle requirements. Each competitor shall be prepared to produce the owner's manual, manufacturer's shop manual(s), manufacturer's catalogue(s) and other official documentation as evidence of conformity and eligibility of their vehicle.

Competitors shall consent to carrying a GPS-based data acquisition system on board, and/or to having their cars weighed as raced at any time requested by the Car Classification Committee.

4.8 AUTHORIZED MODIFICATIONS – ZERO PIP VALUE

The modifications defined in Subsection 4.8.0 through 4.8.3 are assessed a zero Performance Index Point (PIP) value and are therefore the only permitted modifications for 'Starting Class' category vehicles without the declaration of PIPs.

4.8.0 GENERAL MODIFICATION

- .1 Stereo systems, alarm systems, gauges, switches, wipers, lights, mirrors, and other similar parts that provide no performance or handling gains, may be added or replaced with similar parts.
- .2 The sun visors, steering wheel (including any air bag contained therein), floor pedals, shifter knob and lever may be modified.
- .3 Spare tire(s), tools, jack, loose floor mats and clip-in rear storage security shelf/net/blind shall be removed.
- .4 Hubcaps, wheel discs and trim rings shall be removed if they are not fully secured.
- .5 The seat belt(s) may be replaced with any seat belt(s) and attachment hardware that complies with the requirements of Competitor Safety, Section 1.1, Restraint System.
- .6 Rollover protection that complies with the requirements of Competitor Safety may be added. See Sections 1.3 and 1.4. The interior trim and seats may be modified only to the extent necessary to facilitate the addition.
- .7 Tow-bar brackets, tie-down hooks and trailer hitches may be added or removed. The bumper, frame, exterior trim and exterior panels may be modified only to the extent necessary to facilitate the addition or removal.
- .8 Driver and passenger seats may be replaced with reclining sports seats. Any other unauthorized modification to the seating, including 5.1C.10 and 5.1C.11, shall be declared under Section 5.1C, Body & Trim.

Note: The 2009 rule, 4.9.0.5, has been deleted.

4.8.1 ENGINE & TRANSMISSION

- .1 The spark plugs, points, rotor(s), distributor cap(s), ignition coil(s), high tension leads, mechanical ignition timing system components, multiple spark discharge and/or capacitive spark discharge components and rev limiting devices may be modified. Competitors are reminded that the computerized components (and their programming) of the ignition system and the engine management systems shall remain 'OE'.
- .2 The battery may be replaced with any similar full-size automobile battery, provided the location is 'OE' and the quantity of batteries is not decreased.
- .3 The air cleaner assembly may be modified, but no further than; on a normally aspirated engine, the intake side (i.e., air cleaner side) of any 'OE' airflow sensor or throttle body; and, on a turbo or supercharged engine, up to the turbo or supercharger. In addition, on normally aspirated engines only, the piping connecting the air cleaner assembly to the engine may be modified or replaced. For clarity the 'OE' airflow sensor or throttle body may not be replaced or modified.
- .4 Catch tanks, oil filters, fuel filters and oil coolers on the engine, transmission and final drive housing may be modified.
- .5 Cylinders may be over-bored up to 1.016 mm (.040 in.) and the pistons replaced with 'OE' oversize pistons.
- .6 The 'OE' 'limited-slip' type differential carrier may be replaced with an equivalent size 'OE' 'open' type differential carrier provided the ring and pinion gears remain 'OE'
- .7 The traction control or similar system may be disabled or removed. Altering or disabling the traction control by reprogramming the ECU is NOT permitted.
- .8 The engine and transmission locating mount(s) may be modified provided the location of the engine and transmission remain 'OE'.
- .9 The engine cooling system may be modified. The thermostat(s) may be substituted or removed.
- .10 Nut, bolts, screws, studs, washers and other similar fasteners may be replaced, provided that they serve no other function than to fasten items, as per 'OE'.
- .11 The OE catalytic converter(s) may be replaced with aftermarket or 'high flow' catalytic converter(s) provided they meet (not exempt) current Ontario emissions regulations.
- .12 Fuel line rerouting, except into the interior, is permitted. Insulation may be added.
- .13 An alternate driveshaft and/or half-shafts may be used.
- .14 The clutch system may be modified. The clutch system is defined as: linkage/operating system, bell housing, throw-out bearing, disc, clutch delay valve, pressure plate and pilot bearing. The transmission shift linkage may be modified.
- .15 The exhaust system may be modified under the following limitations:
 - The cat-back exhaust system, excluding any other part of the exhaust

manifold(s), may be modified provided the exhaust system meets (not exempt) current Ontario emission regulations.

- Exhaust system components may be insulation wrapped or treated with high temperature coatings.
- Wastegates may be ported.

- .16 The automatic transmission shift program & torque converter may be modified.
- .17 Underdrive or alternate accessory drive pulleys are permitted.
- .18 An OE Limited Slip Differential, excluding the gear ratio, may be modified.

4.8.2 SUSPENSION & RUNNING GEAR

- .1 Wheel alignment may be adjusted. The alignment settings shall be within the manufacturer's original specifications for non-competition purposes. Installation of alignment adjustable devices, as described in Section 5.1B.3, are permitted for the sole purpose of setting alignment to within OE specifications.

Note: The 2009 rule, 4.9.2.5, has been deleted.

- .2 The braking system may be modified, including calipers, rotors, hydraulics, pads and the ABS system. A brake cooling system may be added.
- .3 The road wheel(s) may be replaced with any 10-inch or larger diameter road wheel(s) provided no modification is done to facilitate wheel clearance other than modification to the inner-fender panel(s), provided these modifications serve no other function. The fender shall remain 'OE', however inner fender lips may be rolled/flattened to facilitate tire clearance.
- .4 **Tires must be street legal with a UTQG rating of at least 140 provided that:**
 - i. **Except for "OE" tires, the specific brand and model of tire is available in at least 2 wheel diameters.**
 - ii. **no modification is done to facilitate tire clearance other than modification to the inner fender panel(s) provided these modifications serve no other function. The fender shall remain "OE", however inner fender lips may be rolled or flattened to facilitate tire clearance.**
 - iii. The widest point of the tire, above the axle, does not protrude more than 13mm (0.5") from the widest point of the OE wheel well opening when measured in a vertical plane coincident with the axle line.
- .5 The suspension mounting points on the chassis/frame may be reinforced. Strut and other suspension mounting point braces may be added to the chassis/frame and firewall. Suspension braces, (e.g., strut tower braces, tunnel braces, and tie-bars) subframe connectors and firewall braces may be added. The chassis/frame and floor pan may be modified only to the extent necessary to facilitate this.
- .6 Updating or backdating of suspension components is permitted provided all of the following conditions are met:
 - i. the components installed come from the same model (but a different year)

- ii. the components are directly interchangeable without modification
- iii. the two model years have the same SUSP rating

.7 Anti-roll bar end links may be replaced with alternate end links.

4.8.3 BODY AND TRIM

- .1 The front fender(s) may be replaced with any front fender(s) of equivalent size and shape to 'OE, and equivalent or greater weight than 'OE'.
- .2 Spoilers, air dams and skirts (i.e., body kits) and splitters may be added or replaced provided the replacement does not fall under Section 5.1A3 and is of equivalent or greater weight than 'OE'. The exterior panels, exterior trim and bumpers may be modified only to the extent necessary to facilitate the addition or replacement.
- .3 Grills, ducts and scoops in exterior panels may be enlarged or added to facilitate engine cooling/induction or brake cooling, provided these modifications serve no other function.
- .4 Exterior mouldings, badges and mirrors may be modified.

4.9 “MODIFIED 1” AND “OPEN MODIFIED” CLASS VEHICLES

- .1 Racing slicks are allowed.

SECTION 5: PERFORMANCE INDEX POINT (PIP) SCHEDULE

5.0 ENGINE

A INTAKE SYSTEMS:

- | | | |
|----|---|-------|
| .1 | Modification to the intake manifold(s); throttle body; plenum; or intake air sensor system; any or all. | 1 PIP |
| .2 | Modification to the 'carburetor system', including fuel pump(s) and fuel pressure regulator(s), excluding the number of venturi and excluding the intake manifold. | 1 PIP |
| .3 | Interchange of the OE carburetor with another carburetor(s) that have a greater number of venturi than OE. | 3 PIP |
| .4 | Interchange of the OE 'carburetor system' with a 'throttle body fuel injection system' with the same number of air throttles as the number of OE venturi; includes all required sensors and control units and all items under Sections 5.0A.2, A.3 and C.1. | 3 PIP |
| .5 | Interchange of the OE 'carburetor system' with a 'throttle body fuel injection system' that has a greater number of air throttles than the number of OE venturi; includes all required sensors and control units and all items under Sections 5.0A.2, A.3, and C.1. | 5 PIP |
| .6 | Interchange of the OE 'carburetor system' with a 'multi point fuel injection system'; includes all required sensors and control units and all items under Sections 5.0A.2, A.3 and C.1. | 6 PIP |
-

B EXHAUST SYSTEMS:

- | | | |
|----|--|-------|
| .1 | Non-turbocharged vehicles: Modification to the exhaust manifold(s), heat exchanger(s) or exhaust header(s) and including any other intermediate pipe between the cylinder head and the catalytic converter. (e.g., X- or H-pipes). | 2 PIP |
| .2 | Factory original turbocharged vehicles: Modification to exhaust manifold system, defined as exhaust manifold(s); heat exchanger(s); and exhaust header(s); includes exhaust uppipes(s). | 2 PIP |
| .3 | Modification to the pipes between the exhaust manifold(s) and the catalytic converter(s) (e.g turbo up-pipe(s), X-pipes, H-pipes). Do not claim if 5.0B.1 or 5.0B.2 is claimed. | 1 PIP |
| .4 | Removal or gutting of the catalytic converter(s) and/or other modifications such as modification or removal of emissions control systems including: emission control air pump nozzle(s); thermal reactor(s) and integrated plumbing; PCV and fuel evaporator systems that render the vehicle noncompliant with the applicable emissions standards for a street-driven vehicle of the type. | 1 PIP |
| .5 | Factory original turbocharged vehicles: Modification to downpipe. | 1 PIP |
-

C ENGINE ELECTRONIC AND FUEL SYSTEM:

- | | | |
|----|---|-------|
| .1 | Naturally aspirated vehicles: Modification to the computerized component(s) of the ignition or engine management system (e.g., chipping the ECU or reprogramming it from OE by other means for any reason). Also includes modifications under 5.0C.3 | 2 PIP |
| .2 | Factory original turbocharged and supercharged vehicles: Modification to the computerized component(s) of the ignition or engine management system (e.g., chipping the ECU or reprogramming it by other means for any reason). Also includes modifications under 5.0C.3 | 3 PIP |
| .3 | Modifications to any of the fuel pump(s); fuel pressure regulator(s); fuel injector(s); engine sensors; and any other non-engine management computer component that effects the fuel pressure or fuel mapping. | 1 PIP |

D FORCED INDUCTION SYSTEMS:

- | | | |
|-----|---|--------|
| .1 | Modification to, excluding addition of, intercooler or water injection system; any or all. | 1 PIP |
| .2 | Addition of an intercooling system or water injection system. | 3 PIP |
| .3 | Addition of an intercooler spray system (spraying water or any non-oxidizer or accelerant.) | 1 PIP |
| .4 | Modification that affects the boost pressure control system, any or all.
Note: This also applies to vehicles where the boost is controlled by the ECU even if PIPs have been taken for reprogramming or chipping the ECU. | 3 PIP |
| .5 | Factory supercharged vehicles: Modification to the pulley system. | 3 PIP |
| .6 | Port and polish and/or thermal coating of a turbocharger or supercharger. | 1 PIP |
| .7 | Factory supercharged vehicles: Modification to the rotating elements of an OE supercharger, excluding the pulley system | 2 PIP |
| .8 | The addition of a turbocharger system to a vehicle that did not come factory equipped with one; includes all modifications permitted under Sections 5.0A.1, 5.0B.2, 5.0B.3, 5.0C.2, 5.0D.4.
Note: Additional PIPs are assessed for modifications under Sections 5.0A.2, 5.0D.1, 5.0D.2. | 13 PIP |
| .9 | The addition of a supercharger system to a vehicle that did not come factory equipped with one; includes all modifications permitted under Sections 5.0A.1, (Roots type superchargers only), 5.0C.2, 5.0D.5.
Note: Additional PIPs are assessed for modifications under Sections 5.0A.2, 5.0B.1, 5.0D.1, 5.0D.2. | 9 PIP |
| .10 | Trimming of OE turbo wheels or replacing wheels in stock turbo housing. | 2 PIP |

.11	Change of OE turbochargers such that the compressor inducer diameter and/or turbine exducer diameter is not larger than 105% of OE, excludes exhaust manifold under 5.0B.2	2 PIP
.12	Change of OE turbochargers such that the compressor inducer diameter and/or turbine exducer diameter is not larger than 122% of OE, excludes exhaust manifold under 5.0B.2	5 PIP
.13	Change of OE turbochargers such that the compressor inducer diameter and/or turbine exducer diameter is not larger than 132% of OE, excludes exhaust manifold under 5.0B.2	7 PIP
.14	Change of OE turbochargers such that the compressor inducer diameter and/or turbine exducer diameter is equal to or greater than 132% of OE, excludes exhaust manifold under 5.0B.2	9 PIP

E CYLINDER HEAD(S) AND VALVETRAIN SYSTEMS

.1	Modification of the camshaft(s), including valve springs, valve retainers and the valve-timing controller (e.g., cam gear(s) or VTEC controller).	3 PIP
.2	Modification to the rocker arms, including addition of rocker arms or to the valve timing controller (e.g., cam gears or VTEC controller); excludes camshaft(s) and any or all other valvetrain components.	1 PIP
.3	Modification to the 'OE' cylinder head(s), including porting and polishing and any modification to the valves; excludes any changes that affect compression (i.e., milling the head, reshaping the combustion chamber, non-OE head gasket thickness, any or all).	2 PIP
.4	Substitution of the factory original OE cylinder head(s) for a different OE cylinder head(s) from the same manufacturer, including Section 5.0E.1, valvetrain and camshaft(s) but excluding Section 5.0A.1, intake manifold and throttle body; excludes any or all performance or race head(s) available from the OE manufacturer or the aftermarket. Note: 'OE' for the purposes of this rule means that the cylinder head shall have been produced for use on a production vehicle; excludes any cylinder head available in the manufacturer's performance catalog.	4 PIP
.5	Substitution of the factory original OE cylinder head(s) for a non OE cylinder head(s), including high performance or race head(s) from OE and aftermarket manufacturers; including Section 5.0F.1, valvetrain and camshaft(s), but excluding Section 5.0A.1, intake manifold and throttle body. Note: 'Non OE' for the purposes of this rule means that the cylinder head has been purpose-built for high performance or race applications, was never equipped from the factory on any production vehicle, and comes with significantly improved design characteristics equivalent to Section 5.0E.3	7 PIP

F RECIPROCATING ENGINE SYSTEMS

.1	Any change from factory original OE compression resulting from: modification to the pistons; modification to the cylinder head(s) combustion chamber; milling the cylinder head(s); modification to cylinder head	2 PIP
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gasket(s) thickness; decking the block; any or all.

Note: Any change from OE compression resulting from Sections 5.0F.2 and/or 5.0F.3 shall be assessed PIPs under Section 5.0F.1. If OE compression is re-established without gaining a measurable performance improvement in the process (e.g., using a thicker head gasket), no PIPs need be declared under Section 5.0F.1.

.2	Cylinder overbore greater than 1.016 mm (.040 in.).	2 PIP
.3	Any change to the stroke of the engine, including modification of the connecting rods and/or crankshaft.	3 PIP
.4	Rotary engine modification, including porting and apex seal modification; excludes any change to the number of rotor chambers and vehicle drive configuration.	7 PIP

G ENGINE SWAPS

.1 Substitution of a complete unmodified engine and engine management components with the following restrictions:

i. If, as part of the drivetrain swap, the transmission/transaxle includes a limited slip differential when the OE transmission/transaxles did not, 1.5 PIPs shall be declared under Section 5.1A.2.

ii. If, as part of the drivetrain swap, the transmission/transaxle used has gearing and/or a final drive different from that originally equipped (OE) with the engine being installed, PIPs shall be declared under Section 5.1A.1.

.1.2 Swapped engines may be modified and assessed PIPs under Sections 5.0A through F

.1.3 Swapped engines will result in the vehicle being assigned a new Starting PI based on the horsepower rating of the installed engine.

.1.4 Any vehicle with an engine swap may be required, at the discretion of the Classification Committee or OTA Director, to provide a dyno plot (see Section H for requirements) for the purposes of classification. **Changes to the transmission, final drive etc to be assessed PIPs under section 5.1A.1**

H DYNO PLOT REQUIREMENT

.1 Any competitor with a turbocharged or supercharged vehicle that has accumulated 12 PIPs or more, as assessed in Section 5.0.A thru G, Engine, is required to provide the Car Classification Committee (CCC) with a dyno plot (at the competitor's expense) from a reputable dynamometer facility documenting the SAE corrected horsepower level for the engine.

Any competitor, regardless of engine type or level of modification, may request to submit a dyno plot for the purposes of classifying their vehicle if they have good reason to believe the factory reported horsepower rating for their vehicle is inaccurate. The Car Classification Committee or OTA Director may deny any dyno plot request if the request is deemed baseless and/or if the competitor fails to substantiate their request.

The horsepower level from the dyno plot will be converted to crank

horsepower using the conversion table below and then substituted for the base horsepower rating in the classification spreadsheet in order to determine an accurate classification category for the vehicle in question. This rule replaces PIPs assessed for Sections 5.0A through G.

Wheel-To-Crank Horsepower Conversion Table:

Instructions: To convert wheel horsepower to crank horsepower (which is then substituted into the classification spreadsheet in order to determine your vehicle's new Starting PI), divide your peak or maximum wheel horsepower value as measured on the dyno by the value below that matches the dyno type used and the drivetrain configuration of your vehicle.

Dyno type \ Drivetrain	FWD	RWD	AWD
DynoJet (inertia dyno)	0.865	0.855	0.845
Mustang (eddy current dyno)	0.840	0.830	0.820
DynaPack (hub dyno)	0.870	0.865	0.860
Dyno Dynamics	0.769	0.769	0.769

-
- .2 In order for the CCC to accept the validity of the dyno plot provided by a competitor, the test shall be conducted as follows: using the gear closest to 1:1 ratio (unless another gear gives a higher dyno reading power result, in which case that gear shall be used) as the test gear for all dyno runs; using the same wheels and tires that will be used during OTA competition if an inertia-style (i.e., DynoJet) or eddy current (i.e., Mustang) dyno is used; using the same fuel (i.e., octane level) as used during OTA competition; using the same boost controller set at a declared level (i.e., you cannot increase the boost level at the track beyond the boost level used during the dyno test); and any/all other 'tuning' settings shall be the same as those used during OTA competition; providing three plots showing that the process provides consistent results; using the average value for calculation purposes; providing adequate cooling and not testing a heat soaked motor. If ANY change is made to the engine or associated systems that affect power production, including tuning changes effecting ignition and fuel timing, cam timing, or other, this shall be reported, and a new and accurate dyno graph may be required to be submitted for classification purposes.
-
- .3 The dyno plot shall be submitted in the format provided using the dyno plot form designated for the purpose and shall be generated by using best practices and shall not use any method that would result in an understatement of power.
-
- .4 Any abuse of this rule by a competitor will result in an immediate and retroactive (for the current season) scoring of the vehicle in question in 'Unlimited' class.
-
- .5 Failure to submit a dyno plot when one is required will result in a minimum penalty of 5 PIPs assessed on top of the vehicle's final PIP total, with a maximum PIP penalty to be determined by and at the discretion of the CCC.
-
- .6 For any vehicle with questionable factory horsepower data (i.e., no known accurate and verifiable source), a dyno plot may be required by the CCC for the purposes of classifying the vehicle in question.

-
- .7 Classification based on a declared power level is not permitted. Acceptable dyno plots shall be provided by the competitor at least one week in advance of the event at which they are needed. Dyno plots shall be accepted by two members of the Car Classification Committee before a car may be classified using this option.
-
- .8 A dyno plot does not relieve the competitor of the obligation to declare all engine modifications.
-
- .9 When a dyno plot is used, the Final PI should be the higher of;
 - the Final PI calculated from the horsepower on the dyno plot form, or
 - the Final PI calculated from the engine PIP schedule based on the first 5 Engine PIPs being fully claimed and all additional Engine PIPs being claimed at a minimum value 0.25 PIP (Minimum Expected Gain (MEG)).
-
- .10 A lower dyno plot value, but not less than the equivalent of 2.5 Engine PIPs, may be accepted if the vehicle performance is validated by a data logging method acceptable to the Car Classification Committee, and that data supports the use of a lower power level.
-

5.1 OTHER MODIFICATIONS

A1. DRIVE TRAIN

- .1 Modification to the transmission gears or final drive gear ratio. 1 PIP
 - .2 Installation of a Limited Slip Differential on a car not originally equipped with an LSD. 1.5 PIP
-

A2. TIRES

- .1 **Installation of “Premium” race compound tires, defined as tires that only have circumferential moulded grooves but also includes Continental Canadian Touring Car Championship (CTCC), Hoosier Grand Am Cup, foreign market Yokohama A048R and all full wet weather race tires. (Note that all other racing “slick” tires are only legal in Open Mod or Mod 1 classes)** 10 PIPs
 - .2 **Installation of “non Premium” R compound tires, defined as DOT legal competition tires that have a moulded tread pattern with non circumferential siping** 5 PIPs
-

A3. AERODYNAMIC MODIFICATIONS

Aerodynamic modifications shall not extend more than 4" past the forward most, rearward most, sides (excluding side mirrors), or highest point of the OE vehicle body.

- .1 An air dam is defined as a non OE surface that extends across the front fascia and below the contour of the front fascia so as to reduce air flow under the car. A front splitter is defined as a non OE horizontal surface that extends forward of the contour of the front fascia and not further aft than the front axle and that is mounted at or below the bottom of the OE fascia. Installation of an air dam that is deeper than 0.75" below the OE front fascia and/or installation of a front splitter. 1 PIP

.2	A rear spoiler is defined as non-OE contoured lip mounted on the trunk lid or roof. Installation of a rear spoiler with a height above the basic body contour of 1" or more.	1 PIP
.3	A rear wing is defined as a non-OE surface with an airfoil shaped cross section mounted above the body contour. Installation of a rear wing.	2 PIP
.4	Installation of non-OE flat underbody treatments aft of the front axle, rear diffusers and dive planes – any or all.	1 PIP

B. SUSPENSION & RUNNING GEAR

Suspension and running gear modifications that accumulate sPIPs are noted in this section. The total number of sPIPs accumulated shall be converted to PIPs in accordance with the table at the end of this section for the purpose of calculating the running class.

.1	Modification to the front suspension anti-roll bar.	1 sPIP
.2	Modification to the rear suspension anti-roll bar.	1 sPIP
.3	'Non-stock alignment' settings, as defined. Non-stock alignment is defined as: adjustment of caster, camber and/or toe outside the limits specified by the manufacturer for non-competition purposes. Note: Minor hardware (e.g., fastener and shim) changes are permitted. Modified camber/caster plates and/or control arms are permitted with any bushing material type under this paragraph provided installation is for the sole purpose of alignment adjustment. On lowered cars modification to an existing Panhard rod is permitted to compensate for the change in ride height.	1 sPIP
.4	Modification to the OE shock absorbers/struts, including all operational and attachment parts. Factory specified ride height shall be maintained.	2 sPIP
.5	Modification to the OE suspension springs or ride height. Note: Non-OE ride height adjustable spring perches are permitted but any change to the damping elements of the shocks/struts shall be claimed under 5.1B.4.	4 sPIP
.6	Modification to the subframe or k-member; excludes a-arms or any other suspension arms or links.	2 sPIP
.7	Use of wheels/tires that protrude beyond the OE wheel well opening (see Section 4.8.2.4.iv) of the vehicle including flaring the fenders.	2 sPIP
.8	Installation of a panhard rod to a car that does not have a panhard rod OE, or the installation of a Watts linkage	1 sPIP
.9	Installation of a torque link on a live rear axle.	1 sPIP
.10	Non-authorized modification of any/all other suspension components, including a-arms; control arms; trailing arms; bushings not covered elsewhere in this section.	1 sPIP

CONVERSION TABLE sPIP to PIP

SUSP	≤0	1	2	3	4	5	6	7	8	9	10	11	≥12
sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP	sPIP
15%	0.0	1.5	3.1	4.5	6.0	7.3	8.6	9.8	11.0	12.1	13.1	14.1	15.0
20%	0.0	1.5	3.0	4.4	5.7	7.0	8.2	9.4	10.5	11.5	12.5	13.4	14.3
25%	0.0	1.4	2.8	4.2	5.5	6.7	7.9	9.0	10.0	11.0	11.9	12.8	13.6
30%	0.0	1.4	2.7	4.0	5.2	6.4	7.5	8.5	9.5	10.4	11.3	12.1	12.8
35%	0.0	1.3	2.6	3.8	5.0	6.1	7.1	8.1	9.0	9.8	10.6	11.3	12.0
40%	0.0	1.2	2.4	3.6	4.7	5.7	6.7	7.6	8.4	9.2	9.9	10.6	11.2
45%	0.0	1.1	2.3	3.3	4.4	5.3	6.2	7.1	7.8	8.5	9.2	9.8	10.3
50%	0.0	1.1	2.1	3.1	4.1	5.0	5.8	6.5	7.2	7.9	8.4	8.9	9.4
55%	0.0	1.0	2.0	2.9	3.7	4.5	5.3	5.9	6.6	7.1	7.6	8.0	8.4
≥60%	0.0	0.8	1.7	2.5	3.3	4.0	4.7	5.3	5.8	6.2	6.6	7.0	7.3

Note: Find row with your car’s SUSP rating, **BOLD** number in the column containing the number of sPIPs accumulated represents the PIP value of this suspension modification. For example, a 30% SUSP car with 6 sPIPs shall add 7.5 PIPs to its starting PI due to its suspension modifications.

C. BODY & TRIM

Body & Trim modifications that accumulate bPIPs are noted in this section. The total number of bPIPs accumulated shall be converted to PIPs in accordance with the table at the end of this section for the purpose of calculating the running class.

The negative bPIP(s) claimed for roll over protection and fire suppression systems can only be used to offset bPIP(s) claimed under Body & Trim, Section 5.1C. Where a replacement exterior panel is claimed, the exterior surface of the replacement panel shall completely replace the ‘OE’ panel and shall be without holes and any other interruptions in surface continuity, unless authorized. The replacement panel shall be metal, glass-reinforced plastic or fire-resistant material.

Note: Any vehicle with more than 4 unfactored bPIPs in the Section 5.1C ‘Body & Trim’ MUST submit a ‘race trim’ curb weight, as prescribed in Section 5.1D ‘Curb Weight Option’.

- .1 Installation of roll over protection that complies with the design requirements of Section 1.3 Roll Over Protection commonly referred to as a roll cage AND a fire suppression system meeting the requirements defined in Section 1.2.5. -2 bPIP

- .2 Installation of roll over protection that complies with the design requirements of Section 1.3 Roll Over Protection commonly referred to as a roll bar. -1 bPIP
 Note that convertible cars are not eligible for this negative PIP.

- .3 Modification of any/all ‘exterior panels’ including opening/closing hardware, defined as: roof, trunk lid, hatch back or similar lid (excluding all windows, valance, hood, and sunroof). 2 bPIP

- .4 Modification of the hood (e.g., fiberglass or carbon fiber), including all attachment hardware. 1 bPIP

.5	Modification of the 'OE' sunroof, moonroof, or t-top, including all attachment and operational hardware. Panels or covers removed must be replaced with a solid material (e.g., sheet metal).	1 bPIP
.6	Removal of the heater core and any associated heating system hardware.	0.5 bPIP
.7	Removal of the lighting systems, including the head lights, tail lights, and all associated hardware and wiring.	1 bPIP
.8	Non-authorized seat modification, of any or all front seats. Note: Removal of hardware as described in Section 5.1C.10 and 5.1C.11 shall be assessed separately.	1 bPIP
.9	Non-authorized rear seat modification.	0.5 bPIP
.10	Removal of passenger seat internal hardware defined as: airbags, motors; heaters; any other safety devices; any or all.	0.5 bPIP
.11	Removal of driver seat internal hardware defined as: airbags; motors; heaters; any other safety devices; any or all.	0.5 bPIP
.12	Removal of the air conditioning compressor and any associated air conditioning system hardware.	0.5 bPIP
.13	Modification to any/all windows, excluding the windshield, defined as: glass; attachment hardware; and mouldings.	1 bPIP
.14	Modification to the windshield.	1 bPIP
.15	Modification to 'interior trim', not otherwise specified as an authorized mod, defined as: dash; console; headliner; interior mirrors; air bags; carpet; and any other interior body panels forward of the driver's seat back.	1 bPIP
.16	Modification to 'interior trim', not otherwise specified as an authorized mod, defined as: headliner; air bags; carpet; and any other interior body panels aft of the driver's seat back.	1 bPIP
.17	Non-authorized battery(ies) or change in location(s); any or all	1 bPIP
.18	Modification to the front and/or rear 'bumper systems', defined as: bumper, attachment hardware; brackets; energy absorbing devices; and any other bumper system part.	1 bPIP
.19	Replacing the fuel tank(s) with a safety fuel cell(s) (see definition below), provided a bulkhead separates the fuel cell from the vehicle interior. The interior trim and floor pan may be modified only to the extent necessary to facilitate the replacement. DEFINITION: i. A Fuel Cell is defined as consisting of an FIA approved inner bladder/tank, approved fuel cell foam and a metal container as specified herein. ii. 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.	1 bPIP

Body and Trim PIPs (bPIPs) shall be converted to regular PIPs in accordance with the following table for the purpose of calculating the final PI. The HP value used to convert bPIPs to PIPs shall be the rated power of the vehicle unless the Dyno Plot option has been taken; in which case the HP value shall be the crank HP calculated using the Dyno Plot option.

Conversion Table: bPIPs to PIPs

0 bPIPs	less than 135 HP	136 to 175 HP	176 to 220 HP	221 to 270 HP	271 to 350 HP	over 350 HP
≤0	0	0	0	0	0	0
0.5	0.5	0.4	0.3	0.3	0.2	0.2
1	1	0.8	0.6	0.5	0.4	0.3
1.5	1.5	1.2	0.9	0.8	0.6	0.5
2	2	1.6	1.2	1.0	0.8	0.6
2.5	2.5	2.0	1.5	1.3	1.0	0.8
3	3	2.4	1.8	1.5	1.2	0.9
3.5	3.5	2.8	2.1	1.8	1.4	1.1
4	4	3.2	2.4	2.0	1.6	1.2

D. CURB WEIGHT OPTION

Any competitor whose vehicle is equipped with: a roll bar meeting OTA Event Regulations, (as defined in Sections 1.3 and 1.4) and/or an OTA legal engine swap (as defined in Section 5.0G) may opt to provide the Car Classification Committee with 'race trim' curb weight data to be substituted into the spreadsheet for classification purposes. This option replaces Section 5.1C, meaning that no PIPs need to be declared in the 'Body & Trim' section of the rulebook.

In order for the CCC to accept the accuracy and validity of the curb weight data provided by a competitor, the vehicle MUST be weighed in full 'race trim' defined as: full fluids (i.e., brake, transmission, coolant, and fuel); competition wheels and tires; no spare tire, jack, floor mats and any other items normally removed prior to OTA competition; any/all other Body & Trim modifications as the car will sit in pit lane during OTA competition. The weighing shall be conducted on properly calibrated and operated corner weight scales capable of accurately measuring passenger vehicle weight.

If an OE fuel tank has been replaced with a fuel tank of greater than OE capacity, the weighing shall be performed with not more than maximum OE fuel capacity in the non-OE tank.

Note: Ballast or the addition of any fixed dead weight for the purposes of increasing 'race trim' weight and thus lower a vehicle's classification is prohibited. Exceptions may be made, at the discretion of the Classification Committee or OTA Director, that allow regional race cars (i.e., Touring GT Championship) equipped with ballast to compete without being required to remove the ballast.

SECTION 6 VEHICLE CLASSIFICATION

6.0 VEHICLE CLASSIFICATION

- .1 Any vehicle not specifically listed will be provisionally classified at the event it enters. It will be classified by the first official who is both present and willing to make the classification in the following order of precedence:
 - the OTA Director
 - the Classification Committee Chairman,
 - one or any or all of the members of the Classification Committee,
 - failing which the Event Organizer.
- .2 A series competitor shall request that the CASC-OR OTA Director classify an unlisted vehicle prior to competition to ensure points are accumulated in the same class all year (see .3, below). Please include your proposed classing, explanation and suitable back up material.
- .3 Vehicle classification will become official when it is verified by the Car Classification Committee and the OTA Director; classifications are provisional until that time and may be changed. Points and events will not be retroactively re-scored if a provisional classification is changed.
- .4 A vehicle that is wrongly classified or is not officially classified may be protested as specified in the GCRs.
- .5 A car that is deemed to be incorrectly classified in a lower class than it should be, after the start of competition, shall not be disqualified but shall be scored in Unlimited class for the event in which the infraction occurs.

6.1 CLASSIFICATION SYSTEM

A linear classification framework has been developed to systematically classify vehicles. The key elements of the system are detailed below.

1. The first step in classifying a vehicle is to determine its 'Performance Index' (PI). PI is calculated using a 'Weight to Horsepower Index' (W-HP) and a 'Handling Index' (SUSP) for the factory original version of the vehicle to be classified. This information provides a means to measure each vehicle's on-track performance potential.
2. A 'Weight to Horsepower Index' (W-HP) is derived at for each representative vehicle by comparing that vehicle's curb weight divided by its HP to a scale with a maximum value of 35.0 and a minimum value of 6.0. For example, a vehicle that weighs 3,400 lbs. and has 300 HP from the factory will have a W-HP of $3,400/300 = 11.3$. Its W-HP Index would be $(\text{Max WHP} - \text{WHP}) \div (\text{Max WHP} - \text{Min WHP}) = (35.0 - 11.3) \div (35.0 - 6.0) = 23.7 \div 29.0 = 81.7\%$.
3. The 'Handling Index' (SUSP) is a value from 5 to 100, in increments of 5, that is assigned to each representative vehicle to judge its handling and braking capability (and other non-engine output or weight related criteria) relative to other vehicles. More details and a list of examples for each value in the handling index scale are outlined in Section 6.2, Handling Index. The examples provided are to be used as reference points to establish handling indexes for non-classified vehicles.

4. A 'Performance Index' (PI) is established for each vehicle to rank the vehicles relative to each other, and is based on a weighted average of the two sub-indices described in Subsections 6.1.2 and 6.1.3. The relative weighting of the indices is 70% W-HP and 30% SUSP, as listed in Section 6.3, Relative Weighting of Indices. The result is truncated at one decimal place.
5. The root or 'Starting Class' for each vehicle is based on where that vehicle's Performance Index (PI) falls relative to the 'Starting Class' break points, as detailed in Section 6.4, 'Starting Class' Categories and Break Points.
6. Non-stock vehicles, i.e., vehicles that are assessed PIPs and/or authorized modifications, fall into any of the classes above its 'Starting Class', based on category break points described in Section 6.4, Starting Class Categories and Break Points; Section 4, 'Vehicle Categories, Eligibility, and Modifications'; and Section 5, 'Performance Index Point Schedule'
7. The OTA Car Classification Committee has developed a web database to simplify the task of calculating performance indices and classifying vehicles.
8. Vehicles with a 'Weight to Horsepower Index' (W-HP) value of less than 6 lbs per HP shall be classified on a case-by-case basis by the Car Classification Committee.

6.2 HANDLING INDEX

There are a number of factors that influence handling - suspension design, steering geometry, frame/chassis rigidity, wheelbase, track, weight distribution, centre of gravity, roll stiffness, size of tire that will physically fit on the vehicle, etc. The Classification Committee has quantified these various handling attributes (and other non-engine output or weight attributes) into a 'Handling Index' number. This table consists of a list of 'Handling Index' numbers with examples of common vehicles that were used as a reference in evaluating other vehicles. Note: The top of the index was purposely left open to allow for better handling vehicles in the future

(See page 39 for Vehicle Examples)

Index	Vehicle Examples
75	Corvette Z06 (2004)
70	Porsche 911 GT2 (2003), Ferrari F430
65	Mitsubishi Evo X(2011), Porsche Cayman R (2012) , Dodge Viper 2006
60	Subaru Impreza STI (2009), Porsche Boxster S (2005), Corvette coupe (2003)
55	Honda S2000 (2006), Nissan 350 (2003), Lotus Evora (2010)
50	Scion FRS/Subaru BRZ (2013), Mazda RX-8 (2006), Honda Civic Si
45	BMW 325 (2006,) Chevrolet Camaro (2002), Mazda Miata (open diff) 2006
40	Subaru Impreza WRX (2008), Honda Prelude (2001), Ford Mustang (2005)
35	Nissan Altima SE-R (2005), Mazda6 (2004), Honda Civic EX (2006)
30	Toyota Matrix (2006), Pontiac Fiero (1988), Hyundai Tiburon (2007)
25	Nissan Sentra (2007), Honda Accord LX (2003), Ford Mustang (1991)
20	Hyundai Accent (2006), Chevrolet Aveo (2006)

6.3 RELATIVE WEIGHTING OF INDICES

Weight-to-Horsepower Index	70%
Handling Index	30%

6.4 'STARTING CLASS' CATEGORIES AND BREAK POINTS

.1 Linear Classification System

CLASS:	Performance Index (PI) Break Points:
Modified 1	105 and above
Modified 2	100-104.9
Modified 3	95-99.9
Super Grand Touring 1	90-94.9
Super Grand Touring 2	85-89.9
Super Grand Touring 3	80-84.9
Grand Touring 1	75-79.9
Grand Touring 2	70-74.9
Grand Touring 3	65-69.9
Grand Touring 4	60-64.9
Touring 1	55-59.9
Touring 2	50-54.9
Touring 3	less than 50

- .2 Open Modified Class: for non-production vehicles, and highly modified vehicles which challenge the basic assumptions of the classification system (e.g. section 6.1.8 applies). This class is open ended and operates outside the linear classifications system as defined in 6.4.1. Therefore, the PAX factor is based on the best performance of cars expected to run in the OTA series but cannot take into account the maximum potential of all vehicles eligible for this class.

The "OTA Vehicle Classification List" forms part of these regulations by reference. It contains the official Starting Class information for all production-based vehicles recognized and classified by the Car Classification Committee. Changes and additions to this list will be made official by means of a rule Bulletin. Except to correct typographical errors cars will not be reclassified after the start of the first competition event of the year; however, new cars can be added at any time. To determine your vehicle's root or 'Starting Class', refer to the online Vehicle Classification database <http://ccdb.soloontario.com> Create an account and log in to the site (it is free) and use the "My Saved Car" feature to create a car from the Base Car List. Then create a PIP schedule to find out which class your modifications have placed the car in.

SECTION 7: ORGANIZER'S GUIDELINES

7.0 COURSE SAFETY

- .1 It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/finish area. Course security is a priority. Spectators are to be expected, and adequate crowd control provisions should be in place. Unless protected by substantial barriers, spectator areas should be roped/taped off or clearly defined.
- .2 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 assuring that no-one including Timekeepers and Marshals are placed in hazardous locations.
- .3 There should be adequate course Marshals to oversee all competition runs and to ensure safety as well as equality to all competitors.
- .4 Where the course is not visible in its entirety from a central point where the Clerk of the Course is located, a reliable communication system linking the flagging stations with the Clerk of the Course is to be established.
- .5 The Clerk of the Course may, at his discretion, declare a vehicle 2WO under the following circumstances:
 - a) A driver dirties the track surface by cutting corners, knocks a pylon onto the track, or drags any other object onto the track surface that may force other vehicles on-track to slow or change their line in order to avoid it;
 - b) A driver spins on-track, but holds up the event (i.e., forces a full course red flag to be thrown);
 - c) A driver ignores or misses flags.
 - d) A driver's on-track conduct, in the opinion of the Clerk of the Course, endangers the driver, other competitors, or slows the progress of the event (i.e., going too slowly on a warm-up or cool down lap).
- .6 The Organizer is to provide each marshal station and the start/finish area with red, yellow, green, white and black flags plus a 10BC or better fire extinguisher. The Marshals are to be instructed in their proper use.
- .7 The minimum number of 10BC or better fire extinguishers provided at each event is equivalent to the number of marshalling stations plus four (4) spares.
- .8 The Organizer is to have a prearranged plan to cope with major emergencies. This, as a minimum, means having quick access to an unlocked cellular phone with a list of local emergency phone numbers. Note: 911 dialing is not available in all areas. Organizers are responsible to post all area emergency numbers for quick access by organizing staff and safety officials.
- .9 The Organizer may choose to restrict the eligibility of a vehicle or competitor to participate in an event.
- .10 The Clerk of the Course is responsible for monitoring the safety of the course when vehicles are on the track. Should the course become obstructed, the Clerk is to direct that a red flag be displayed at all marshalling stations (see 7.1.4 below). Once the obstruction has been sufficiently cleared the Clerk may direct the marshalling stations to restart vehicles with a green flag (see 7.1.7 below).

7.1 PERMITS

- .1 A permit will be required for all CASC-OR sanctioned championship events. The permit fee is one hundred dollars (\$100) per each OTA event and fifty dollars (\$50) for a OTA School, payable at least six (6) weeks before the event. A permit shall not be required for all lapping days, and test & tune events.
- .2 A flag, timer or other equipment rental fee (if required) shall be submitted 6 weeks before the event. Equipment shall be returned to CASC-OR before the following weekend, or sooner if specified, or the rental fee will be repeated for each weekend (unless by other written agreement). The amount of such fees shall be set annually by CASC-OR.
- .3 Any club organizing a Championship Event or an event requiring a permit shall submit to the OTA Director, for approval, the following items at least six (6) weeks in advance of the event:
 - a) Event Supplementary Regulations for approval before publication to the sport;
 - b) Copies of advertising material to be used to publicize the event to the general public and competitors;
 - c) Copies of the material sent to the media;
 - d) Event flyers.

7.2 EVENT FLYERS AND SUPPLEMENTARY REGULATIONS

- .1 The Supplementary Regulations and the Event Flyer may be combined in one document or issued in two parts.
- .2 An Event Flyer shall contain:
 - a) The words "sanctioned by the Canadian Automobile Sport Clubs Ontario Region";
 - b) The names of the event, series sponsors, event sponsors and organizing club;
 - c) Date and location of the event;
 - d) The time of registration, scrutineering, driver's meeting, first run and close of registration;
 - e) The entry fee schedule;
 - f) The name, address, telephone number and email address of the Organizer or alternate club contact;
 - g) Any maximum vehicle noise level restrictions, if different from what is in these regulations.
- .3 Event Supplementary Regulations shall contain:
 - a) The names of the event and organizing club;
 - b) The name, address telephone number and email address of the Organizer or alternate club contact;
 - c) The names and contact information for the Steward(s) of the meeting and the Clerk(s) of the course;
 - d) Date and location of the event;
 - e) The time of registration, scrutineering, drivers' meeting, first run and close of registration;
 - f) The entry fee schedule;

- g) Any maximum vehicle noise level restrictions, if different from what is in these regulations;
 - h) Passing rules and procedures, plus a description of the passing zones (if used);
 - i) A detailed list of prizes and trophies to be awarded;
- .4 In the case of a series of individual events, the above information may be combined in a set of Series Supplementary Regulations.
 - .5 Any Supplementary Regulations are to be posted at the event and competitors are to be made aware of them at the Drivers' Meeting.

7.3 ORGANIZERS DOCUMENTATION

- .1 At a race track, the Organizer shall display the following items at a central and easily accessible location, e.g., registration area or the same location where run groups, marshalling assignments, and lap times are posted:
 - a) Permit;
 - b) Insurance certificate;
 - c) Copy of Supplementary Regulations;
 - d) List of officials, this list shall also be read at a driver's meeting.

7.4 COURSE

- .1 Any changes made to the course/track configuration, made with the approval of the steward(s), shall be brought to the attention of the competitors, at a driver's meeting.
- .2 The course, including the start and finish, shall be clearly defined. When course pylons are used, their location shall be clearly marked to assure accurate replacement after being displaced.
- .3 Course pylons shall have a minimum height of ten (10) inches and shall be of a distinctive colour. Pylons shall be heavy enough to prevent movement other than that caused by contact with a competing vehicle.
- .4 The course shall meet the approval of the Chief Steward prior to the start of the competition.

7.5 TIMING

- .1 An electronic timer is to be used as the primary timing system at all championship events. It is operated under the direction of the Chief Timer throughout the event.
- .2 If, in the opinion of the Chief Timer, a failure has occurred with the timing system, a rerun may be given by the Clerk of the Course.
- .3 In the event of a total failure of the primary timing system, another timing device or system may be used. The device shall be capable of timing to a hundredth of a second. A manual analogue or digital stopwatch may be used, provided that the Organizer, Steward(s) and the Chief Timer accept it.
- .4 In the case of .3 above, if a competitor's official time was on a timing system only capable of timing to a hundredth of a second while another competitor's official time was on a timing system capable of timing to a thousandth of a second, then the following shall apply: if the competitors are tied to a hundredth of a second, then the thousandth of a second timing portion shall not be considered for scoring points.
Example: A time of 61.495 shall be considered tied with a time of 61.49.

7.6 PADDOCK

- .1 A paddock area is to be provided for the use of competing vehicles and their service vehicles and a speed limit of 15 km/h shall be enforced.

7.7 STEWARDS

- .1 Where no non-competing Steward is appointed, either by the Region, or failing that by the organizing club, then the Organizer shall appoint a committee of 3 competitors as acting Stewards who shall carry out the duty of Chief Steward. Stewards, if possible, should be experienced competitors, come from different classes and be members of other than the organizing club. Names of the Steward(s) should be announced at the Drivers' Meeting and published in the Supplementary Regulations.
- .2 If the event is not a Regional Championship Event and no prizes of monetary value are awarded, the organising club may have the Clerk of the Course also act as Steward. Where the Clerk is also Steward, the Steward's penalties may not extend beyond the end of the Event. Competitors, crew and officials are still liable to CASC-OR for their actions even when the Clerk of the Course acts as the Steward. Where the Clerk of the Course also acts as Steward, this shall be announced at the Driver's Meeting.

7.8 INSURANCE and WAIVERS

- .1 OTA Event insurance is provided under the ASN Canada FIA insurance plan. All OTA events organized by a CASC-OR club shall be covered by this minimum level of insurance.
- .2 Clubs organizing OTA events that advertise to attract spectators to the event (paid or otherwise) shall obtain spectator insurance.
- .3 All competitors, officials, timers, workers, team personnel and all other persons who are permitted to enter areas normally closed to the general public are to read, understand & sign the ASN Canada FIA supplied General Waiver before being allowed to go into the course area, timing vehicle/area, or to marshal, volunteer or participate in the event.
- .4 Competitors, or other participants, under the age of majority are to complete and sign the ASN Canada FIA supplied "Minor Participant Waiver". An "Annual Parental Consent Waiver" shall also be signed by parents/guardians.
- .5 All ASN Canada FIA supplied waivers may be downloaded from their website at www.asncanada.com and printed by the Organizer(s) for use during the event. Care should be taken to ensure all words on the printed copies are clearly legible.
- .6 All waivers are to be completed in full including the date(s) and name of the event at the top of the waiver.
- .7 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.
- .8 Property owners or sponsors who request they be added to the event insurance certificate as additional insureds can be accommodated by Organisers listing the additional insureds in the event insurance application.

7.9 INCIDENT REPORTS

- .1 All accidents, injuries, incidents and impacts or damages occurring during the event are to be reported by faxing a completed ASN Canada FIA Incident Report Form to both the CASC-OR office and the ASN Canada FIA

office within forty-eight hours of the conclusion of the Event. An Incident Report is to be completed for each and every accident(s) whether or not a claim is anticipated. Organizers may download and print the Incident Report form from the ASN Canada FIA website.

- .2 The Incident Report should be completed in full following the instructions in 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.
- .3 The original Report should be mailed to the ASN Canada FIA office after it has been faxed.

7.10 OFFICIAL RESULTS

- .1 Official results should include:
 - a) Name and date of the event;
 - b) Name of the Chief Organizer, Clerk of the Course, Chief Timer, and Steward(s);
 - c) The words: "sanctioned by Canadian Automobile Sports Clubs Ontario Region";
 - d) An acknowledgement of sponsors;
 - e) Name of each competitor including first name, not initial;
 - f) Club of each competitor;
 - g) Vehicle sponsors if recorded on the entry form;
 - h) Make and model of car driven by each competitor;
 - i) Time for the best run/lap including penalties, for final position;
 - j) Results published in classes, in the finishing order;
 - k) A complete list of all trophy and prize-winners
- .2 Copies of the official results of any event requiring a permit (schools exempt) shall be mailed or emailed to the CASC-OR office and the OTA Director.
- .3 Official results for the Regional Championship shall be postmarked or emailed within eight (8) days of the event and posted to the OTA website within fifteen (15) days.
- .4 Official results that do not comply with all of the above shall be returned to the Chief Organizer with a directive to re-issue them in the proper form and/or the performance bond (if applicable) shall be forfeited.
- .5 The event results are provisional for 30 minutes after being posted, at which time, if there are no protests or appeals, they shall become Official.

7.11 COMPETITION EVENT REPORT

- .1 The Organizer is to complete an Event Report using the ASN Canada FIA Competition Event Report form for any event which required a permit or resulted in an Incident Report being filed.
- .2 Copies of the Competition Event Report shall be received at both the CASC-OR office and the ASN Canada FIA office within fourteen (14) days of the event. Organizers may download and print the Competition Event Report form from the ASN Canada FIA website.
- .3 The Competition Event Report should be completed in full following the instructions in the form, including the attachment of the Official Results.

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