2026-03 CARS Rule Book

CARS Rules
2026

For additional information please contact the CARS office.

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These regulations are intended to assist in the conduct of competitions and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these regulations.

By participating in these events, all participants are deemed to have agreed to be bound by these GCRs and Regulations.

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2026 CRC SEASON

Feb 6 - 7	Rallye Perce-Neige de Maniwaki www.rallyperceneige.com Joel Labrecque info@rallyeperceneige.com	CRM	Maniwaki, Québec
May 29 – 31	Rocky Mountain Rally www.rockymountainrally.com Mike Dyer chair@rockymountainrally.com	CSCC	Invermere, British Columbia
June 5 - 6	Pacific Forest Rally www.pacificforestrally.com Paul Westwick paul@rallybc.com	WCRA	Merritt, British Columbia
Jun 26 - 28	Rallye Auto International Baie des Chaleurs www.rallyebdc.com info@rallyebdc.com	CRAB	New Richmond, Québec
Sep 11 - 12	Rallye KM+ Beauce-Appalaches www.rallyedefi.ca Yannick Lefebvre 514-291-7660	CASLL	Saint-Victor-de Beauce Québec
Oct 30 – Nov 1	Rallye de Charlevoix www.rallyecharlevoix.com Samuel Tremblay 418-665-5281 samueltremb@gmail.com	CRDC	La Malbaie, Québec
Nov 20 - 21	Rally of the Tall Pines www.tallpinesrally.com Bruce Leonard 416-230-2014 bruce@tallpinesrally.com	MLRC	Bancroft, Ontario
Dec 4 - 5	Big White Winter Rally www.bigwhiterally.ca Keith Morison 403-510-5689 keith@morison.ca	WCRA	Kelowna, British Columbia

CARS Vision

The vision of the Canadian Association of Rally Sport (CARS) is for the motorsport of rally to be growing, inclusive and professional, widely understood and supported by competitors, volunteers, communities, government agencies and corporate partners/sponsors.

CARS Mission

The mission of the Canadian Association of Rallysport is to support & promote the motorsport of rallying within Canada. CARS is a not-for-profit corporation that sanctions Rally Sport activities in Canada. The CARS executive represents rally clubs in Canada through five elected regional Directors and a President. CARS works with the five Canadian regions, the clubs as well as event organizers to provide a framework for safe and effective competition with a consistent set of regulations and infrastructure for rallying events held in Canada.

CARS RULE CHANGE GUIDELINES

General Outlines:
A rule change may be proposed at any time throughout the year and may come from someone in the sport, the Administrative or Technical rules committee, an organizer, a CARS official or the CARS Board.
Once a rule change proposal is made, the proposal, by its nature, is directed to either the Administrative or Technical rules committee and that committee will review the proposal. The proposal will go through various levels of discussion, translations and inputs from various groups which are stakeholders in our sport before the Board of Directors makes a final decision on the proposal. If the proposal is accepted, the rule change will likely take effect the following calendar year unless i) a CARS bulletin is issued or ii) a later effective date is attached to give the sport a sufficient lead time to prepare for the change in the regulations.
Process for Submission:

a) The proposal, in either English or French, should be sent via email to the Chair of either the Administrative or Technical rules committee depending upon the nature of the rule change request. If not sure copy both and CARS Office.
b) Your proposal should be worded as it should appear in the published regulations complete with regulation number.
c) The proposal should include a concise rationale outlining the reasons why the rule change is needed.
d) All rule change proposals should be dated and include the name of the person making the rule change proposal.

CARS CODE OF CONDUCT

All CARS clubs' members and all participants in CARS events shall conduct themselves according to the highest standards of behaviour and sportsmanship and in a manner that shall not be prejudicial to the interests and the reputation of CARS or its Regions or of motorsport generally. Failure to do so shall be deemed a breach of the CARS GCRs and may result in penalties being applied.

The purpose of this document is to provide a clear statement of the beliefs, expectations and ideals of CARS. In addition to any precepts provided in CARS Rules and Regulations, Bylaws or other Policies or those of its Regions, the following specific statements further delineate principles of individual conduct that CARS believes should be exemplified:

a) All participants in CARS sanctioned activities shall be bound by this Code of Conduct;
b) All participants in CARS sanctioned activities shall accept that motorsport can be dangerous and entails inherent risks;
c) All participants in CARS sanctioned activities shall be treated with consideration and respect;
d) All participants in CARS sanctioned activities shall endeavor to portray a positive image of Rallysport through their exemplary driving habits;
e) All competitors in CARS sanctioned events shall assure that their vehicle complies with the regulations of the event and the class that it is registered for and that their vehicle is presented in roadworthy condition;
f) Participants in CARS sanctioned events shall not knowingly place themselves or others in a position of undue risk. Consideration of safety shall be placed before competitive goals;
g) CARS members shall pledge to demonstrate in their actions care and concern for the environment;
h) All CARS members shall strive to set exemplary standards of behaviour as they are all ambassadors for Rallysport.

Rally in Canada is an amateur sport that is sustained entirely on a volunteer basis. The participants are expected to respect the rules of the sport and to compete in a fair and honest manner. The officials are giving of their time and experience and are expected to use sound and equitable judgement in all areas including a fair, open and progressive approach to disciplinary matters.

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General Competition Rules – 1 to 10

1 GENERAL PRINCIPLES

1.1 NATIONAL CONTROL OF COMPETITION

CARS is the governing body of Rallysport in Canada, CARS shall authorise, sanction and supervise all Rallysport activities and do any and all things which "in its judgement" are conducive to the well-being and conduct of Rallysport events held under the permit of CARS.

1.2 CARS RALLY GENERAL COMPETITION RULES

The CARS Board has established these Rally General Competition Rules, hereafter referred to as the Rally GCRs or GCRs.

1.3 INTERPRETATION OF RULES

CARS shall be empowered to decide any question raised within Canada concerning the interpretation of these rules subject to the right of appeal (if any) under these GCRs.

1.4 EXERCISE OF THE POWERS OF CARS

Judicial powers and functions, such as the hearing of protests, appeals, a disciplinary hearing or a CARS ordered investigation, and including the penalty to be inflicted for a breach of the CARS Code of Conduct, a breach of these GCRs or as provided for in the sporting regulations of CARS or its regions may be exercised by the CARS Board, a CARS region, a Steward, a Stewarding group (whose number shall not be less than two) or other group (whose number shall be not less than three) so appointed. The decisions of such groups shall be final and not subject to review except on appeal of Stewards' decision as a result of a protest hearing. No member of a judicial board shall have taken part, except as a Steward, in the competition concerned about which a decision is to be given or if he/she has already participated in a decision on the matter in question or if he/she is directly or indirectly concerned in such matter.

1.5 NOTICES

Any communications required under these GCRs to be sent by post (or where specified in the regulations, by electronic means) to any entrant or competitor shall be sent to the address on the entry form or, if the competitor is the holder of a licence issued by CARS to the address on the licence. Any communications to be sent to a Promoter or Organiser shall be sent to the address on the relevant application for an Organising Permit. Any communications sent to a club shall be sent to the Secretary of the Organising Club at the address given in the club's membership application. Any communications so sent shall be deemed to have reached the recipient.

1.6 ALTERATION OF RULES AND REGULATIONS

The CARS Board reserves to itself the right at any time and from time to time to alter its Rally General Competition Rules or its National Rally Regulations or to promulgate special rules in the form of a bulletin. Such alterations or additions will be published in the form of revised manuals or bulletins. Bulletins issued by CARS form a part of these GCRs or the CARS National Rally Regulations to which they apply and are effective on the date issued until issuance of a new rule book unless amended or revoked earlier by CARS.

1.7 REGULATIONS

CARS regions may publish regulations from time to time governing the conduct of Rallysport events in their region. These regulations are considered in addition to and may in no way conflict with these GCRs.

1.8 APPLICATION OF THESE GCRS

These GCRs, the National Rally Regulations and applicable Region Rally Regulations shall govern all Performance Rallies sanctioned by CARS. These GCRs and Region Rally Regulations shall govern all Navigational Rallies sanctioned by CARS.

1.9 ORDER OF PRECEDENCE IN APPLICATION OF RULES AND REGULATIONS

Section 1.8 above specifies which regulations apply to the various types of rallies; the following defines the order of precedence of these rules and regulations.

a) These Rally General Competition Rules;
b) National Rally Regulations;
c) CARS Bulletins;
d) Regional Rally Regulations;
e) Series Supplementary Regulations (if applicable);
f) Event Supplementary Regulations.

Where conflict arises between these documents, the superior (first mentioned) document shown in the above list shall apply, except that bulletins may modify superior documents. With the approval of both the CARS Director from the region where the event where the event is to take place and the CARS president or his/her delegate, event organisers may seek limited event exemptions to both the GCRs and NRRs. Such exemptions shall be specifically noted in the event rules and regulations.

1.10 VEHICLES

1.10.1 Dangerous Construction

The Steward(s) of the Meeting may exclude any vehicle the construction or condition of which is deemed to be dangerous. In events where a steward is not required, the organizer or scrutineer shall have this right.

1.10.2 Suspension or Disqualification of a Particular Vehicle

CARS may suspend or disqualify a particular vehicle in consequence of a breach of these GCRs and/or the National Rally Regulations by the entrant.

1.10.3 Advertisements on Vehicles

Advertisements are permitted on vehicles in competition within the limits laid down in the current CARS National Rally Regulations. Name(s) of the entrant, driver(s), co-driver/navigator(s) and/or service crew may be inscribed on the vehicle. These inscriptions shall not be considered advertising. No sign, label, lettering or paint job shall be so arranged as to make competition numbers or other identification illegible to officials or marshals at an event to the satisfaction of the Steward(s) of the Event.

2 TERMINOLOGY

The following descriptions are adopted for use in these GCRs, in the Rally Regulations of CARS, in the appendices thereto, in all Supplementary Regulations and for general use.

CARS

The Canadian Association of Rallysport. A non-profit organisation which is the governing body for Rallysport in Canada.

CARS AFFILIATED CLUB

Any motorsport club in Canada which is affiliated with CARS.

CLERK OF THE COURSE

The organizer(s) of an event may appoint a clerk of the course (and one or more assistants) to be responsible for conducting all or part of the competition in accordance with CARS applicable regulations and the event's supplementary regulations.

CLOSED EVENT

A competition confined solely to the members of the club or clubs organising the competition and invited competitors.

CLUB

Anybody recognised by CARS as a club.

CLUB EVENT

A competition which is not part of a regional or national championship.

CO-DRIVER

In a performance rally, is the second in-car competitor who works alongside the driver and delivers the road description to the driver while on stage, navigates the transit routes and manages team timing.

COMPETITION

A contest in which a vehicle takes part and which is of a competitive nature or is given a competitive nature by publication of results.

COMPETITOR

A person who competes in any event, whether as a driver, co-driver or navigator.

COURSE

The route to be followed by a competitor in a competition.

CREW

A crew is made up of two persons designated on the official entry form as Driver and Co-Driver/Navigator.

DISCIPLINE

All CARS competitions are categorised by type of activity or "discipline" (e.g. navigational, performance, Rallycross, rally sprint etc.).

DRIVER

A person nominated as the driver of a vehicle in any competition.

DURATION OF A RALLY

A rally starts from the opening of Registration or Reconnaissance (whichever is earlier). The competition element of the rally starts at the first-time control. A rally ends upon posting of the Final Official Classification. The competition element of the rally finishes at the final time control.

ENTRANT

A person or organisation whose entry is accepted for any competition.

EVENT

An event, in addition to the competition aspects, includes the totality of all aspects like: registration, reconnaissance, technical inspection, shakedown, parc exposé, parades, service park, refuelling zone, ceremonial aspects and other features organizers may schedule.

FIA

Federation Internationale de l'Automobile, the International Federation of National Automobile Clubs.

FISA

Federation Internationale du Sport Automobile, the International Automobile Sport Federation, appointed by the FIA, to deal with competition matters.

FORCE MAJEURE

A condition or conditions over which the organisers have no control, yet play a part in determining the outcome of a competition.

FULL INTERNATIONAL COMPETITION

A competition which is entered on the International Calendar and is open to competitors and drivers of various nationalities.

LEG

A leg is a major portion of a rally designated by the organizers as such in the event Supplementary Regulations and/or the route book whereby it is necessary to complete the leg within maximum lateness.

LICENCE

A certificate of registration issued by CARS to any person wishing to take part in competitions and meets the requirements specified for the licence.

NATIONAL EVENT

A competition which is open only to competitors and drivers holding an appropriate licence issued or recognised by CARS and conducted under the organising permit issued by CARS.

NATIONAL SCRUTINEER

CARS official, appointed by the CARS Board, attending CRC events in support of the Technical Director and the interpretation and application of the technical rules.

NATIONAL SERIES MANAGER

CARS official, appointed by the CARS Board, charged with management of the Canadian Rally Championship.

NAVIGATIONAL RALLY

An event which is entirely or partly run on roads open to normal traffic where the accent is on correctly following route and timing instructions. Performance is usually determined by early and late arrival at checkpoints along the route. These events are also known as TSD events (Time, Speed and Distance).

NAVIGATOR

In a navigational rally, the person normally charged with interpreting the route and timing instructions.

NEUTRALISATION

Time during which the crews are stopped by the rally organisers for whatever reason.

NON-SPEED EVENT

An event in which speed is not the determining factor, although timing of the vehicles can be a consideration as in a navigational rally or TSD rally. Other non-speed events could include classroom training, car shows, etc.

OPEN EVENT

A competition in which competitors are comprised of members of any recognised motorsport club or the public at large.

ORGANISER(S)

A person or persons approved by CARS and authorised by promoters, clubs or other groups to organise an event on their behalf. Where an organiser is appointed to act on behalf of promoters, such organiser shall take the place of such promoters for the purposes of these GCRs and shall be deemed to be the agent of the Promoters.

ORGANISING PERMIT

A document, granted solely by CARS, authorising the organisation and holding of a competition.

PARC EXPOSÉ

A location where competitors are required to display their vehicles for public viewing.

PARC FERMÉ

Area in which no repairs or outside assistance is possible, except in the cases expressly provided for by the CARS national rally regulations and by the supplementary regulations of the rally.

PERFORMANCE RALLY

An event run on both public and controlled roads. Performance is mainly determined by the length of time to complete the stage portion of the event.

PROGRAM

A document prepared by the promoters and/or organisers of an event for the purpose of informing the participants and spectators about such a meeting.

PROMOTER(S)

Any person or body (other than organisers) proposing to hold or holding an event.

RALLY REGULATIONS

Set(s) of regulations, in addition to these GCRs, which shall be issued from time to time by CARS and/or CARS Regions to provide additional rules and regulations outside of these GCRs to further define navigational and performance rallies and how they are to be run.

RALLYSPRINT

A short form type of performance rally, run at lower speeds, used for driver development. Competitors compete one vehicle at a time against the clock.

RALLYCROSS

A form of Rallysport where the focus is on driver skill development and where competitors compete one vehicle at a time, against the clock on unpaved surfaces, run on a temporary course at one venue.

RECONNAISSANCE

The way for competitors (one driver and one co-driver) to run according to a schedule established, the stages and the transits routes, before the official start of the rally, in order to familiarize themselves with the route and take notes to prepare for the competition.

REGIONAL EVENT

An event which occurs within a region, is administered by the region, and is part of that region's performance or navigational championships.

REGROUPING

Stop scheduled by the organisers between 2-time controls to enable the schedule to be followed on the one hand, and on the other, to regroup the vehicles still in the rally. The stopping time may vary from crew to crew.

RESTRICTED COMPETITION

An event which is confined to persons having some particular qualification.

SANCTIONED EVENT

Any event or competition authorised and approved by CARS and having the appropriate organising permit if one is required by these GCRs or the National or Regional Rally Regulations.

SECTION

All the parts of a rally between:

- The start and the first regrouping halt or service control,
- Two successive regrouping halts or service controls (or combination),
- The last regrouping halt or service control and the finish of the leg or the rally.

SERVICE CREW

A person or persons registered by the entrant at an event to be able to service a vehicle entered in the competition.

SPEED EVENT

An event in which vehicles run individually (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.

STAGE

A portion of a performance rally route, run on controlled roads, which is used as a speed test.

STEWARD

CARS official charged with representing CARS at an event by enforcing these GCRs and all other regulations governing the event.

SUPPLEMENTARY REGULATIONS

Regulations drawn up by the organisers of a competition or competitions and approved by CARS with the object of laying down details of such competitions. They are supplementary to these GCRs and the Rally Regulations of CARS.

TECHNICAL DIRECTOR

CARS official, appointed by the CARS Board, charged with technical matters relating to vehicle eligibility in CARS events as well as maintaining CARS national regulations.

TIME CARD

Card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

TRANSIT

A portion of a performance rally route which is run on public roads open to normal traffic.

VEHICLE

A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must affect steering and at least two the propulsion.

3 COMPETITIONS IN GENERAL

3.1 ORGANISATION OF EVENTS

CARS-sanctioned events may officially be organised by:

a) CARS National;
b) A CARS Region;
c) A CARS Affiliated Club;
d) Other Clubs or Promoters approved by CARS.

3.2 SANCTIONED EVENT

Any event organized as per 3.1 above and having an event insurance certificate satisfactory to all sanctioning requirements is a CARS sanctioned event and is open to entrants and CARS officials (subject to other provisions of these GCRs).

3.3 REQUIRED APPROVAL

The name or emblem of the CARS shall be associated only with events sanctioned by CARS. Organisers shall not distribute entry forms or supplementary regulations for a CARS event prior to obtaining CARS sanction.

3.4 KNOWLEDGE OF AND SUBMISSION TO THE RULES

Every person, body, group of persons, etc., organising a competition or taking part therein shall by doing so or by and upon applying for an organising permit or by and upon applying for a licence from CARS or by and upon entering a competition, be deemed to have and recognise that they have:

a) Made themselves acquainted with these GCRs;
b) Submitted themselves without reserve to the consequences resulting from these GCRs and any subsequent alteration thereof;
c) Renounced the right to have recourse to any arbitrator or tribunal not provided for in the GCRs;
d) Agreed to exonerate and keep indemnified the Promoters, CARS and its subsidiaries, and their respective agents from and against all liability whatsoever to any such person or body or group of persons respectively in respect of or in connection with any meeting, competition or event held under these GCRs, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to or occasioned by, the negligence of the said bodies, their agents, officials, servants or representatives;
e) In the case of entrants for and competitors in events, they shall be deemed to have agreed in the circumstances aforesaid to exonerate and keep indemnified all and any other competitors, their servants, or agents from and against all liability whatsoever to such entrants or competitors in connection with the driving of their vehicles or any other act, omission or occurrence during the course of a competition;
f) Agreed as set out in sub-paragraphs d) and e) of this Rule with each and all the persons or bodies referred to in those sub-paragraphs and so that each and any of those persons or bodies shall be entitled to the benefit of such agreements.

3.5 Right of Observation

CARS reserve the right to appoint members of the CARS Board or their designates and/or CARS steward(s) to observe and evaluate any competition and/or any person officiating, working or participating in any competition.

3.6 Official Documents

For every competition of a championship series, the Promoters and/or Organisers are responsible for drawing up and publishing Supplementary Regulations.

3.7 Announcement to be made on All Official Documents

All Supplementary Regulations, programs, entry forms, results and advertisements relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the Rally General Competition Rules of CARS".

3.8 Authorisation of Description

No event may be described as "International", "National", "Regional", "Championship" or given any title or status which is not authorised by CARS.

3.9 Postponement, Abandonment or Cancellation of a Competition

A meeting or competition forming part of an event shall not be postponed, abandoned or cancelled unless:

a) Provision for so doing is made in the Supplementary Regulations,
   or
b) The Stewards of the event have so ordered.

In the event of cancellation or postponement for more than twenty- four hours, entry fees shall be returned if directed by CARS.

3.10 Advertising and Promotion

All advertising or promotional material used in connection with competitions must state that the event is sanctioned by The Canadian Association of Rallysport and, if applicable, by the FIA.
Advertising material must be in good taste and must not be misleading or untruthful. The words "International", "National", "Championship", etc., when used to describe an event or used in the title of an event must be approved by CARS.
Any competitor or other person or body publishing, posting or broadcasting the results of a competition, a series, or a championship must state that the competition was sanctioned by The Canadian Association of Rallysport, the exact conditions of the performance referred to, the nature of the competition, the category and the class of vehicle, and the position or results obtained, or such additional information as CARS may require. All advertisements that are published prior to the issuance of Official Results by the Promoter(s) or organiser(s) must contain the words "Subject to Official Confirmation".
The publication of an advertisement relating to the results of a competition that is drawn up in such a way which could mislead the public, or the infraction of this Rule (whether by way of omission from or addition to the particulars required to be stated) shall render the person(s) or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by these GCRs and may entail the infliction of a penalty on the person(s) responsible for authorising the advertisement.

Publication under this Rule shall be construed to mean any or all of the following:

a) The airing of commercial message by means of radio, television film or electronic formats;
b) The publication of printed advertisements in newspapers, magazines other periodicals or electronic formats;
c) The publication of brochures, booklets, forms, signs or displays.
d) Social media posts.

Competitors who allow their names or photographs to be used in connection with misleading advertising shall be liable to disciplinary action from CARS.

3.11 Third party Commercial Rights at CARS sanctioned events

CARS is the sole holder of the commercial rights for visual images, video and audio recordings of rallies run under its sanction.

Every person, body, group of persons, etc., organizing a competition or taking part therein shall by doing so or by and upon applying for an organizing permit or by and upon applying for a licence from CARS or by and upon entering a competition, be deemed to have and recognize that they:

a) Recognize that commercial rights from sanctioned events belong to CARS;
b) Agree that CARS may release or use particulars concerning participants in any of the events including images of the participants for commercial purposes by CARS;
c) Agree that CARS may access and use these images video or audio as part of its grievance and disciplinary proceedings as well as in determining violation/compliance of its sporting regulations.

3.12 Promotional use of images, video or audio

Events and teams can promote themselves as they see fit and can generate promotional content for their own use in any way. There is no intent to limit normal use of social media. Series, event, and team sponsors are expected to be using various online and social media channels to promote their involvement with the sport.

Once an event or team sponsor wants to create promotional materials for their use, then a Commercial Rights agreement with CARS needs to be negotiated.

3.13 Commercial Use of images, video or audio

A sponsor that creates their own event coverage is required to have a commercial rights agreement with CARS in place before posting online, publishing, or broadcasting. The sponsor remains responsible for collecting releases from teams and individuals as required. An event may offer to work as an intermediary for these releases.

3.14 Onboard video and/or audio

Competitors may install onboard cameras to record their participation in the event subject to these regulations.

Competitors may use the onboard video and/or audio of their participation for their own promotional purposes. Any use of onboard video and/or audio for 3rd party commercial purposes requires CARS approval and the 3rd party is to negotiate a commercial rights agreement with CARS.

Live broadcast or online streaming of onboard video and/or audio during a rally stage by anyone other than CARS or a CARS contractor/designate, is prohibited. Live broadcast or online streaming is considered to be the transmission of a video and/or audio feed directly from the recording device while recording.
Footage of any incident involving a 3rd party, or emergency response activity, may not be released to the public without prior permission from CARS.

3.15 PROPERTIES

CARS recognizes the importance of teams and events being able to use their involvement in the CRC to generate sponsorship income to support their efforts. This section intends to set out the division of properties and the working relationship between CARS, the events, the teams and each of their sponsors.

3.15.1 Team Properties

Team properties include their cars except reserved areas per CARS Technical Rule 12.4.1. service area and clothing. Events can only require teams to carry branding in the 5cm h x 15cm w location reserved for events on the CARS number backer panel.
However, events can ask teams to carry additional branding and ask that it be placed in a specific location. Teams are encouraged to comply with event requests, as they are often important deliverables for event sponsorship. Events can consider differential entry fees based on the teams carrying event advertising or not, but should be cautious in taking this route and be willing to accommodate team conflicts, concerns, and needs.

3.15.2 Event Properties

Event properties comprise all properties directly involved in the event with the exception of individual team service areas, the podia, and other space as indicated in the Event MOU with the sanctioning body.

3.16 PENALTIES

Failure to comply will be considered a breach of the GCR's.

4 ORGANIZATION OF EVENTS

4.1 NECESSARY PERMISSION AND APPROVAL

No competition shall be held unless CARS has signified its approval by granting an organising permit or has waived the necessity of a permit under its Regulations. CARS may attach conditions to the granting of a permit or decline to grant a permit or withdraw a permit without stating any reason.

4.2 MINIMUM REQUIREMENTS FOR CARS SANCTIONED RALLYSPORT EVENTS

4.2.1 Preamble

CARS sanction a variety of rally related events and works with our affiliated clubs to manage the inherent risk associated with Rallysport. This is accomplished by providing rule sets and guidelines that events should follow and by helping secure the appropriate event insurance through the CARS group insurance package.

For the overall well-being of Rallysport in Canada, it is important that CARS provide oversight of sanctioned events. To facilitate this, CARS requires a copy of event plans and some basic information as detailed in CARS GCR's 4.2.2.1 to 4.2.2.7.

To reinforce the need for event related communication between our affiliated clubs and CARS and to help ensure the clubs, event organizers and event participants are protected to the limits of our insurance, the following policy will be adopted.

4.2.2 Policy

CARS affiliated clubs or their Rallysport event organizers are required to communicate with CARS as follows:

4.2.2.1 National Stage Rally

- Provide supplementary regulations, event schedules and safety plan to the CRC Series Manager and CARS Regional Director for review and approval,
- Obtain a permit for the event from the CRC Series Manager and, if there is a regional component to the event, the CARS Regional Director,
- Apply for specific event insurance certificate through the CARS office,
- Provide a copy of the insurance certificate to the Regional Director.

4.2.2.2 Regional Stage Rally

- Provide a list of planned Regional Stage Rally events for the season to the CARS Regional Director,
- Provide supplementary regulations, event schedules and safety plan to the CARS Regional Director and the Regional Rally Insurance Reviewer for review and approval,
- Obtain a permit for the event from the CARS Regional Director (A limit of one Rally Sprint per day),
- Apply for specific event insurance certificate through the CARS office,
- Provide a copy of the insurance certificate to the Regional Director.

4.2.2.3 Rally Sprint

- Provide a list of planned Rally Sprint events for the season to the CARS Regional Director,
- Provide supplementary regulations, event schedules and safety plan to the CARS Regional Director and the Regional Rally Insurance Reviewer for approval,
- Obtain a permit for the event from the CARS regional director (A limit of one Rally Sprint per day),
- Apply for specific event insurance certificate through the CARS office,
- Provide a copy of the insurance certificate to the Regional Director.

4.2.2.4 TSD or Navigational Rally

(Exclusion: The first three bullets do not apply to non-competition events e.g. fun runs, picnic runs, contract rallies, etc. that are run under annual club insurance coverages)

- Provide a list of planned TSD or Navigational Rally events for the season to the CARS Regional Director,
- Provide supplementary regulations to the CARS Regional Director,
- Obtain a permit for the event from the CARS Regional Director,
- Provide a copy of the affiliated club annual insurance certificate to the CARS office and the Regional Director.

4.2.2.5 Rally Cross

- Provide a list of planned Rally Cross events for the season to the CARS Regional Director,
- Provide supplementary regulations to the CARS Regional Director,
- Provide a copy of the safety plan for each Rally Cross venue to the CARS Regional Director,
- Obtain a permit for the event from the CARS Regional Director,
- Apply for specific event insurance certificate through the CARS office.
- Provide a copy of the insurance certificate to the Regional Director.

4.2.2.6 Rally Test Days

- Provide notification of a rally test day a min of one week prior to the event to the CARS Regional Director,
- Provide supplementary regulations for each event, if applicable, to the CARS Regional Director,
- Provide a copy of the safety plan for each Rally Test Day venue to the CARS Regional Director,
- Obtain a permit for the event from the CARS Regional Director,
- Apply for specific event insurance certificate through the CARS office,
- Provide a copy of the insurance certificate to the Regional Director.

4.2.2.7 Rally Schools

- Provide a list of planned rally schools to the CARS Regional Director,
- Provide a copy of the curriculum for each rally school to the CARS Regional Director,
- Provide a copy of the safety plan for each Rally School venue to the CARS Regional Director,
- Obtain a permit for the event from the CARS Regional Director,
- Apply for specific event insurance certificate through the CARS office.
- Provide a copy of the insurance certificate to the Regional Director.

4.2.2.8 Media Accreditation

- All media wishing to cover a CARS sanctioned national event are required to follow the Media Accreditation guideline and complete the Media Accreditation application form which is to be approved as follows;
  - For multiple CRC events the application is approved by the CRC National Series Manager. The list of approved media and assigned media bibs is shared with each event media person.
  - For a single event the event media person approves and assigns media bibs to applicants for that event.

4.2.2.9 Drone Use

- Drone use at all CARS sanctioned events requires the drone operator to complete the drone use application form.
- Use of drones at CARS sanctioned events is restricted to those that have pre-approval of this application from the event organizer (on behalf of the organizing club), CRC National Series Manager (on behalf of CARS for CRC events), CARS region Director (on behalf of CARS for Regional events) and private property owner/s if applicable. Priority use of airspace will be given to CARS media (TV Production).

4.3 NATIONAL EVENT GENERAL GUIDELINES

The Canadian National Championship should strive to showcase the best the sport has to offer, for competitors, sponsors, spectators and all participants.
Critical decisions pertaining to the series calendar and event inclusion should be made on the basis of the strength and sustainability of the championship.
The CRC should strive to be one of the premier national rally championships in the world. The national series should be spread geographically through the country and evenly distributed across the calendar.
The following aspects of an event are outlined for use during national observation and for ongoing review of events currently included in the national championship:

4.3.1 Safety

Safety should be the first priority for all rallies. The reputation and image of the sport depend on it. National stage rallies should comply with all CARS rules, guidelines and practices. They should have

complete and effective communication networks, and appropriate emergency planning and response systems. Comprehensive written safety plans are required.

4.3.2 Roads

National stage rallies should strive to have a minimum of 150Km of stage road and, ideally, stages should be used at least twice during the rally.

4.3.3 Recce

National stage rallies should offer two pass recce for individual note development on all stages. Organizers should strive to provide route information to the teams in advance of the event to allow for proper planning and preparation.

4.3.4 Organization

National stage rallies should have strong, deep and sustainable organizing committees.

4.3.5 Image

National stage rallies should showcase the sport and the host community, fostering strong relationships with local stakeholders and authorities. They should be held in communities that are supportive of the event and that have adequate facilities.

4.4 Application for a National event Organising Permit

For every national championship event, an application for an Organising Permit shall be made in writing to the CARS office using the CARS permit application form.
For complete details on application procedures, see the CARS National Rally Regulations.

4.5 Permit Fees

The scale of fees payable to CARS on granting of an organising permit is laid down by CARS.

4.6 Supplementary Regulations

Competitions sanctioned by CARS must be run in compliance with the rules and provisions provided by CARS. However, organisers must provide for every National or Regional Championship competition a set of Supplementary Regulations which need not repeat and may not, under any circumstances, conflict with these GCRs and other CARS National Rally Regulations unless approval for specific exemptions has been given as per CARS GCR 1.9. The Supplementary Regulations must contain the following information:

a) The name and nature of the proposed competition(s);
b) The name and address of the promoters and/or organisers;
c) An announcement that the proposed competitions(s) will be "Held under the CARS Rally General Competition Rules, the National Rally Regulations and/or the Regional Rally Regulations" as applicable;
d) The place, date and times of the event;
e) The dates of opening and closing of entries and how and where they shall be made;
f) The amount of the entry fee and any other fees (organizer supplied course notes);
g) The names of the Steward(s) of the Event and other officials if available;

h) All such other information and requirements as shall from time to time be specified in the relevant CARS National and/or Regional Rally Regulations.

4.7 Alteration of Supplementary Regulations

No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:

a) By an event bulletin approved by the Senior Steward or;
b) CARS and all competitors already entered agree to the alteration or;
c) The Steward(s) of the Event so decide for reasons of safety or force majeure or;
d) The Steward(s) of the Event so authorise under exceptional circumstance.

4.8 Contents of Program

If a program, spectator guide or similar document is published, it shall contain the following information:

a) A statement that the event is held under the Rally General Competition Rules of CARS;
b) The name of the Promoters and/or Organisers;
c) The place and date of the event;
d) A short description and schedule of the proposed competition;
e) A description of the arrangements for spectators.

4.9 Entry

An entry made and accepted in accordance with these GCRs and any relevant Supplementary Regulations is a contract between a competitor and the promoters or organisers by which the competitor agrees to take part in the competition entered unless prevented by force majeure and the organisers agree to comply with the conditions of entry provided that the competitor has made every effort to take part in the event. A breach of such contract may be treated as a breach of these GCRs.

4.10 Withdrawal

An entry may be withdrawn:

a) without penalty, up to 48 hours before the start of registration;
b) with up to 25% of the entry fee in penalty, less than 48 hours before the start of registration (percentage at the organiser's discretion);
c) with up to 100% of the entry fee in penalty after the opening of registration (percentage at the organiser's discretion).

The withdrawal shall be made in writing by electronic means or by telephone. An entrant or competitor accepted to take part in a competition who withdraws other than in the above manner or who does not take part in that competition but takes part in another on the same day may be held in violation of these GCRs.

4.11 Contents of Entry Form

Entry forms shall contain the following:

a) Space for the full names and address of entrants and competitors;
b) Space for the signature of the entrant and competitors;

c) The following statement: "If an entrant or competitor is under the legal age of majority, this form must be countersigned by the appropriate parent or guardian;
d) A statement to the effect that the event is held under the Rally General Competition Rules of CARS;
e) Any other information required by the Supplementary Regulations to be stated on the form;
f) Every entry form shall contain the following statement which every entrant and competitor shall agree to by signing the entry form before being allowed to take part in any competition:

"I have read the CARS Rally General Competition Rules, the CARS Rally Regulations and all other regulations in effect for this event and agree to abide by and be bound by such rules and regulations. I further agree to ensure that the competitors nominated by me and all crew members are similarly acquainted with these rules and regulations and agree to abide by them and be bound by them".
"The entrant, in signing this entry form and agreement and in consideration of the right to enter and compete in the event, agrees to participate in the event at his/her own risk. The entrant further agrees that he/she, the competitors, and all crew members shall execute a release agreement prior to their admission to the event."
In the case of an event taking place wholly or partly on the public roads or highways, the entry form shall also include the following:
"I declare that the use of the vehicle hereby entered is covered by insurance as required by (the appropriate highway traffic act), which is valid for such parts of this event as shall take place on roads as defined in that Act."

4.12 Closing of Entries

The date(s) and time for the closing of entries shall be specified in the Supplementary Regulations for the event.

4.13 Entry Containing a False or Incorrect Statement

An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these GCRs. The entrant may also be subject to entry fee forfeiture.

4.14 Refusal of an Entry

In the case of an entry for a competition being refused by the organising committee, the latter must notify the applicant of such refusal stating the grounds for such a refusal. If an advance entry for any competition is refused, notification of such refusal shall be sent to the entrant by telephone, by electronic means and/or by mail at the address given on the entry form as soon as possible and at least five days before the event. In the case of late entries or entries received at the event, the entrant shall be notified of a refusal immediately upon the entry being received.

4.15 Conditional Acceptance of Entry

Supplementary Regulations may provide that entries may be accepted under certain clearly stated conditions. Conditional acceptance shall be notified to the entrant by letter, telephone or electronic means not later than the date following the closing of entries. If the number of entries exceeds the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall

be selected in the manner specified by the Supplementary Regulations. If no manner is specified, they shall be selected as the organisers shall decide.

4.16 Change of Vehicle

Subject to anything to the contrary in the applicable regulations, after the publication of the program the Steward(s) of the Event may authorize the substitution in an event of a vehicle different from that specified on the entry form, provided that the Supplementary Regulations are complied with in all other respects.

4.17 Instructions to Competitors

Instructions to competitors may be issued to deal with particular points arising after the issue of the Supplementary Regulations, but if and so far as such instructions are contrary to these Rally GCRs, other applicable regulations or the Supplementary regulations, they shall be null and void, unless authorized by the Steward(s) of the Event.

4.18 Insurance

a) CARS require that all CARS Regions and member clubs have both General Liability and Directors' and Officers' Liability insurance coverage and that all events have an event insurance coverage as provided for by the CARS group insurance package. For further details, contact the CARS National office.
b) It is a condition of the CARS group insurance package that waivers in the form specified by the insurance company must be signed by all persons who participate in an event as a worker, official, competitor, service crew or who are permitted to enter areas normally closed to the public or spectators.

4.19 Publication of Results

Organisers of events shall make Official Results as detailed in CARS NRR 20.5.

4.20 Payment of Prize Money and Presentation of Awards

The organisers shall distribute all prize money to the entrants as promptly as possible after the official results of a competition shall have been arrived at, or within such period as CARS shall allow. Any awards shall be presented within a like period unless the Supplementary Regulations specify a particular date or occasion for presentation.

5 COMPETITORS

5.1 LICENCING OF COMPETITORS

Every person competing in an event held under CARS sanction shall be in possession of a current, valid competition licence of the grade required for that type of event.
The CARS Board of Directors may authorise specific events or types of events for which a competition licence is not required.

5.2 GRANT OF LICENCE

Application for and the granting of a licence shall be governed by the conditions laid down in the current CARS National Rally Regulations. The holding of a licence by an individual is a privilege and not a right. A licence issued by CARS may, for sufficient cause, be withdrawn or suspended at any time.
A CARS issued licence shall be suspended by failure to pay a CARS levied fine within the specified time period or by failure to pay outstanding fees to an event and shall remain until all payments are received.

5.3 RIGHT TO HOLD A LICENCE

The principle that will apply in all cases is that any applicant who qualifies for a licence within these GCRs and the National Rally regulations shall be entitled to such a licence.

5.4 PERIOD OF VALIDITY OF LICENCE

Licences shall be valid from the date of issue to the end of the current calendar year, or such other date(s) CARS may specify.

5.5 LICENCE FEES

For a licence to be granted by CARS, a fee shall be payable to CARS in accordance with a scale laid down from time to time.

5.6 VALIDITY OF LICENCE

a) A CARS licence is valid for CARS sanctioned events.
b) A competitor's licence shall be signed in ink by the holder on receipt and shall not be valid until so signed.
c) An International Rally Licence issued by an ASN along with a CARS permit to compete shall make the holder eligible to enter, compete and score championship points in all competitions organized under the permit of CARS, subject to the right of refusal by the organizer and limits imposed by region regulations for eligibility requirements in regional events.
d) A licence granted by CARS does not constitute a certificate of competency of the holder. No licence holder, though holder of such a licence, who is suffering from any disability, permanent, temporary, or otherwise, which prejudicially affects the normal control of his/her facilities shall compete in any event. Provided that where a licence holder is suffering from a permanent disability, the nature of which he/she has declared to CARS who have nevertheless issued a licence, such disability shall not debar the licence holder

from competing in an event in compliance with any conditions endorsed on his/her licence.

e) If the holder of a Driver designated licence granted by CARS is, during the currency of such licence, disqualified from holding a licence to drive vehicles on the highways in any province or territory of Canada, then his/her licence granted under these GCRs shall become null and void and shall forthwith be returned to CARS. The CARS Board may, upon application by the licensee, consider the circumstances under which the disqualification was ordered and, if it thinks fit, authorise the reissue of such competitor's competition licence.

f) For CARS events which require a competitor to hold a competition licence, residents of Canada must hold a licence issued by CARS.

5.7 Production of Licence

A competitor at an event shall produce his/her licence on demand to an official of that event.

5.8 Medical Responsibility of Competitors

It is the responsibility of the competitor applying for a competition licence to complete a medical self-declaration confirming their fitness to compete.
Any licence holder who suffers injury or illness that affects his/her medical fitness to participate in events, while holding a competition licence shall re-submit a self-declaration confirming their fitness to continue competing, before any further competition.

5.9 Assumed Name

If a licence is required in an assumed name, special application therefor shall be made to CARS which may, if it thinks fit, issue a licence in such name. A person granted a licence in an assumed name shall, so long as he/she holds a licence in that name, not take part in any competition except under the name shown on the licence.

5.10 Responsibility of Entrant, Competitors or Others

The entrant shall be responsible for:

a) All acts or omissions on the part of his/her competitors, or service crew, but each of these shall also be responsible for any infractions of these Rally GCRs, CARS Rally Regulations, Supplementary Regulations or instructions to competitors;

b) Beyond what insurance coverage the event may have in place for medical and fire, user fees for responders (Medical, Fire, Recovery) are the responsibility of the entrant;

c) (Exception) Any equipment installed in a competitor's vehicle by media or provided/installed by the event is at the media or event's own risk.

5.11 Alcoholic Beverages

Consumption of alcoholic beverages by any competitor, entrant, service crew member, event worker or official before the end of any day's competition activities at an event is expressly forbidden. Each entrant or competitor shall be responsible for the conduct of his/her crew. Any competitor, crew member or official who has consumed any alcoholic beverage before the end of the day's competition activities shall

not participate nor shall he/she be present or remain in any area likely to cause embarrassment to any competitor, crew member, organiser or official. The Steward(s) of the Meeting may prohibit any individual suspected of being under the influence of alcohol from competition/participation in the event and further disciplinary action may be taken by CARS.

5.12 Marijuana/Marijuana Products

The use of marijuana or marijuana products by any competitor, event worker, or official prior to the event whereby they may still be under the influence of the substance or during a CARS event, is specifically forbidden. Each entrant or competitor shall be responsible for the conduct of his/her crew. Any competitor, crew member or official who has used marijuana or marijuana products before the end of the day's competition activities shall not participate nor shall he/she be present or remain in any area likely to cause embarrassment to any competitor, crew member, organizer or official. The Steward(s) of the Meeting may prohibit any individual suspected of being under the influence of marijuana or marijuana products from competition/participation in the event and further disciplinary action may be taken by CARS.

5.13 Narcotics and Dangerous Drugs

The use of any narcotic or dangerous drug by any competitor, service crew member, event worker or official prior to or during a CARS event, is specifically prohibited. The Steward(s) of the Meeting may prohibit any individual suspected of being under the influence of any narcotic or dangerous drug from competition in that event and further disciplinary action may be taken by CARS.

5.14 Competitor Review

The Regional or National discipline directors are authorised to convene a court to review a competitor's conduct, car legality, competition record and/or other matters. Such a court shall have the power to invoke penalties as specified in these GCRs and may revoke licences. The driver shall have the right to appeal this court decision as specified in these GCRs.

5.15 Conduct of Entrants, Competitors and Crew

Every entrant, competitor or crew member at a CARS sanctioned event shall be bound by the CARS Code of Conduct and shall conduct himself/herself according to the highest standards of behaviour and sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of CARS or to the automobile sport. Failure to do so may be treated as a breach of these GCRs.

6 OFFICIALS AND THEIR DUTIES

6.1 OFFICIALS

6.1.1 Event Officials

The staff of officials whose duty it is to direct and control the competition shall be:

- Organiser/Coordinator,
- Clerk of the Course,
- Chief Control Marshal,
- Chief Scorer,
- Chief Scrutineer,
- Stage Captains/Commanders,
- Registrar,
- Chief of Security (Safety Officer),
- Chief Radio Marshall (or Chief Communications Officer).

Event Officials may have assistants to whom any of their duties may be delegated.

6.1.2 CARS Officials

Those, when present at a CARS sanctioned event, who will be designated as an official and may have a supervisory role during the competition. These officials may have additional specific duties and authority at an event as outlined in these GCRs and/or the National Rally Regulations.

- Steward(s) of the Event,
- President,
- National Series Manager,
- Technical Director,
- CARS Directors (non-competing),
- CARS National Scrutineer.

6.2 STEWARDS

6.2.1 Required Stewards

At least one CARS appointed Steward must be available for all or part of each CARS sanctioned performance rally competition. CARS Steward(s) may also be appointed for navigational events. For National championship events, at least two stewards shall be appointed.

6.2.2 Assignment

All Stewards are CARS officials and, as such, receive assignments from:

a) for national events, report to the National Series Manager;
b) for regional events, report to the CARS region Director.

6.2.3 Authority & Duties of the Stewards

The Steward(s) of the Meeting shall be responsible solely to CARS for enforcing compliance with the regulations governing the event.
The Steward(s) shall settle any claim which might arise during an event, under reserve of the right of appeal.
When CARS has appointed more than one Steward(s) of the Meeting, such Steward, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards of the Meeting who shall act as a committee. The Senior Steward is, in particular, responsible for assigning stewarding duties, planning and holding meetings and for ensuring that the event report is prepared and submitted on time.
The Stewards of the Meeting have power in accordance with these GCRs to:

a) Settle any protest or dispute arising during an event, subject to the right to appeal;
b) Inflict penalties of reprimand, fine, time or exclusion (Note: The organizer or their designate may request the Stewards assign administrative fines -late arrival at Parc Fermé or speeding fines in transits/reconnaissance, etc. via a notice posted on the official notice board see also CARS GCR's 7.5-7.7);
c) Prohibit from competing any competitor or any vehicle which they consider to be dangerous;
d) Exclude from any one competition or from the event any competitor who, or any vehicle which, they consider as ineligible to take part therein, or whom they consider guilty of misbehaviour or unfair practice;
e) Penalise and/or order the removal from the rally and its precincts any competitor who refuses to obey the order of a CARS or Event official;
f) In case of force majeure or for reasons of safety either postpone, abandon, or stop an event or stage. If a stage is interrupted, the Steward(s) may order the stage to be scored as provided for in NRRs. If an event is stopped, the Steward(s) may declare it "no contest" and arrange for the event to be restarted or alternatively declare the stage cancelled or the event concluded and determine the results based on the positions of the competitors at that time;
g) Render judgements or dispositions as required by the National Rally Regulations;
h) Appoint a temporary substitute or substitutes to replace any Steward not able to perform his/her duties;
i) Enquire into allegations of reckless driving and, if appropriate, penalise the individual and/or refer the matter to CARS for hearing;
j) Authorise amendments to the Supplementary Regulations for reasons of safety or force majeure;
k) Authorise the change of one of: the driver, co-driver or vehicle in a performance rally, up to one hour prior to the First Car Due start time at the first-time control of the rally;
l) Authorise the modification of the position of the starting or finishing lines of a stage or the alteration of the schedule at the request of the organiser where necessary to ensure reasonable safety for competitors and spectators;
m) Authorise the amendment of the results of a competition based on a correction by the Chief Scorer to take into account a penalty assessed against a competitor.

6.2.4 Steward's Report

As soon as practicable after the conclusion of an event, the Senior Steward shall compile, sign and send a Steward's report to:

a) The organiser;
b) The CARS Regional Director;
c) The CARS National Office (regional or national performance rally events);
d) The CARS President (regional or national performance rally events);
e) The National Series Manager (in the case of a national performance rally event).

The report must give the results, together with particulars of all protests lodged, action taken thereon and penalties imposed together with recommendations in respect of such cases.
The report shall also contain the Steward's general comments on the organisation of the event and the exercise of their own powers in relation thereto and any other observations as to the conduct of the event which they consider should be made to CARS.
The report shall also contain a copy of the senior steward's instructions to the organiser and details of all accidents in which personal injury or property damage are believed to have occurred, detailing names of those involved.

6.3 JUDGES OF FACT

6.3.1 Persons at an event who are deemed to be judges of fact:

- Event Officials as listed in CARS GCR 6.1.1,
- CARS Officials as listed in CARS GCR 6.1.2,
- Observation Control Marshals,
- Start Line Marshals (for false start infractions),
- Other Event Marshals as identified in the event's supplementary regulations.

6.3.2 Judges of fact may perform one or more of the following:

a) Report violation of Parc Fermé rules (including control and re-fuelling zones), false start, shortcutting a stage or chicane infractions;
b) Report a) improper procedure infractions (See CARS NRR 17.3) or b) any violations at an Observation Control;
c) Report some other fact of the same type as laid down in the Supplementary Regulations.

Using the Judge of Fact report, (available online Organizer Documents) the judge of fact is to make his report and submit it to the organizer as soon as practical.
Upon receiving the Judge of Fact report, the organizer shall review the report and decide to a) allow the Judge of Fact to correct the report, b) accept the report or c) reject the report. The organizer will respond on the form his/her decision, any penalty to be applied or action required. The form, with the organizer's response, is to be posted on the notice board by the steward(s).

6.3.3 A protest may be made against the decision the organizer makes regarding a Judge of Fact report.

6.4 NATIONAL SERIES MANAGER

The National Series Manager is appointed by the CARS Board and reports directly to and works under the direction of the CARS President. The National Series Manager is responsible for the management of the Canadian Rally Championship in respect to the following:

a) Co-ordination marketing, advertising and sponsorship aspects developed by the CARS Sponsorship Committee;
b) Television;
c) Media promotions;
d) Ensuring uniform standards for the series from event to event;
e) Co-ordination with event organizers regarding supplementary regulations and event safety plans;
f) Co-ordination with CARS Technical Director regarding series scrutineering program;
g) CARS regulation sets.

6.5 TECHNICAL DIRECTOR

The CARS Technical Director is appointed by the CARS Board and reports directly to and works under the direction of the CARS President. The Technical Director is responsible for the management of technical matters in terms of competitor personal safety and vehicle eligibility for CARS sanctioned rallies in respect to the following:

a) Research and development of vehicle eligibility, including establishing future direction;
b) Manage the National Scrutineer and scrutineering process to ensure uniform standards across the country;
c) Development and implementation of a scrutineering program for the Canadian Rally Championship;
d) Management of the rule change process;
e) Management and publication of CARS regulations.

The CARS Technical Director has the authority to make a final decision regarding eligibility of a vehicle or vehicle component or system. Any decision made by the Technical Director while at an event under the control of a Steward(s), shall be subject to the protest and appeal processes set out in these regulations for that event, but shall be final upon conclusion of the event unless successfully protested or appealed.

6.6 NATIONAL SCRUTINEER

The CARS National Scrutineer is appointed by the CARS Board and reports to the CARS Technical Director. The National Scrutineer will be expected to attend all CRC events to represent the CARS technical position and support consistent interpretation and application of the technical rules.
The CARS National Scrutineer will support the event Chief Scrutineer and his team by providing guidance and assistance with the scrutineering process, technical rules interpretation, class interpretation and compliance.

a) Support the Chief Scrutineer with technical inspection;
b) Support the Chief Scrutineer with re-inspection of vehicles re-starting the rally after repairs or an incident involving the vehicle;
c) Provide technical rulebook interpretations;
d) Rule on technical rule and class compliance.

7 PENALTIES

7.1 BREACH OF GCRS

Any of the following offences, in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these GCRs:

a) Bribery or attempt to bribe anyone connected with the competition and the acceptance of, or offer to accept, a bribe;
b) Any action having as its objective participation in the competition of a person or vehicle known to be ineligible;
c) Any fraudulent proceeding or act prejudicial to the interests of CARS or of automobile competition generally;
d) Competing for, accepting, or offering to accept, or advertising an award, in the nature of a title or championship, in respect CARS sanctioned events unless such award is recognised by CARS;
e) Reckless or dangerous driving;
f) Failure to obey directions or orders of Event or CARS officials;
g) Refusing to co-operate with, interfering with, or obstructing the actions of the Steward(s) of the Meeting or courts in the performance of their duties;
h) Abusive language or behaviour within the area under control of the organising club;
i) Failure to honour a cheque payable to CARS, a CARS Club or event organiser.

7.2 PENALTIES FOR DISQUALIFICATION OR SUSPENSION BY OTHER DISCIPLINE OR SANCTIONING AUTHORITY

Any person or body who shall become disqualified or suspended by the governing body of any other discipline or sanctioning authority recognised by CARS will be subject to review and CARS reserves the right to recognize and apply that sanction in regard to:

a) Holding a CARS competition licence;
b) Holding any official appointment in connection with CARS or in connection with any competition;
c) Being eligible for participation in competitive events;

for such time as CARS may deem fit.

7.3 PENALTIES

Any promoter, organiser, official, competitor, entrant, or other person or organisation committing a breach of:

a) these GCRs;
b) the CARS code of conduct;
c) regulations applicable to an event;
d) conditions attached to an organising permit;
e) instructions to competitors or;
f) event supplementary regulations;

may be penalised as hereinafter provided.

7.4 Imposition of Penalties

Penalties may only be assessed by the Steward(s) of the Meeting or other CARS appointed judicial body. The penalties which may be inflicted are, in order of increasing severity, as follows:

a) Reprimand (which may be verbal or written);
b) Fine;
c) Penalty of time;
d) Exclusion from a competition or event;
e) Loss of accrued points;
f) Suspension;
g) Disqualification.

7.5 Sentence of Reprimand or Fine

A reprimand or a fine may be imposed by CARS or by the Steward(s) of an Event. The maximum amount of a single fine is $2,500. A fine may be inflicted on any entrant, competitor, crew member or passenger who does not comply with the requirements of any regulation or with any instruction of the officials of the meeting.

7.6 Time Limit for Payment of Fines

Fines shall become due and payable seventy-two hours after being assessed. Any delay in making payment may entail suspension for the period during which a fine remains unpaid (See 5.2).

7.7 Allocation of Proceeds or Fines

The proceeds from all fines, forfeited protest fees and appeal fees resulting from National events shall be remitted to CARS National Office. The proceeds will be used by the CARS Board for the use of promotion and organisation of National Rally Championship Events. Where the highest status of the event is regional, proceeds shall be remitted to the particular Region Office for use by the CARS Regional Director in the promotion and organisation of Regional Championship Events.

7.8 Penalty of Time

A time penalty may be imposed by the Steward(s) of the Event on any competitor who does not comply with the requirements of any regulation or with any instruction of the officials of the meeting. If the penalty is assessed during the running of the competition, written notice of the penalty must be given to the entrant or competitor as soon as practical. Supplementary Regulations may specify the amount of penalty for certain infractions.

7.9 Sentence of Exclusion

A sentence of exclusion may be pronounced by the Steward(s) of an Event or by CARS and may be retroactive. Before imposing a sentence of exclusion, the Steward(s) of the Event or CARS, as the case may be, must summon the party concerned before them and afford him/her the opportunity of giving his/her own evidence. If the hearing is to be held at an event, officials must deliver written notice personally to the party concerned or the entrant. If the hearing is to be held at a later date, the summons may be delivered personally or by electronic means and must give reasonable notice and a reasonable opportunity for the party concerned to attend. A person, body or vehicle shall be liable to sentence of exclusion:

a) If shown to have been forbidden by the proper authority to take part in the event, or;

b) Having taken any part in any competition, if shown to have been ineligible to do so, to have been eliminated therefrom or to have been forbidden by the proper authority to participate in the event;
c) If considered by the Steward(s) of the Event or the officials to be guilty of misbehaviour, unfair practice or a violation of regulations.

Any entry fee paid by or in respect of the person, body or vehicle sentenced shall be forfeited to the organisers or promoters.

7.10 Loss of Accrued Points

Loss of accrued points may be imposed by CARS. Such loss may be recommended by the Steward(s) of the Meeting or other CARS court.

7.11 Sentence of Suspension

a) A sentence of National Suspension may only be pronounced by CARS and shall be reserved for grave offences;
b) A person, body, vehicle or make of vehicle shall be subject to suspension when, for a certain period, forbidden by the proper authority to take part in any competition within the territory of CARS: in the case of a sentence of National Suspension or, within any country represented on the FIA in the case of International Suspension;
c) Suspension shall render void any entry made for a competition taking place during such suspension and any entry fee paid or payable shall be forfeited to the organisers or promoters;
d) Where a sentence of National Suspension relates to a competitor or driver, he/she shall immediately send his/her licence to CARS. The licence shall be retained by CARS until the suspension expires;
e) Delay in handing in a licence in accordance with paragraph d) of this rule shall automatically result in the extension of the suspension by a period equal to the delay;
f) Before imposing a sentence of suspension, the party concerned must be summoned either personally, in writing, or by electronic means giving reasonable notice and reasonable opportunity to attend a hearing at which he/she will be afforded the opportunity of presenting his/her own evidence or calling witnesses in defence or mitigation.

7.12 Sentence of Disqualification

a) A sentence of National Disqualification may be pronounced by CARS and shall be reserved for exceptionally grave offences;
b) A person, body, vehicle, or make of vehicle shall be subject to disqualification when expressly forbidden by the proper authority to take part in any CARS competition whatsoever;
c) Where the sentence of disqualification relates to a competitor or driver, he/she shall immediately return his/her licence to CARS;

d) Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the promoters or organisers;
e) Before imposing a sentence of disqualification, the party concerned must be summoned to a hearing either personally, in writing, or by electronic means giving reasonable notice and reasonable opportunity to attend a hearing at which he/she will be afforded the opportunity of presenting his/her own evidence or calling witnesses in defence or mitigation.

7.13 Statement of Reasons for Suspension or Disqualification

In notifying sentences of suspension or disqualification to other sanctioning bodies, reasons for inflicting such a penalty may be given.

7.14 Suspension or Disqualification of Vehicles

A sentence of suspension or disqualification may be pronounced on either a particular vehicle or on a make of vehicle.

7.15 Loss of Award

Any competitor who may be excluded, is suspended or disqualified in any competition shall there by forfeit all rights to awards in that competition.

7.16 Amendment of Placings and Awards

In cases of exclusion, suspension or disqualification, the Steward(s) of the Meeting or the body imposing the penalty shall declare the resulting amendment to the placing's and awards and they shall decide whether the next competitor in order (after those placed) shall be advanced.

7.17 Publication of Penalty

a) CARS shall have the right to publish or cause to be published a notice stating that it has penalised any person, body, vehicle or make of vehicle and, if it so desires, the reasons therefore;
b) The person(s) or body referred to in such notice shall have no right of action against CARS, another sanctioning body or against any person publishing or printing the notice and may incur disqualification if such action is taken.

7.18 Remission of Sentence

CARS shall have the right to remit the unexpired term of a sentence of National Suspension or Disqualification inflicted under these GCRs on such conditions (if any) as it may think fit.

8 GRIEVANCE PROCEDURES - INQUIRIES

8.1 GRIEVANCE PROCEDURE PROTOCOLS

CARS has provided a three-part mechanism for resolving grievances that may arise in a competition (see also CARS GCR 1.4). It consists of three levels which are detailed in sections 8, 9 & 10 respectively.
The grievance procedure always starts with an inquiry followed by a protest if applicable, and finally an appeal if applicable.
The inquiry level is where competitors, who have questions about an issue arising at an event, seek remedy from the organizers.

8.2 CONCLUSION OF GRIEVANCE PROCEDURES AT AN EVENT

The grievance proceedings at the finish of a rally have concluded when:

8.2.1 Each inquiry posted on the Official Notice Board has been responded to or marked "rejected" and 20 minutes have elapsed since the reply was posted or the inquiry marked "rejected";

8.2.2 Each protest has been heard at a protest meeting and the decision has been deferred or the decision has been posted and 30 minutes have elapsed since the decision was posted;

8.2.3 All competitors have checked in at the finish and 20 minutes have elapsed since the time-in of the last vehicle or 20 minutes have elapsed since the maximum lateness for the last vehicle to arrive at the finish;

8.2.4 The scores have been posted according to CARS NRR 20.1. The modifications resulting from all posted decisions have been made to the scores and 20 minutes have elapsed since any score has been posted or modified;

8.2.5 The organiser, the Stewards and the scorers must remain at the finish of the rally until the grievance proceedings have finished.

8.3 SUBMITTED TO STEWARD OF THE EVENT

A steward of the event or an official appointed for the purpose shall be available at the start and finish of the event to receive inquiries. He/she shall also be available at the end of any leg of the rally to receive inquiries. Inquiries shall be processed according to the appropriate regulations for the event.

8.4 TIME LIMITS FOR SUBMISSION OF INQUIRIES

Time limits for submission of inquiries are:

a) Any inquiry by a competitor concerning eligibility of other entrants or their vehicles must be submitted within 20 minutes of the close of registration or scrutineering, whichever is later;
b) Any inquiry by a competitor concerning the accuracy of a marshal's watch must be submitted within 20 minutes of the competitor's time in at the finish of the rally;

c) Any inquiry from a competitor concerning a mistake or irregularity occurring during the rally or which only becomes evident during the rally, must be submitted within 20 minutes of the competitor's time in at the finish of the rally;
d) Any inquiry from a competitor concerning calculations of a score must be submitted within 20 minutes of the time the score was posted or modified;
e) The senior steward may grant an extension to a competitor's allowable time to submit an inquiry in order to make it physically possible for the competitor to submit the inquiry.

8.5 TYPES OF INQUIRIES

All Inquiries must be written on the official CARS Inquiry Forms obtained from the steward(s) or an official appointed for the purpose. Once filled in, the Inquiry Form is to be given to the steward who will record the time the inquiry was received and give it to the Clerk of the Course or event official appointed for responding to inquiries. A copy of the inquiry is to be posted on the event's official notice board by the steward(s).

8.6 REPLIES TO INQUIRIES

a) The reply to an inquiry must be submitted to the steward before the due time of arrival of the first vehicle at the finish of the rally or within 30 minutes of the time the inquiry was posted, whichever is later and must contain the reason(s) for the decision(s);
b) The reply to an inquiry shall state specifically what changes are to be made to the scores as a result of the inquiry. If the answer affects the necessity to alter the scoring of the event, one copy of the reply shall be given to the scorer;
c) The senior steward may grant an extension to the allowable time to reply to an inquiry in order to make it physically possible to prepare the reply;
d) If the senior steward believes that sufficient extension has been granted to the allowable time limit to reply to an inquiry or if the inquirer so requests, the senior steward shall retrieve the inquiry, mark it "void", mark the time on it and post it. (It should be noted that in so doing, the steward voids the competitor's opportunity to have the inquiry answered by the organiser.);
e) Any inquiry that is not answered within the 30-minute time limit (unless the time limit has been extended by senior steward) shall be retrieved by the steward, mark the inquiry "rejected" and the time on it and post the voided inquiry on the notice board.

9 GRIEVANCE PROCEDURES - PROTESTS

9.1 PROTESTS

Protests are the second level of the grievance procedures where grievances are heard and responded to by the Steward(s) of the event and not the organizers.

9.2 RIGHT TO PROTEST

a) The right to protest lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of a promoter, organiser, official (but Stewards), competitor or other person connected with any competition in which he/she is or has been taking part, except that there shall be no right to protest refusal of entry;
b) Nothing in this Rule shall affect or prejudice the right and duty of any official acting in his/her official capacity to take such action as he/she may deem proper in any circumstances, regardless of a protest having been lodged;
c) Protest decisions of the Steward(s) in the exercise of their duties will not be accepted.

9.3 SUBMISSION OF A PROTEST

Every protest shall be in writing and signed by the competitor making the protest. The stipulated protest fee should accompany the protest or arrangements acceptable with the stewards to get the funds to the CARS office within seven days. Unless otherwise decided by the Steward(s) because of exceptional circumstances, the protest fee shall be forfeit if the protest is not upheld.

a) If the reply to an inquiry or a Judge of Fact Report is unsatisfactory to a competitor or if the inquiry is marked "void", the competitor may submit a protest concerning the same matter as the inquiry within 30 minutes after his/her time in at the finish of the rally or within 30 minutes after the time the reply was posted or the inquiry marked "void", whichever is later;
b) If the scores are not posted at the finish of the event and a competitor believes that the provisional results sent out by the organizer, contain an error that has been made in the calculation of a score may submit a protest concerning the error by electronic means to the Senior Steward (copying the organizer) so that it will be received before the deadline for the protest meeting as indicated in the provisional results. (The protest fee will be waived for scoring issues.) The protest must include a full statement to support the protest;
c) If the Steward's decision on a protest considered at the finish of the rally is deferred, a competitor, who believes that an error has been made in the revision of a score as a result of the deferred decision, may enter a protest concerning the error by electronic means as described in section (b) above;
d) If the decision of an appeal board modifies scores, a competitor, who believes that an error has been made in the revision of a score as a result of that decision, may enter a protest concerning the error by electronic means as described in section (b) above.

9.4 ADJUDICATION OF PROTESTS

Any protest arising out of an event shall be adjudicated by the Steward(s) subject to the rights of appeal provided in these GCRs.

9.5 Hearing of Protests

The hearing of a protest shall take place as soon as practical after lodging of the protest. All parties concerned shall be given adequate notice by the Steward(s) of any protest. They shall be entitled to call witnesses, but shall state their case personally (in the case of a company, by an officer of that company) unless prior consent has been granted by the Steward(s) to representation by another person. If the concerned persons or their representatives fail to attend the hearing, judgement may go by default. Before giving a judgement in default of appearance, the Steward(s) must be satisfied that the party concerned is aware of the time, date and place of hearing or has been summoned to appear. In the case of an equality of votes in a panel of Stewards, the Senior Steward shall cast the deciding vote. If judgement cannot be given immediately after hearing of the parties, they must be advised of the time and place at which the decision will be given. Judgement of the Steward(s) shall be written and copies made available to interested parties and to CARS. The judgement shall state concisely the decision of the Steward(s) and the reasons therefor.

9.6 Protest Meetings

If any protest is submitted as specified in section 9.3a) of these GCRs, a protest meeting must be held at the finish of the rally:

a) Upon receiving the protest, the Steward(s) shall verify that the protest has been properly submitted and then post it on the Official Notice Board. Within 30 minutes of the posting of the protest, a notice detailing the time and location of the protest meeting shall be posted;

b) The protest meeting shall not be held sooner than 20 minutes after the notice of protest meeting is posted;

c) During the protest meeting, all persons wishing to present evidence shall be allowed to do so;

d) Following the protest meeting, the Steward(s) shall prepare a reply and post it on the Official Notice Board:

- If the Steward(s) has reached a decision, the reply shall contain the decision and shall state specifically what changes are to be made to the scores as a result of the decision. The organiser shall obtain a copy of the decision and give it to the scorers;
- If the Steward(s) wishes to obtain further evidence (e.g.: on the route), the reply shall state that the decision has been deferred.

e) Any decision deferred as above must be presented or sent by electronic means to the organiser within 48 hours after the finish of the rally for inclusion in the provisional results and shall state specifically what changes are to be made to the scores as a result of the decision;

f) If the scores were not posted according to CARS NRR 20.1 or if a protest decision was deferred or if the decision of an appeal board has modified the scores, the date of a protest meeting to hear protests submitted by electronic means shall be included in the

provisional results. The protest meeting shall be held via conference call within 7-10 days of the distribution of the provisional results and shall be closed (i.e. only the stewards shall attend);

g) At the protest meeting, the Steward(s) shall first verify that each protest received was properly submitted with the fee and then rule on it. The decision of the Steward(s) shall be sent by electronic means or presented to the organiser within 24 hours after the meeting and shall state specifically what changes are to be made to the scores as a result of the decisions. The organiser shall then issue via electronic means, another set of provisional results.

9.7 Distribution of Prizes

The distribution of prizes shall not commence until the results are final or unless the award winners will not be affected by any pending protests or appeals:

a) Where a protest is lodged, the distribution of a prize must, if the entitlement to the prize may be affected by the decision of the stewards; be withheld until the protest has been adjudicated and either the results of any possible appeal arising out of such adjudication are known or the time limit for notice of appeal has expired without notice of appeal having been given. The list of awards insofar as it relates to such a prize, must be declared to be provisional;

b) If after the distribution of prizes, a decision is made pursuant to these GCRs which affects the results of a competition any competitor to whom a prize has been awarded, but who is adjudged to be ineligible shall return such prize to the Promoters or Organisers on demand.

9.8 Re-run

Neither the Steward(s) nor CARS shall have the power to order a competition to be re-run.

9.9 Judgement

All parties concerned shall be bound by the decision given subject only to appeal as provided in these GCRs.

9.10 Ill-founded and Vexatious Protests

If a protest is adjudged not to be well-founded, the protest fee will be forfeited;
If it is proved to the satisfaction of the Steward(s) that the author of the protest has acted in bad faith, he/she may be further penalised.

9.11 Steward(s)

a) The term Steward(s) used in connection with protests shall mean suitably qualified person(s) who has been named to such position by CARS.

b) It is not interpreted by these GCRs that the Steward(s) must be present for the whole of the event, but he/she must be present at the time and place (or places) designated for the hearing of protests. A Steward(s) who sits in judgement of protests must not have

acted in any official capacity at the event where executive power (other than as a Steward) was a part of his/her office.

c) The number of Stewards that shall judge a protest is as follows:

- Three Stewards for an International event;
- A minimum of two Stewards for a National event;
- The number of Stewards assigned for a Regional or lesser event.

The above requirements, 9.11c, apply even if a greater or lesser number of Stewards may have been present for all or part of an event.

9.12 PROTEST FEES

a) The protest fee shall be:

- International rallies $1000,
- National rallies $250,
- Regional and lesser rallies $100.

b) The protest fee must be held by the Steward(s) until the time limit for appeal has expired.

c) Costs may be assessed by the Steward(s) against the protestor, the protester and/or the organising club.

10 Grievance Procedures - APPEALS

10.1 Appeals

Appeals are the third level of the grievance procedures and are heard and responded to by an appeal board appointed by the CARS Board and not the organizers or stewards of the event.

10.2 Right of Appeal

a) Any person (or body) shall have a right of appeal against a sentence or other decision pronounced on them by the Steward(s). (For the time limits within which appeals must be made and the method by which to appeal see CARS GCR's 10.4 and 10.6).
b) An appeal from a decision of the Steward(s) shall be heard and judgement shall be given by a CARS Appeal Board.

10.3 Jurisdiction of the Appeal Board

a) No members of an appeal board may sit on a hearing who may have taken part as competitors, officials, organisers, promoters or sponsors in the competition concerning which a decision is to be given or may have already participated in a decision on the affair in question or who may have been directly or indirectly concerned in the matter under consideration.
b) Except as provided under CARS GCR 10.30 of this section, a Regional Appeal Board is intended to constitute a final court of appeal empowered to settle finally any dispute arising out of or in connection with the control of automobile competitions within that Region that are conducted under a Regional, Club, or lesser permit.
c) The decision of a Regional Appeal Board may only be appealed to a National Appeal Board with the sole consent of the CARS Board. The determination as to whether a National Appeal Board is warranted shall be made by the CARS Board and such decision shall be final and not subject to protest or appeal. No reason need be given for such decision.
d) A National Appeal Board shall constitute a final court of appeal empowered to settle finally any dispute arising out of or in connection with the control of automobile sport within Canada. Appeals arising out of a Regional, Club, or lesser event will not be heard by a National Appeal Board without their first being heard by a Regional Appeal Board. Appeals arising out of National events will be heard by a National Appeal Board. Appeals arising out of international events will be as provided for in the International Sporting Code.

10.4 Time Limits for Notices of Appeal

a) Where an appeal arises from a decision of the Steward(s) at an event, notice of intention to appeal must be given, in writing, to the Steward(s) within thirty minutes of the posting on the Official Notice Board of their decision or when an appeal arises from a decision of the Steward(s) as per provisional results as outlined in CARS GCR's 9.6 f) & g), the notice of appeal must be sent to the Steward(s) within 24 hours of the sending of the provisional

results. The appeal proper must be lodged before the expiration of the second day after that on which the decision appealed against was given.

b) When an appeal is made to CARS from any other judicial proceeding, the appeal proper must be lodged before the expiration of the second day after that on which the decision appealed against was given.

c) Such appeals are to be lodged by electronic means to the CARS office and copied to the CARS president.

10.5 Effect of Giving Notice of Appeal

Notice of appeal shall not affect the validity or operation of any decision, penalty or sentence appealed against. However, the Steward(s) of the Event, if notified of intention to appeal his/her decision, may at his/her discretion permit the competitor to continue in a competition if the matter arises during the course of an event and his/her decision on this point is not appealable. In any event the Steward(s) shall order awards which may be affected by the outcome of the appeal to be withheld pending the decision of the court of appeal.

10.6 Form of Appeal

a) All appeals shall specify the decision appealed against and the grounds of appeal and shall be signed by the applicant or his/her authorised representative. The appeal shall state the email address to which communications may be sent.

b) Appeals arising out of National or International events or Regional Appeal Boards shall be sent to the CARS National Office. Appeals arising out of Regional, Club or lesser events shall be directed to the CARS Director of the host region or other such address as designated in the appropriate regional regulation booklet.

c) The appeal fee is part of the appeal filing. Arrangements for electronic transfer of funds or a money order/certified cheque may be made with the CARS office manager within the 2-day period for lodging the appeal. The payment of the fee must be completed within 7 days of lodging the appeal. (Failure to pay the appeal fee within the timelines is grounds for dismissal of the appeal by the CARS Board without further option to continue the grievance procedures.)

10.7 Hearing of Appeal

Appeal boards shall be made up of three persons with one of them serving as the chair. All three shall have the right of vote.

All parties concerned shall be given adequate notice of the hearing of any appeal and they shall be entitled to call witnesses. The hearing may proceed to judgement in default of appearance by any party or witness. The parties concerned shall state their cases personally (in the case of a company, by an officer of that company) unless consent has been given to representation by advocates. The hearing of an appeal must take place within thirty days of the notice of intent to appeal (or appeal itself, if no intent to appeal exists) unless postponed by the Board because of unusual circumstance.

The appeal may be held via a conference call or in person dependent upon the distances involved by the parties or for other reasons. The decision as to the method to be used rests with the CARS region or CARS board dependent on whether it is a regional or national appeal board and such decision shall be final and not subject to protest or appeal. No reason need be given for such decision.

10.8 Judgement of Appeal

The Appeal Board may decide that the penalty or other decision appealed against may be waived, mitigated, increased or a fresh penalty imposed, but they shall not order any competition to be re-run. Judgements shall be written and made available to all the interested parties and CARS. A concise statement as to the decision and the reasons therefore must be stated.

10.9 Order as to Appeal Fees and Costs

When giving judgement on appeal, the Appeal Board shall make such order as to the return or forfeiture of deposits and as to costs as they may think fit.

10.10 Publication of Judgement

CARS shall have the right to publish or cause to be published a judgement on appeal and to state the names of all the parties interested. The persons or bodies referred to in such a notice shall have no right of action against CARS or against any person printing or publishing the said notice.

10.11 Appeal fees

The appeal fee shall be:

- International rallies $2000,
- National rallies $500,
- Regional and lesser rallies $200.

The appeal fee must be sent to CARS to be held until after the results of the appeal and costs may be assessed by the appeal board.

NATIONAL RALLY REGULATIONS - 11

(For Performance Events Only)
The CARS Board reserves the right, upon written application, to grant specific, limited exemptions to these regulations where it can be shown that the exemption is in the best interests of the sport or in the interest of safe conduct of the sport. Granted exemptions shall be communicated in writing by the CARS President or, in the case of a Canadian Rally Championship event, the CARS president or the National Series Manager and be included in the event's Supplementary Regulations or posted on the event's Official Notice Board.

11 ELIGIBILITY OF CREW

11.1 CREW

11.1.1 A Rally crew shall consist of those two persons nominated on the official entry form as driver and co-driver.

11.1.2 Passengers will not be allowed on rallies.

11.1.3 A novice driver is defined as one who holds a CARS licence and starts a rally season having started four or fewer national performance rallies as a first driver and has not finished first in a previous national novice championship.

11.1.4 Change of crew

a) During a performance rally, no change of crew or vehicle as listed on the official entry list (see CARS NRR 21.8.10) for the event is permitted unless a pre-start crew/vehicle change was authorized per CARS GCR 6.2.3 k.
b) During a performance rally, the crew member listed on the entry form as driver shall operate the vehicle at all times while on special stages. Switching of duties during stages shall result in exclusion from the event and the entry shall be recorded on the results as a DNF as per CARS NRR 15.14.
c) During a performance rally, switching of Driver/Co-driver duties during transit sections is permitted.
d) Regions may allow a change of Co-Driver during Rally Cross or Rally Sprint events, subject to the approval of Organizer and/or Steward of the event provided proper documentation is in place. Scoring and eligibility for awards shall be as per region regulations.
e) Regions may allow switching of duties during Rally Cross or Rally Sprint events, subject to the approval of Organizer and/or Steward of the event and that proper documentation is in place. Scoring and eligibility for awards shall be as per region regulations.

11.1.5 A private entry is defined as one not receiving assistance from a manufacturer or distributor of the entered vehicle, outside that generally available to all competitors driving that make. A factory or works entry is defined as one receiving assistance from the manufacturer or distributor of the entered vehicle other than that generally available to all competitors.

11.1.6 Only helmets meeting one of the following standards will be accepted for competition in any performance rally and must be worn by all competitors when travelling in special stages:

a) FIA Homologation -FIA 8860-2010 (expires 2028-12-31)
-FIA 8859-2015
-FIA 8860-2018
-FIA 8859-2024

b) Snell Foundation
-SA 2020
-SA 2025 (when available)

Notwithstanding the FIA homologation and Snell Foundation expiry dates, it is strongly recommended that helmets be discarded after five years of regular use, due to deterioration, or after a serious accident, which could weaken the helmet.
The competitor's name must be marked clearly on the helmet.
No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer. Hardware may be mounted on a helmet for FIA approved HANS devices, provided the hardware is installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices. Competitors assume the risk of any modifications to their helmets. Any other modification will render the helmet unacceptable.
The fitting of earplugs and microphones may be done only in respect of the paragraph above.
Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells which are not usually suitable for painting. The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

11.1.7 Each competitor must wear a Frontal Head Restraint system (FHRS) which meets the following standards:

a) HANS® system:
HANS devices shall be approved according to FIA standards 8858-2002 or 8858-2010. Consult the FIA Technical List n° 29 to see which HANS devices are approved by the FIA.

b) Hybrid® system:
Hybrid devices shall be approved according to FIA standard 8858-2010. Consult the FIA Technical List n° 29 to see which Hybrid devices are approved by the FIA.

c) Other systems certified to SFI 38.1 (incl. harness, tethers, shoulder rubber, screws and quick releases)
Such devices must bear an SFI 38.1 conformance label that is less than 5 years old.

Tethers for FIA certified devices must be FIA approved and shall use homologated tethers which are identified by an FIA 8858 label sewn on them.

The Frontal Head Restrain system should be considered as an ensemble which involves the seat, the harnesses, the frontal head restraint unit, its tethers and helmet.
For more details, "*Guide for the use of HANS in International Motor Sport*" published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com under the heading FIA Sport – Regulations – Drivers' Equipment.

11.1.8 All competitors shall wear at all times during the event, a one- or two-piece driving suit conforming to:

a) FIA homologation 8856-2000 & 8856-2018
b) FIA 1986 standards
c) SFI 3-2A/5
d) SFI 3-2A/1 standard with approved fire-resistant underwear is acceptable.

FIA or SFI gloves and shoes are recommended. No other garments worn over driving suites are acceptable on special stages.
The suit and applicable undergarments shall be presented at technical inspection in a clean and presentable condition. Driving suits must effectively cover the body from the neck to the ankles and wrists and be in good condition, free of defects, holes, cracks, frays, etc. One-piece suits are highly recommended.
Users should ensure that garments are not too tight, as this reduces the level of protection.
Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).
All safety clothing and head and neck restraints must be worn properly and according to the manufacturer's guidelines in order for the safety equipment to provide maximum protection.

11.1.9 A minimum of a St. John Ambulance or equivalent "Emergency First Aid" certificate is required for all CARS licenced competitors and/or those holding FIA licences issued by the Canadian ASN, with the following exceptions listed below. The Emergency First Aid standard is a one-day (8 hr) course and provincially recognized certificates which meet the Canadian Labour Code are issued upon successful completion of the course. (Certificates from internet courses are not valid.)

11.1.9.1 Individuals whose first aid certification has expired are allowed to compete for 30 days from the expiry date of their first aid.

11.1.9.2 A fine of $25.00 per event for each uncertified competitor will be assessed and remitted, by the organiser, to the appropriate CARS region. (See CARS NRR 11.4.1)

11.1.10 Competitors holding a licence issued by any FIA ASN, ASN Canada, American Rally Association (ARA), or National Auto Sport Association Rally Sport (NASA) may compete in CARS sanctioned events using their licences and their sanctioning body's competitor eligibility regulations subject to parts CARS NRR's 11.1.10.1 and 11.1.10.2 below:

11.1.10.1 Each such licensed competitor wishing to compete in a CARS sanctioned event must first register with CARS and purchase a CARS "Permit to Compete" Permit application. CARS will issue an event specific "Permit to Compete" (There is no limit to the number of events a competitor may apply for in any calendar year.). In addition, the permit will provide access for these competitors to the event insurance package provided through CARS (All CARS permit holders should have personal medical coverage in place for themselves and all crew members as primary medical coverage is not part of the general liability/AD&D insurance package CARS has in place.).

11.1.10.2 Such licensed competitors will be eligible to score points in the North American Rally Cup (NARC), Canadian Rally Championship or CARS regional rally championships (Regional championship events may have other eligibility requirements that would restrict the ability to score regional championship points). Such licensed competitors are eligible to follow the process to obtain a CARS regional or national licence (CARS NRR 11.4). For CARS regional championships, besides being a member of a CARS-affiliated club and obtaining a minimum regional licence, additional requirements may be imposed by the particular region championship rules. All CARS licence holders must conform to CARS competitor and vehicle eligibility regulations.

11.2 DOCUMENTATION

11.2.1 For each crew, a signed, self-declaration will be submitted upon registration that declares that the crew has the following:

a) Provincial, or equivalent, driver's licence for any crew member listed as a driver;
b) Vehicle registration for the competition vehicle and any service vehicle;
c) Third person liability insurance covering such vehicles.

The registrar may choose to verify compliance with any aspect of the self-declaration.

11.2.2 The following documents must be shown upon registration:

a) Written permission from a parent or guardian for participation in the rally for persons under the legal age of majority for the province(s) in which the event takes place;
b) First aid certificate for competitors licenced by CARS or ASN Canada if a first aid expiry date is not shown on the licence;
c) For regional championship or series stage rallies, for both crew members, a CARS regional rally licence or, for those entering under CARS NRR 11.1.10, their competition licence and meet the minimum CARS competition history requirements (see CARS NRR 11.4.1.1b)) and an event specific CARS "Permit to Compete";
d) For Canadian rally championship events, for both crew members, a minimum of a CARS national rally licence, the Canadian ASN international rally licence or, for those entering under CARS NRR 11.1.10, their competition licence and meet the minimum CARS

competition history requirements (see CARS NRR 11.4.1.1c)) and an event specific CARS "Permit to Compete";

e) For performance rallies listed on the international calendar, an international rally licence for each crew member and an international entrant's licence for the entrant.

11.3 DISCIPLINE

11.3.1 The organising club has the right to refuse any entry. See CARS GCR 4.14

11.3.2 An entry failing to comply with these regulations and/or with the supplementary regulations before the close of registration and technical inspection may be excluded by the organiser as the result of an inquiry submitted according to CARS GCR 8.4 a).

11.3.3 A competitor may be penalised by the Steward(s) as described in the GCRs for being charged with an infraction of local or provincial traffic regulations and/or the criminal code occurring during an event, or for conduct which is unsportsmanlike or detrimental to the sport. (See the GCRs for conditions under which CARS may reprimand, fine, exclude, suspend, or disqualify persons or vehicles.)

11.3.4 At least one crew member of the first overall and first in each vehicle class must be present for the scheduled awards presentation. Failure to do so will result in forfeiture of all awards and trophies won by that crew.

11.4 COMPETITION LICENCES

11.4.1 Requirements, types and grades of rally competition licences.

Residents of Canada must hold a licence issued by CARS to compete in CARS sanctioned events (see CARS GCR 5.6 f)
All licence applicants must be a member of a CARS affiliated club and be a minimum of 16 years of age. For a licence other than Basic Rally to be issued, applicants must have a valid first aid certificate per CARS NRR 11.1.9 and must supply a completed CARS medical self declaration.

11.4.1.1 DRIVER-RALLY

a) Basic Rally Licence

Valid for various specific CARS sanctioned events below regional championship performance rally status. These licences may be required for competition are issued by a CARS region and shall be valid for the rally activity designated (i.e.: Rally Sprint/Rally Cross, navigational/TSD, test days, etc.) Costs and terms of use shall be the responsibility of the CARS region.

b) Regional Performance Rally Licence

Valid for any level of CARS sanctioned event below national status within Canada. This licence is issued by CARS. To be eligible to obtain a Regional Performance Rally licence, the applicant must first have participated in two (2) events, in any combination, from the list below:

- Rally Sprint,
- Rally Cross,
- Rally School,
- TDS/Navigational Rally,
- Test days.

A regional licence may also be issued at the discretion of the CARS Regional Director.

c) National Performance Rally Licence

Valid for all CARS sanctioned rallies held in Canada, except those that are internationally listed. This licence is issued by CARS. In order to upgrade from a regional to a national licence, the applicant must have entered and satisfactorily competed in a minimum of two regional performance rallies.

Attendance at a Rally School recognized by CARS may count for one of the required rallies. A national licence may also be issued at the discretion of the CARS Regional Director with input from the National Series Manager based upon his assessment of previous experience.

11.4.1.2 SINGLE EVENT LICENCE

Upon receipt of a normal licence application, a one-time Rally Licence may be issued to a competitor subject to the following rules:

a) Valid only for the specific Regional or National event shown on the application.
b) Upgrading privileges will be allowed for first time licence holders only. If the first-time licence holder decides to compete in another event in the same calendar year, he/she must reapply for a Regional/National licence and pay the difference in fees. However, no upgrading privileges will be allowed for competitors who have held a rally licence, including a single event licence, in a previous year. She/he must reapply for a Regional/National Rally licence and pay the entire cost of a replacement licence.

11.4.1.3 CO-DRIVER ONLY

CARS, or a CARS Regional Director may issue a Co-Driver only licence. The following rules apply:

a) The licence is for co-driving only;
b) It may be upgraded as per CARS NRR 11.4.1.2.

11.4.2 Competition licences must be applied for well in advance of the date for which they are required, License Application. Competition licences applied for within one week of an event for which they are required will be subject to a $50.00 surcharge.

11.5 ENTRIES

11.5.1 Entries to events must be received by the registrar of each event by the date set by the organiser.

11.5.2 Late entries will be accepted only if:

a) The limit for number of entries has not been reached, and;
b) A late penalty is enclosed.

11.5.3 Competitors may withdraw their entries:

a) Without penalty, up to 48 hours before the start of registration;
b) With up to 25% of the entry fee in penalty, less than 48 hours before the start of registration (percentage at the organiser's discretion);
c) With up to 100% of the entry fee in penalty after the opening of registration (percentage at the organiser's discretion). Also see CARS GCR 4.10.

TECHNICAL RULES - 12

12 ELIGIBILITY OF VEHICLES AND EQUIPMENT

12.1 APPLICATION

12.1.1 These regulations shall apply to vehicles competing in rallies which contain special stages.

12.1.2 Vehicles must comply with these regulations at all times during the competition.

12.1.3 These technical rules will specify what is required in a particular class and occasionally they will specifically disallow certain items. Otherwise the rules allow innovation

12.2 DEFINITIONS

12.2.1 Chassis - Bodywork.

a) Interior bodywork: cockpit and trunk;
b) Exterior bodywork: All the entirely suspended parts of the vehicle licked by the airstream;
c) Chassis: The overall structure of the vehicle around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

12.2.2 Model.

A model is a basic manufacturer's designation (e.g.: Subaru Impreza, Volkswagen Golf, Ford Focus, Mitsubishi Lancer, etc...).

12.2.3 Model variant.

A model may exist in several variants as to bodywork (i.e.: 2 door sedan, 4 door sedan, coupe, SUV, etc.) or about mechanical components (e.g.: WRX, WRX Sti, etc.).

12.2.4 Original equipment.

Original equipment is all items of standard or optional equipment that could have been ordered with any particular bodywork variant of the model, installed on the factory production line and delivered through a dealer in Canada. This does not include special orders, “one-offs” or pre-production vehicles. Dealer installed options, except as required by manufacturer directives (no matter how common), are not included in this definition.

12.2.5 Generation

A generation is a model’s particular design offered during a specific year or number of consecutive years. After producing an original model (e.g. First Generation: 1993 – 2001 Subaru Impreza, 1976 – 1979 Mitsubishi Lancer, 1998 - 2005 Ford Focus, etc.) manufacturers may develop significant changes or totally redesign the original model after producing it for a number of years, they classify this new/next design as the next generation of that model (e.g. 2nd. Generation: 2002 - 2007 Subaru Impreza, 1979 – 1987 Lancer, 2005 - 2011 Ford Focus, etc.)

12.3 SAFETY REGULATIONS

12.3.1 Road worthiness.

12.3.1.1 All competing vehicles must be roadworthy and, the following items in particular must be adequate and functioning properly:

a) All brakes;
b) Horn;
c) Windshield wipers;
d) All legally required exterior lights;
e) Tires, including all spares;
f) Exhaust system.

12.3.1.2 For each crew, a signed, self-declaration will be submitted at registration or virtually that the competition vehicle is road worthy and the above items are operating properly.

12.3.2 Roll Over Protection.

12.3.2.1 Roll cages are mandatory for all vehicles.

12.3.2.2 Specific roll over protection is subject to the approval of the scrutineer at each event.

12.3.2.3 Basic design considerations.

The basic purpose of the roll over protection is to prevent serious bodyshell deformation, and so reduce the risk of injury to occupants in the case of a collision or of a vehicle turning over. The essential features of safety cages are sound construction designed to suit the particular vehicle, adequate mountings and a close fit to the bodyshell. The safety cage must not unduly impede the entry or exit of the driver and co-driver.
All new vehicles with log-books issued after January 1, 2009 must be fitted with a safety cage built to FIA Article 253 specifications or be FIA homologated under the latest international regulations and accompanied by original certification documentation (older homologated cages are not all valid for a newly built vehicle).
See www.fia.com, under Sport, Regulations, International Sporting Code, Appendix J (at bottom), Article 253, Article 8.

12.3.2.4 Alternate material to CDS (Cold Drawn Seamless):

Although FIA Article 253.8.3.3 specifies the safety cage material as CDS (Cold Drawn Seamless), DOM (Drawn Over Mandrel) tubing may be used as an alternate material in respect to the following: main roll bar, front roll bar, lateral roll bars, lateral half roll bars, their connections (drawings 253-1-3) and one continuous door bar per side will be at least 1.75"x.095". All other parts of the safety cage will be at least 1.5" x 0.095".

12.3.2.5 Approval of Safety cages:

A material certificate or an original sales receipt detailing the material used to fabricate the safety cage must be presented. For every tube size used in the fabrication of the safety cage, an unpainted sample section, 45cm long and bent 60 degrees must be presented as part of the initial inspection per CARS Technical Rule 12.9.4.1.

12.3.2.6 Protective Padding:

Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection.

Where the occupants' crash helmets could come into contact with the safety cage, the padding must comply with FIA standard 8857 2001, type A (see technical list n 23 "Roll Cage Padding Homologated by the FIA") or SFI 45.1.

12.3.3 Safety Harness.

12.3.3.1 Five- or six-point safety harness of unmodified proprietary manufacture, meeting the specifications below, shall be fitted for both crew members:

a) FIA Standard 8853/98 & 8853-2016;
b) SFI 16.1;
c) SFI 16.5.

FIA homologated harness sets must not be used in competition after the expiration date on the label affixed to the harnesses. SFI licensed harness sets must have a date of manufacture label that is no older than two years.
Note: It is not permitted to mix parts of seat belts. Only complete sets may be used.

12.3.3.2 The material of all straps shall be in new or perfect condition. The belts must be equipped with turn buckle or push button release systems.

12.3.3.3 The lap belt and crotch straps should not pass over the sides of the seat, but through the seat in order to wrap and hold the pelvic region over the greatest possible surface.

The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no circumstances may they be worn over the region of the abdomen.
Care must be taken that the straps cannot be damaged through chafing against sharp edges.

12.3.3.4 In all cases, it is most preferable that safety harnesses be installed on the anchorage points of the vehicle. The recommended geometrical locations of the anchorage points are shown in drawing 253-42. It is prohibited for the seat belts to be anchored to the seats or their supports.

12.3.3.5 The shoulder harness shall be a two-strap over-the-shoulder type. ("H" type configuration is permitted.) In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make

an angle of more than 45° to the horizontal from the upper rim of the backrest. However, it is recommended that this angle should not exceed 10°. The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent. (see diagram 253-42) Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard. (If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be a minimum of 50 cm behind the seat back when measured along the belt.)

12.3.3.6 If the manufacturer provides for safety wiring the locking bale to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for all such components to be safety wired.

12.3.3.7 The minimum acceptable size and grade of bolt used in the mounting of all belts and harnesses shall be 7/16-inch UNF, SAE grade 8 or, preferably, M12 8.8. When mounted, the bolts should work in shear and not in tension.

12.3.3.8 If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps. The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop, and may also be fixed to the top anchorage points of the rear belts, or be fixed or leaning on a transversal reinforcement welded to the backstays of the roll bar. In this case, the use of a transversal reinforcement is subject to the following conditions:

The transversal reinforcement shall be a tube measuring at least 38 (1.5") mm x 2.5 mm or 40 (1.6") mm x 2 mm, made from cold drawn seamless carbon steel, with a minimum tensile strength of 350 N/mm2.
The height of this reinforcement must be such that the shoulder straps, towards the rear, are directed downwards with an angle of between 10° and 45° to the horizontal from the rim of the backrest, an angle of 10° being recommended.
The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point (see drawings 253-17C and 253-53 for the dimensions). These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16 UNF specification.
Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps. In the case of one anchorage point for two straps, the load considered will be equal to the sum of the required loads.
For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm2 and a thickness of at least 3 mm must be used.

12.3.3.9 Principles of mounting to the chassis/monocoque:

- General mounting system: see drawing 253-43;
- Shoulder strap mounting: see drawing 253-44;
- Crotch strap mounting: see drawing 253-45.

12.3.3.10 A safety harness must be used in its homologation configuration without any modifications or removal of parts and in conformity with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

12.3.4 Fire extinguishers.

12.3.4.1 Two fire extinguishers with a minimum UL rating of 5 BC each, must be installed inside the passenger compartment. During installation, consideration must be given to quick release and security of attachment. One fire extinguisher must be located within easy reach of the Driver or Co-Driver when seated.

Quick release metal fastenings (two minimum), are required, as are anti torpedo tabs. FIA approved mounts are recommended, but any mountings installed should be able to withstand a deceleration of 25g in any direction.

12.3.4.2 An on-board Extinguishing System is highly recommended per FIA Standard 8865-2015 (SFI Spec 17.1 systems acceptable). The System must be mounted according to the manufacturer’s instructions and only metal piping is permitted. Minimum quantity of extinguishant must be 3kg.

The mountings should be able to withstand a deceleration of 25g in any direction. Furthermore, only metal fastenings (two minimum), are acceptable. Anti-torpedo tabs are required.

In addition to an extinguishing system, two fire extinguishers per 12.3.4.1 are required.

12.3.4.3 Evidence must be produced that the fire extinguisher has been purchased recharged or inspected by a certified fire extinguisher inspector within the preceding two years.

12.3.4.4 A fire extinguisher label (available through CARS) must be placed on the outside of the vehicle, on a non-glass surface, at the nearest point of access to a fire extinguisher.

12.3.5 First aid kit.

A comprehensive first aid kit shall be carried in the passenger compartment. The first aid kit must include:

- 10 Cleansing Wipes,
- 25 Adhesive Bandages 1.9cmx7.5cm,
- Knuckle Bandages,
- 4 Fingertip Bandages,

- 2 Gauze Pads 5cmx5cm,
- 3 Gauze Pads 7.5cmx7.5cm,
- 3 Gauze Pads 10cmx10cm,
- 1 Elastic Gauze Bandage 5cm x 4.5m,
- 1 Elastic Gauze Bandage 7.5cm x 4.5m,
- 1 Pressure Bandage 10cmx10cm,
- 1 Abdominal Pad 12cmx22cm,
- 2 Oval Eye Pads,
- 10 Butterfly Closures,
- 6 Cotton Tip Applicators,
- 1 Tongue Depressor,
- 2 pair Vinyl Gloves,
- 1 pair Scissors 14cm,
- 1 First Aid Pocket guide,
- 1 Adhesive Tape 2.5cm x 4.5m,
- 1 pair Tweezers,
- 1 Cold Compress,
- 3 Triangular Bandages,
- 2 Space Blankets.

In addition, it is recommended to carry a CPR mask, if the competitor is trained in its use.
The first aid kit must be easily accessible, clearly identified and the complete kit easily/quickly removable by hand. It is recommended that the first aid kit be accessible from both sides of the vehicle and from the seated position.
A first-aid kit label (available through CARS) must be placed on the outside of the vehicle, on a non-glass surface, at the nearest point of access to a first-aid kit.

12.3.6 Warning devices.

Three self-supporting, light-reflecting, daylight-visible triangular warning devices of a minimum size of 30 cm per side shall be carried in the vehicle. One of which must be located within easy reach of the Driver or Co-Driver when seated.

12.3.7 Batteries.

12.3.7.1 Batteries must be securely mounted and have non-conductive covers over the terminals.

12.3.7.2 If removed from the original location, all batteries shall be mounted inside covered, non-conductive boxes.

12.3.7.3 If mounted inside the passenger compartment, batteries shall be those that are completely sealed or so designed or modified to prevent acid spillage.

12.3.8 General circuit breaker.

12.3.8.1 A spark-proof general circuit breaker with the capability of disconnecting all electrical circuits is required. A means of disconnecting all circuits, including the fuel pump, shall be mounted in the passenger compartment. Additionally, the fuel pump must shut off with the ignition switch.

12.3.8.2 The location of the circuit breaker shall be that which makes it easily operable by either crew member or by persons outside the vehicle through either front door.

12.3.8.3 The location of the circuit breaker control shall be clearly identified.

12.3.8.4 A single circuit, protected by a 5A fuse, is permitted to power the Vehicle Tracking System.

12.3.9 Windows.

12.3.9.1 The windshield shall be laminated safety glass.

12.3.9.2 Windows in the driver and co-driver doors must not be rolled down more than 2.5 cm during stages.

12.3.9.3 It is permissible to replace glass side windows with Lexan of like or greater thickness than the original glass. However, competitors must be able to display to the satisfaction of the event scrutineer that the mounting of the substitute windows will allow both emergency escape from inside the vehicle and access by rescue from the outside of the vehicle.

12.3.10 Mud flaps.

Mud flaps are required on all rear wheels and driving wheels.

12.3.11 Fuel, fuel tanks and lines.

12.3.11.1 Only unleaded fuels are allowed.

12.3.11.2 A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment or area in which the fuel tank, fuel filler and fuel pump is located.

All fuel tanks and fuel cells must be securely mounted to the vehicle. Any fuel tank or fuel cell surface exposed on the bottom of the vehicle shall be equipped with a shield designed to prevent puncture or damage from stones, debris and abrasion.

12.3.11.3 The original fuel tank may only be replaced by an FIA- or SFI- approved fuel cell provided that:

a) The original fuel tank is removed.
b) The fuel cell is properly vented to outside the vehicle from the compartment in which it is located.
c) The original fuel filler opening is sealed, if not used for the fuel cell.
d) Should the fuel cell and its filler be located in the luggage compartment, an outlet must be provided for fuel spilled in the compartment.
e) Where fuel cells are installed in the passenger compartment of vehicles such as "hatchback" variants, CARS Technical Rule 12.3.11.2 above applies if the fuel cell filler is in the passenger compartment unless equipped with quick connects.

12.3.11.4 Supplementary fuel tanks are not permitted.

12.3.11.5 If fuel lines are re-routed through the passenger compartment, they shall be in compliance with the following:

a) Shall incorporate a metallic casing (If the metallic casing is not exterior to the line, a verifiable sample must be presented at scrutineering);
b) Shall have a minimum of 200 psi rating. (If fuel lines are routed through the passenger compartment by the manufacturer, it is recommended that they be in compliance with this section).

12.3.11.6 Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead.

12.3.11.7 All the fuel pumps must only operate when the engine is running, except during the starting process.

12.3.12 Seats and seat mountings.

12.3.12.1 Seats:

a) Use of hinged-back and OEM seats is prohibited;
b) All the occupants' seats must be homologated by the FIA standards 8855-1999 or 8862-2009, 8855-2021 and not modified;
c) It is recommended that seats be replaced after 5 years from the date of manufacture. Seats older than 10 years from date of manufacture must be replaced.

12.3.12.2 Seat Mounting:

a) Seats must be such that they are securely attached to the floor of the vehicle in such a manner as to prevent the movement of the seat in case of an accident. All seats must be mounted as per FIA Appendix J, Article 253, Article 16: Seats, Anchorage points and Supports. End plates may be fully welded instead of bolted.
b) Vehicles log booked prior to June 1, 2011 or requiring alternative seat mounting are subject to the approval of the CARS Technical Director or his designate.

12.3.13 Towing eyes.

a) Competition vehicles must be equipped with a metal tow eye on the front and rear of the vehicle
b) The tow eyes must be identified by a “TOW” sticker, and be painted yellow, red or orange.
c) The tow eyes must have a minimum internal diameter of 3/4”
d) The tow eye must be of sufficient strength to support the weight of the vehicle during a recovery operation, and must be in good condition.

12.3.14 Loose articles.

All articles which could be dangerous if left loose must be securely restrained.

12.3.15 Door panels.

Inside door panels are required to provide protection from metal edges.

12.3.16 Tow Strap.

All vehicles must carry a recovery strap. All parts of the recovery strap must be within the competition vehicle at all times while the recovery strap is not in use.

12.3.17 Roofs.

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Sunroofs and/or roof panels of any other material must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

12.3.18 Supplemental & Passive Restraints.

Airbags and their associated equipment must be disabled or removed during competition in order to eliminate the possibility of the airbag inflating accidentally. It is recommended that passive restraint systems be disabled.

12.3.19 Ground Clearance

All parts of the vehicle, other than the tires, must have a minimum of 5.0 cm clearance from a level road surface.

12.3.20 Power Door Locks

For all classes, it is recommended that power door locks be rendered inoperative and replaced with manually operated mechanisms.

12.3.21 Steering Locking Device

For all classes, steering locking device shall be rendered inoperative.

12.3.22 Camera and Camera Mounts

Camera mounts and their attachment to the vehicle shall be of a safe and secure design which would prevent either driver from being able to strike any part of the mount. As well, the camera shall be secured at a minimum of two different points and neither attachment may be elastic or plastic.

12.3.23 Belt Cutters

One or more belt cutters must be carried in the vehicle within reach of both driver and co-driver while safety harnesses are being worn. The seat belt cutter must be designed specifically for cutting seat belts.

12.3.24 Window Breakers

One or more window breakers must be carried in the vehicle within reach of both driver and co-driver while safety harnesses are being worn. The window breaker must be capable of breaking the windshield or glass side windows to provide egress and should be secured against movement.

12.3.25 Spill Kit

All competition vehicles must carry a spill kit consisting of at least: a minimum of 2 -15” x 19” (standard) absorbent pads, 1- 3” X 48” Hydrocarbon sock. All items will be contained in a heavy-duty plastic bag that is re-sealable.

12.4 GENERAL REGULATIONS

12.4.1 Bodywork.

12.4.1.1 Exterior bodywork (i.e.: all components licked by the airstream) must be visually similar to the original item. Except for front doors, including door reinforcement bars and roof must remain stock.

12.4.1.2 Bolt-on body pieces may be constructed of an alternate material.

12.4.1.3 A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components.

12.4.1.4 Roof mounted vents, flared fenders, modified front and rear bumper covers are allowed.

12.4.1.5 Bodywork must be without visible damage or perforation from corrosion which would detract from the good appearance of the vehicle.

12.4.1.6 If original exterior trim is removed, all mounting holes must be completely filled.

12.4.1.7 Paintwork must be finished and of neat appearance. Primer paint is not acceptable.

12.4.2 Vehicle and Crew Identification

12.4.2.1 Vehicle graphics standards

All competing vehicles in stage events shall be identified in accordance with the CRC Visual Package standard, described on the CARS website.

12.4.2.2 Competition Vehicle Permanent Numbers

Drivers are required to reserve a permanent vehicle number from the CARS office in accordance with the CARS Competition Vehicle Number reservation policy, described on the CARS website.

12.4.2.3 Competitor Identification

The name of the driver and the co-driver must appear on the rear side windows of the vehicle as shown in the diagram. The national or provincial flag of each crew member must appear adjacent to the name and be 5 cm/ 2 inches high.

Only if the driver and co-driver names and flag do not fit on the rear window, an alternative location such as the front fender or roof can be used.

The letters of the driver's name must be white, 5 cm / 2 inches in height in upper- and lower-case Helvetica bold face. The letters of the names must be the same size.

12.4.2.4 Windscreen Banner

The top 15.2 cm / 6 inches of the windscreen is reserved for use by CARS and/or its sponsors. No other advertising is permitted anywhere on the windscreen.

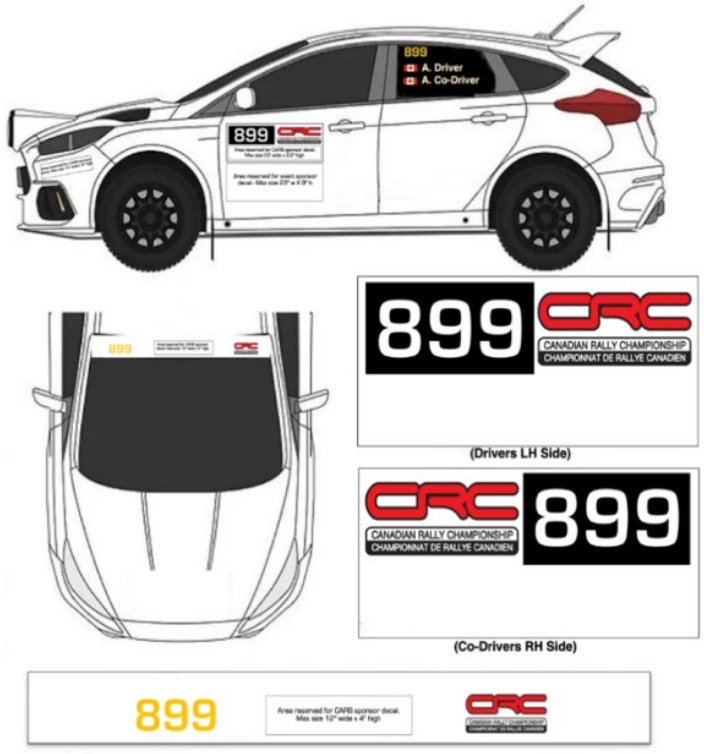
12.4.2.5 Door Reserved Space

An area 61 cm / 24 inches wide by 51 cm / 20 inches high, starting with the lead edge of the doors and from the top of the door panel downwards shall be reserved for exclusive use for the installation of the CARS door panels and event sponsor decal.

The CARS door panel is 61 cm/24” wide x 25 cm/10” high. The maximum size of event sponsor decal that can be installed under the door panel is 58 cm/23” wide x 23 cm/9” high.

12.4.2.6 Bumper Reserved Space

An area, 30.5 cm / 12 inches wide and 10 cm / 4 inches high, on each of the front, lateral left and right sides of the front bumper skin shall be reserved for exclusive use by CARS and/or its sponsors. If there is insufficient area on the front bumper or lower valance to support the sponsor identification, then an equal area on the leading edge of both front fenders shall be reserved. Additionally, no conflicting sponsor identification may be displayed on the front below the hood edge (or on the front fenders if that option is used).



12.4.3 Lights.

12.4.3.1 Original headlights may not be changed or removed. However, the frontal glass, reflector and bulbs are free provided they are in compliance with the legal requirements of the province or state of registration.

12.4.3.2 A headlight shall be considered as any lighting device throwing a beam toward the front of the vehicle (dipped-beam, long range lamp, anti-fog lamp). Auxiliary headlights may be fitted. These lights may be fitted into the bumpers, radiator grillwork or the front part of the bodywork, provided that such openings as needed in this case are completely filled by the lights fitted.

12.4.3.3 It must be possible to turn off all high-beam headlights and auxiliary lights with a single switch, which must leave the low-beam headlights functioning.

12.4.3.4 It must not be possible to operate any fog lights fitted without the front marker lights and tail lights operating.

12.4.3.5 Auxiliary reversing lights may be fitted. They may be embedded in the rear bodywork if necessary.

12.4.3.6 All reversing lights may only switch on by engaging reverse gear.

12.4.3.7 It is not permitted to fit any device which can alter the normal functioning of the brake lights.

12.4.3.8 The mounting of maneuverable search lights is prohibited.

12.4.4 Studded tires.

12.4.4.1 Studded tires are permitted at winter events in jurisdictions that permit the use of studded tires if so defined in the event supplementary regulations. In events that are comprised of a National event and a Regional event concurrently, the supplementary regulations are to define the usage of studs for each event.

12.4.4.2 Studded tires produced by a tire manufacturer (such as the Nokian Hakkapeliitta 10), that are North American DOT approved for use on public roads may be used (competition tires may only be used in accordance with 12.4.4.3). These tires must retain, the original number and type of stud installed at time of manufacture and must not be modified, except to trim the outer edge of the tread, which is permitted. It is the entrant's responsibility to provide supporting documentation of stud type and stud count for any such tire.

12.4.4.3 Tires in which studs are installed subsequent to the manufacturing process may also be used and the following conditions must be met:

a) Studs must protrude no more than 3.5mm from the tread face, and meet the Tire stud Manufacturers Index (TSMI) specifications on size 12, 13, 15 or 16 (see TSMI appendix). Stud construction shall have a single base flange, a cylindrical body, and carbide tip with maximum diameter of 2.5mm;
b) The studs must be mounted in tires that are designated by the manufacturer as studdable and are produced with moulded holes for the purpose of stud retention;
c) There may only be a maximum of 130 studs per tire, regardless of tire size;
d) Adhesive may be used to affix the stud into the tire;
e) Homemade, competition, specialty, off road or custom studs are not permitted;
f) Studs are permitted in all classes.
g) Studded tires must be presented at scrutineering and marked by the scrutineer as approved for use in the event. Studs may be pulled as required to determine the type and size.
h) Unmarked studded tires used during the event will be penalized per NRR17.2

12.4.4.4 Chains or other devices attached to or inserted into a tire are not permitted.

12.4.4.5 The penalties for violation of the above studded tire regulations are as per CARS NRR 17.2 and, for cases involving intentional circumvention of the studded tire regulations, CARS GCR 7.9 c)

EURO	TSMI#	LENGTH	COLOR	WEIGHT-ESU	WEIGHT-EGU
9 x 16	TSMI 17	16mm	Gold	2.5g	2.7g
9 x 15	TSMI 16	15mm	Silver	2.4g	2.6g
9 x 13	TSMI 15	13mm	Blue	2.2g	2.3g
9 x 12	TSMI 13	12mm	Gold	2.0g	2.2g
9 x 11	TSMI 12	11mm	Silver	1.9g	2.0g
9 x 10	TSMI 11	10mm	Blue	1.7g	1.8g

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12.4.5 Exhaust system.

12.4.5.1 The maximum permitted noise level from the exhaust system during any transit shall be 94 dba from a distance of 3 meters (10 feet).

12.4.5.2 The maximum permitted noise level from the exhaust system with the engine idling at 3500 RPM and the vehicle stationary shall be 86 dba, measured from a distance of 15 meters (49 feet).

12.4.5.3 Unless a vehicle was legally registered before a catalytic converter was required in Canada, then a functioning catalytic converter must be retained or installed. (Burden of proof that a catalytic converter is not required for a particular vehicle rests with the competitor and should be furnished to the CARS technical director so that an exemption waiver may be added to the vehicle log book.)

12.4.5.4 The exhaust pipe must exit behind the driver and external to the vehicle body.

12.4.6 Documentation.

The following documentation shall be carried in the vehicle at all times:

a) Vehicle registration and/or any applicable exemption documentation.
b) Proof of third-party liability insurance covering the entered vehicle.

12.4.7 U.S. vehicles.

Vehicles registered in any of the United States of America, where the driver is competing on CARS entry permit (See CARS NRR 11.1.10.1) shall be acceptable to compete in Canadian events if they meet the requirements of current ARA/NASA Rally Regulations. Entrants whose vehicles are entered under this provision must be able to produce, upon request by CARS or event officials, a copy of the relevant US Rally Regulations. Failure to produce these regulations may result in vehicle being judged according to CARS regulations.
US vehicles entered in Canadian rallies shall be classified by CARS vehicle class regulations. US Vehicles not in compliance with CARS class rules will be allowed to compete, but will not be eligible for Championship points. Competitors using these vehicles will be eligible for applicable contingency payouts and podiums.

12.4.8 Tire Coverage

Tires must be fully covered when viewed from above.

12.4.9 The installation of radar detection equipment is prohibited.

12.4.10 Restrictors

- Forced induction engines must have an air inlet orifice per class requirements. If the forced induction is equipped with a larger inlet, the use of a restrictor is required. It must have a minimum width (parallel to the direction of the airflow) of three (3) mm and be placed within 50 mm of the compressor blades.
- If a vehicle is fitted with multiple induction systems, then the total area of the two restrictors cannot exceed the area of the restrictor listed above.
- Competitors must have in place a mechanism to allow the induction system to be sealed by the use of wire and CARS seals.
- With the wire and seal in place, it must be impossible to access the restrictor without removing the wire and seal.
- The wire and seal cannot be installed without a detailed examination of the restrictor and, without the seal being in place.

- Competitors must be prepared to dismantle the induction system to allow for verification of compliance with the rule above.

12.4.11 Boost limits

- Boost is per class requirements
- If boost limits are required by the class then competitor to provide a 1/8” female pipe fitting in the intake manifold plenum for CARS use.
- CARS will use a boost monitor that will be installed on random competition cars to monitor the boost.
- The boost monitor can be installed by a CARS official at any time during the event and used to gather boost pressure data.
- The storage of boost (i.e. an accumulator) is not permitted.
- As an option to competitors, boost monitoring may be accomplished with an FIA pop-off valve installed per FIA Technical List n 43. FIA pop-off valves are to be sealed by CARS during the event scrutineering.

12.4.12 Weight

This is the real weight of the vehicle, without consumable fluids, with neither driver nor co-driver nor their equipment and with a maximum of one spare wheel. When two spare wheels are carried in the vehicle, the second spare wheel must be removed before weighing. At no time during the event may a vehicle weigh less than the minimum weight.
The use of securely fixed ballast to complete the weight of the vehicle is permitted.
In case of a dispute during weighing, the full equipment of the driver and co-driver must be removed.

12.4.13 Table A – Class Displacement, Restrictor, Boost & Weight.

Table A – Class Displacement, Restrictor, Boost & Weight					
CARS Class	**Engine**	**Max Displacement (cc)**	**Restrictor (mm)**	**Boost (Bar)**	**Min Weight (Kg)**
O4WD	Forced Induction	2500	34	2.5 Bar Abs	1318
	Forced Induction	FIA Rally 2 car homologated specs			
	Nat Aspirated	2500	none	na	1135
	Nat Aspirated	4000	none	na	1318
	Nat Aspirated	6300	Subject to technical review of specific engine proposal	na	1318
P4WD	Forced Induction	2500	33	2.5 Bar Abs	1409*
	Nat Aspirated	4000	none	na	1409*
	Nat Aspirated	6300	Subject to technical review of specific engine proposal	na	1495
O2WD	Forced Induction	1800	none	Unlimited	885
	Forced Induction	2600	none	Unlimited	995
	Forced Induction	3500	none	unlimited	1270
	Forced Induction	FIA Rally 4 car homologated specs			
	Nat Aspirated	1800	none	na	no min
	Nat Aspirated	4500	none	na	950
	Nat Aspirated	6300	Subject to technical review of specific engine proposal	na	1270
P2WD	Forced Induction	1600	none	unlimited	1040
	Nat Aspirated	2500	none	na	995
	Nat Aspirated	4000	none	na	1040

* unless OEM weight is less, then allow that lesser weight.

12.5 OPEN 4WD

12.5.1 Definition.

Any AWD or 4WD vehicle which meets the requirements of CARS Technical Rules 12.1 to 12.4, and 12.5.2 to 12.5.4
This includes vehicles of series or limited production, which are modified beyond what is permitted in Prepared 4WD. Innovation and modifications within the rules are encouraged, including modifying production based 2WD vehicles into 4WD rally vehicles.

12.5.1.1 FIA Vehicles FIA Rally Pyramid

The intent is that we limit the use of FIA homologated Rally 1 cars in our overall championship. This will be accomplished by not allowing RC1 Class vehicles, including World Rally or Rally 1 cars from 2017 – present, to compete in the championship or score points.

4WD FIA Homologated cars as per the FIA Rally Pyramid RC2 class, including Rally 2 vehicles will be allowed to compete in the open 4WD class and score championship points as follows;

a) RC2 class cars must comply with their original homologation specifications with respect to powertrain, suspension, steering, brakes, aerodynamic components and vehicle weight, and comply with:

- CARS Technical Rules 12.1 to 12.4.

b) World Rally & Class RC1 vehicles 2017 – present can participate in a Canadian Rally Championship event for the purpose of practice, demonstration or exhibition but will not be scored in the event nor will they collect any points.

c) Pre-2017 World Rally cars are permitted to compete in open 4WD class and score points for the Canadian Rally Championship provided these FIA vehicles meet the homologation specifications for that particular vehicle's powertrain, suspension, steering, brakes, aerodynamic components and vehicle weight, and comply with:

- CARS Technical Rules 12.1 to 12.4.
- The lesser of CARS Technical Rule 12.4.13 Table A or the homologated restrictor size,
- The lesser of CARS Technical Rule 12.4.13 Table A or the homologated boost pressure limit,
- The greater of CARS Technical Rule 12.4.13 Table A or the homologated weight.

d) Modified FIA vehicles that do not comply with the FIA regulations for their powertrain, suspension, steering, brakes, aerodynamic components and vehicle weight, but do comply with CARS O4WD class rules, will be eligible to compete and score points in Canadian Rally Championship events.

Any FIA vehicles will be required to have their complete homologation papers available at tech inspection.

12.5.2 Engine

The engine manufacturer is unrestricted, see 12.4.13 Table A for class details.

12.5.3 Bodywork.

12.5.3.1 Except for CARS Technical Rule 12.4.1.1, the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction.

12.5.3.2 Width:

- Maximum Width is OEM +10%
- Maximum allowable width is 2000mm including mirrors

12.5.3.3 Wings:

- Wings must not extend beyond the body work when viewed in plan
- Maximum height of wing is 76mm above the highest point of the roof
- Wings must be fixed.

Technical inspector can reject wing installation on the basis of structural integrity.

12.5.4 Mechanical Components.

Brakes, carburettor/injection, transmission, suspension, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted.

12.5.4.1 Sequential Gear Change.

The use of an unassisted manual sequential gear change mechanism is allowed.

12.6 OPEN 2WD

12.6.1 Definition.

Any 2WD vehicle which meets the requirements of CARS Technical Rules 12.1 to 12.4, and 12.6.2 to 12.6.4. This includes vehicles of series or limited production, which are modified beyond what is permitted in Prepared 2WD. Innovation and modifications within the rules are encouraged.

12.6.1.1 FIA Vehicles

2WD FIA Homologated cars as per the FIA Rally Pyramid RC4 class, including Rally 4 vehicles will be allowed to compete in the open 2WD class and score championship points as follows;

a) RC4 class vehicles must comply with their original homologation specifications with respect to powertrain, suspension, steering, brakes, aerodynamic components and vehicle weight, and comply with:

- CARS Technical Rules 12.1 to 12.4

b) Modified FIA vehicles that do not comply with the FIA regulations for their class's powertrain, suspension, steering, brakes, aerodynamic components and vehicle weight, but do comply with CARS Open 2WD class rules, will be eligible to compete and score points in Canadian Rally Championship events.

Any FIA vehicles will be required to have their complete homologation papers available at tech inspection.

12.6.2 Engine.

The engine manufacturer is unrestricted, see 12.4.13 Table A for class details.

12.6.3 Bodywork.

12.6.3.1 Except for CARS Technical Rule 12.4.1.1 the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction.

12.6.3.2 Width:

- Maximum Width is OEM +10%
- Maximum allowable width is 2000mm including mirrors

12.6.3.3 Wings:

- Wings must not extend beyond the body work when viewed in plan
- Maximum height of wing is 76mm above the highest point of the roof
- Wings must be fixed.

Technical inspector can reject wing installation on the basis of structural integrity

12.6.4 Mechanical Components.

12.6.4.1 Brakes, carburettor/injection, transmission, suspension, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted.

12.6.4.2 The use of an unassisted manual sequential gear change mechanisms is allowed.

12.7 PREPARED 4WD

12.7.1 Definition.

Any AWD or 4WD vehicle which meets the requirements of CARS Technical Rules 12.1 to 12.4, and 12.7.2 – 12.7.7

12.7.2 Engine.

The engine must be derived from the product line offered by the vehicle manufacturer

12.7.3 Turbocharger and supercharger units must be un-modified OEM for the engine model.

12.7.4 Body Work.

12.7.4.1 Except for CARS Technical Rule 12.4.1 the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction.

12.7.4.2 Width:

- Maximum Width is OEM +10%
- Maximum allowable width is 2000mm including mirrors

12.7.4.3 Wings must be OEM

12.7.5 Mechanical Components

12.7.5.1 Brakes, carburetor/injection, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted.

12.7.5.2 Suspension:

- Rear subframe must remain OEM. Only one suspension point per side may be moved
- Strut/Shock towers may be raised upward no more than 3.5”/89mm in the axis of travel only.
- Pick-up points on the chassis may be reinforced by the way of plating,
- The addition of strut tower braces is allowed,
- The substitution of OEM bushings and sway bars is allowed,
- Reinforcement of stock control arms is allowed.

12.7.5.3 Transmissions.

Any transmission normally installed by the manufacturer may be used, including CVT or dual clutch.

12.7.6 Electronic Controls

Only OEM electronic control is permitted for the following components: suspension, braking, gear change/clutch, front and rear differentials.
The engine control unit (ECU) is free.

12.8 PREPARED 2WD

12.8.1 Definition.

Any 2WD vehicle which meets the requirements of CARS Technical Rules 12.1 to 12.4 and 12.8.2 to 12.8 7. This includes vehicles of series or limited production.

12.8.2 Engine.

The engine must be derived from the product line offered by the vehicle manufacturer

12.8.3 Turbocharger/Supercharger Restrictions.

Turbocharger and supercharger units must be un-modified OEM for the engine model.

12.8.4 Body Work.

12.8.4.1 Except for CARS Technical Rule 12.4.1 the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction.

12.8.4.2 Width:

- Maximum Width is OEM +10%
- Maximum allowable width is 2000mm including mirrors

12.8.4.3 Wings must be OEM

12.8.5 Mechanical Components.

12.8.5.1 Brakes, carburetor/injection, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted.

12.8.5.2 Suspension:

- Rear subframe must remain OEM. Only one suspension point per side may be moved
- Strut/Shock towers may be raised upward no more than 3.5”/89mm in the axis of travel only.
- Pick-up points on the chassis may be reinforced by the way of plating,
- The addition of strut tower braces is allowed,
- The substitution of OEM bushings and sway bars is allowed,
- Reinforcement of stock control arms is allowed.

12.8.5.3 Transmissions.

- Any transmission normally installed by the manufacturer may be used. including CVT or dual clutch.

12.8.6 Electronic Controls.

Only OEM electronic control is permitted for the following components: suspension, braking, gear change/clutch, front and rear differentials.
The engine control unit (ECU) is free.

12.9 VEHICLE LOG BOOKS

12.9.1 A standard CARS Vehicle Log Book shall be issued for all vehicles. The log book shall remain with the vehicle, including changes of ownership. CARS retain ownership of the log book which may be withdrawn by the National Scrutineer or Technical Director if the vehicle fails to comply with CARS safety requirements.

12.9.2 Only one log book is issued to each vehicle (other than by way of extension or replacement, Misuse of a log book shall be deemed a breach of the GCRs.

12.9.3 The CARS Technical Director shall maintain a CARS National Log Book registry. All CARS log books shall be given a unique Log Book identification number by the CARS Technical Director.

12.9.4 A Log Book can be issued for a New Build or as a Replacement or Extension of an existing log book as per the following requirements:

12.9.4.1 A New build:

a) The builder/owner shall request, from the CARS Region Director an initial inspection of the completed fixed components including, roll cage, seat rails, seat belt attachments & unibody. An initial inspection may be declined if the above noted parts are painted.
b) Prior to inspection, the builder/owner is required to have paid the inspection fee and pre-determined travel expenses (payable directly to the CARS office).
c) Expenses will include:

- Mileage allowance as amended periodically by CRA,
- Accommodation costs, if applicable,
- Per diem food and misc. expenses.

~~d)~~ Upon receipt of the fees and expenses the CARS Region Director will arrange for an inspection by a CARS designated inspector. Vehicle inspection and inspector expense fee schedule is posted on the CARS website.
e) Upon successful inspection, the CARS designated inspector shall sign off the initial inspection report and submit the completed inspection report to the CARS Technical Director.
f) The CARS Technical Director will review the inspection report and assign a CARS log book identification number.
g) Prior to the first event, or at the first event with prior approval of the CARS designated inspector, the final inspection
h) will be completed and include: both

- Inspection of all removable and consumable parts for compliance with the NRR's and,
- Inspection for class compliance as per CARS Technical Rules section 12.

i) Upon successful final inspection, the CARS designated inspector shall apply the individualized CARS decals to the roll cage and sign off final inspection in the CARS log book.
j) The vehicle is now approved to compete, subject to event technical inspection.

12.9.4.2 As a Replacement for an existing log book:

a) If the log book needs replacing, the vehicle owner shall request a replacement log book from the CARS Region Director;
b) Reinspection of the car may be required by the Technical Director;
c) If no re-inspection is required, the new log book will be issued by the Technical Director upon receipt of the replacement log book fee (payable directly to the CARS office);
d) If re-inspection is required, then prior to inspection, the owner is required to have paid the inspection fee and pre-determined expenses (payable directly to the CARS office);
e) Expenses will include:

- Mileage allowance as amended periodically by CRA,
- Accommodation cost, if applicable,
- Per diem for food and misc. expenses.

f) Upon receipt of the fee and expenses, the CARS Region Director will arrange for an inspection by a CARS designated inspector;
g) Replacement log book and re-inspection fee schedule is posted on the CARS website;
h) The Region Director will communicate the issue of the replacement log book with the CARS Technical Director.

12.9.4.3 Extension for an existing log book

If the log book is full, the vehicle owner shall request and extension book from the CARS Region Director at no cost;

12.9.5 Inspections for issuing a Log Book.

12.9.5.1 Initial inspection.

An initial inspection is required as per the “CARS Initial Log Book Inspection Report” form which is available online at: https://carsrally.ca/documents/competitors/

12.9.5.2 Final Inspection.

A final inspection will include items listed in CARS Technical Rule 12.9.4.1.e) above and include a review of the following items:

- Vehicle Color,
- Engine Type and number of cylinders,
- Displacement,

- Naturally Aspirated, Turbocharged or Supercharged,
- Turbo restrictor size,
- Pop-Off Valve required,
- Drive,
- Lights,
- Horn,
- Master switch,
- Fuel Pump cut-off,
- Proof of allowable equipment,
- Seat Type, Installation & expiry dates,
- Belt Type, Installation & expiry dates,
- Fire extinguisher Type, Installation & expiry dates,
- Competition Class approved: O4WD, P4WD, O2WD, P2WD,
- Pictures of Vehicle.

12.9.5.3 Updating of Log Book.

A complete description of the vehicle is to be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided. It is the responsibility of the vehicle owner to submit updated vehicle information such as photographs, colour, class description, etc. in a timely manner.

12.9.6 Use of the Log Book at events.

12.9.6.1 Event Inspection.

Technical Inspectors shall use the "Scrutineering Form" for event technical inspection. The form is available online at: https://carsrally.ca/documents/organizers/

12.9.6.2 At each event, the log book must be surrendered to the chief scrutineer at technical inspection with the signature of the driver/entrant for that event in the space provided.

12.9.6.3 During technical inspection, any deviations should be noted by the scrutineer and, at the conclusion of technical inspection the chief scrutineer should give all log books collected to the National Scrutineer or his designate. (Exception: log books must remain with the vehicle if that log book is required by a provincial licensing authority as part of the licensing process.)

12.9.6.4 If a vehicle is protested during an event, the results of this protest must be noted in the log book by the Steward(s).

12.9.6.5 If, during an event, the vehicle is involved in an accident or is damaged due to mechanical failure, the damage is to be noted in the Vehicle Log Book by the National scrutineer or his designate.

12.9.6.6 It is the responsibility of the entrant to collect the log book at the end of the event. At certain events, it may be required that the Log Book be kept in the vehicle during the competition. In those instances, the Log Book must be handed back to event officials at the final MTC for National Scrutineer and/or Stewards notations.

12.9.6.7 SCCA/ARA/NASA Vehicle Log Books are to be accepted at all CARS rallies.

12.9.6.8 Failure to present the Vehicle Log Book at scrutineering will result in a $25.00 fine which must be paid in full before the offending entrant will be allowed to start the event.

National Rally Regulations - 13 to 26

13 ORGANIZATION OF SPECIAL STAGE RALLIES

13.1 DEFINITIONS AND GENERAL REGULATIONS

13.1.1 Special stages are portions of the route intended to test the skill of the driver and the performance and handling of the vehicle. They are subject to the following conditions:

13.1.1.1 They are to be identified in the route instructions with distance for the Start Time Control, the Start Line, the Flying Finish and the Stop control.

13.1.1.2 Competitors are to start on separate minutes. For the first five drivers (or the number equalling the total of drivers with a speed factor >85 starting the event, provided that there are more than five) starting a stage in a Canadian Rally Championship event, an additional minute is to be provided: e.g. 2 minutes if the event is running on one minute spacing, three minutes if running on two minute spacing. Re-starting competitors are to be slotted following the top 5. However, the organizers shall increase the number of competitors receiving the additional spacing when one or more of the >85 speed factor drivers re-starts the event in position 6 or beyond.

In a situation where more than five drivers are to receive an extra minute, the organizer is to notify the stage captains and start marshals of this requirement for the balance of the event. Note: failure by a marshal to give the additional spacing is not grounds for inquiry. (Organizers of regional championship events may also elect to follow this aspect of the regulation with approval of their region director.)

For Super Special stages within a rally, organizers may adopt special start order or start intervals for stage start separations if approval is given by the National Series Manager for Canadian championship events or the region director for regional championship events. However, such changes shall be outlined in the event's supplementary regulations.

13.1.1.3 All intersections in the stage are to be controlled.

13.1.1.4 The course is to be marked (preferably by use of barricades plus arrows) so that the proper route can be followed and no short cuts can be taken.

13.1.1.5 It is recommended that all stage starts be on level ground and/or on a downhill slope for the first 150 meters.

13.1.2 Permission to hold each of the special stages is to be obtained, in writing, from the proper authorities.

13.1.3 Insurance is to be obtained through CARS national office.

13.1.4 Before any competitor is allowed to start a special stage, the following conditions should be met and be maintained until all competing vehicles have completed the stage, or have withdrawn from the rally:

13.1.4.1 Communication should be established between the start and finish controls.

13.1.4.2 The course should be cleared and kept closed to all non-competing vehicles.

13.1.4.3 A fully equipped first aid vehicle manned by personnel of not less than senior St. John Ambulance certification should be present or on call at all times. It is recommended that a doctor be in attendance.

13.1.4.4 All competing vehicles in national status rallies shall carry a tracking device that is monitored for vehicle location and status during the running of the stages. Tracking systems shall be powered at all times during the event, (from the time of installation at the start, to removal at the end of the rally) using a circuit that by-passes the circuit breaker as allowed for in 12.3.8.4 . Installation details are available on the SAS website for RallySafe install. Any interference or tampering with the tracking system during the rally will result in an improper procedure infraction penalty as per 17.3.

13.1.4.5 An electronic timing system, shall be used in national status rallies to measure the time taken to complete the stage. (If the tracking system has timing capabilities, it can be used as the event's primary timing system including counting down and giving the start) A backup timing system is also required.

13.2 Choice of Route

13.2.1 Ideally, the average speed of the fastest competitor should be lower than 120 km/h. If a 120 or higher km/h average speed is achieved during a competition, then approval from CARS following a stage review as detailed below, must be obtained before the stage may be run in succeeding years. However, any stage which meets or exceeds a 132 km/h (120 +10%) average speed cannot be used in succeeding years. (Any stage which is run on a circuit designed for automobile racing is not subject to the above restrictions.)

Any stage which exceeds an average speed of 120 km/h during a rally is subject to a review by CARS to determine if the stage may be used in succeeding years. The review will include a physical review of the stage, consideration of possible changes to the structure of the stage as well as consideration that 120+ km/h average speeds may be acceptable for the stage. Based upon the review`s findings, CARS may grant special status concerning for that stage for succeeding years.

13.2.2 A Special Stage road should be chosen so that anything which creates a nuisance or inconvenience to anyone not connected to the rally should be avoided unless they or the authorities who have jurisdiction over the road have agreed to the use of the road as a special stage.

In addition, any special stage road chosen shall have no homes or building structures that could be struck by a rally vehicle during competition unless precautions have been taken to protect the structure (e.g. concrete barriers placed sufficiently distant from such structures and intended to contain the vehicle and prevent contact with the structure).

13.2.3 The use of natural jumps as a spectator feature, should include precautions to protect spectators and buildings in the vicinity of the jumps. Consideration should be given to the landing zone and potential for an out of control vehicle. Artificial/manufactured jumps are not allowed unless a non-penalty bypass is provided, allowing the competitor to choose to take the jump or not.

13.2.4 Twisting country roads should not be used for rally traffic that is travelling in both directions at the same time.

13.2.5 Organisers should notify police officials of the general rally route and the approximate times that competitors will be on this route.

13.2.6 A minimum of at least one service stop shall be provided for each leg of the rally, except for the last leg of the rally. All Service stops are to be at least 20 minutes in duration.

13.2.7 Refuel opportunities must be located so that competition vehicles do not require more than 54L (60L – 10% buffer) of fuel using a fuel burn rate of 0.75L/Stage Km and 0.25L/Transit Km. Refuelling should occur at the end of a service stop, but extra remote refuel opportunities can be used to meet these requirements.

13.2.8 The number of legs in a rally shall be limited to a maximum of 3 legs in a one-day event and 4 legs for a two-day event.

13.3 INSTRUCTIONS

13.3.1 All instructions given to competitors which define the route or timing must be in writing.

13.3.2 Except where the organizer has received authorization from the CARS Board to follow the general prescriptions of the FIA, a set of instructions:

a) May only be given to competitors at the start or finish of a leg;
b) Must contain complete instructions for one or more legs.

13.3.3 A specific and readily identifiable object of a permanent nature must be described in the instructions as an odometer check. This check must be a minimum distance of 10 kilometres. The route prior to the odometer check must be defined in the instructions so as not to rely on accurate distance. No control may be located within an odometer check, except for observation controls (see CARS NRR 16.7, below). An odometer check must be provided in each leg in which a different vehicle and/or odometer calibration was used to establish the route instruction distances.

13.3.4 Distances are to be statute to within plus or minus 2%.

13.3.5 All competitors are to receive identical route instructions.

13.3.6 The locations of rest, fuel and meal stops and the finish must be in the route instructions.

13.3.7 Telephone numbers of area hospitals, doctors, police and towing services, as well as the rally headquarters, must be shown in the route book.

13.3.8 All rally organizers are to provide route books with instructions presented in one of two standard formats as follows:

a) The number of the page is to be written in the upper right-hand comer.
b) The start of each stage must always be at the beginning of a new page.
c) The time of the First Car Due is to be included for every control identified in the route book.
d) For all rallies where the organizer wishes to produce a traditional route book, no more than 10 instructions per 21.5 x 29 cm page in vertical form are allowed. It is suggested that the route distance between the first instruction on the second or subsequent pages of a stage be no less than 0.5 km from the last instruction on the previous page.

- For reconnaissance or organizer supplied notes rallies and where the organizer wishes to produce a smaller sized route book (14 x 21.5 cm page), there will be no more than 6 instructions per page, and the first instruction on the second or subsequent pages of a stage be no less than 0.5 km from the last instruction on the previous page. The book shall be in vertical form.
- For all organizer supplied route books, the back cover is to be a full sized OK/Red Cross with the Red Cross on the outside. In addition, the last page of the route book shall contain the CARS "Tool for Recognizing a Possible Concussion". (For the small sized route book, the back cover is to be folded so that, when assembled, the cover can easily be opened to its full size.)

e) The page is to consist of vertical columns from left to right containing at least the elapsed time between specific points, the cumulative distance from section or leg start, the non-cumulative distance between instructions, a tulip diagram and other clarifying information (such as visible signs, etc.). (See Diagrams).
f) Copy is to be clear black type on contrasting paper with stage instructions printed on white paper.
g) If there is a closed circuit on the route, then a map of the course must be provided.

13.3.9 Organizers are to indicate the legal speed limit for the first part of each transit section coming off of a stage. This information is to be located in the clarifying information column.

13.3.10 The minimum time allowance for any transit section is the time required to cover the section at 20% below the posted speed limit plus two minutes, or a total of five minutes, whichever is greater. If the transit includes a refuelling zone, then an additional five minutes must be included.

13.3.11 Organizers may use radar or other means to control speeding in transits. The penalties shall be as per CARS NRR 17.2. Organizers must use observation controls to inform any crew of a speeding violation.

13.3.12 Event organizers wishing to use organizer-supplied course notes are to request approval, by the CARS board through the CARS director for the host region. The request should include the method of preparation and the name of the author of the notes prior to publishing the event supplementary regulations. (See CARS NRR 19.2.16.) Where circumstances permit, event organizers using course notes are encouraged to plan for a controlled competitor familiarization pass so competitors can familiarize themselves with the notes and how they relate to the stages to be used.

13.4 ARROWING

Double and triple cautions, are to be arrowed. Additional arrowing may be used at the discretion of the organiser. Where arrowing is used, the system should conform to the following:

13.4.1 One large advance warning arrow is placed ahead of a junction. It is usually placed about 100 meters ahead of the junction, but this can be more if approach speeds are very high or less if there are two junctions close together.

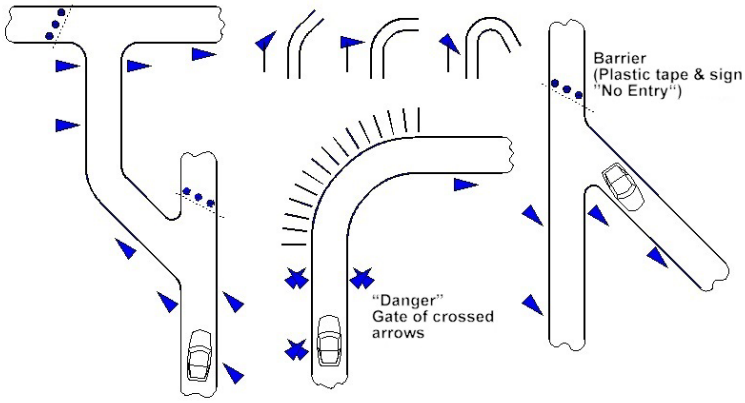
13.4.2 Two large arrows are to be placed at the junction to form a gate. These will normally, but not necessarily, be on the approach road to the junction, as shown on the sketches below. The important thing is that the gate of arrows should be readily visible to the driver.

13.4.3 One small vertical arrow should be placed after the junction to confirm that the correct route has been taken. The small arrows may also be used on their own to indicate "straight on" at junctions where there is no chance of a competitor taking the wrong turn.

13.4.4 Roads which are not to be used should be blocked or controlled as safely and completely as possible. A "no entry" sign and, if possible, plastic tape should be placed across the road.

13.4.5 Caution signs should be placed 50 to 100 meters before a hazard.

13.4.6 Angles of warning arrows and gate arrows should indicate the angle of the junction or bend, as shown in the sketch, but using one of three basic angles. The advance arrow should be on the opposite side of the road to the direction of the turn.



13.5 CHICANES

13.5.1 The use of artificial physical and virtual chicanes are permitted in rallies.

13.5.2 Physical chicanes may be of several types:

a) Single element, designed to have the competitors leave the main road and then return, may be used at a delta or a road junction.
b) Multiple element, designed to have the competitors negotiate the elements without leaving the road.

13.5.3 Physical chicanes:

a) should be manned and the marshals are deemed judges of fact as to whether a competitor struck a chicane element or not.
b) Entry for all chicanes shall be from the right so that the first chicane element shall be on the left side of the vehicle. In the case of multiple element chicanes, there shall be an even number of elements.
c) Penalties for striking an element of a chicane are as per CARS NRR 17.2.
d) Caution signs should be placed 50 to 100 meters before a chicane on both sides of the road and the location distance and number of elements of the chicane must be identified in both event route book and event supplied notes.

13.5.4 Virtual Chicanes:

a) Organizers may use virtual chicanes if the tracking device has a process for creating them.
b) The virtual chicane is designed to slow a vehicle to a set speed and, once reached, the driver is free to accelerate out of the chicane.
c) Organizers should outline the procedures that will be followed for their event including the length of the chicane and the exact speed to which the vehicle must decelerate before they reach the end of the chicane.
d) Caution signs should be placed 50 to 100 meters before a chicane on both sides of the road. Signs showing the start and finish of the chicane must be placed on both sides of

the road. The location distances must be identified in both event route book and event supplied notes.

e) Penalties will be as per CARS NRR 17.2.

13.5.5 Speed Neutral Zones

Organizers may use Speed Neutral Zones (NZ) if the tracking device has a process for creating them.

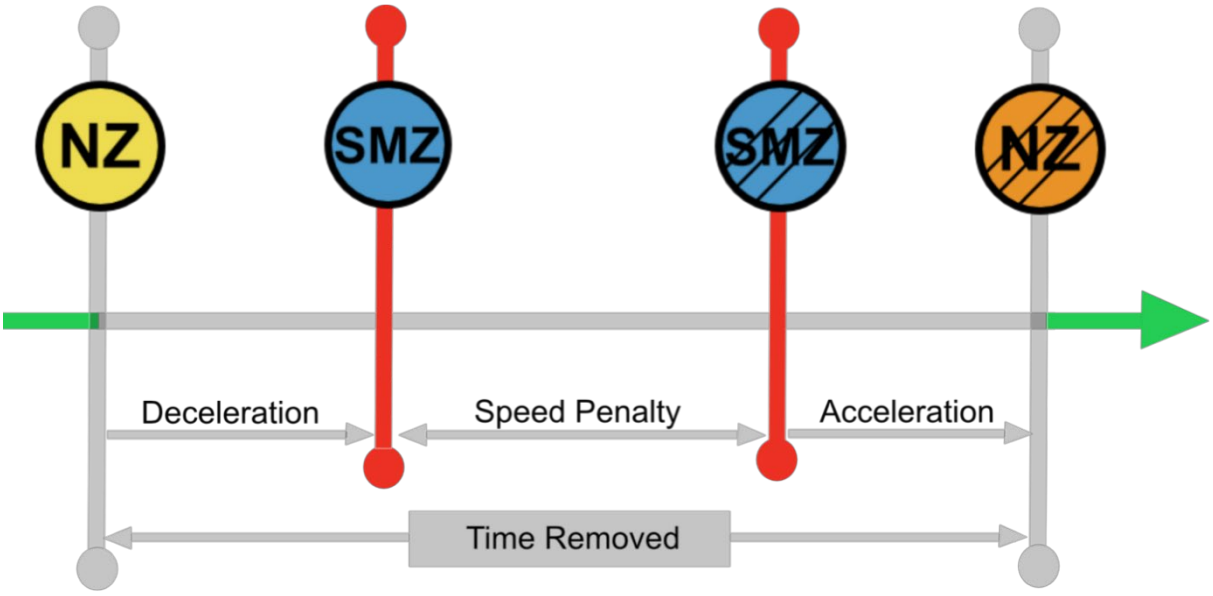
The Speed Neutral Zones consist of a Speed Monitoring Zone (SMZ) with a buffer on both ends for deceleration and acceleration respectively. It is designed to create a section of the stage that is not timed and where cars are given a maximum speed for a specified distance over the SMZ. The time spent in the Speed Neutral Zone is deducted from the overall stage time, so teams can drive slower than the maximum speed without additional penalty or added stage time.

Organizers should outline the procedures that will be followed for their event including the length of the Neutral Speed Zone including deceleration, speed monitoring zone and acceleration lengths, as well as the maximum speed for the speed monitoring zone restriction.

The location and distances must be identified in both event route book and event supplied notes.

Cars are not allowed to stop in a Neutral Zone.

Penalties for exceeding the speed or stopping will be as per CARS NRR 17.2 f) & g)



13.6 Reconnaissance

13.6.1 In a National Rally (or in regional rallies where Regional Championship regulations authorize) two pass Reconnaissance (Recce) will be available for all registered competitors. Participation in Reconnaissance is not compulsory. The organizers will provide a

Reconnaissance Schedule indicating when each stage is open for reconnaissance. This schedule may be specified in the event's supplementary regulations or be sent out to the entrants as a separate document a minimum of seven days before the opening of event registration. Reconnaissance is prohibited outside the designated times.

Note: In Force Majeure circumstances (e.g. weather, road conditions, road blockage, etc.), and two pass reconnaissance is not possible, the organizers will make the decision(s) whether or not the stage(s) will be used in the rally.

13.6.2 Reconnaissance is prohibited outside the designated times.

13.6.3 Organizers may, when circumstances warrant, use a convoy system where there are event official vehicles to lead the first vehicle in the convoy and follow the last vehicle in the convoy for part of the route or the entire route.

13.6.4 The use of a rally competition vehicle is prohibited unless the event supplementary regulations make provision for this to happen. All reconnaissance fine penalties are doubled where a rally prepared vehicle is involved.

13.6.5 Only one vehicle per entry is permitted. Competitors are allowed to double up in one vehicle if they wish.

13.6.6 Reconnaissance is conducted on open, public roads and when a road designated as a stage for the rally is run in reverse, competitors can encounter recce traffic in both directions.

13.6.7 Crews must always drive in the direction of the special stage.

13.6.8 Organizers will supply a vehicle number that must be installed on the top of the windshield on the co-driver side. Teams not displaying their assigned number will not be permitted to take part in reconnaissance of the stage.

13.6.9 The maximum speed for reconnaissance on the stages is 60kph or the posted legal limit whichever is the lower speed. As well, event organizers may specify a lower or higher limit for a particular stage or portion of a stage.

13.6.10 Use of radar detection equipment during recce is prohibited, violation will be penalized up to and including exclusion.

13.6.11 Only with the express authorization of the Clerk of the Course or his assistant, may any person, connected with an entered crew, travel on or over the route of a special stage of the rally (except on foot) from the end of reconnaissance.

13.6.12 Organizers must use Observation Controls when using radar locations. Competitors will stop at the control and the marshal will initial the stopped competitor's recce card and note the speed. Violation of CARS NRR 13.6.9 above will be penalized as follows:

a) First offence: Up to 20 Km/hr. over, receive a warning;
b) First offence: between 21 - 39 km/hr. over, receive a $150 fine;
c) Additional offence/s: 11 - 20 Km/hr. over, receive an additional $150 fine, for each occurrence;
d) Additional offence/s: 21 – 39 Km/hr. over, receive an additional $300 fine, for each occurrence;
e) Excessive speeds (40 km/h. or more) or competitors having a third offence above 20 kph: Competitors will be subject to referral to the stewards, by the organizer, for a hearing and possible exclusion, plus a $300 fine added to those already accrued.

13.6.13 Any infringements of the other Reconnaissance regulations will be reported, by the organizers, to the stewards who may impose penalties as per CARS GCR 7.4

13.7 SHAKEDOWN

13.7.1 A National event may include a Shakedown stage in the event schedule. If a Shakedown stage is included, then the shakedown shall be open to all registered competitors. Details concerning costs and conditions should be included in the event's supplementary regulations.

13.7.2 The shakedown stage should be run as if it were a stage run during the rally and include all the appropriate, organizational safety measures.

13.7.3 The shakedown stage may be run using:

a) A road not planned for use as a stage in the rally or;
b) Part of a stage included in the rally schedule.

13.7.4 A shakedown stage can be organized with the purpose of being both:

a) A media and promotional opportunity and;
b) For competitors to trial their vehicles.

13.7.5 Registered competitors must use all mandated personal safety equipment during Shakedown or participation in the Shakedown will be denied.

13.7.6 Any passenger on board the vehicle during Shakedown must have signed an insurance waiver provided by the organizer and must wear a helmet and FHRS device as well as the vehicle's safety harness. Passengers (minimum age 14 years, minimum weight 36kg (80 lbs) and minimum height 145 cm (4'9") are permitted.

13.7.7 Before the shakedown the vehicles must pass scrutineering.

13.7.8 Service may be only carried out in the main service park,

13.8 ADVERTISING

13.8.1 All advertising or promotional material used in connection with competitions must state that the event is sanctioned by CARS. Advertising material must be in good taste and not be misleading or untruthful. The words national, international championship, etc., when used to describe an event or used in the title of an event must be approved by CARS. Prior to official and final results being issued by CARS, all advertising pertaining to results of an event, must contain the wording "subject to official confirmation."

13.8.2 Competitors who allow their names or photographs to be used in connection with misleading advertising shall be liable to disciplinary action from CARS.

13.8.3 Advertising is allowed on vehicles participating in any CARS sanctioned event, provided the advertising is in good taste and it does not conflict in any way with the recognition of the competition numbers by marshals and other officials.

13.9 EVENT AWARDS

Quality token awards, such as trophies, mugs, bowls, plates, etc., must be awarded to the top finishing drivers and co-drivers to a minimum of at least 10% of starters in each event. Organisers are encouraged to offer additional awards as they see fit or are available.

14 TYPES OF ROUTE PRESENTATION

14.1 ROUTE BOOK

14.1.1 In all cases, a route book will be provided by the organizer. The route book shall be constructed as per CARS NRR's 13.3.8 to 13.3.10

14.2 STAGE NOTES

There are two types of stage notes:

a) Competitor generated pace notes are a detailed description of the stages prepared by the competitors during two-pass reconnaissance;
b) Organizer supplied notes are a detailed description of the stages prepared in advance by an individual or by mechanical means. These notes are supplied to the competitors who are given an opportunity to do a minimum of a single pass reconnaissance / familiarization using the supplied notes.

14.3 NOTIFICATION

Event Supplementary Regulations will identify the type of route presentation that will be used as well as details outlining the procedures to be followed including schedules for route familiarization or two pass recce, registration for recce and route reconnaissance.

14.4 DISCLAIMER

Competitor generated pace notes or, organizer supplied notes and reconnaissance are not required to traverse the stages. All events will provide a traditional route book to all competitors (see CARS NRR 13.3.8) Competitors must realize that the information contained in traditional route books, course notes and organizer supplied notes is a subjective matter, which cannot fully consider the capabilities of the individual vehicles, the competitors or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While effort is taken with the preparation and production of route book formats, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of the route book formats, CARS or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of these route book formats.

15 TIMING, SCORING AND CONTROL PROCEDURES

15.1 GENERAL

15.1.1 The standard timing system for stage rallies is described below. No other system is permitted unless specifically agreed to by the CARS Board.

15.1.1.1 All control watches are to be synchronised with official rally time which, in turn, is to be displayed in the registration area.

15.1.1.2 The timing minute is from 00 to 59 seconds. On transport sections, timing is to the preceding whole minute and on special stages to the preceding second or tenth of a second (see CARS NRR 15.12.1).

15.1.1.3 Times are to be affixed to the competitor timing cards. Competitors must run according to the times on their timing cards.

15.1.1.4 At all controls, the time of arrival (in hours and minutes) is the time of departure unless a later time of departure is recorded on the timing card by the control marshal.

15.1.1.5 The marshal records the vehicle number of every competitor who checks in, or sufficient information to uniquely identify the vehicle.

15.1.1.6 If a competitor believes that a marshal has misread the time, he shall ask the marshal to recheck the time.

a) If the marshal agrees that he did misread the time, he is to correct the time in on the timing card with the correct time in. He is to also note the corrected time in on his record sheet.
b) If the marshal does not agree that he misread the time, the competitor shall base his calculations on the time in recorded.

15.1.1.7 If a competitor doubts the accuracy of a marshal's time, he shall ask the marshal to record on his timing card, the time in requested by him. The marshal is to do so, but is not to alter the timing card. The competitor shall base his calculation on the time in recorded on his timing card.

15.2 TIME CARD

15.2.1 At the start of the rally, each crew is to be given a time card on which the time allowed to cover the distance between two consecutive time controls should appear. This card shall be handed in at the finish control of one section and replaced by a new one before the start of the next section. Several time cards (or all of the time cards for the event) may be issued together, covering a section, leg or the entire length of the rally. When conflicts exist

between times supplied by the organizer on the time card and in the route book, the times on the timing cards shall take priority.

15.2.2 Each crew is solely responsible for its time card. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The crew is responsible for any entries made on the time card.

15.2.3 Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.

15.2.4 Hours and minutes are to be shown thus: 00:01 - 24:00. Only the minutes which have elapsed will be counted. Throughout the rally, the official time will be that specified at registration.

15.2.5 The time card must be available for inspection on demand, especially at the controls where it must be presented personally by a member of the crew for entry of times recorded.

15.2.6 Any correction or amendment made to the time card, by a competitor will be considered an illegal procedure infraction per CARS NRR 17.3, unless such correction or amendment has been approved by the appropriate marshal.

15.2.7 The absence of a signature from any observation control or the absence of a time entry at a time control will result in the organizers making best efforts to score the missing controls from the control log sheets or the timing clock logs for the stage start/finishes. However, absence of a time entry for that competitor at a control will result in a DNF from the point of that control.

15.2.8 The appropriate marshal is the only person allowed to enter the time on the time card, by hand or by means of a print-out device.

15.2.9 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an inquiry to the Steward(s), who will deliver a final judgement.

15.3 RE-SEED ORDER

After the initial start, the re-seed order will be determined for the subsequent leg, based on one of the following:

15.3.1 Each entry's provisional overall standing based on stage times only.

15.3.2 Each entry's total sum of each stage's overall placing less the worst position (with the entry with the lowest total sum starting first). In the case of a tie, the overall standings should be used as a tie breaker. For example:

Vehicle	Overall time	Stage 1	Stage 2	Stage 3	Total less the worst	Restart

1	37:00.2	1	1	7	2	1
2	37:14.5	2	4	4	6	4
3	37:22.5	3	3	2	5	3
4	37:05.3	4	2	3	5	2

15.3.3 Each entry's median pace based upon % of fastest (the entry with the highest median pace starting first) In the case of a tied overall pace, the overall standings should be used as a tiebreaker. For example:

Vehicle	Overall time	Stage 1	Stage 2	Stage 3	Median pace	Restart
1	37:00.2	100	100	98.3	100	1
2	37:14.5	99.1	98.0	97.5	98.0	4
3	37:22.5	98.5	98.3	98.8	98.5	3
4	37:05.3	98.1	99.2	98.5	98.5	2

15.3.4 No matter which method above is used, assigned times must respect CARS NRR 13.1.1.2. The organiser, after approval by the Steward(s), may place competitors in a different re-seed order than their scores would normally have entitled them. Such decisions are not grounds for inquiry.

15.4 CONTROL PROCEDURE

15.4.1 The check-in procedure begins at the moment the vehicle passes the time control area entry sign.

15.4.2 Between the area entry sign and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

15.4.3 The actual timing and entry of the time on the time card can only be carried out if the two crew members and the vehicle are in the control area and within the immediate vicinity of the control unless it is physically impossible because of obstruction for the vehicle to reach the control then timing shall take place when a member of the crew presents himself to the control marshal.

15.4.4 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

15.4.5 Then, either by hand or by means of a print-out device, the appropriate marshal marks on the card the actual time at which the card was handed in, and nothing else.

15.4.6 The target check-in time is the time obtained by adding the time allowed to complete the transit to the start time for this transit, these times being expressed to the minute.

15.4.7 The crew will not incur any penalty for arriving in the control zone during the minute preceding the target check-in minute.

15.4.8 The crew does not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

Example: A crew which is supposed to check in at a control at 18h58 shall be considered on time if the check-in takes place between 18h58:00 and 18h58:59.

15.4.9 Any difference between the actual check-in time and the target check-in time is penalised as per 17.2b& 17.2c)

15.4.10 At the discretion of the organiser, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the time originally envisaged.

15.4.11 At the time controls at the end of a leg, of a section, of a regroup or at the end of the event; the organisers may authorise the crews to check in in advance without incurring any penalty provided that these time controls are identified as main time controls in the route book. However, the crew must request their correct *time in* and this requested time shall be entered on the time card provided that the time has not passed. If the time has passed, the actual time of check-in shall be recorded.

15.4.12 If it is found that a crew has not observed the rules for the check-in procedure as defined above (by entering the control area more than a minute before the actual check-in time or improperly stopping in the control zone), the senior marshal at the control is to make this the subject of a Judge of Fact report to be given to the organizer/clerk of the course, who will consider what action to take from including scoring the time the competitor entered the control zone to assessing an Improper Procedure Infraction.

15.5 TIMING

15.5.1 If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the following one.

15.5.2 However, when a time control is followed by a start control for a special stage, the following procedure should be applied:

15.5.2.1 These two controls shall be included in a single control zone, the signs of which shall be laid out as per section 16.

15.5.2.2 At the time control at the finish of a road section, the appropriate marshal is to enter on the time card the check-in time of the crew and its provisional starting time for the start of the stage. If two or more crews check in on the same minute at a time control immediately prior to the start of a Special Stage, their provisional start times for that Special Stage should be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times

at the time control previous to that one should be taken into account and so on. There must be a minimum 3-minute gap to allow the crew to prepare for the start.

15.5.2.3 Immediately after checking-in at the time control, the competing vehicle shall be driven to the start line of the special stage. (The competitor may choose to start from a position prior to the start line, but cannot leave the chosen location before their start time.) The start marshal will check the time foreseen for the start of the stage on the timing card. He will then start the crew according to the procedure laid down (see CARS NRR 15.12.4).

15.5.3 The exact elapsed time required between any two controls, in minutes, is stated in the route book. There are no target times for special stages. However, in the route book, each special stage will be assigned a "lateness" time for the purpose of calculating maximum permitted lateness (MPL) and for calculating the time out of the stage.

15.5.4 The time out from the time control at the end of a stage is normally the time of starting the stage plus the lateness time of the stage. However, if the time taken on the stage is longer than the lateness time for the stage, the time in hours and previous whole minutes shall be used.

Examples	A	B	C
Stage 1 start time	10:00	10:00	10:00
Stage 1 lateness time	(8)	(8)	(8)
Stage 1 finish time	10:05:28	10:08:32	10:12:10
Stage 1 penalty	5:28	8:32	12:10
Stage 1 time out	10:08	10:08	10:12

The target time for the next time control after a stage finish is the calculated time out of the stage added to the time given for the road section.

Examples	A	B	C
Stage 1 time out	10:08	10:08	10:12
Transit time	22 min	22 min	22 min
Target time Stage 2 start	10:30	10:30	10:34

15.5.5 The maximum permitted lateness for each leg of the rally is 20 minutes (or longer with the approval of the CARS Regional Director). One (1) minute of MPL will be accumulated for each minute of late arrival at time controls and for each minute taken in excess of the "lateness" time to traverse a special stage. MPL may not be reduced by early arrival at controls. ("Lateness" times shall be quite generous and will represent the time that the organiser(s) anticipates the slower vehicles will require to traverse a special stage.)

15.5.6 Marshals are not to attempt to judge whether a competitor is within his maximum permitted earliness or lateness. The marshal should issue and record times for each competitor who checks in.

15.5.7 Maximum permitted earliness (MPE) for each leg of the rally is 10 minutes. One (1) minute of MPE will be accumulated for each minute of early arrival at time controls and main time controls. MPE may not be reduced by late arrivals at controls.

15.6 EXCLUSION

Crews are bound, under pain of exclusion, to check in at all times in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter the control area.

15.6.1 Any lateness exceeding 20 minutes per each leg of the rally will result in the exclusion of the crew by the organiser. In calculating such exclusion, the actual time and not the penalty time, (10 seconds per minute) shall apply.

15.6.2 Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control shall not be taken into consideration when calculating time counting towards exclusion for exceeding maximum lateness.

Examples

Section A:	Target time	13:00:00
	Check-in time	13:10:xx

Penalty for late arrival = 10 x 10 seconds = 100 seconds = 1 min. 40 seconds
Lateness counting toward exclusion = 10 minutes.

Section B:	Target time	14:30:00
	Check-in time	14:25:xx

Penalty for early arrival = 5 minutes.
Lateness counting towards exclusion = 10 minutes. (Not compounded)

Section C:	Target time	16:20:00
	Check-in time	16:30:xx

Penalty for late arrival = 10 x 10 seconds = 100 seconds = 1 min. 40 seconds
Lateness counting towards exclusion = 10 additional minutes.
TOTAL SECTIONS A + B + C
Total penalties (for late and early arrivals):
1 min. 40 seconds + 5 minutes. + 1 min. 40 seconds = 8 minutes. 20 seconds.
Total lateness counting towards exclusion: 10 + 10 = 20 minutes.

15.6.3 The exclusion time may be increased at any point by the Steward(s), upon the proposal of the organiser. The crews concerned shall be informed of this decision as soon as possible.

15.6.4 Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

15.7 REGROUPING CONTROLS

15.7.1 Regrouping areas may be set up along the route. Their entry and exit controls shall be subject to the general rules governing controls.

15.7.2 Inside a regrouping area, the engines may be started by means of an external battery. This battery must not then be taken on board the vehicle.

15.7.3 The purpose of these regrouping areas will be to reduce the intervals which may have occurred between competing vehicles as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

Example: 60 vehicles at the start of the rally (9:00) with a 20 min regrouping at the end of service #1 (11:00 with 11:20 out of regrouping)

a) Target time for the arrival of car #1 at the regrouping control: 11:01
Target time for the arrival of car #60 at the regrouping control: 12:00

b) Actual arrival time of car #1 at the regrouping control: 11:01
Actual arrival time of car #60 at the regrouping control: 12:09
(6 vehicles have retired during this part of the rally)

c) Starting time of car #1 11:21
Starting time of car #60 (12:20 - 6 retired vehicles) 12:14

d) The respective length of stopping time shall therefore have been:
Car #1 20 min
Car #60 5 min (9 min target lateness + 6 retired + 5 stop time = 20)

15.7.4 On their arrival at these regrouping controls or combined Service Out/Regrouping In/Out control, the crews will hand the appropriate marshal their time card. The crews will receive the service out time and instructions on their starting time and the start time will be written on the time card. If kept in the regrouping area, the regroup area is considered a Parc Fermé If the team is released directly from the regroup area, then the team may proceed to the refueling zone or the next transit. The organisers may give them a new set of time cards either at the entrance or at the exit of the Parc Fermé.

15.7.5 After regrouping, the starting order should follow the general classification drawn up according to CARS NRR 15.3. Otherwise, vehicles should start in the order in which they arrived at the regrouping in-control.

15.8 Service Parks

Service parks will be established in accordance with the following.

15.8.1 Service parks are to be indicated in the rally itinerary and route book with a Time Control at the entrance and exit. (The 25 m distance referred to in CARS NRR's 16.1.4 and 16.9.1 shall be reduced to 5 m).

15.8.2 The speed of vehicles in the service parks may not exceed 20 km/h.

15.8.3 During the event, fuel in the service park must be stored in the team's trailer or service vehicle.

15.9 Refueling

Refueling of the competitor's vehicle is only permitted in the refuel zones designated by the Organizers and once the service park is operational, all refueling must be done in the refueling zone. See CARS NRR 13.2.7 for alternative refueling zones.

15.9.1 These refuel zones will be established immediately after the exit from the service parks regrouping controls or at alternative refueling zones. Their entry/exit should be marked by a blue fuel can symbol.

15.9.2 Any action inside a refuelling zone not directly involved in the refuelling of the competing vehicle is prohibited. Refueling zones are to be considered a Parc Fermé.

15.9.3 In all refuelling zones, a 5 km/h. speed limit will apply.

15.9.4 The responsibility of refuelling is incumbent on the competitor alone. However, service crews may fuel their vehicles.

15.9.5 Engines must be switched off throughout the refuelling operation.

15.9.6 It is recommended that the crew remains outside the vehicle during refuelling; however, should they remain inside, the safety belts must be unfastened and the doors opened.

15.9.7 In the event of a breakdown, the vehicle concerned may be pushed outside of the zone without incurring a penalty. An external battery may be used immediately after the exit of the zone.

15.9.8 A five-minute time allowance for refuelling must be included within the target time for the following transit. See CARS NRR 13.3.10.

15.9.9 An electric fuel pump for fuel transfer is strictly prohibited.

15.10 Route Obstruction / Loss of Stage Security

15.10.1 If a competitor deliberately blocks the route for succeeding competitors, he shall be subject to a minimum penalty of exclusion from the event.

15.10.2 Competitors coming upon circumstances which have breached the security of the stage shall make all efforts to notify event officials of the situation through the next radio location or the finish control.

15.10.3 Competitors coming upon a total road blockage shall make all efforts to ensure the safety of the area as per CARS NRR 15.16. After securing the scene, competitors are to make all efforts

to clear the road blockage and continue to the end of the stage. The first competitor to pass through shall notify event officials of the situation via the finish control.

In the case of 2 and 3 above, scoring shall be as per CARS NRR 15.13.

15.11 Maximum Average Speed for Stages

15.11.1 While ideally the average speed of the fastest competitor should be lower than 120 km/h (see CARS NRR 13.2.1), any competitor who, in a stage not run on a circuit designed for automobile racing, exceeds an average speed of 120.0 km/h shall be scored with the time taken.

15.11.2 In addition to CARS NRR 15.11.1 above, any stage in which any competitor exceeds an average speed of 120.0 km/h. plus 10% shall not count in the scoring of the event except if the stage is run on a circuit designed for automobile racing.

15.11.3 The distance of the stage to be used for calculation of the average speed shall be from the start line of the stage to the flying finish of the stage.

15.12 Special Stages

15.12.1 Special stages are speed tests on roads closed for the rally. For special stages timing on national rallies will be completed to the tenth of a second when using electronic timing. When manual timing equipment is being used, timing will be completed to the last whole second.

15.12.2 Crews are forbidden to drive in the opposite direction to that of the special stage, under pain of exclusion by the steward(s).

15.12.3 A special stage will commence from a standing start, with the vehicle placed on or behind the starting line.

15.12.4 Starts of special stages will be given as follows:

a) When the vehicle with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the vehicle in question on special stage time card (hour and minute). He will hand this document back to the crew and will count down aloud: 30 - 15 - 10 and the last five seconds one by one.
b) Alternatively, this method may be replaced by an electronic countdown system, counting down by seconds and clearly visible to the crew from the start position. This system may

be electronically coupled to a start line detection device that records any situation where a vehicle leaves the start line ahead of the correct signal.

c) When the last five seconds have elapsed, the starting signal shall be given whereupon the vehicle must start immediately.

15.12.5 The start of a special stage may only be delayed in relation to the scheduled starting time by the marshal in a case of force majeure.

15.12.6 In the event of a late start ascribable to the crew, the marshal will enter a new time with the penalty then being 1 minute per minute or fraction of a minute late.

15.12.7 A false start, particularly one made before the marshal or an electronic system has given the signal, shall be penalised as per 17.2d) This penalty does not exclude heavier penalties being imposed by the Steward(s), if they judge it necessary.

For the stages time calculation, the actual start time must be used.

15.12.8 Special stages will end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden. Stopping will be considered an Improper Procedure Infraction (see CARS NRR 17.3) Timing will be recorded on the finish line.

15.12.9 The crew must then report to the Stop Point indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, and second or hour, minute, seconds and tenth of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the competitor will use their time cards to calculate the time to check in at the next control and the time will be entered by the event at the end of the leg/rally or regrouping control.

15.12.10 If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

a) at the start: DNF;

b) at the finish (Stop Point): 5-minute time penalty.

15.12.11 The times recorded by the crews in each special stage, expressed in hours, minutes, seconds or hours, minutes, seconds and tenths of a second shall be added to their other penalties (road, technical, etc.) expressed in time.

15.13 Interruption of a Special Stage

15.13.1 When a special stage has to be stopped for any reason whatsoever before the last crew has covered it, the organizer may establish a classification for the stage by allocating to each crew which has been affected by the interruption, the slowest time set before the stage was stopped or the fastest time set by a vehicle that has subsequently completed the stage after the blockage has been cleared if there was no time set before the stage was stopped.

15.13.2 An organizer, for stage safety considerations or for the purpose of clearing the route, may instruct a crew to transit through any stage or to take an alternate route to rejoin the event via an official notice which one member of the team is to sign.

15.13.3 In the case of a stage being downgraded, a specific stage long time will be assigned by the Clerk of the Course for competitors to transit the downgraded stage. Competitors (using maximum speed limits as per CARS NRR 13.6.9) should transit a downgraded stage with caution as there may be on-coming vehicles or stage obstructions. Competitors are also to obey traffic signs and marshals' directions. Organizers should attempt to maintain stage security and radio coverage until all transiting competitors have completed the stage. In the case of a re-route being given, directions and a specific transit time will be assigned by the Clerk of the Course and exclusion under CARS NRR 17.6 will not apply.

15.13.4 This classification may be drawn up even if only one crew has been able to cover the stage in normal competitive conditions.

15.13.5 Should the organizer(s) consider the slowest time set as abnormal, they may choose as the scratch time the one among the four other slowest which seems the most suitable. Under special circumstances, another time that is deemed appropriate may be assigned.

15.13.6 No competitor responsible in total or in part for the interruption of a Special Stage may benefit from this measure. Provided that crew is able to proceed to the finish of that stage, that crew will be given the time it set for the stage if this is greater than the time awarded to the other competitors affected by the interruption. If the time is less than the time awarded to the other competitors, then that crew will be awarded the same time that was awarded to the other competitors.

15.13.7 In addition to the circumstances of CARS NRR 15.13.1 above, if an organizer finds

a) that the competition field has become divided by time;
b) the course closing vehicle, comes upon a crew stopped in a transit or stage that would not be able to resume competition momentarily;
c) a crew, while still within maximum lateness, has not left a re-grouping control, a reseed or a service within 5 minutes of the last crew's time out, the organizer may invoke CARS NRR's 15.13.1 to 15.13.6.

15.14 DNF

15.14.1 Competitors who:

- Fail to complete a stage or a transit,
- are beyond their maximum lateness,
- have surrendered their timing card to a rally official,
- have missed a control,

- are badly damaged after an off,
- are unable to continue as the registered crew,
- switched duties while on a stage.
- Is excluded from the event as per CARS NRR 17.2

Shall not compete further in the rally unless they re-start the rally under the provisions of CARS NRR 15.15. Competitors who have not been informed by the organizer(s) that they are beyond maximum lateness may continue in the rally. (See CARS NRR 15.5.6) Competitors failing to comply with this regulation shall be subject to sanction at the discretion of the Steward(s).

15.15 RE-START AFTER RETIREMENT

15.15.1 General

15.15.1.1 For a national championship rally and, (if stated in the region's championship regulations) for a regional championship rally; a crew which has DNF'd as per CARS NRR 15.14 may re-start the rally from the start of a later leg provided they meet the conditions of CARS NRR 15.15.2.

15.15.1.2 When the retirement is on a stage, that stage time will not be recorded. When the retirement is on a transit, the prior stage time will not be scored and the crew will be deemed to have retired on the stage.

15.15.1.3 Any crew which has retired and not able to re-start the rally will be classified as Did Not Finish (DNF)

15.15.1.4 For dual status events where there are differences in the wording between the National and Region re-start regulations, the national regulations shall apply for all competitors in the event.

15.15.2 Conditions for Re-starting a Rally

15.15.2.1 To re-start the rally, the vehicle and crew must meet the following requirements:

a) Pass inspection by the Chief Scrutineer (or designate);
b) Use the same body shell;
c) Use only the original registered crew;
d) Receive the approval of the Clerk of the Course.
e) The crew has not previously penalized with exclusion from the rally.

15.15.2.2 Restart Procedure:

a) The crew wishing to re-start must notify the Clerk of the Course of their intention to re-start a minimum of 30 minutes before the scheduled first vehicle start time of the first vehicle for the next leg of the rally. This notification need not be made in person and may be made through the event radio network or through other telecommunications.

b) The Chief Scrutineer (or delegate) will conduct the safety inspection in the location and time the event has designated. And advise the Clerk of the Course that the vehicle may re-start. Failure to present the vehicle ready to take the re-start at the time specified will result in the crew not being able to take this re-start opportunity.
c) The Clerk of the Course will determine where to slot the crew into the start order ((including provisions accounted by CARS NRR 13.1.1.2) and include the crew in the start order for the next leg.
d) The crew will accumulate lateness and penalties normally accrued for late arrival at the leg start control until deemed max late, at which time they will not be considered to have re-started, but may be eligible to re-start at the beginning of subsequent legs.

15.15.2.3 Only crews that take the start at the beginning of the first day of the rally will be permitted to re-start the rally.

15.15.3 Penalties

15.15.3.1 For each time a crew uses CARS NRR 15.15 to re-start the rally, a time penalty of 10 minutes for the first stage missed and 5 minutes for each subsequent stage missed.

15.15.3.2 This time penalty will be added to the fastest time of their vehicle class for each missed stage (or the 'slow' time for any stage if there are no other remaining vehicles in the class) which shall include the stage on which the crew has retired.

15.16 USE OF SAFETY WARNING DEVICES

15.16.1 In cases where a vehicle is stopped:

a) ONE warning triangle must be placed at the same side of the road as the stopped vehicle, facing oncoming rally traffic, a sufficient distance from the stopped vehicle to give ample warning to oncoming competitors.
b) If the vehicle is unable to continue the rally, ONE triangle must also be placed ON the vehicle.
c) Competitors arriving at a location where a triangle is displayed shall SLOW to a reasonable speed and maintain that speed until they have passed the stopped vehicle (no scoring relief will be given). Competitors are reminded that one triangle could indicate a complete route blockage.

15.16.2 In the event of injuries, competitors are expected to display the red cross symbol (back cover of the route book) and following competitors are required to stop and render aid.

15.16.3 If no triangle is displayed, competitors arriving at a location where another competing vehicle has stopped, must stop until the safety of the occupants of the stopped vehicle has

been ascertained and the set-up of the stopped vehicle's triangle has started. Vehicles stopping to comply with this rule may apply for scoring relief under CARS NRR 15.13.

15.16.4 If a crew is stopped in a stage, unable to continue, but do not need medical attention and are okay, they must display the "OK" sign found on the reverse of the red cross, to following rally vehicles. If no "OK" sign, is shown, following vehicles must stop to ascertain the need for assistance. Competitors stopping to comply with this rule may apply for scoring relief under CARS NRR 15.13.

15.16.5 The organiser, upon, shall have the right to grant a time allowance to a competitor who has stopped to ascertain the need for assistance as per section 2 above. When available, tracking system data and/or in-car video footage can be used to determine the time allowance given.

15.16.6 Display of a Red Cross symbol on a stage will be cause for possible cancellation of the stage by the organiser with the concurrence of the stewards.

15.16.7 Self-igniting flares may not be used at any time on stages.

15.16.8 Competitors having displayed any triangles must recover them before continuing any further in the rally.

15.16.9 Penalties for violation or abuse of the above shall be according to CARS NRR 17.3.

16 CONTROLS

16.1 GENERAL

16.1.1 No controls, other than observation controls, may be placed in the following locations (meal, gas and service stops excepted):

a) On a main thoroughfare (this is intended to include most paved roads and most numbered highways);
b) Within a built-up area having a reduced maximum speed;
c) Within 100 meters of a habitation unless the occupant has consented.

16.1.2 Except where specifically provided for elsewhere in this section), the beginning of the control zone is marked by a warning sign on a yellow background. At a distance of no less than 25 m, the position of the control is indicated by an identical sign on a red background. The end of the control zone, approximately 25m further on, is indicated by a final sign on a beige background with three black transversal stripes. (See CARS NRR 16.9.1)

16.1.3 All control zones are considered as Parc Fermé and are subject to the provisions of CARS NRR 16.8

16.1.4 The stopping time within any control zone must not exceed the time necessary for carrying out control operations.

16.1.5 The target check-in time is the responsibility of the crews alone, who may consult the official time at the control.

16.1.6 The marshals may not give them any information on this target check-in time.

16.1.7 Crews are obliged to follow the instructions of the marshal in charge of any controls. Failure to do so will result in a penalty which may go as far as exclusion, at the discretion of the Steward(s).

16.2 ARRIVAL TIME CONTROLS

16.2.1 At Arrival Time Controls (ATC), the marshals mark on the time card the time at which the card was handed in, recorded to the whole minute during which the time card was handed to the marshal, including where it is physically impossible, because of obstruction, for the vehicle to reach the control. In this case, it is up to the crew to get the time card into the control on time.

16.2.2 A stage start time at least three minutes after the arrival time should be assigned by the control marshal.

16.3 START CONTROLS

Start Controls are located at the start of special stages, about 50 meters after the stage arrival time control. Each vehicle will start a special stage at the 00 second mark of its departure minute, as assigned at the arrival time control or as adjusted at the start line by the start marshal, with both drivers' safety harnesses, head and neck restraint and helmets properly fastened.

16.4 Finish Time Controls

Finish Time Controls (FTC) are located at the end of special stages and time will be recorded as the vehicle passes the flying finish boards. At a suitable stopping distance after the flying finish (about 200 - 300 meters), there will be the finish time control (FTC) where vehicles must come to a complete stop and the stage time will be marked on the time card by the FTC marshal. This is the time recorded to the tenth of a second. The car is not to continue until directed by the marshal.

16.5 Main Time Controls

Main Time Controls (MTC) must be located at the start and finish of the rally and may be used at each section of the rally, but not at the start or exit of a service area. Early arrival is permitted and drivers may check in early, but must request their correct time. Drivers shall check out of these controls on their correct minute.

16.6 Observation Controls

16.6.1 These controls will NOT be identified in the route book. They may be located:

16.6.1.1 Within or at the end of quiet zones for the purpose of verifying that vehicles comply with the following quiet zone regulations:

a) Posted speed limits must be observed;
b) Auxiliary headlights may not be used;
c) Excessive noise is not permitted.

Anywhere along the rally route for the purpose of inspecting competing vehicles, for the purpose of inspecting safety equipment and vehicle eligibility.

16.6.1.2 Anywhere within a transit or a stage during reconnaissance for the purposes of informing competitors of any violation of transit speed limits.

16.7 Parc Fermé / Parc Exposé

16.7.1 The supplementary regulations and/or route book shall specify the place and time of any Parc Fermé. During the time of operation, surveillance is to be carried out by rally officials who are responsible for its operation.

16.7.2 The supplementary regulations and/or the route book shall specify the place and time of any Parc Exposé as well as the conditions for its operation. Unless restricted by these conditions drivers and co-drivers are allowed to remain with their vehicles and competitors and service crews are allowed to work on their vehicles. A Parc Exposé may be used before the start and

possibly the restarts and, in these cases, the penalty (exclusively pecuniary) for late arrival in the start area shall be $50.

16.7.3 As soon as the drivers have parked their vehicle inside Parc Fermé, they must leave the Parc Fermé. They will be allowed to re-enter (or enter) the Parc Fermé 10 minutes before their starting time or when cars are released from Parc Ferme by the Steward(s) as per 16.7.4 d). The target starting time will appear on each crew's time card or route book. Any violations will result in a time penalty similar to early/late arrival at a time control. (Organisers may alter, for publicity purposes, requirements of having crews leave Parc Fermé. However, alterations must be explained in the supplementary regulations and/or route book.) If a regrouping park does not exceed 20 minutes, crews may remain in this regrouping park.

16.7.4 Except where specifically provided for elsewhere in the regulations, while the vehicles are subject to Parc Fermé rules, any repair, assistance or refuelling is strictly forbidden: (Penalties as per CARS NRR 17.3):

a) from the moment they enter a starting area (if one exists) or a regrouping area, until they leave it;
b) from the moment they enter a control zone until they leave it;
c) from the moment they enter a refueling zone until they leave it;
d) from the moment they reach the end of the rally until the time for lodging an inquiry as per CARS GCR 8.4. c). has expired and the Steward(s) have authorised the opening of the Parc Fermé.

16.7.5 If the organiser, scrutineer or the Steward(s) consider that the state of a vehicle has become so defective that the safety of normal road traffic might be affected, this vehicle must be repaired in the presence of an official. The time needed for the repair must be considered as so many minutes late, so as to prevent a crew from trying to regain the time lost during such repairs. The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.

16.7.6 By way of exception, and under the supervision of an authorised marshal or scrutineer, the crew may, while in the Parc Fermé, at the start, regrouping area or end of leg, change the windscreen or rear window with the possibility of outside help. If, in order to change the windscreen, it is necessary to straighten the bodywork, the provisions described in CARS NRR 16.7.5 above will apply.

These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in CARS NRR 16.7.5 above.

16.7.7 Any late arrival, ascribable to the crew, at the start of the rally or of a leg, or section, shall be penalised by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

~~Since~~ The crews have 15 minutes within which to report at the start of the rally, of a leg or of a section. If they report within these 15 minutes the exact starting time shall be entered on the time card. The prescribed minimum interval between the vehicles must be respected.

16.7.8 Only the officials on duty and/or the members of the crew are authorised to push a competing vehicle inside or at the entrance to or exit from a Parc Fermé.

16.7.9 Inside the Parc Fermé, the engines may be started by means of an external battery. This battery must not then be taken aboard the vehicle.

16.8 CONTROL MARKERS

All controls, i.e. main time controls (MTC), arrival time controls (ATC), observation controls, special stage start line control and finish–time controls (FTC), are indicated by means of standardised sign~~s~~ boards complying with the drawings below.

The use of control zone marker boards described in this section will be mandatory for all rallies, except as described under 16.8.7.

16.8.1 The start of the time control zone is marked by the "start control zone" clock board on a yellow background. At a distance of no less than 25 m, the "arrival time control (ATC)" or "main time control (MTC)" is marked with clock board on a red background. The end of the control zone, approximately 25 m further on, is indicated by an "end of control zone" board, ~~on~~ a beige circle with three black transversal stripes.

Time Control Boards (MTC & ATC)			
Start of Control Zone	Arrival Time Control (ATC) & Main Time Control (MTC)		End of Control Zone

16.8.2 Special stage start controls are laid out the same as an arrival time control shown in 16.8.1, but with the addition of the "start line control" board. The "end of control zone" board should be placed approximately 25m beyond the start line.

Stage Start Boards			
Start of Control Area	Arrival Time Control (ATC)	Start Line Control	End of Control Zone

16.8.3 Special stage "flying finish warning" is the checkered flag on a yellow background, followed approximately 100m later by the "flying finish" checkered flag on a red background. The yellow and red checkered flag boards are to be placed on both sides of the road. The location of the "finish time control (FTC)" is identified by the stop sign which should be 200m to 300m further on, depending upon the conditions and ability of the vehicle to come to a safe stop. The stage finish control ends with the beige "end of control zone" board approximately 25m beyond the FTC.

Stage Finish			
Flying Finish Warning	Flying Finish	Finish Time Control (FTC)	End of Control Zone

16.8.4 Observation Control~~s~~ zones start with the red "observation control" board and end with the beige "end of control" board.

16.8.5 Refuelling Zones start with the blue "start refuel zone" board and end with the blue "end refuel zone" board. Additional red warning signs prohibiting smoking, the use of cellular telephones, naked flame, etc. are recommended.

Observation Control		Refuel Zone	
Observation Control	End of Control Area	Start Refuel Zone	End Refuel Zone

16.8.6 Virtual Chicanes, if used, are to include a "VC warning" board 100M before the virtual chicane start. The virtual chicane starts with a blue "VC Start" board on each side of the road and ends with a single blue "VC End" board.

Virtual chicanes should be standalone, the location is not to double as a radio or medical location where extra signs can cause confusion.

Virtual Chicane		
VC Warning	VC Start	VC End

16.8.7 Speed Neutral Zones

Signs should be placed on both sides of the stage road, that indicate:

a) **Start of Neutral Zone**: used to indicate where the time is stopped and the start of the deceleration area begins.
b) **Start of Speed Monitoring Zone**: used to indicate where the start of the speed restriction begins. From this point to the end of the SMZ.
c) **End of Speed Monitoring Zone**: used to indicate the end of the speed restriction and the beginning of the acceleration neutral zone.
d) **End of Neutral Zone**: use to indicate where the timing for the stage restarts.

Speed Neutral Zones			
Start of Neutral Zone	Start of Speed Monitoring Zone	End of Speed Monitoring Zone	End of Neutral Zone

16.8.8 The following signs are recommended for radio and medical locations, remote service zones, tire change zones and quiet zones, if used. These signs are not to be used within a control zone.

Radio Vehicle Location		Medical Vehicle Location	
Location Warning	Radio Location	Location Warning	Medical Location

Remote Service Zone		Tire Check or Change Zone	
Start	Finish	Start	Finish

Quiet Zone		
QZ Warning	QZ Start	QZ Finish

16.9 Missing Control

Should a control not be placed, the correct time of arrival at the next control shall be calculated using the elapsed times and "lateness" times as listed on the time card.

17 ASSESSMENT OF PERFORMANCE

17.1 START

Each entry shall start the event with zero penalties and the entry with the lowest penalty (in hours, minutes, seconds and tenths of seconds for electronic timing or last whole second for manual timing) at the finish shall be declared the winner.

17.2 PERFORMANCE PENALTIES

Penalties shall be assessed by the organizers as follows:

a. On special stages - Time taken

b. Each minute late at a time control or main time control - 10 seconds

c. Each minute early at a time control or main time control - 1 Minute

d. Making a false start to a special stage
   i. 1st offence - 10 seconds
   ii. 2nd offence - 1 minute
   iii. each additional offence - 3 minutes per offence

e. Striking a physical chicane - 15 secs per element

f. Speed violation in Virtual Chicane OR Speed Neutral Zones
   - 10 secs if less than or equal to 9 kph over
   - 30 secs if greater than 9 kph over

g. Speeding in a service park - 2 Minutes per offence

h. Stopping in a Speed Neutral Zone - Time Stopped

No time penalty shall be assessed for infractions of a non-competitive or administrative nature.

17.3 IMPROPER PROCEDURE INFRACTION PENALTIES

17.3.1 Improper Procedure Infractions must be reported in writing to the organiser by marshals, judges of fact or competitors. Upon acceptance of the Inquiry or Judge of Fact report by the organizer, a penalty shall be applied as specified in 17.3.5

17.3.2 Where no penalty is specified the infraction shall be referred to the Steward(s) for investigation, the seriousness and circumstance of the infraction shall be taken into consideration and may impose any penalty specified in GCR section 7.

17.3.3 A second infraction during the event may result in a recommendation by the organizer to the steward(s) for a sentence of exclusion.

17.3.4 Use of in-car video footage may be used by event or CARS officials to verify compliance with the regulations for use of safety warning devices (see CARS GCR 3.11 c)

17.3.5 Specific Infractions

INFRACTION	PENALTY
a) Illegal service as defined in CARS NRR's 18.1.7 & 18.1.8,	- 10 minutes
b) Illegal refuelling as per CARS NRR 15.9,	- 10 minutes
c) Shortcutting of a stage,	- Stage Lateness Time
d) Reversing in a control area,	- 10 minutes
e) Being towed on stage,	- Exclusion except per CARS NRR 17.6.1b)
f) Being towed on transit, other than by another competitor,	- 10 minutes
g) Exceeding speed limit at Observation Controls during a rally;	
a. 1-10 km/Hr over the limit	- 0 seconds
b. 10 - 39 Km/Hr over the limit	- 10 secs per km/h over
c. over 39 Km/Hr	- exclusion.
h) Interfering with the operation of tracking systems, boost monitors or other equipment installed in the car by CARS, the event organizer, or series media,	- 10 minutes
i) Failure to properly wear safety harness, driving suit, helmet, or head and neck restraint while traversing a special stage,	- 10 minutes
j) Violation of safety procedures detailed in CARS NRR 17.9,	- see 17.3.2
k) Violation of studded tire regulations,	- see 17.3.2
l) Driving on a public road during a road section, in a manner that causes damage to the road surface. Including but not limited to;	

- Driving on the metal rim of a wheel.
- Driving without a wheel.
- Driving with mechanical parts dragging. - see 17.3.2

m) Violation of quiet zone regulations, - see 17.3.2

n) Traversing a stage with window(s) open (more than 2.5 cm) and without window net(s) in place, - see 17.3.2

o) Having a radar detection equipment in a vehicle as per CARS Technical Rule 12.4.9~~,~~ - see 17.3.2

p) Violation of control procedures (see CARS NRR 15.4), - see 17.3.2

q) Violation of Parc Fermé regulations (see CARS NRR 16.7.4), -see 17.3.2

r) improper modification to a time card (see CARS NRR 15.2.6), - see 17.3.2

s) Failure to complete the entire rally route per CARS NRR 17.6. - see 17.3.2

17.4 Timing Errors

The organiser reserves the right, when scoring any time card, to correct whole-minute timing errors.

17.5 Baulking

~~No claim is allowable for baulking. However, an entry found to have unreasonably delayed another entry is subject to possible assessment of an Improper Procedure penalty by the organizers.~~

Any crew caught by another while on stage must make the necessary move to allow overtaking. This applies notably if one has lost time due to a technical failure or has gone off the road before restarting. If the cars are equipped with a car-to-car communication device, a request for overtaking may be received. The readiness to be overtaken should be shown by appropriate flashing indicators (e.g. left indicator means that the car being overtaken will stay to the left side of the road). The crew being overtaken shall make every effort to facilitate the overtaking maneuver, such as stopping in a safe place. The crews are responsible for ensuring that no danger is caused by overtaking.

Failure to allow overtaking may be subject to penalty under CARS NRR 17.3

The Clerk of the Course, upon inquiry and only with the concurrence of the Steward(s), shall have the right to grant a time allowance to a competitor who has been prevented from overtaking.

17.6 Finishing Qualifications

To qualify as a finisher, the crew shall follow the route as described in the route book and check-in at all controls in the correct sequence in the direction of the rally route, within the MPE-MPL (unless CARS NRR's 15.13.1 or 15.15 are applied).

17.6.1 A competing vehicle shall complete the entire course under its own power. Exceptions are listed below:

a) By a ferry, the use of which is required by the route of the event;
b) By outside means for the minimum distance necessary to extricate it from difficulty (ditch, snowbank, blocking or partly blocking the road), or to clear the route for other competitors;
c) By gravity;
d) By the unaided efforts of its crew (including pushing out of a Parc Fermé);
e) By official permission or instruction;
f) For the purpose of facilitating re-start see CARS NRR 15.15;
g) Being towed by another competitor on a transit.

17.7 Serious Violation

The organiser may request the Steward(s) to assess a fine, not exceeding the competitors' entry fee, or recommend exclusion by the Steward(s), to either or both crew members for any action not specified above, and in particular for being charged for a violation of any traffic regulation, for breach of regulations governing the behaviour of service crews or unsportsmanlike conduct.

17.8 Practicing/Pace Notes

17.8.1 Practicing in the area of any event shall be banned for a period of 60 days prior to each rally. Practicing shall be deemed to include a wide range of actions including but not limited to:

- testing a competition vehicle,
- production or clarification of notes for a stage,
- actions which annoy residents.

It is the intent of this rule that competitors, without legitimate business, shall not drive on stage roads prior to the scheduled reconnaissance or note familiarization as set out in the event schedule. (An organiser may grant permission to traverse specific portions of a route for familiarisation purposes, but it must be granted to all competitors.) Penalties for practising are those detailed in CARS GCR 7.4

17.9 Slow Moving Vehicles

The use of 4-way flashers is recommended for competitors who are able to proceed through the stage, but are unable to maintain a reasonable speed.

18 SERVICE CREWS

18.1 GENERAL

18.1.1 A service crew shall consist of registered vehicles and their occupants.

18.1.2 Each service crew member must be registered and sign a waiver before the event.

18.1.3 Only one service crew may be registered by any one competing crew. However, any registered service crew may service any competing vehicle.

18.1.4 Any misdemeanour or infraction of the regulations by a service crew may result in penalties being assessed against their registered competing crews.

18.1.5 The organisers should provide:

a) Instructions for service crews, giving locations of approved service areas and the expected arrival time and direction of First Car Due. Instructions for service crews should be available at least three hours before departure of the first vehicle.
b) Markings for service vehicles.
c) Additional information as required to ensure safe operation of the service areas.

18.1.6 Service areas will be considered quiet zones and residents adjacent to such areas must be made aware of their operation.

18.1.7 Service is defined as work carried out on the vehicle by any person other than the competing crew, or the use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing vehicle. Such materials carried in the competing vehicle, while on route, may not be left behind at any location to be used later during the rally. For competing vehicles waiting at the time control at the entrance to regroups or service parks or parked inside regroups, the passing of food, drink and information (data, road book, etc.) to or from the crew is permitted. Competitors may, while on route (and in non-Parc Fermé conditions), offer both assistance and materials from their vehicle to other competitors seeking assistance. However, such gestures must be in a sporting nature and not planned or contrived. Violations of the above will be considered illegal service (see CARS NRR).

18.1.8 All service shall be confined to official service parks.

18.1.8.1 For a crew that has withdrawn from the rally and intends to restart that same rally as per CARS NRR 15.15, there is no restriction on where the vehicle may undergo service, except in control zones that are still in effect or in Parc Fermé.

18.1.9 All Service Crews must have at least one fire extinguisher with a minimum UL rating of 40BC or two fire extinguishers with a minimum UL rating of 20BC each in their respective service

area. The fire extinguisher shall be easily accessible and, in an area, visible to anyone within the teams' respective service spot.

Where a fire service is not present, service crews must carry at least one fire extinguisher with a minimum UL rating of 10BC, other than the fire extinguisher on board the competition vehicle, to all refuelling zones and remote/optional refuelling zones.
If requested by an official, evidence must be produced that fire extinguishers have been purchased or recharged within the preceding two years.

19 CONTENTS OF SUPPLEMENTARY REGULATIONS

19.1 THE ORGANISER

The organiser must provide a set of supplementary regulations specific to the rally. These regulations may complement, but must not contradict the GCRs or the CARS Rally Regulations unless approval for specific exemptions has been given as per CARS GCR 1.9.

19.2 AS A MINIMUM

The supplementary regulations must include the following:

19.2.1 A statement of jurisdiction, including the wording "The rally will be held under the Rally General Competition Rules of the Canadian Association of Rallysport, the current CARS Rally Regulations and the rally regulations of _____ Region. These publications are available from _____ (e.g.: CARS Director of the host region, region office or other mailing address and telephone number) and will be available for scrutiny at the start."

19.2.2 The name of the rally.

19.2.3 The name of the organising club and the name, address and telephone number of the following:

a) The organiser;
b) The registrar (to whom entries are to be sent);
c) The publicity chairperson (to whom team promotional materials are to be sent);
d) The Clerk of the Course.

The names of the following should be included if available:

a) The chief scrutineer;
b) The chief marshal;
c) The chief scorer.

19.2.4 The status of the rally, indicating any championships of which it is a part.

19.2.5 The locations of registration, technical inspection, the start and the finish with a map or directions from the nearest major highway(s).

19.2.6 A schedule of dates and times giving at least:

a) Opening and closing of registration and technical inspection;
b) Introduction of officials;
c) Departure time of the first vehicle;
d) Approximate due time of arrival of the first vehicle at the finish;
e) Approximate time of beginning of podium ceremonies;
f) Approximate time of posting of complete provisional scores;

19.2.7 A brief description of the rally indicating;

a) Approximate total distance;
b) Number of stages planned and approximate percentage of special stage distance;
c) Details as required by CARS NRR 14.3;
d) The number of podia to be held as well as for whom (including any additional podia other than those required by CARS NRR 21.10);
e) The number of legs.
f) Choice of re-seed methodology to be used in the rally (see CARS NRR 15.3).

19.2.8 The minimum and maximum altitudes for the stages of the rally.

19.2.9 The closing date for entries.

19.2.10 The maximum number of entries to be accepted and how entries will be chosen if more than this number are received.

19.2.11 The amount of individual and team entry fees (including CARS levies). If the fees include the cost of any food, fuel, accommodations, etc., it must be so stated.

19.2.12 A list of all awards, detailing for what placing each award will be given. Optionally, the list may be posted on the official notice board for the opening of Event Registration.

19.2.13 The following documents:

a) An entry form;
b) A copy of the official CARS waiver form for rallies.

19.2.14 A statement of any conditions of eligibility of vehicle, crew and equipment in addition to those described in CARS NRR's Section 11 above and CARS Technical Rules Section 12 Any region rally regulations which require unusual conditions to be met by the competitor in advance of the rally.

19.2.15 Any other regulations which the organisers, promoters and/or the region wish to apply to the rally.

19.2.16 If an event provides organizer-supplied notes for the special stages, this must be stated in the supplementary regulations. The format of those notes must be described, as well as any additional fees.

19.2.17 If an event is allowing the use of studded tires, this must be stated in the supplementary regulations as well as a description of the process for inspection of the tires to verify compliance with CARS Technical Rules 12.4.3.

20 RESULTS

20.1 POSTING REQUIREMENTS

20.1.1 Complete provisional scores (control-by-control) are to be posted at one time for all competitors. The provisional scores can be posted not less than 30 minutes and not later than 90 minutes after the arrival of the last possible finisher. An additional allowance of 20 minutes per event podium is given for the posting of the provisional scores. The Steward(s) may also further extend the time limit, if circumstances indicate the provisional results are almost ready for posting.

20.1.2 Upon failure to post provisional scores within the time limits given in CARS NRR 20.1.1 above, then the event results will not be posted at the event, but will be sent by electronic means to each competitor by the organizer. (See CARS GCR 9.6f)).

20.1.2.1 Complete scores may be posted on the event web site later for public relations purposes and general information of competitors, but they should be titled *"Provisional Results"*.

20.1.3 Leg results for any or all competitors may be posted at any time for public relations purposes and general information of competitors. Partial scores so posted should be considered unofficial. Grievances may not be entered concerning unofficial scores.

20.1.4 The scoring must show the penalties calculated from the route card of each competitor.

20.2 POSTING TIME

The posting time of scores shall be noted on the score board by the senior steward at the time the results are posted.

20.3 REVISIONS TO RESULTS

Corrections to scores as a result of grievances should be made as soon as possible and are to be posted at the finish of the rally. The time of modifications should be noted by the Steward(s).

20.4 FINALISATION OF RESULTS

When the grievance proceedings have finished, the results are final if all the following conditions have been met:

a) The scores were posted within the time limits allowed;
b) Any questions concerning proper class classification of any vehicle have been dealt with;
c) No protest decisions have been deferred as in CARS GCR 9.6 d));
d) No appeals have been submitted.

Note: In the case of c) and d) above, partial results can be declared final if they would not be altered by the protest(s) or appeal(s).

20.5 Distribution of Results

20.5.1 Results must be sent by the organiser by electronic means to all competitors and entrants within fifteen (15) days of the finish of the rally.

20.5.2 If the rally is a part of a regional championship, results must be sent by electronic means to the Steward(s), the CARS Director of the host region, the region championship scorer (if one has been appointed) and the national office.

20.5.3 If the rally is a part of the Canadian championship, results are to be sent by electronic means to the Steward(s), all directors of CARS, the CARS President, the National Series Manager, the scorer and the CARS office.

20.6 Publication of Results Subsequent to a Protest

If a protest meeting is held as described under CARS GCR 9.6 and if protests are considered, another set of provisional results are to be issued containing:

a) The Steward's(s') decision on all protests considered;
b) A complete set of scores (control-by-control) modified according to the decisions, if scores are modified.

These sets of provisional results are to be sent by electronic means to all persons described in 20.5 within 48 hours of the notification from the Steward(s) following the protest meeting.

20.7 Delay by Appeal

20.7.1 If an appeal meeting is held as described under CARS GCR 10 and if results are modified, a set of results are to be issued containing:

a) The appeal board's decisions on all appeals heard;
b) A complete set of scores (control-by-control) modified according to the decision(s).

20.7.2 This set of results should be declared final and are to be sent by electronic means to all persons described in CARS NRR 20.5 within two (2) days of the appeal meeting.

20.8 Provisional Results

Previously issued provisional results may be declared final without change if:

a) A protest meeting was held as described under CARS GCR 9.6. and no protests were considered;
b) An appeal meeting was held and the results were not modified by the decisions of the appeal board;
c) The time limit of submission of appeals (see CARS GCR 10.4.) has expired and no appeals are to be heard.

In this instance, the organiser should send by electronic means to the persons described in CARS NRR 20.5 a notice stating that the provisional results as previously sent are final as of a specific date and containing

(in the case of a) or b) above) the decisions of the protest or appeal board. Such a notice should be sent within two (2) days of the date when results were declared final.

20.9 Distributed Results

Distributed results must contain the following information:

a) Name of the rally;
b) Name of organising club;
c) Date of rally;
d) Status of rally;
e) Permit number;
f) Exact official mileage of rally including transits and stages as well as the length of each stage;
g) Finishing positions listed in order (overall, driver and vehicle classes), including total times;
h) Marque, model and class of all entered vehicles;
i) Vehicle number;
j) Full names of both crew members, event(s) entered and driver class;
k) Time taken for each stage as well as time penalties incurred at any control;
l) Any other penalties assessed against the crew;
m) Complete list of prize winners, including any purse or tow money awarded;
n) A statement as to the status of the results, i.e.:

- Final,
- Provisional due to scores not being posted according to CARS NRR 20.1,
- Provisional, containing a deferred protest decision,
- Provisional, containing the decision(s) of a protest meeting held in accordance with CARS GCR 9.6 and subject only to appeal,
- Provisional due to an appeal or pending appeal,
- Provisional, containing scores modified as a result of the decision of an appeal board.

20.10 Ties

20.10.1 Competitors having equal numbers of penalty points shall be considered tied. Subsequent positions shall be enumerated based on the number of vehicles ahead.

20.10.2 In Canadian championship rallies, equal positions and championship points are to be awarded. A tiebreaker may be applied to the distribution of awards if specified in the supplementary regulations.

20.11 Tests

Driving skills tests, gymkhanas, etc., which may be held in conjunction with championship rallies, should not be scored as part of the rally event for championship points.

20.12 REVISIONS

The Steward(s) of the event should declare amendment(s) to the results as required to reflect decisions regarding the reclassification of competitors as a result of grievances.

20.13 ADMINISTRATIVE TYPE SCORING ERRORS

If in the process of reviewing the scoring data, until the data is uploaded to the CRC database for points and standings calculations, an administrative error in the scoring data is identified, then CARS reserves the right to correct such administrative errors. If in doing so it changes the points, standings or position shown in the final results published at the event, the impacted competitors will be notified by either the event scorer or the National Series Manager.

These administrative errors are limited to errors in the assembly of the scoring data. It does not include errors in the actual scores received, the decisions made or the rules compliance during the rally and prior to the results being made final.

New final results will be reflected on the CARS website and in the point standings.

21 ADMINISTRATION OF A RALLY

21.1 ROUTE CHECK

21.1.1 Organizers are responsible for appointing a green crew to see that the route is checked prior to the rally from final instructions, at the time of day and under the same conditions as anticipated for the event itself. The purposes of this check are:

a) To ensure that the route and instructions comply with CARS Rally Regulations and the supplementary regulations;
b) To check the suitability of the start, finish, gas and rest stop facilities;
c) To find any ambiguous instructions, incorrect instructions, distance errors, etc;
d) To check the location of controls to ensure that they are safe and in compliance with all applicable regulations;
e) To check the timing calculations to verify they are correct;
f) To check the time allowances and ensure that they are safe and within the regulations, paying particular attention to built-up areas and busy main roads.

21.1.2 The green crew should advise the organiser in writing of any changes required. A copy of the green crew's report to the organiser is to be sent to the Steward(s) as well.

21.2 STARTING ORDER USING SPEED FACTORS AND SEED

21.2.1 CARS shall maintain ~~both~~ a driver's a Canadian Rally Championship (CRC) speed factor list as provided for in CARS NRR 21.2.16, organizers shall use this CRC speed factor lists to determine the start order as outlined in CARS NRR 21.2.3. The speed factor list will include each driver's speed factors for the previous 24 months.

21.2.2 Organizers shall create a starting order, based on a competitor's CRC speed factor at the time provided for in the event supplementary regulations.

21.2.3 In determining the start order for drivers, organizers will use the driver's speed factor.

US Competitors with an ARA speed factor shall be placed in the start order using their speed factors. Competitors without CRC or American speed factors shall be placed in the start order by the organizers, at their discretion, to reflect their demonstrated speed in previous stage events using any available event speed factors if available or by previous event results. (Competitors, without CRC speed factors should supply information to aid in proper placement. Competitors without supporting documentation shall be placed at the end).
Competitors who achieved their speed factor in a 4WD class, when moving to a 2WD class will initially have their speed factor adjusted by the NSM based upon an assessment of the driver and competition car capabilities. Once the driver has competed in the new 2WD class vehicle they will be placed in future events according to the 2WD speed factor they are achieving, not their previous 4WD speed factor.

21.2.4 For drivers with a speed factor >85, a meeting at the event is to take place at the time and place provided for in the event supplementary regulations to determine the start order. The procedure for determining the start order will be as follows:

a) A draw will be conducted whereby those >85 SF drivers (not co-driver) present at the time of the draw shall each draw a number;
b) The order of the draw will be by the drivers' current championship standings, (in the case the first event of the season, the championship standings for the previous season) then followed by drivers who have no points in the current championship in order of their speed factors;
c) The number drawn will be for the order of selection of the driver's start position. (The choice of numbers will equal the number of >85 SF drivers present at the time of the draw.);
d) The driver who has drawn the first choice shall be the first to select a start position from the start positions available and the driver who has the second choice shall then select a start position from the remaining available positions, etc.;
e) For any >85 SF driver not present at the draw, the organizers shall assign a starting position from the remaining positions available by draw.

21.2.5 Entries received after the start order is established, but before the opening of registration, shall be slotted into the start order as close to their Speed Factor as practical. The organiser's decision on starting order is final if it complies with these regulations.

21.2.6 A Speed Factor ~~and seeding~~ list will be provided to organisers prior to the start order being established for each event.

21.2.7 For drivers improving their speed factor after the start order is established, but before the close of registration may, at the discretion of the organiser, be started in accordance with the higher speed factor rules for which they have qualified.

21.2.8 The CRC Speed Factor shall be determined by the following criteria:

a) The overall speed factor is calculated from the average of the best three event speed factors in the past 24 months;
b) Stages less than 2 minutes are dropped;
c) Stages where 25% of the competitors have the same stage time are dropped;
d) Stages where a competitor has a speed factor with a standard deviation greater than 1.5 is dropped;
e) A speed factor of 50 is the mean speed factor.

21.2.9 It is required that rally organisers hold special briefings for all novice designated drivers (and their co-drivers) before the start of the event.

21.3 ROUTE

21.3.1 A course-checking vehicle (green crew) is to cover the route not less than six (6) hours or more than twenty-four (24) hours before the rally. If a portion of the route is not passable to the course-checking vehicle, alternate instructions are to be prepared and posted (see CARS NRR 21.8.4).

21.3.2 A course sweep vehicle is to follow the control closing vehicle to effect aid to stranded competitors on stage events. Such a vehicle should be able to extricate vehicles that have been immobilised and to transport crews to the nearest service area or location where further assistance can be arranged.

21.4 CONTROLS

21.4.1 A control-opening vehicle (00) is to be used to ensure that start/finish controls are correctly located, that control timepieces are operating correctly, that required signage is in place and that all marshals assigned for the stage are in place.

21.4.2 A control-closing vehicle (999) is to be used to ensure that controls are correctly located, and that control timepieces are still functioning properly. Ensuring at each control that all competitors in the rally are accounted for before proceeding further. The control-closing vehicle should also collect the control record sheets and bring them to the finish.

21.4.3 If either or both vehicles are unable to complete the route for some unforeseen reason, this should not of itself be reason for exclusion of controls in scoring.

21.5 REGISTRATION

21.5.1 A registration is to be held prior to the start of the rally during which a registrar is to check that all competitors possess valid documents as listed in these regulations and have signed all waivers in effect for the event.

21.5.2 It is recommended that an odometer check using official rally distance be made available to competitors at or before registration. The odometer check should be at least 10 kilometres in length but need not be part of the route.

21.6 TECHNICAL INSPECTION

21.6.1 A technical inspection for all competing vehicles is to be held at the start of the rally. The technical inspection consists of: a self-declaration on the road worthiness of the competing vehicle (as below), a check on compliance with CARS safety requirements and vehicle class eligibility.

For each crew, a signed, self-declaration will be submitted at the technical inspection or previously by an electronic waiver that declares that the competing vehicle is: a) road worthy and b) that the following items are operating properly:

a) Running lights;

b) Horn;
c) Wipers;
d) Reverse light;
e) Brakes;
f) Exhaust.

The scrutineer may choose to verify compliance with any aspect of the self-declaration.

21.6.2 If the scrutineer determines that a vehicle is not eligible to compete or is not eligible for the class declared by the entrant, then the scrutineer, with the approval of the Steward(s) of the event, has the right to refuse that vehicle from entering the event or from entering in the declared class. Based on the reasons for this decision, the CARS Board may cause a hearing to be held at which time it should be decided whether any or all championship points gained by that vehicle prior to the date of failing to pass the inspection should all be allowed to stand, changed to another class or declared void.

21.6.3 A thorough and detailed inspection, including (if necessary) dismantling the vehicle, may be made at the finish of any rally at the discretion of the Steward(s), the CARS Technical Director, a National Scrutineer and/or a member of the CARS Board or in the case of competitor inquiry or protest. If dismantling is required, the procedure should be as follows:

21.6.3.1 If the inspection, including (if necessary) dismantling the vehicle, is as a result of a competitor inquiry or protest, the Senior Steward should determine and collect a deposit from the inquirer/protestor in cash. Should the inquiry/protest be denied, the protestor shall lose the costs involved, even to paying more than the deposited amount. Should the protest be upheld, the inquirer/protestor shall have the deposit refunded and the vehicle crew found in violation shall pay any and all costs in cash to the Senior Steward who shall remit such costs to the vendor of service and/or supply. Vehicles in violation shall be impounded until satisfaction has been assured in either case above.

21.6.3.2 If the inspection, including (if necessary) dismantling the vehicle, is as a result of the decision of the Steward(s) and/or a member of the CARS Board, then the competitor is responsible all costs. Any decision resulting from such inspection/teardown should be subject to appeal only.

21.6.3.3 Those persons permitted to attend such a detailed technical inspection are:

a) The crew of the vehicle being scrutinised;
b) The mechanic(s) who perform dismantling;
c) The organiser or his/her representative, such as the scrutineer;
d) CARS officials, such as the Steward(s) of the meeting or a member of the CARS Board;
e) A representative of the protestor.

21.6.4 At the finish of the rally (and as applicable at other times) the technical inspector should collect any logbooks, if they were not retained at technical inspection, and make any post-rally notes as may be required in them. The logbooks can then be returned to the competitor in exchange for the completed event evaluation form.

21.7 Introduction of Officials / Drivers' Meeting

An introduction of officials is to be held at least 30 minutes before the start of the rally. The organisers, the Steward(s) and any other persons authorised to sign official documents are to be introduced. No information shall be given that has any pertinence to the running of the route; as all such information is to be posted on the official notice board if not included in the route book. The meeting details can also be written and sent to all competitors via email or a virtual notice board.
Questions of a general nature or of clarification may be answered during the introduction. All other questions to the organizer should be written and posted on the official notice board along with the response of the organizer or sent out as per above.
At least one of the driver or co-driver must attend the Introduction of Officials and any Drivers' Meeting listed in the supplementary regulations or event schedule. Organizers have the right to call an additional driver's meeting in cases of force majeure and with the approval of the Steward(s). Notice for such meetings will be posted on the official notice board and by also be communicated to the entrants by other means.

21.8 Official Notices

21.8.1 An official notice board is to be displayed at the start, ends of legs and at the finish and should contain only:

- Event bulletins,
- the official entry list,
- the official start order,
- official signatures listing,
- corrections and official notices,
- inquiries/replies,
- judge of fact reports/organizer responses,
- protests and notice of appeal.

Scoring/results should be posted separately near the notice board. A virtual notice board or email notification is permitted.
A binder containing the event permit(s), event insurance, a copy of the event supplementary regulations, letters of notification to police and letters of permission for use of the stage/private roads is to be displayed at the official notice board.

21.8.2 All official notices are to be signed by the organiser, a steward or a person designated at the introduction of officials.

21.8.3 All types of marker boards to be used at controls, if different from CARS NRR 16.9, are to be displayed near the official notice board at the start.

21.8.4 Any known corrections to the route instructions are to be posted on the notice board before the start of the leg to which they apply or by written notice at the start control.

21.8.5 If a change to the route instructions becomes necessary after the leg has started, an official notice containing the changes to the route and/or timing is to be posted at a control or on a clearly visible and securely placed control sign. Such a notice is to be placed before the maximum earliness of the first vehicle to pass that point. If such a notice is posted at a control, a marshal should point it out to each competitor who checks in and should obtain verifying signatures by vehicle number. If such a notice is posted on an unmanned control sign, at least two control signs are to be used, one on each side of the road or both on the right side, at least 30 meters apart. An adequate time allowance is to be given.

21.8.6 Any changes to the supplementary regulations is to be posted on the official notice board or communicated by other means before the start of the leg to which they apply and is to be signed by the organiser and a steward.

21.8.7 Factors defined by the organisers as a result of written questions from the competitors are to be posted on the official notice board or communicated by other means as soon as possible.

21.8.8 Copies of grievances and replies to grievances should be posted adjacent to the official notice board.

21.8.9 An official with the authority to sign official notices is to be at the end of each leg before the due time of arrival of the first vehicle and until the time of departure of the first vehicle on the next leg.

21.8.10 Organisers are to post on the official notice board at the conclusion of registration, a complete entry list of competitors stating at least the following; vehicle number, names of driver and co-driver, vehicle marque/model, vehicle class, national/regional, novice driver class participants and, if the event includes a regional portion, the event(s) entered.

21.9 Scoring

A suitable number of persons not otherwise connected with the rally (unless as registrar, scrutineer or control-opening or course-checking crews) are to be available as scorers. The scorers are to be informed before the start of the event of the contents of the supplementary regulations, the method of scoring to be used and the correct elapsed times between controls. At each point where scoring is to be done, a scoring area separate from the control and the competitors is to be arranged. The scorers are to be present before the due time of arrival of the first vehicle. The scorers are not to leave the finish of the rally until the grievance proceedings have finished (see CARS GCR 8.2).

21.10 Podium Ceremonies

At the conclusion of competition at a national championship event, separate podium ceremonies for the top three finishers in both the Overall and Overall 2WD will be held. The event may have other podium ceremonies of its choosing. (The participants in the podia shall be as best judged by the organizers at the end of the event and before the official conclusion of the inquiry and scoring processes.) The podium ceremonies should commence as soon as possible after the arrival of the last vehicle at the finish control.

22 STEWARDS

Refer to the GCRs (particularly CARS GCR 6.2.) for further information regarding Steward(s).

22.1 DUTIES

In addition to those duties set out in the GCRs, Steward(s) shall also be responsible for the following:

22.1.1 When the Steward(s) is satisfied that the green crew's report has been addressed by the organizer, he should notify the national committee member so that the permit may be issued. No further changes should be made without the approval of the Steward(s).

22.1.2 At the finish of the rally (and, as applicable, at the start and end of legs), Steward(s) should:

a) Make grievance forms available to competitor;
b) Accept inquiries which are submitted on the proper forms and within the time limits described in CARS GCR 8 (Note that enquiries concerning the calculation of a score as detailed in CARS GCR 8.4 d). may not be accepted unless the posted score was official as defined in CARS NRR 20.1);
c) Note the time the inquiry was received, post one copy on the Official Notice Board and deliver the remaining copies to the organiser;
d) Accept organiser's replies to inquiries, and post them on the Official Notice Board or mark inquiries void as described in CARS GCR 8.6;
e) Accept protests which are submitted on the proper forms and within the time limits described in CARS GCR 9.3 a). and accompanied by the appropriate fee as specified in CARS GCR 9.12;
f) Note the time the protest was received, post one copy on the Official Notice Board and bring the remaining copies to the protest meeting;
g) Upon receiving a protest, the Steward(s) should first verify that the protest has been properly submitted according to CARS GCR 9.3. and should then prepare a notice giving the location and time at which the protest meeting will be held, according to the time limits given in CARS GCR's 9.6 a). & b). This notice should be posted on the official notice board;
h) The Steward(s) should conduct the protest meeting and prepare a reply according to CARS GCR 9.6 d). If the decision on the protest is deferred, the Steward(s) should obtain such further evidence as deemed necessary, prepare the decision and send it to the organiser according to CARS GCR 9.6 e);

   If applicable (see CARS GCR's 9.2 b) & c) the Steward(s) should meet to consider protests submitted by electronic means according to CARS GCR 9.6 f). They should then prepare their decision and submit via electronic means to the organiser according to CARS GCR 9.6. g);
i) Accept appeals which are submitted according to the GCRs;
j) Note the time the appeal was received, return one copy to the appellant and post the remaining copies on the Official Notice Board. Within 24 hours after the finish of the rally,

the Steward(s) should send copies of the appeal by electronic means to all CARS Board members;

k) After the grievance proceedings have finished (see CARS GCR 8.2.) the Steward(s) should obtain one copy of each grievance, reply and notice to be included in the Steward's(s') report. He should retain the remaining copies in case they are needed as evidence at a later appeal meeting.

22.1.3 After the rally, the Steward(s) should receive protests by electronic means according to CARS GCR's 9.3. b) & c).

23 QUALIFICATION FOR REGIONAL OR NATIONAL

23.1 APPLICATIONS FOR EVENTS

23.1.1 Nationally listed events.

a) Existing events in the CRC may submit their desire to remain in the championship for the following year via communications with the National Series Manager.
b) Desired calendar dates for the following championship year are to be sent by the national event organizers to the National Series Manager by September 1 of the current year.
c) Any new event wishing to become part of the Canadian Rally Championship for the following calendar year and who has been observed for national status, may apply through the National Series Manager by September 1 of the current year
d) The National Series Manager shall inform the CARS board which events wish to be part of the following year's championship along with their desired calendar dates in time for the board's September conference call.
e) The CARS board will determine the composition of the following year's championship during their September conference call.
f) The CARS office will send out application forms and timelines to the event organizers before the end of the current calendar year.
g) Event permits will be released to the event organizer by the National Series Manager, through the CARS office, before the opening of the registration period at the event and upon verification that required event documents, including the event Safety Plan have been received and approved and that insurance is in place.

23.1.2 Regionally listed events.

a) The CARS Director of the host region should be responsible for distributing permit application forms to the organising clubs in their respective regions.
b) The organiser is to complete the form and return it to the CARS Director of the host region together with a cheque for the permit fee (dated the date of application) before the regional fall meeting.
c) The CARS Director of the host region should issue the permit when CARS NRR's 23.5 of these regulations have been complied with.

23.1.3 The organiser is to apply for insurance through the CARS office. The permit is not to be issued until insurance requirements have been met.

23.2 LOCAL REQUIREMENTS

A rally applying for regional status is to comply with any further regulations specified by the region concerned.

23.3 QUALIFICATIONS

23.3.1 A rally must have been run successfully as a regional stage event in order to be eligible for upgrading to National status. A club wishing upgrading of such an event for future national status is to request that the rally be observed for upgrading from the CARS Director of the host region at least 60 days prior to the event. At that time, the CARS Director of the host region is to inform the CARS President, who is to appoint an observer to the event. The CARS President may delegate the appointment of the observer to the CARS Director of the host region.

23.3.2 For a rally to receive national status, the proposed organiser is to have organised a successful regional status event and/or be accepted by the CARS Director of the host region.

23.3.3 A Canadian championship rally should contain a minimum of 150 kilometres of stage distance.

23.3.4 To qualify for international status, a rally is to have been run successfully as a national event.

23.3.5 If the listing for an existing Canadian championship event is dropped, the organisers should be required to reapply for listing as a new event. See CARS NRR 23.3.1 above.

23.3.6 Expenses for the observation shall be the responsibility of the host region and the organizing club.

23.4 EXCEPTIONS

Notwithstanding the provisions of CARS NRR 23.3, the CARS Board has the authority to grant national status to any rally under exceptional circumstances.

23.5 SUPPLEMENTARY REGULATIONS

23.5.1 Supplementary regulations for regional championship rallies are to be:

a) Submitted for approval to the appropriate CARS Director of the host region at least 60 days prior to the event.
b) Available to competitors at least 30 days prior to the event.

23.5.2 Supplementary regulations for Canadian championship rallies are to be:

a) Submitted for approval to the National Series Manager at least 90 days prior to the event;
b) Submitted to the final version to the CARS President, National Series Manager and Technical Director at least 75 days prior to the event;
c) Available to competitors at least 60 days prior to the event.

24 CANADIAN RALLY CHAMPIONSHIPS

24.1 GENERAL

The following applies to all championships unless specifically superseded for individual championships

24.1.1 The purpose of the Canadian Rally Championships is to further rally competition by increasing the enthusiasm for, participation in and quality of these events.

24.1.2 There are four separate championships with each championship being scored separately for Drivers and Co-Drivers. There are also two additional championships: one for Novice Drivers and one for Ladies.

24.1.3 The Canadian Rally Championships may comprise events organised by clubs in all regions of CARS and which may be held in areas from the east coast to the west coast of Canada.

24.1.4 The selection of events for the Canadian Rally Championships is made by the CARS Board based on past performance and recommendations of the National Series Manager. Competitors will count all events run if there are six or fewer events in the series. If there are more than six events, competitors will count a total of 6 events with maximum of 3 events from any one region.

The novice and ladies' championships will each count all events in the series.

24.1.5 Championship placings will be based on points obtained in the events. In cases not covered by these regulations, the decision of the CARS Board will be final.

24.1.6 Scoring:

24.1.6.1 For the Overall Canadian Rally Championship (Drivers and Co-Drivers) and the Overall 2WD Canadian Rally Championship (Drivers and Co-Drivers):

First	20 pts.	Sixth	6 pts.
Second	15 pts.	Seventh	4 pts.
Third	12 pts.	Eighth	3 pts.
Forth	10 pts.	Ninth	2 pts.
Fifth	8 pts.	Tenth	1 pt.

In addition, one point is awarded for starting an event, and one point for being classified as a finisher. These points are not included in the calculation of seed.

24.1.6.2 For the Prepared 4WD Canadian Rally Championship (Drivers and Co-Drivers), the Prepared 2WD Rally Championship (Drivers and Co-Drivers), the Canadian Rally Novice Drivers Championship and the Canadian Ladies Rally Championship, the John Monroe memorial Canadian Classic Rally Championship (Drivers & Co-Drivers):

First	9 pts.	Fourth	3 pts.
Second	6 pts.	Fifth	2 pts.
Third	4 pts.	Sixth	1 pt.

24.1.7 Winners shall hold the title "Champion" for the following year.

24.1.8 In the case of a tie for first position in the championships, the competitor with the most event wins shall be declared the winner of the championship. If this fails to break the tie, the competitor with the most second-place finishes shall be declared the winner. If this still fails to break the tie, the competitor with the most third-place finishes shall be declared the winner, etc., etc. until the tie is broken. If this fails to break the tie, then the total number of points earned from all listed events in the Canadian Rally Championship series shall determine the winner. The final tie breaker shall be the total number of Canadian championship events entered that year. Any ties still existing after application of all tie breakers shall remain as ties.

24.1.9 Points earned in one championship are not transferable to another championship.

24.1.10 Eligibility:

The Canadian Rally Championship is an open championship and all CRC competitors are eligible to score points with the exception of competitors who are excluded from scoring in the CRC by CARS Technical Rules 12.4.7, 12.5.1.1. In the case of scoring exclusion, any championship points that would be earned will be awarded to the next eligible competitor and so on until all points are awarded. For a championship to be awarded, the winner must have entered and started a minimum of 3 events in the championship.

24.2 Canadian Rally Drivers' Championship for the Fidler Trophy

24.2.1 The Fidler Trophy was created in memory of the late Jack Fidler of Kingston, Ontario. He was one of the enthusiasts who hosted the inaugural meeting of the CASC and was a founding member of the St. Lawrence Automobile Club. First prize shall be the Fidler Trophy and award. Keeper awards will be made to third place.

24.2.2 Until 1968, this trophy was awarded annually to the person having the most points as either a driver or navigator. After the introduction of the Deak Trophy for co-drivers in 1968, the award has been restricted to drivers only.

24.2.3 Previous winners: See separate Past Winners document on the CARS website.

24.3 Canadian Rally Co-Drivers' Championship for the Deak Trophy

24.3.1 This bronze sculpture is the work of Ed Deak, an active navigator himself for many years. The donation of this award is his way of honouring Canada's best rally navigators and co-drivers; to keep their names remembered as long as sportsmen take to the backroads of this great country in search of competition and adventure. Awards will be the Deak Trophy and award for first place, plus keeper awards to third place.

24.3.2 Previous winners: See separate Past Winners document on the CARS website.

24.4 Canadian Rally Championship for Marques

24.4.1 The Rally Championship for Marques, was designed to stimulate more interest in and support of rallies by manufacturers. The winning manufacturer received the trophy.

24.4.2 Previous winners: See separate Past Winners document on the CARS website.

24.5 2WD Canadian Rally Drivers' Championship for the Ross Wood Trophy

24.5.1 This overall two-wheel drive (2WD) Driver championship recognises those who are competing in the Canadian Rally Championship in a 2WD vehicle. Awards will be the Ross Wood Trophy for first place, plus keeper awards to third place.

24.5.2 Previous winners: See separate Past Winners document on the CARS website.

24.6 2WD Canadian Rally Co-Drivers' Championship for the Terry & Linda Epp Trophy

From 1995 through 2012, the class was called Group 2 for 2WD vehicles with an adjusted displacement no greater than 2400cc.

24.6.1 This overall two-wheel drive (2WD) Co-Driver championship recognizes those who are competing in the Canadian Rally Championship in a 2WD vehicle. Awards will be the Terry & Linda Epp Trophy for first place, plus keeper awards to third place.

24.6.2 Previous winners: See separate Past Winners document on the CARS website.

24.7 2WD Canadian Rally Championship for Marques

24.7.1 This overall two-wheel drive (2WD) Marque championship recognized those 2WD manufacturers who competed in the Canadian Rally Championship. The winning manufacturer received the trophy.

24.7.2 Previous winners: See separate Past Winners document on the CARS website.

24.8 Canadian Rally Championship for Prepared Class Drivers' for the Andy Browning Memorial Trophy

24.8.1 The championship is to encourage drivers to participate in the Canadian Rally Championship in basically stock vehicles and is dedicated to the memory of Andy Browning whose talent, skills and zest for competition in this class won him the recognition and admiration of all his peers. Two separate championships will be scored. (For class descriptions see CARS Technical Rules 12.7 & 12.8. Awards will be presented to the top three winners by CARS.

24.8.2 Previous winners: See separate Past Winners document on the CARS website.

24.9 Canadian Rally Championship for Prepared Co-Drivers

24.9.1 This championship recognises the co-drivers of prepared class. Awards will be given to the top three winners by CARS.

24.9.2 Previous winners: See separate Past Winners document on the CARS website.

24.10 Canadian Production Class Rally Championship for Marques

24.10.1 This championship was to encourage manufacturers to participate with production vehicles.

24.10.2 Previous winners: See separate Past Winners document on the CARS website.

24.11 Ladies Rally Championship for the Joan McAlpine Memorial Trophy

24.11.1 The Joan McAlpine Trophy is awarded to promote an interest in rallying among the lady members of the sport. Scoring regulations for this trophy are as follows:

a) It is not necessary to be a member of an all-lady crew to score points earned in qualifying events;
b) The driver and co-driver shall receive equal points.

24.11.2 Previous winners: See separate Past Winners document on the CARS website.

24.12 Canadian Rally Novice Drivers' Championship for the Karel Pesek Memorial Trophy

24.12.1 This championship was inaugurated in 1975 to encourage new drivers to compete in the Canadian championship events. Eligibility is for novice first drivers as defined in CARS NRR 11.1.3 and holding Canadian national rally licences.

24.12.2 Previous winners: See separate Past Winners document on the CARS website.

24.13 The CARS Board's Special Honours Award for the Ken Vaughan Memorial Trophy

The Canadian Rally of the Year award was presented as the Ken Vaughan Memorial Trophy from 1986 to 1990. Ken was the organizer of the New Brunswick Lobster Rally. The Ken Vaughan Memorial Trophy is now awarded as the CARS Board's Special Honours Award.

24.13.1 The Ken Vaughan Memorial Trophy is presented, from time to time, to honour those individuals who have contributed to the sport of rally over many years.

1989	Jean Chevarier	St. Bruno, QC.
1990	Terry Epp	Stouffville, ON.
1991	Ross Wood	Milton, ON.
1992	John & Lynn Nixon	Calgary, AB.
1994	Iain Tugwell	Clarence, NY
1995	Fred Baker	Scarborough, ON.
1996	Linda Epp	Stouffville, ON.
1997	Tom Burgess	Atlanta, GA
1998	Dennis Wharton	Petersburg, ON.
1999	not awarded	
2000	George Dewar	Riverview, NB
2001	Jean-George Marcotte	St-Anne Bellevue, QC.
2002	Don MacDougall	Edmonton, AB
2003	Clarke Paynter	Dartmouth, N.S.
2004	Denyse Moisan	Bois des Filion, QC.
2005	not awarded	
2006	not awarded	
2007	not awarded	
2008	Suzanne Barry	Calgary, AB.
	Shawn Bishop	Calgary, AB.
2009	not awarded	
2010	not awarded	
2011	Paul Westwick	Vancouver, BC
2012	not awarded	
2013	B.Gilles Lacroix	Mirabel, QC.
2014	Not awarded	
2015	Keith Morison	Calgary, AB.
2016	John Buffum	Colchester, VT
2017	not awarded	
2018	Debbie Dyer	Turner Valley, AB
2019	Not awarded	
2020	Not Awarded	
2021	Donald Leblanc	New Richmond, QC
2022	John Hall	Sherwood Park, Alberta
2023	not awarded	
2024	not awarded	

24.14 Canadian Classic Rally Championship for the John Munroe Memorial Trophy

The Rally Championship for Classic 2WD vehicles, The John Munroe Memorial Trophy is dedicated to the memory of John Munroe whose passion for classic rally cars and zest for life left a lasting impression on all who met him.

Points will be scored as per 24.1.6.2 based upon the overall 2WD position, for both Drivers and Co-Drivers. All events in the Canadian Rally Championship will count. First Prize will be the John Munroe Memorial Trophy and award. Keeper awards will be made to third place.

24.14.1 Eligibility

The Classic Rally Championship is open to any 2WD vehicle that meets the requirements of CARS Technical Rules for Open or Prepared 2WD cars (CARS 12.6 & 12.8) as well as the following criteria;

- The vehicle was produced nationally or internationally 25 or more years ago.
- Exterior bodywork to retain period appearance,
  - Roof mounted vent is permitted.
  - Period style fender flares are permitted.
- Engine and chassis to be from the same manufacturer.
- Sequential gearboxes are not permitted.
- Auxiliary lights to be individual period style lights.
  - LED lamps are permitted.

24.14.2 Previous winners:

See separate Past Winners document on the CARS website.

25 NORTH AMERICAN RALLY CUP

25.1 THE NORTH AMERICAN RALLY CUP FOR DRIVERS AND CO-DRIVERS

25.1.1 The NARC cup is a competition designed to stimulate international competition between Canada and the United States. Events eligible for this cup are all the full national championship events in the CARS Canadian Rally Championship and ARA's National Championship Series to be part of the NARC championship and that are listed on the NARC calendar. The rally regulations governing each championship and series shall apply to the respective events. Competitors shall be properly licenced and scoring is as follows:

25.1.2 The driver and co-driver shall receive equal points.

25.1.3 Competitors must qualify for scoring by running at least one event in both countries. If a competitor only runs one event in both countries, they can count up to 3 events in one of the countries for a total of 4 events counted. If a competitor runs at least two events in both countries, he can count 2 to 4 events from either country, up to a total of 6 events counted.

25.1.4 Cup points shall be awarded according to the following schedule:

First	20 pts.	Sixth	6 pts.
Second	15 pts.	Seventh	4 pts.
Third	12 pts.	Eighth	3 pts.
Fourth	10 pts.	Ninth	2 pts.
Fifth	8 pts.	Tenth	1 pt.

25.1.5 In the case of a tie for the first position in the drivers or co-drivers cup, the total points earned shall be used to determine their position, the higher number of points earned taking the winning position.

25.1.6 Points earned in one category, driver versus co-driver, shall not be transferable to the other category.

25.1.7 Competitors shall not switch duties in the vehicle from that stated on the official entry form once the competition has begun to unfairly earn points in the other category.

25.1.8 Awards will be presented at the CARS annual awards' ceremony.

25.1.9 Previous winners: See separate Past Winners document on the CARS website.

25.2 THE NORTH AMERICAN RALLY CUP FOR MARQUES

The NARC cup for Marques was_designed to stimulate interest in and support of stage rallies by manufacturers.

25.2.1 Previous winners: See separate Past Winners document on the CARS website.

25.3 NORTH AMERICAN RALLY CUP FOR 2WD

25.3.1 The NARC cup for 2WD is designed to stimulate interest a combined championship for Drivers and Co-Drivers competing in 2WD vehicles.

25.3.2 From 1986 through 1989 there was a championship for FIA Group A class for Drivers and Co-Drivers and Marques. From1993 to 2000, the championship added an Open Class for Drivers, Co-Drivers and Marques for all competitors competing in vehicles which did not fit into the production class championships. From 2001 to 2007, the championship was for Drivers, Co-Drivers and Marques competing in vehicles which met Group N specifications. In 2009, the championship was opened to all 2WD vehicles.

25.3.3 Scoring for the North American Rally Cup for 2WD will be per the scoring rules of CARS NRR's 25.1 & 25.2.

25.3.4 Previous winners: See separate Past Winners document on the CARS website.

26 CANADIAN PERFORMANCE RALLY LIFETIME STANDINGS

The performance rally lifetime standings, created and compiled by George Dewar, are based on an individual's placings in the first six overall positions (worth 100, 80, 60, 40 and 30 points respectively) on all Canadian Championship Performance Rallies from 1973 to present. For current standings, please see separate Lifetime Standings document on CARS web site.

Drivers Lifetime Standings

Co-Drivers Lifetime Standings

RALLY CROSS RULES - 27

Rally Cross Rules
2026

For additional information please contact the CARS office.

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These regulations are intended to assist in the conduct of competitions and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these regulations.

By participating in these events, all participants are deemed to have agreed to be bound by the CARS GCRs and these Regulations.

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RALLY CROSS

(For Performance Events Only)
The CARS Board reserves the right, upon written application, to grant specific, limited exemptions to these regulations where it can be shown that the exemption is in the best interests of the sport or in the interest of safe conduct of the sport. Granted exemptions shall be communicated in writing by the CARS President or, in the case of a Canadian Rally Championship event, the CARS president or the National Series Manager and be included in the event's Supplementary Regulations or posted on the event's Official Notice Board.

27 RALLY CROSS

27.1 DEFINITION

Rally Cross is an event where participants compete on a closed course, against the clock and total time taken over the competitive sections of the event determines placing. Rally Cross can be a competitive level, but must, first and foremost, be a training forum designed to accent the development of vehicle handling skills while limiting both top and average speeds attainable by competitors.

27.2 GENERAL REQUIREMENTS

27.2.1 A Rally Cross is generally held on an unpaved, flat surface, wherein the course consists of straight sections, connecting turns or corners via the use of cones, hay bales or similar objects.

27.2.2 A safety plan as per GCR 4.2.2.5for each venue used must be submitted annually to the CARS Regional Rally Director. A revised application must be submitted if there are changes to the structure of the event.

27.2.3 Each event is to have a set of supplementary regulations that outline the following items:

a) Name of proposed event;
b) Name and contact information for key officials;
c) A statement of jurisdiction, including the wording "The Rally Cross will be held under the General Competition Rules of the Canadian Association of Rallysport, the current CARS Rally Cross Regulations and the Rally Cross regulations of _____ Region. These publications are available from _____ (e.g.: CARS Region Director of the host region, region office or other mailing address and telephone number) and will be available for scrutiny at the start.";
d) The status of the Rally Cross, indicating any championship of which it is a part;
e) The location of the event with GPS coordinates
f) The schedule of dates and times;
g) Closing date for entries;
h) Maximum number of entries;
i) Cost of entry;

j) An entry form;
k) Any other regulations that the organizers wish to apply.

27.2.4 Upon acceptance of the venue safety plan and the supplementary regulations for the specific event, the CARS Region Rally Director will issue a permit for that event. With the permit in hand, the organizer can submit an event insurance application to the CARS office.

27.2.5 Rally Cross events are to be insured under Rally Cross insurance, available to affiliated clubs through CARS.

27.2.6 All persons, involved in the event as participants, officials, workers, crew, media, etc. must sign the insurance waiver.

27.2.7 Organizers reserve the right to exclude any vehicle or person from further participation in the event at any time for reasons of perceived safety concerns involving either the condition of the vehicle or the conduct of the person.

27.2.8 Two or more vehicles are permitted on the course simultaneously. Organizers must take measures to ensure that there will be no wheel to wheel racing or passing. Organizers may grant a re-run or issue a time allowance to compensate the affected competitor who slows or stops to avoid passing.

27.3 Eligibility of Competitors and Vehicles

27.3.1 Competitors

a) The following documents, valid on the day(s) of the event, must be presented at registration or attested to be valid by the competitor via a self-declaration form:

- driver's licence for the crew member listed as driver
- vehicle registration (if road licenced vehicle)
- when the owner of the vehicle is not entered as the driver or passenger, a written authorization from the owner of the vehicle
- for any participant (driver or passenger) under the age of majority of the province, a written permission signed by a parent or guardian

b) Passengers (minimum age 14 years with a minimum weight 36 kg or (80lbs) and minimum height 145 cm or (4'9") are permitted.
c) If the Rally Cross is being presented as a stage and transit format event, then a co-driver must be carried. NOTE: Passengers are not permitted under this format of Rally Cross.
d) If the Rally Cross is being presented as a stage and transit format event with any part of the route on public roads, the vehicle must be a street licenced and insured vehicle.

27.3.2 Vehicles

27.3.2.1 Passenger Cars or Light Trucks

a) All vehicles must be based on production passenger cars or light trucks. Eligibility is restricted to vehicles based on street-licensable, closed-bodied passenger cars and light trucks. Non-production-based vehicles that are of tube or box frame construction are explicitly forbidden.
b) All loose items in the vehicle must be removed during the event (including from the trunk).
~~c)~~ Items such as hub caps, that may become detached from the car during competition must be removed.
~~d)~~ Tires must be in good condition.
e) Mechanical condition and safety of the vehicle is the responsibility of the competitor.
f) Noise limits may be set by the organizer to satisfy local requirements.
g) Open top (convertible) vehicles must have a fitted hard top and /or roll over protection approved by the regional scrutineer. If open top vehicles are not permitted at individual events that must be specified in the event's supplementary regulations.

27.3.2.2 ROV's

a) Open to mass-produced. ROV's (Recreational off-highway vehicles) also referred to as UTV's (Utility Terrain Vehicles), RUV's (Recreational Utility Vehicles) and SxS's (Side by Sides)

b) Chassis:

- All vehicles must utilize the stock chassis and maintain a stock appearance.
- The stock chassis (frame) is defined as the main lower rails running along the inner sides of the vehicle and the front and rear tubes that connect them.
- The chassis may be modified to improve durability and strength, but must retain the stock width, length, and configuration.

c) Roll Cage:

- As a minimum the OEM upper tubular passenger compartment structure or roll cage shall be retained.
- In all cases, the top of the roll structure must not be below the top of the driver's helmet when in the normal driving position.
- No vehicle with structural damage to the roll cage or frame members is allowed to compete.

d) Drivetrain:

- Drivetrains are to be stock.

e) Doors:

- Doors Fixed or Hinged are required.
- If Hinged, they must Lock positively and not be able to come open in event of a roll or impact. Supplementary straps maybe used to prevent accidental opening.
- Doors shall be constructed of a rigid material and be “half doors”, at a minimum.

f) Roof:

- Roof panels constructed of a rigid material are required.

g) Window Nets:

- The vehicle must be equipped with side window nets.
- Window nets must meet FIA and/or SFI Certification.

h) Wheels and Tires:

- Any mass-produced tire marketed for automotive use is allowed.
- ROV tires are not allowed unless their use is specifically approved in the supplementary regulations, for the specific event/s.
- If the Organizer determines that a vehicle’s tires are excessively detrimental to the course surface, the tires may be excluded.
- Wheel spacers, wheels with lower offsets and commercially available wide-track suspension kits are allowed.

i) Windshield and Windows:

- A front windshield or wind deflector, side, and rear windows are allowed.
- If equipped with a windshield or wind deflector, it must be made of automotive safety glass, polycarbonate/Lexan or metal rock screen and securely mounted to the vehicle.
- Polycarbonate windshields, wind deflectors and windows must be a minimum of 6 mm in thickness.
- Drilling of holes in the roll cage to attach the windshield, wind deflector or windows is prohibited.

j) Miscellaneous:

- Spare wheels and cargo must be removed.
- Factory seats may be replaced with a racing seat securely mounted to the chassis.

27.3.3 Mandatory Safety Equipment

27.3.3.1 Passenger Cars or light Trucks

a) In Vehicles not equipped with roll over protection, occupant must wear one of the following helmets:

- A helmet meeting CARS NRR 11.1.6
- A Full-Open or Full-Face DOT helmet bearing a manufactured date of 2010 or more recent.
- A "Snell Memorial Foundation" helmet M2005 or SA 2005 or more recent.
- An ECE helmet bearing ECE 22.05 or 22.06 label.
- Helmets must be in good visible condition, with no visible defects or damage.

b) Minimum three-point seat harnesses must be worn by drivers and passengers.

c) For vehicles equipped with roll over protection:

- Occupants must wear a helmet that meet the requirements of CARS NRR 11.1.6.
- A minimum of five-point safety harnesses for all occupants is required. There will be no expiry date restriction and harnesses must be in good condition with no visible defects.

27.3.3.2 UTV's

a) Occupants must wear full face helmets with face shields or goggles that meet one of the following requirements:

- A helmet meeting CARS NRR 11.1.6
- A Full-Open or Full-Face DOT helmet bearing a manufactured date of 2010 or more recent.
- A "Snell Memorial Foundation" helmet M2005 or SA 2005 or more recent.
- An ECE helmet bearing ECE 22.05 or 22.06 label.
- An ASTM F3103 helmet bearing a manufactured date of 2005 or more recent.
- Helmets must be in good visible condition, with no visible defects or damage.

b) A minimum of four-point safety harnesses for all occupants is required. There will be no expiry date restriction and harnesses must be in good condition with no visible defects.

27.4 EVENT ORGANIZATION

27.4.1 Authorizations and Permits

a) Proper authority for use of the venue(s) must be obtained and such permissions must be available for scrutiny at registration.

b) The CARS event permit and event insurance certificate must be displayed at registration.

27.4.2 Security Measures

Security measures will be in force to ensure the safety of competitors, officials and spectators (closing of the course, start and finish locations, communications, recovery, etc.)

27.4.3 Course Design

a) Each course shall not exceed 3 km long. Several courses may be run simultaneously.
b) The course shall be arranged such that the maximum average speed for the median competitor shall not exceed 70 km/h and the maximum speed shall not exceed 100 km/h. Course designs that allow maximum speeds to be exceeded should be changed for any future events.
c) The course shall be arranged such that it is clear of all heavy stationary objects, trees, deep ditches and exposures. If this is not possible, tires, hay bales or another compressible barrier shall be used to minimise vehicle damage should contact occur.
d) The course should be configured in such a way as to minimize the possibility of rollover.
e) The use of chicanes (consisting of hay bales, pylons or similar soft materials) on straights of greater than 100 m is required.
f) The use of jumps is not permitted.
g) Organizers reserve the right to change the course configuration at any time during the competition should a portion of the course deteriorate or if it is proving too fast as per these rules.
h) Marshals shall be placed such that all competing vehicles will be visible at all times while on the course.
~~i)~~ A stop box or other slow-down zone must be used at the end of a run. A time penalty, as set forth in the supplementary regulations must be assessed if a vehicle does not comply with the rules of the stop box or slow down zone as defined in the supplementary regulations. It is intent that, whichever approach is used, the result is that competitors continue into the pit or gathering area at walking speed.
j) Each driver will be provided an opportunity to walk or drive through the course, or to have a parade lap, prior to the first run.
k) It is recommended that UTV vehicles run with ample time separation from other Rally Cross vehicles.

RALLY SPRINT RULES - 28

Rally Sprint Rules
2026

For additional information please contact the CARS office.

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By participating in these events, all participants are deemed to have agreed to be bound by the CARS GCRs and these Regulations.

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RALLY SPRINT

(For Performance Events Only)
The CARS Board reserves the right, upon written application, to grant specific, limited exemptions to these regulations where it can be shown that the exemption is in the best interests of the sport or in the interest of safe conduct of the sport. Granted exemptions shall be communicated in writing by the CARS President or, in the case of a Canadian Rally Championship event, the CARS president or the National Series Manager and be included in the event's Supplementary Regulations or posted on the event's Official Notice Board.

28 RALLY SPRINT

28.1 DEFINITION

A Rally Sprint is an event where participants compete on strictly controlled (closed to all other traffic) private or public roads, where short competitive stages are driven and timed against the clock. Transits on roads (possibly) open to public traffic, are used to move the participants from one competitive stage to the next and are driven in accordance with the applicable highway traffic regulations.

28.2 GENERAL REQUIREMENTS

28.2.1 A Rally Sprint is held on closed public or private roads, organized and set up as an entry level performance rally with a focus on learning and driver/co-driver skill development.

28.2.2 A safety plan for each Rally Sprint must be submitted to the CARS Regional Director. A revised safety plan must be submitted if there are significant changes to the structure of the event.

28.2.3 Each event is to have a set of supplementary regulations that outline the following items:

a) Name of proposed event;
b) Name and contact information for key officials;
c) A statement of jurisdiction, including the wording "The Rally Sprint will be held under the General Competition Rules of the Canadian Association of Rallysport, the current CARS Rally Sprint Regulations and the Rally Sprint regulations of _____ Region. These publications are available from _____ (e.g.: CARS Region Director of the host region, region office or other mailing address and telephone number) and will be available for scrutiny at the start.";
d) The status of the Rally Sprint, indicating any championship of which it is a part;
e) The location of the event with GPS coordinates.
f) The schedule of dates and times;
g) Closing date for entries;
h) Maximum number of entries;
i) Cost of entry;
j) An entry form;
k) Any other regulations that the organizers wish to apply.

28.2.4 Upon acceptance of the safety plan and the supplementary regulations for the specific event, the CARS Region Rally Director will issue a permit for that event. With the permit in hand, the organizer can submit an event insurance application to the CARS office.

28.2.5 Each Rally Sprint event is to be insured separately under Rally Sprint insurance available to affiliated clubs through CARS.

28.2.6 All persons involved in the event as participants, officials, service crews, media, etc. must sign the insurance waiver.

28.2.7 Organizers reserve the right to exclude any vehicle or participant from further participation in the event at any time for reasons of perceived safety concerns involving either the condition of the vehicle or the conduct of the participant.

28.2.8 Performance is measured by timing procedures as defined in CARS NRR's (see 15 and 16).

28.2.9 Several vehicles are permitted on the course simultaneously. Organizers shall attempt in their planning to eliminate or minimize passing. Safe passing procedures must be presented clearly too all competitors.

28.3 Eligibility of Competitors and Vehicles

28.3.1 Competitors

The following documents, valid on the day(s) of the event, must be presented at registration or declared in a self-declaration form:

a) driver's licence for the crew member listed as driver
b) vehicle registration (if any portion of the event runs on public roads)
c) liability insurance for the entered vehicle (if any portion of the event runs on public roads)
d) when the owner of the vehicle is not entered as the driver or co-driver, a written authorization from the owner of the vehicle
e) for any participant (driver or co-driver) under the age of majority of the province, a written permission signed by a parent or guardian
f) rally sprint competition licences, issued by the CARS region, for both driver and co-driver are required (regional or national CARS licences also accepted)

28.3.2 Vehicles

a) All vehicles must be based on production passenger cars or light trucks. Eligibility is restricted to vehicles based on street-licensable, closed-bodied passenger cars and light trucks. Non-production-based vehicles that are of tube or box frame construction are explicitly forbidden.
b) Vehicles with forced induction engines must meet the requirements of CARS Technical Rule 12.6.3. Turbocharger/Supercharger restrictions.

c) All competing vehicles must be roadworthy and the following items, in particular, must be adequate and functioning properly: all brakes, horn, windshield wipers, all legally required exterior lights, tires and exhaust system.
d) Fuel, fuel tanks & lines must comply with CARS Technical Rule 12.3.11
e) All competing vehicles must have towing eyes as per CARS Technical Rule 12.3.13
f) Vehicles must comply with noise limits as outlined in CARS Technical Rule 12.4.4
g) All loose items in the vehicle must be fastened securely during the event (including items in the trunk).
h) Mechanical condition and safety of the vehicle is the responsibility of the competitor.

28.3.3 Mandatory and recommended equipment

a) Helmets meeting CARS NRR 11.1.6. or meeting the Snell SA 2005 standard must be worn by all drivers and co-drivers. Helmets must be in good condition, with no visible defects or damage.
b) Each competitor must wear a frontal head restraint system (FHR), as outlined in CARS NRR 11.1.7
c) Competitors must carry:

- Fire extinguishers conforming to CARS Technical Rule 12.3.4
- First Aid kit conforming to CARS Technical Rule 12.3.5
- Warning devices/Safety Triangles conforming with CARS Technical Rule 12.3.6 (note placement within vehicle)
- Towrope conforming to CARS Technical Rule 12.3.16 (note all parts of tow rope must be within the competition vehicle at all times while not in use.)

d) A minimum of five-point safety harnesses for driver and co-driver are required. There will be no expiry date restriction. Harnesses must be in good condition with no visible defects.
e) Roll over protection

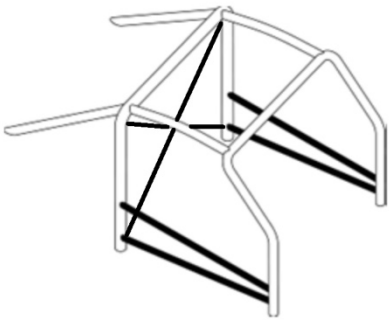
All vehicles must be fitted with a roll cage. All cages must be of a minimum six-point mounting design, must include two door bars per side and two diagonal members within the main hoop.

It is recommended that rollover protection meet CARS Technical Rule 12.3.2

However;

- Cages currently approved by CARS or used in vehicles with CARS logbooks issued since 2000 are acceptable.
- Cages used in vehicles with CARS logbooks issued pre-2000 may be acceptable if the cages are 6 point, have two door bars and a minimum of two diagonals in the main hoop.
- Cages in race vehicles with logbooks issued by one of the Canadian Motorsport territories or other race sanctioning body may be accepted after being approved by a CARS National Scrutineer and/or the CARS Technical Director.
- Other cages, if approved by the National Scrutineer and/or the CARS Technical Director, may be accepted

Roll cage padding must comply with CARS Technical Rule 12.3.2.6
Cages and roll bars may be bolted to the floor. The mounting plate requirements are the same as a welded cage



f) Seats

Seats must be fixed back, one-piece FIA approved racing seats. There will be no expiry date restriction. Seats must be in good condition with no visible defects. Seats must be solidly mounted.

g) Driving suits conforming to CARS NRR 11.1.8. are required.

28.4 EVENT ORGANIZATION

28.4.1 Authorizations and Permits

a) Proper authority for use of the roads must be obtained and such permissions must be available for scrutiny at registration.
b) The CARS event permit and event insurance certificate must be displayed at registration.
c) A technical inspection of all competing vehicles must be held at the start of the event as outlined in CARS NRR's 21.6.1. and 21.6.2

28.4.2 Security Measures

Security measures must be in force to ensure the safety of competitors, officials and spectators (closing of roads, traffic controls, start and finish locations, communications, recovery, etc.)

28.4.3 Course Design

a) The special stages of the event will be run on short (maximum 5 km) segments of road, public or private, closed to all traffic. Total stage distance is limited to 40 km.
b) The roads used as special stages should be carefully chosen to reflect the overall intention of rally sprint events to be an entry level performance rally focussed on driver and co-driver development.
c) The roads used as special stages should be chosen so that the average speed for the median competitor does not exceed 85 km/h.
d) In addition to (c) above, any stage in which the median competitor exceeds an average speed of 85 km/h plus 10% must be modified to achieve lower speeds for future events.

28.4.4 Event Officials

a) Clerk of the Course or designate shall manage the movement of vehicles in the stage through radio communication or other means and must be able to stop vehicles entering the stage in case of emergency.
b) Marshals shall be placed along the stage to ensure security, timing and the proper management of the event.
c) Event officials will act as judges of fact for the whole duration of the event.

28.4.5 Documents

a) Supplementary regulations shall be made available before the event.
b) Necessary documents such as a detailed route book check shall be supplied to all participating teams as per CARS NRR 13.3