



Autoslalom Regulations

The ASN Canada FIA National SoloSport General Competition Regulations (GCRs) and AutoSlalom Rules have been adopted by Atlantic Region Motor Sports (ARMS) and apply to all Autoslalom events organized or sanctioned by ARMS or ARMS member clubs.

These additional regulations were established by ARMS Solosport Committee and apply to all Autoslalom events organized or sanctioned by ARMS or ARMS member clubs. They are intended to assist in assuring safe and enjoyable events.

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

The Solosport Workshop Group and Solosport Committee exist to serve the needs and interests of the sport in Atlantic Canada. Your input is needed and solicited. Any comments, suggestions, requests for rule changes, and the like should be directed to the Solosport/Autoslalom Director in care of ARMS.

The Solosport Committee reserves the right to amend or update these regulations at any time. These regulations will generally be reviewed and updated on an annual basis.

ARMS Code of Conduct

ARMS clubs, members and participants in ARMS sanctioned events shall conduct themselves according to the highest standards of behavior and sportsmanship and in a manner that shall not be prejudicial to the interests and the reputation of ARMS or its Clubs or of motorsport generally. Failure to do so shall be considered a breach of the ARMS GCRs and may result in penalties being applied.

The following statements further define the beliefs, expectations, ideals and principles of individual conduct that ARMS believes should be exemplified:

1. Participants in ARMS sanctioned activities shall be bound by this Code of Conduct;
2. Participants in ARMS sanctioned activities shall accept that motorsport can be dangerous and entails inherent risks;
3. Participants in ARMS sanctioned activities shall be treated with consideration and respect, and shall treat fellow participants with the same consideration and respect;
4. Participants in ARMS sanctioned activities shall endeavor to portray a positive image of motorsports through their exemplary driving habits;
5. Participants in ARMS sanctioned events shall not knowingly place themselves or others in a position of undue risk. Consideration of safety shall be placed before competitive goals;
6. ARMS members shall strive to set exemplary standards of behavior as they are all ambassadors for motorsports;
7. ARMS members shall pledge to demonstrate with their actions care and concern for the environment.

1.1 GENERAL:

1.1.1 Intent:

Autoslalom events are intended to be enjoyable and fair contests where driving skill, not car preparation, is the primary difference between competitors. These regulations are intended to describe the minimum standards for the conduct of Autoslalom events. The vehicle preparation rules contained in these regulations are intended to equalize vehicles having different performance capabilities, not to penalize those who wish to modify their vehicles.

All Autoslalom events are organized and held under the ASN Canada FIA GCRs and ASN Canada FIA Autoslalom Rules. These ARMS Autoslalom Regulations are intended to supplement the ASN GCRs and ASN Autoslalom Rules. In no way do these ARMS regulations supersede the ASN Canada FIA regulations.

ARMS member clubs may add rules and substitute alternative vehicle classifications for the conduct of club events. However, club rules may not supersede or reduce the effect of these regulations. In cases of conflict between these regulations and club regulations, these regulations shall take precedence.

1.1.2 Public Awareness:

It is the responsibility of all club members, whether they are organizers, competitors, spectators, etc. to ensure that all ARMS Autoslalom events are carried out in a responsible manner with due care to the rights and wishes of property owners and the general public. The clubs rely on the good will and understanding of local police, property owners, media, neighbors, etc. to continue to be able to hold events in public areas.

Therefore, all participants in any Autoslalom event shall take reasonable care to protect the safety and comfort of the public. Any excessive noise or reckless behavior during an event shall be strictly discouraged. The judge of the acceptable level of noise and behavior shall be the Chief Organizer, and their decision shall be final. The Chief Organizer shall take into consideration the location of the event, the proximity of surrounding homes and businesses, and local standards and by-laws in making a judgment.

1.1.3 Definitions:

The following definitions are adopted for these regulations, in addition to those in the ASN Canada FIA GCRs:

Multiple Entry Vehicle: Two or more competitors may enter the same vehicle in an event provided that competitors can be spaced sufficiently in the running order so that the vehicle may be allowed to rest at least five (5) minutes between consecutive runs. The Chief Organizer may limit the number of entries if sufficient resting time can not be provided.

Regional Solosport Event: Any event or competition authorized and approved by ARMS and having the appropriate organizing permit.

Solosport Committee: A committee comprised of a maximum of one (1) representative of each ARMS affiliated club. Each club selected member sits on the committee until otherwise indicated by the club. The committee is chaired by the Region Solosport Director(s).

During the competition season the Solosport committee is also responsible for evaluating and finalizing results for each Regional Autoslalom event, i.e. the official final results. The Solosport Committee's final responsibilities each season, prior to the ARMS Annual General Meeting (AGM) include verifying the official final results and overall & class award winners as prepared by the Director(s), and qualifying & evaluating novice and/or most improved competitors for awards distribution at the ARMS AGM or ARMS Award Banquet.

Solosport Workshop Group: A group comprised of ARMS basic license holders who have an interest in Solosport. ARMS basic license holders, i.e. ARMS affiliated club members, who have competed in at least one (1) Regional Solosport event in the most recent competition year are permitted to vote at the Solosport Workshop. The Solosport Workshop is generally held the same weekend as the ARM AGM.

1.1.4 Insurance:

Event liability insurance coverage is mandatory for all Solosport events (See ASN Autoslalom Regulations 3.1.1 and ASN Solosport GCRs 4.20).

A copy of the insurance certificate shall be posted at all Solosport events.

1.2 EVENT ORGANIZATION:

1.2.1 Event Status and Permits:

All ARMS Regional Autoslalom events require a permit to be issued to approve event status. Organizers shall apply for permits no later than 60 days before the date of the event, and shall include permit fee, and proposed Supplementary Regulations when applying.

The ARMS Solosport/Autoslalom Director shall issue an event permit only when all regulations have been complied with.

Club status events do not require an ARMS Autoslalom permit.

1.2.2 Notices and Publicity:

For all ARMS Regional Autoslalom events, supplementary regulations which include all pertinent information about the event type, location, date, times, and any special instructions or restrictions shall be sent to all ARMS member clubs no later than 30 days before the date of the event.

All advertising or promotional material shall conform with ASN Solosport GCRs 3.5.

1.2.3 Course Safety:

At least two (2) fully charged and functional 5-pound 10BC dry-chemical fire extinguishers OR four (4) 2.5-pound shall be present at all Autoslalom events.

There should be adequate course marshals to oversee all competition runs and to ensure equality and safety to all competitors.

It is important that the spectator viewing areas and the spectator parking areas be kept at a safe distance from the course, especially the start/finish areas. Course security is a must at all times. Uninformed and misguided spectators are to be expected, and adequate crowd control provisions should be made to avoid them from dangerously wandering onto the course area. Unless protected by substantial barriers, spectator areas are to be roped off.

Full consideration should be given to safety in the pits, around the start finish areas, and near the marshalling stations. Particular attention should be given to assuring that time keepers and marshals are not placed in hazardous locations.

The organizer should elaborate a prearranged plan to cope with major emergencies, such as a car going into a crowd or a marshalling station.

1.2.4 Event Operation:

Registration shall be opened at least one hour before the published starting time for the event.

A mandatory driver's meeting shall be held prior to the start of the event as per ASN Autoslalom Regulations 3.2.1.

Scheduling: Events should be scheduled during daylight hours whenever possible. Night time events are permitted providing adequate lighting is available. Allow adequate time to complete the event without undue rushing. As a guide, allow for the following minimums:

- Competitor arrival and preparation: 1 hour.
- Registration and Scrutineering: 1 hour.
- Timed Runs (varies): 3 hours.
- Course Cleanup: 1 hour.

Changes to a course after an event has started require the approval of a majority (50% + 1) of the competitors AND permission of the event organizer AND permission of the event steward. Such changes may only be instituted after one complete run, except in the case of an obvious safety issue.

The organizer of an event may disqualify a competitor for not doing work assignments.

1.2.5 Rules of the Course:

Competitors shall be required to act in a subdued manner at all times. No burnout's or excessive noise are allowed.

The organizer of an event may enter the event provided that, where a conflict may arise, the organizer's duties are delegated to other non-competing officials.

Pre-runs of the course are not allowed. A course may be pre-run by a non-competitor only. This includes any/all passengers.

Runs:

- i. No practice runs are be allowed.
- ii. No deliberate tire warming before a run. Competitor vehicles will be stationary at least five (5) minutes before their run unless otherwise instructed by an official.
- iii. The starting order for an event shall be determined by the event organizer however classes or regional championship grouping shall be in the same run group unless agreed upon by the members of that group.
- iv. A run may be started only after the starter gives permission.
- v. A DNF will be assessed to any competitor who makes an early start.
- vi. If during an event a vehicle cannot complete the event due to mechanical problems, the driver may finish their remaining runs in another vehicle legal in the same class. Such a mechanical problem shall not be grounds for a re-run. The replacement vehicle shall pass an inspection by the event's Chief Scrutineer.

1.2.6 Timing:

Each timer shall be calibrated. This may be carried out by designating the primary timer as the standard, and operating both timers simultaneously for a period of at least 15 minutes. A conversion factor for the backup timer shall be calculated by taking the ratio of the primary to backup times for the calibration period. The conversion factor shall be applied to all times from the backup timer used for scoring.

In the event of a complete/permanent failure of the primary timer, the event shall be completed using the backup timer.

For club status events, a primary timer capable of timing to at least 1/100 second with either manual or "hands-off" start/stop function may be used.

For club events, a handheld timer with manual start/stop function may be used as a backup timer.

1.2.7 Passengers and Instructors in Regional Events

Passengers are not allowed during competitive runs of Regional events. If a competitor decides to have a passenger on a run, the run will be scored as a DNF.

There are situations where a competitor requires assistance navigating the course. A competitor may ask the organizer for an instructor or an organizer may assign an instructor to a competitor if the organizer deems it necessary. The instructor is to be chosen by the organizer. The instructor is not chosen by the competitor. The organizer will attempt to select an instructor that will not affect the regional championship. Timed runs with an instructor will be counted in the Regional Championship.

1.3 ARMS AUTOSLALOM CHAMPIONSHIPS:

1.3.1 General:

The ARMS Autoslalom Championships (ARMS-ASC) is composed of a series of events held across Atlantic Canada to determine the Regional Autoslalom Champions.

The ARMS-ASC is sanctioned by the ARMS Solosport Committee and is organized in conjunction with the hosting clubs in the region.

Competitors must have a valid full membership in an ARMS-affiliated club.

The conduct of each ARMS-ASC event shall conform to these regulations.

There are six (6) championships in the ARMS-ASC:

- Street
- Street Touring
- Classic American Muscle
- Street Prepared/Modified
- Prepared/Modified
- Overall

Street Championship: All competitors running in an ARMS-ASC event shall accumulate points towards the Street Championship if they are registered in a Street class as defined by the current ASN Canada FIA Autoslalom vehicle classifications. Classes included in the Street Championship are:

SSR, SS, AS, BS, CS, DS, ES, FS, GS, HS, HCS, SSC.

Street Touring Championship: All competitors running in an ARMS-ASC event shall accumulate points towards the Street Touring Championship if they are registered in a Street Touring class as defined by the current ASN Canada FIA Autoslalom vehicle classifications. Classes included in the Street Touring Championship are:

STS, STX, STR, STU, STH.

Classic American Muscle Championship: All competitors running in an ARMS-ASC event shall accumulate points towards the Classic American Muscle Championship if they are registered in a Classic American Muscle class as defined by the current ASN Canada FIA Autoslalom vehicle classifications. Classes included in the Classic American Muscle Championship are:

CAM-C, CAM-T, CAM-S

Street Prepared/Modified Championship: All competitors running in an ARMS-ASC event shall accumulate points towards the Street Prepared/Modified Championship if they are registered in a Street Prepared or Street Modified class as defined by the current ASN Canada FIA Autoslalom vehicle classifications. Classes included in the Street Prepared/Modified Championship are:

SSP, ASP, BSP, CSP, DSP, ESP, FSP, SMF, SM, SSM, SMF-T, SM-T, SSM-T.

Prepared/Modified Championship: All competitors running in an ARMS-ASC event shall accumulate points towards the Prepared/Modified Championship if they are registered in a Prepared or Modified class as defined by the current ASN Canada FIA Autoslalom vehicle classifications. Classes included in the Prepared/Modified Championship are:

XP, BP, CP, DP, EP, FP, HCR, AM, BM, CM, DM, EM, FM, FSAE.

Overall Championship: All competitors running in an ARMS-ASC event shall accumulate points towards the Overall Championship.

1.3.2 Scoring:

Time penalties shall be added to the recorded time for each run to arrive at the time used for scoring.

Elapsed times and penalties for each run by each competitor shall be posted continually throughout the event.

The fastest run including any penalties for each competitor shall be used to determine points. This time, adjusted by PAX, will be used to determine the points for each championship.

Championship points will be awarded according to the following formula:

$$Tc \div Tb \times 100$$

Tc = Competitor's PAX time in seconds

Tb = Top PAX time for Championship in seconds

In the event of a tie between two or more competitors in the same championship, the next fastest time for these competitors will be used for tie breaking purposes only.

For an entrant to qualify for points towards the championships, the entrant shall be a valid full member of an ARMS affiliated club, a basic license holder, before the close of registration for that event.

Points from all ARMS Regional Autoslalom events in the current calendar year count towards the Championship with the event with the lowest points dropped for each competitor.

1.3.3 Determining AutoSlalom Competitor of the Year:

The Competitor of the Year will be selected by the Solosport Committee and will be based equally on contribution and participation.

1.3.4 Awards:

Awards for the ARMS Regional Autoslalom Championship shall be presented for:

- i. first, second and third for each championship group provided the competitor has participated in at least 50% of the regional events.
- ii. best novice and/or most improved driver.

Additional awards may be presented if the number of entries warrant, e.g. fourth, fifth, etc.

1.4 VEHICLE ELIGIBILITY AND CLASSIFICATION:

1.4.1 General:

There will be no limit placed on the number and type of vehicle eligible to enter an event, except that each vehicle shall pass the scrutineering safety inspection, have all modifications declared, be properly classified, and should meet the minimum equipment and safety standards.

1.4.2 Competitor Vehicle Safety Inspection:

The following is a list of items that each competitor is responsible to ensure are met. These items may be randomly inspected at any time during competition:

- i. Any item listed in section 5.11 under the ASN Canada FIA Autoslalom GCRs.
- ii. Helmet: All participants (drivers, passengers, instructors, etc.) shall wear a helmet. The helmet shall meet the requirements listed in section 4.5 under the ASN Canada FIA Autoslalom GCRs.
- iii. Seat belts should not be frayed or cut. Driver restraints shall comply with sections 5.3, 5.4, and 5.5 under the ASN Canada FIA Autoslalom GCRs.
- iv. All loose items should be removed from the interior and trunk of the vehicle.

1.4.3 Competition Categories:

Vehicles are to be classed according to the ASN Canada FIA Autoslalom classifications.

Non-North American vehicles will be placed in their appropriate Street Prepared class and adjusted accordingly for modifications. Exclusions for these vehicles in Street Modified and Prepared classes do not apply.

Competitors in Street Modified classes may opt to run in a Street Tire version (-T) of that class. Vehicle preparation is the same as the base class with the added restriction that tires must comply with ASN Autoslalom Regulation Appendix E, Section 13.3.

1.4.4 Voluntarily Classification Bumping:

Competitors will be permitted to voluntarily bump to the next higher class if in a non-full class. Bumping shall be done in accordance to ASN Canada FIA Solosport GCRs Appendix J.

Competitors will be permitted to voluntarily bump to the next higher category if in a non-full class, as long as they are in their correct class in that category. Example: Chevrolet Camaro V8- moves from:

FS → STU → ESP → SM → CP → DM

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

Examples:

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

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

1.4.6 Performance Adjustment Factors:

The PAX adjustment factors as listed by the current ASN Canada FIA regulations will be used.

Competitors using street tires in Street Modified classes shall have their PAX adjustment factor modified by 0.980.

Appendix A: ARMS Regional Autoslalom Overall Champions

| Year | Name (Club) | Championship# |
|------|---|---------------|
| 1968 | Frank McCarthy (ASCC) | 1 |
| 1969 | Dave Fram (ASCC), Frank McCarthy (ASCC) | 1/2 |
| 1970 | Chris Branch (NBSCC) | 1 |
| 1971 | not contested | |
| 1972 | Eric Simms (ASCC) | 1 |
| 1973 | Clive Hobson (MMSC) | 1 |
| 1974 | Karl Ferguson (ASCC) | 1 |
| 1975 | Bill Irving (ASCC) | 1 |
| 1976 | Bill Irving (ASCC), George Sheppard (ASCC) | 2/1 |
| 1977 | not contested | |
| 1978 | George Sheppard (ASCC), Reg Clayton (ASCC) | 2/1 |
| 1979 | not contested | |
| 1980 | George Sheppard (ASCC) | 3 |
| 1981 | George Sheppard (ASCC) | 4 |
| 1982 | Gary Marks (ASCC) | 1 |
| 1983 | George Sheppard (ASCC) | 5 |
| 1984 | George Sheppard (ASCC) | 6 |
| 1985 | George Sheppard (ASCC) | 7 |
| 1986 | Bill Irving (ASCC) | 3 |
| 1987 | Graham McCrea (MMSC) | 1 |
| 1988 | George Sheppard (ASCC) | 8 |
| 1989 | Gary Marks (ASCC) | 2 |
| 1990 | Gary Marks (ASCC), Graham McCrea (MMSC), Arnold Peck (ASCC) | 3/2/1 |
| 1991 | Arnold Peck (ASCC) | 2 |
| 1992 | Ray Bastille (MMSC) | 1 |
| 1993 | Paul Steeves (MMSC) | 1 |
| 1994 | Paul Steeves (MMSC) | 2 |

| Year | Name (Club) | Championship# |
|------|-------------------------|---------------|
| 1995 | Chris Ward (ASCC) | 1 |
| 1996 | Stevan Babineau (MMSC) | 1 |
| 1997 | Stevan Babineau (MMSC) | 2 |
| 1998 | Chris Ward (ASCC) | 1 |
| 1999 | Paul Vanderlaan (NBSCC) | 1 |
| 2000 | Stacy Chapman (NBSCC) | 1 |
| 2001 | Corey Kaye (ASCC) | 1 |
| 2002 | Dave Hull (BAC) | 1 |
| 2003 | Marc Morin (ASCC) | 1 |
| 2004 | Scott Harrod (ASCC) | 1 |
| 2005 | Kevin Doubleday (ASCC) | 1 |
| 2006 | Scott McIntyre (ASCC) | 1 |
| 2007 | Marc Morin (ASCC) | 2 |
| 2008 | Brian Gay (ASCC) | 1 |
| 2009 | Brian Gay (ASCC) | 2 |
| 2010 | Brian Gay (ASCC) | 3 |
| 2011 | Brian Partridge (BAC) | 1 |
| 2012 | Trevor Gray (ASCC) | 1 |
| 2013 | Devon Thorpe (ASCC) | 1 |
| 2014 | Devon Thorpe (ASCC) | 2 |
| 2015 | Devon Thorpe (ASCC) | 3 |
| 2016 | Matthew Steeves (MMSC) | 1 |
| 2017 | Matthew Steeves (MMSC) | 2 |
| 2018 | Kevin Savoie (MMSC) | 1 |
| | | |

Appendix B: ARMS Regional Time Attack Overall Champions

| Year | Name (Club) | Championship# |
|------|------------------------|---------------|
| 1981 | George Sheppard (ASCC) | 1 |
| 1982 | Derek Lugar (ASCC) | 1 |
| 1983 | Dave Smith (ASCC) | 1 |
| 1984 | George Sheppard (ASCC) | 2 |
| 2009 | Joel Nelson (ASCC) | 1 |
| 2010 | Brian Gay (ASCC) | 1 |
| 2011 | Joel Nelson (ASCC) | 2 |
| 2012 | Mark McCrea (ASCC) | 1 |
| 2013 | Not contested | |
| 2014 | Luc Sipkema (MMSC) | 1 |
| 2015 | Luc Sipkema (MMSC) | 2 |
| 2016 | Ben Easson (ASCC) | 1 |
| 2017 | Ben Easson (ASCC) | 2 |
| 2018 | | |