



presented by



Canadian Touring Car Championship
2020 Rules and Regulations

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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 applying for a competition licence and/or by entering a competition event, all participants are deemed to have understood and accepted these terms, including that motorsport is inherently dangerous and it is each participant's obligation to meet and maintain compliance with all regulations to reduce the risk of death or injury to self or others, recognizing that such risk is inherent to the sport and cannot be completely eliminated.

By registration for CTCC and participation in CTCC events, all participants are deemed to have read and complied with all rules and regulations of the sanctioning body, of CTCC and all supplementary regulations of the racing events.

These rules and regulations are intended only as a guide for the conduct of sport and are in no way a guarantee against injury or death to participants, spectators or others.

Mission Statement

To operate a truly Canadian sports car racing championship that provides Canadian race fans with close and exciting competition between some of Canada's fastest race car drivers and to provide marketing value to Canadian corporations looking to energize their brands and drive sales.

Vision Statement

To provide leadership in Canadian motorsports.

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1. About CTCC

1.1 Contact Information

RACE Events Inc.
7047 Old Highway #2, PO Box 259
Shannonville, Ontario, K0K 3A0

www.touringcar.ca / www.raceevents.ca / Tel: 613-9696-1906

1.2 Sanctioning

Canadian Touring Car Championship (CTCC) is sanctioned by *TBD*.

TBD until FIA appoints a new Canadian sanctioning body.

1.3 Rules and Regulations

- 1.3.1 In case of dispute between specifications and measurements stated in Imperial and Metric, the Metric measurement shall be considered as being authentic and will prevail.
- 1.3.2 CTCC and the sanctioning body competition bulletins shall be considered a part of, and have the same validity as these Regulations.
- 1.3.3 As of the first day of January of each year, CTCC Regulations for that year supersede all versions from previous years.
- 1.3.4 As of the first day of January of each year, all CTCC bulletins from the previous year are void.
- 1.3.5 The official language of CTCC is English.

1.4 Hierarchy of Regulations

The hierarchy of regulations is as follows;

- 1 CTCC Rules and Regulations.
- 2 CTCC Bulletins from CTCC Officials. Bulletins are effective immediately when posted on the CTCC website or the CTCC bulletin board at events.
- 3 Supplementary regulations of each event.
- 4 Instructions from Track / CTCC Officials.

1.5 Licensing

All Canadian competitors shall hold an FIA-affiliated National Race License. Competitors from outside Canada must hold a minimum of a National or Pro licence issued by an FIA-affiliated racing organization and a TBD membership.

1.6 Advertising and Promotion Release

Each Competitor, by participating in CTCC, grants to CTCC, its duly authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images and sounds of such Competitor and/or any vehicle(s) with respect to which the Competitor competes in CTCC, in any way, medium or material (including but not limited to broadcasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions / streaming over the internet, public and private online services authorized by CTCC, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or reporting of CTCC events before, during and after such event, and each Competitor relinquishes to CTCC exclusively and in perpetuity all rights thereto for such purposes.

1.7 Broadcast and Other Rights

Each Competitor, by participating in CTCC, acknowledges that CTCC, and its licenses and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions / streaming over the internet, public and private online services authorized by CTCC, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any CTCC Event or the Competitor's performance in the Event, and that CTCC is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any works, copyrightable or otherwise, created from the images, sounds and data arising from or during a CTCC Event and the Competitor's performance in the Event. Each Competitor agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement which would contravene, diminish, encroach or infringe upon these CTCC rights.

RACE Events retains the rights from all aspects of CTCC events, including all images attained from in-car cameras. Any re-broadcasting or use of on-board camera footage of CTCC events without the express written permission of CTCC is prohibited.

Media & Communication Contact

No company or individual may speak to the media on behalf of CTCC or RACE Events without written permission from RACE Events. Enquiries should be directed to Dominique Bondar (dominique@raceevents.ca).

2. Registration

2.1 Application

- 2.1.1 A competitor must submit a CTCC Driver Registration and be accepted by CTCC before participating in an Event.
- 2.1.2 All Registration forms are available on the CTCC website.
- 2.1.3 An Event Entry Form for each car / Driver must be completed with proper payment of the Event Entry Fee.
- 2.1.4 CTCC reserves the right, without notice, to accept or decline any Application for any reason and may change or limit the number of Applications accepted.
- 2.1.5 Acceptance of the Application is not intended to be, nor shall it be considered in any way a contractual offer.

2.2 Fees

- 2.2.1 The CTCC Driver Registration Fee should be received by CTCC no later than April 15, 2020.
- 2.2.2 The CTCC Driver Registration Fee is non-refundable.
- 2.2.3 The CTCC Event Entry Fee must be received by CTCC by the due date shown on the Event Entry Form.
- 2.2.4 The CTCC Event Entry Fee may be refunded based on the following criteria;
 - 2.2.4.1 100% of Event Entry Fee with written notice to CTCC seven days or more prior to the first day of the event.
 - 2.2.4.2 80% of Event Entry Fee with written notice to CTCC less than seven days prior to the first day of the event.
 - 2.2.4.3 No refund is available once a wheel is turned in an official CTCC Event Session.
- 2.2.5 The CTCC Preseason Discount Package is non-refundable.
- 2.2.6 Payment shall be made through the CTCC website or by cheque payable to RACE Event Inc.
- 2.2.7 The Fee for NSF cheques or late payment shall be \$300. Failure to satisfy outstanding payments may impede acceptance of entries at CTCC Events.

2.3 Driver Registration Package

Upon acceptance of the Driver Application, the competitor is eligible to;

- 2.3.1 Participate in CTCC Events, including promotional activities.
- 2.3.2 Receive CTCC decals and patches.
- 2.3.3 Receive schedules, announcements and CTCC news sent by email.

2.4 Entry Restrictions

- 2.4.1 CTCC reserves the right to limit the number of participants in a CTCC Event.
- 2.4.2 When the number of participating cars is limited, CTCC shall give preference to Competitors who have accumulated CTCC points, then those registered with the Preseason Discount Package.

2.5 Car Number Request

- 2.5.1 The desired car number and two alternate choices shall be submitted on the CTCC Driver Registration Form.
- 2.5.2 Car numbers will be issued to returning cars that register by March 31, 2020 on a priority basis followed by new entries.
- 2.5.3 Car numbers shall be between 1 and 99 unless approved by CTCC.

3. Events

3.1 Team Representative

Each team shall designate one person to act as the team representative. If none is designated, the responsibility shall default to the driver. This person is the only person who may speak for the team OFFICIALLY, including filing verbal scoring or other inquiries and making changes and additions to the team's credential list. If this person must be changed during the event, the CTCC Race Director must be notified in writing.

3.2 Mandatory Attendance

Competitors shall attend all drivers' meetings, autograph sessions, promotion activities and interviews as directed by CTCC. Exceptions must be confirmed in advance with CTCC Officials. The minimum penalty for not attending shall be \$200.00 payable to CTCC.

3.3 Paddock Parking

CTCC reserves the right to designate and assign paddock parking spaces for competitors. Teams (up to two vehicles) shall be prepared to work in a paddock space not more than 30 feet wide including trailer/transporter. Motor coaches and other support vehicles may be located in the paddock only upon CTCC approval. CTCC will work with track management and the event organizer to provide a professional presentation and to maximize sponsor and competitor exposure. No personal vehicles shall be permitted in the paddock unless approved by CTCC. Minimum penalty for non-compliance shall be \$500.00 payable to CTCC.

3.4 Code of Conduct

All CTCC participants shall conduct themselves in a professional and respectful manner particularly in relations with other participants, officials, sponsor partners and the general public. All CTCC participants shall maintain the highest level of behaviour and sportsmanship and shall ensure that their actions are

not detrimental to CTCC or motorsports in general. All CTCC participants are responsible for the conduct and behaviour of their crew and guests at all times. A penalty may be applied to a driver for misconduct by crew or a guest. See **Appendix E** for Social Media Policy.

3.5 Alcoholic Beverages

Consumption of alcoholic beverages by any Participant is expressly prohibited until all Competitions are concluded for the day. The presence of alcohol in a Driver's body during a Competition is prohibited. Any action taken, or penalty applied by the Chief Steward in this regard is not subject to appeal.

3.6 Narcotics and Drugs

The use of any narcotic or illegal substance, as defined in law, or the improper use of legal substance, by any participant is prohibited. The Chief Steward may prohibit participation if it is suspected that any substance has been consumed. Such action is not subject to appeal.

3.7 Submission to Testing

CTCC reserves the right to require any participant to submit to and complete; breath, blood, urine or other tests designed to determine the presence of alcohol, narcotics, dangerous drugs, illegal substances or the inappropriate use of legal substances. Such action is not subject to appeal.

3.8 Competitor/Team Uniforms

- 3.8.1 Team members participating in CTCC must wear matching team uniforms, displaying the required patches as shown in Figure 2.0 **Appendix A**, as specified in the Event Supplementary Rules.
- 3.8.2 Team uniform design must not interfere with the visibility of the required patches or be in conflict with CTCC Sponsors and must otherwise be deemed to be in good taste in the opinion of CTCC.
- 3.8.3 Competitors participating in CTCC must display the required patches on their suits as specified by CTCC.
- 3.8.4 Patches on competitor suits and team uniforms must be permanently affixed, not taped or secured with other temporary means.
- 3.8.5 A Competitor or team member whose uniform has damaged, missing or incorrect patches, will not be permitted to participate in CTCC sessions.
- 3.8.6 It is required that: car numbers be displayed on the upper back of competitor/team uniforms or by wearing an armband with contrasting number; or that competitor/team uniforms be branded in such a manner as to clearly identify the team and competing race car(s). The recommended numbers shall be 50mm in height and centred on the uniform just below the collar.

3.9 Communications Equipment

- 3.9.1 It is the participant's responsibility to ensure compliance with all local and federal radio communications laws including applicable fees.

- 3.9.2 At all times that the vehicle is on the racetrack, a minimum of one (1) crew member in the Pit Box must have radio communication with the driver.
- 3.9.3 At all times during a session, a minimum of one (1) crew member in the Pit Box must monitor the published Race Control frequency (listen only). The crew member in communication with the driver MUST be readily identifiable to the CTCC pit lane officials.
- 3.9.4 It is mandatory that teams have two-way radio communications between crew and driver during all on-track sessions.
- 3.9.5 No other radio communications are allowed to the vehicle during on-track sessions, unless prior permission has been granted by the CTCC Race Director.

3.10 Awards

- 3.10.1 At the end of the season, competitors classified in the first, second and third position in their Class shall be recognized for their achievement.
- 3.10.2 At the end of the season, competitors that are classified first in Class in the Team Championship shall be recognized for their achievement.
- 3.10.3 Competitors (or a team representative) are required to attend the award ceremony in order to claim their award/prize.
- 3.10.4 Awards/prizes will not be delivered to competitors.

3.11 Participant Credentials

- 3.11.1 All registered drivers and crew shall wear their Official CTCC Credential in a visual manner during CTCC race events. Official CTCC Credentials may be replaced or changed at a cost of \$200 each.
- 3.11.2 Drivers are exempt during CTCC on-track sessions.
- 3.11.3 Crew (2) designated by the Crew chief to be allowed at the Pit Wall shall obtain the appropriate weekend credentials from the Technical Director.
- 3.11.4 Non-compliance will result in a penalty.

4. Competition / Event Procedures

4.1 Flag Signals

4.1.1 Green Flag

- 4.1.1.1 Used by the Starter to start all track sessions and races, and sometimes by corner marshals to indicate that the track is clear.

4.1.2 Yellow Flag

- 4.1.2.1 **Any YELLOW flag is a signal of danger of any nature at or beyond the station displaying the flag. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.**
- 4.1.2.2 **Single motionless:** Reduce your speed, **do not overtake**, and be prepared to change direction. There is a hazard beside the track.
- 4.1.2.3 **Single waved:** Reduce your speed significantly, **do not overtake**, and be prepared to change direction or stop. There is a hazard beside or partly on the track. At an emergency area, there may be multiple cars involved in an incident.
- 4.1.2.4 **Double waved:** Reduce your speed significantly, **do not overtake**, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and / or marshals working on or beside the track
- 4.1.2.5 A full course yellow condition will prevail on the racetrack whenever it becomes necessary to dispatch an ambulance or other service vehicle onto the racing surface. During a full-course yellow, the Starter will display two (2) yellow flags. Whenever possible, double yellow flags will be displayed from flag stations around the circuit to indicate a full-course yellow condition.
- 4.1.2.6 During a full-course yellow, a pace car or safety car may be directed onto the racing surface. The purpose of this vehicle is to pace and direct the field of race cars until such time as the racetrack has been determined fit to resume competition.
- 4.1.3 RED Flag at Start/Finish and at all Posts
 - 4.1.3.1 Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED flag.
 - 4.1.3.2 It is the responsibility of all drivers to stop racing immediately, slow down, exercise extreme caution, be prepared to stop, and proceed to their pits.
 - 4.1.3.3 If a Red flag is displayed during a Qualifying session, competitors and crew will be allowed to work on their vehicle unless otherwise instructed by a CTCC Official.
 - 4.1.3.4 If a Red flag is displayed during a Race session, all drivers are to stop racing immediately, slow down, exercise extreme caution, be prepared to stop behind the safety car on the front straight and wait for further instruction. No work or service shall be performed on any cars until after the track has been re-opened.
- 4.1.4 Black Flag with "ALL" Displayed by the Starter
 - 4.1.4.1 Informs the drivers that a track session has been halted because of a reason other than accident or incident. Drivers shall complete the current lap and proceed to their pits.
 - 4.1.4.2 If a Black Flag-All is displayed during a Qualifying session, competitors and crew will be allowed to work on their vehicle unless otherwise instructed by a CTCC Official.

4.1.5 Blue Flag

4.1.5.1 Motionless: Another competitor is following you very closely.

4.1.5.2 Waived: A faster competitor is trying to overtake you.

4.1.6 Yellow Flag with Red Stipes

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

4.1.7 White Flag

4.1.7.1 Informs driver that a vehicle which is traveling at a much slower speed than the competing cars is on the track. The slow-moving vehicle might be an ambulance, service vehicle or a slow moving race car.

4.1.8 Checkered Flag

4.1.8.1 Racing must stop and all drivers must slow down, complete their current lap and return to their pits or other designated area.

4.2 Paddock Safety

4.2.1 Team vehicles of any kind are to be driven in a safe manner at all times when at the race facility and no vehicle shall be driven faster than **15 km/hr in the paddock**, or otherwise stipulated.

4.2.2 No person shall ride in or on a car or other vehicle in an unsafe manner.

4.2.3 When a car is being re-fueled, or a device is being used that could precipitate a fire, such as a welding system, a crew member shall stand-by with a fire extinguisher.

4.2.4 Animals of any kind are not permitted in the pits or on the racetrack. Animals in the paddock must be restrained.

4.2.5 The Regulations in this section, and any penalties applied, are not subject to appeal.

4.3 Competitor Conduct on the Racetrack

4.3.1 General

4.3.1.1 Engines must be started by means of an on-board starter using an on-board power supply, with or without a supplementary power supply.

4.3.1.2 It is not permitted to drive a race car, at any time, in the opposite direction of race traffic without the permission of the Clerk of the Course. Infractions of the Regulation may mean immediate exclusion.

- 4.3.1.3 If a driver is forced to stop on the track it is the driver's duty to place the car as far as possible off the traveled portion of the track to cause the least obstruction to other competitors, and preferably on the side of the track least used by race traffic.
- 4.3.1.4 Cars shall not be moved under power of the on-board starting device while on the race track in order to maintain or improve a race position. Using the on-board starter to move a car to a safe location is permitted.
- 4.3.2 Conduct During Race Starts
 - 4.3.2.1 Entrants, drivers or crew members, who demonstrate a lack of compliance with race starting procedures are subject to penalty.
 - 4.3.2.2 A false start shall be deemed to occur when a driver at any time under Starter's orders, unless instructed by an official, moves from the prescribed position, forward, backwards, or sideways in relation to the field before the display of the GREEN flag, or GREEN light, indicating the start of a race.
 - 4.3.2.3 Attempting to make or making a false start or passing a pace car without being instructed to do so by the pace car official is subject to penalty.
 - 4.3.2.4 Penalties applied under this Regulation are not subject to appeal.
- 4.3.3 Push-Starting a Car
 - 4.3.3.1 Push-starts on the race track are not permitted.
- 4.3.4 Conduct on the Racetrack
 - 4.3.4.1 Only the marked racetrack surface and any curbing may be used by drivers during any track session.
 - 4.3.4.2 Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space marked on the racetrack.
 - 4.3.4.3 It is the responsibility of all drivers to avoid physical contact between cars on the racetrack.
 - 4.3.4.4 Drivers shall follow the marked track during a competition and shall not gain an advantage from an off-course excursion.
 - 4.3.4.5 Any driver who has left the marked track with all four wheels must respond so as to regain control of the car, stop if necessary, and, without driving against the direction of the racetrack, rejoin the track at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area.
 - 4.3.4.6 A driver who goes off the marked track, in the presence of track marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor is subject to penalty.

- 4.3.4.7 The repetition of serious mistakes or the appearance of a lack of control over the car (i.e, leaving the marked track) may entail exclusion or other penalty of the driver involved.
- 4.3.4.8 The Race Director may, during any practice, qualifying or race session, order any car removed from the racetrack which, in the opinion of the Race Director constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.
- 4.3.4.9 All major body components shall remain in the normal position throughout the competition. Loss of bodywork may result in a car being BLACK-flagged on instruction from the Race Director.
- 4.3.4.10 The driver alone may repair the car on the course and may walk to and from the pits to obtain parts and equipment under the direction of the track marshals. The driver must not receive any physical assistance. This does not preclude assistance by track marshals for safety reasons.

4.3.5 Passing on the Racetrack

- 4.3.5.1 Corners, or curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked track.
- 4.3.5.2 The responsibility for the decision to pass another car rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of another car.
- 4.3.5.3 The overtaken driver shall not block.
- 4.3.5.4 Drivers are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a violation of these Regulations.
- 4.3.5.5 Any driver driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, or appearing to ignore the BLUE flag, may be given a penalty. Systematic or repeated offences may result in exclusion.
- 4.3.5.6 The same penalty shall be applied to drivers who swing from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

4.4 Pre-grid / Grid Procedure

- 4.4.1 A Horn will sound prior to the beginning of all official Track Sessions informing the competitors that they may leave their assigned Paddock Parking and proceed to the Mock Grid. Cars are not permitted to leave their assigned Paddock Parking until the Horn has sounded or permission has been granted by the CTCC Race Director.
- 4.4.2 Changing tires on pre-grid is not permitted unless approved by the CTCC Race Director.
- 4.4.3 Race vehicles arriving at the designated pre-grid should expect to see 5-minute, 3-minute and 1-minute signal boards prior to being released to the true grid or track. When unexpected delays

are encountered a “Hold” signal board will be displayed. Race vehicles arriving after the 5-minute board has been displayed will be placed at the back of the grid in the order that they arrive and will not be allowed to take their grid position. Drivers who are not ready to proceed on to the track when the grid is released shall be positioned at the back of the grid or shall start the race from pit lane as instructed by the CTCC Race Director.

4.5 Pit Lane Procedure

- 4.5.1 Pit Lane speed limit is of XX km. A penalty regarding a pit lane speed violation may not be protested or appealed.
- 4.5.2 When a car stops at its pit at any time during qualifying or race sessions, work or service on the car is permitted;
- 4.5.3 Any team member in the working pit, provided that they are well identified and wear the appropriate credential may work on the car.
- 4.5.4 In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving. Should a driver participate in the servicing of the car in any way, the rule of 5 people applies.
- 4.5.5 Identifiable Series appointed service company personnel examining a car's components or equipment are not counted.
- 4.5.6 One jack, tools, service equipment and wheels/tires may be placed over the pit wall into the servicing pit during the lap on which the car is pitting, and must be placed back behind the pit wall immediately after the car's departure.
- 4.5.7 The addition of any fluids to a car during a race is prohibited, except during endurance races.
- 4.5.8 It is the responsibility of the crew to notify CTCC Officials immediately of any liquid spills and to assist in their clean-up.
- 4.5.9 No work shall be performed under a car unless jacking stands are in position at all times.
- 4.5.10 Any time there is to be a transfer of fuel there must be a separate designated person standing, holding an appropriate fire extinguisher. This person's sole responsibility is to watch for and be prepared to react to a fire. Refuelling must not be done under an awning or in a place where fumes may accumulate, or a person may become trapped.
- 4.5.11 All vehicles and competitors shall not leave the pit lane during any track session without permission from a CTCC Official.
- 4.5.12 If a Red or Black Flag-All is displayed during a Qualifying session competitors and crew will be allowed to work on their vehicle unless otherwise instructed by a CTCC Official.
- 4.5.13 Penalties applied for violation of this Regulation are not appealable.

4.6 Qualifying for a race

- 4.6.1 It is the car that qualifies for a race.
- 4.6.2 A driver may not qualify a car that will be driven in a race by another driver, except in the case where the event race format specifies a requirement for a driver change.
- 4.6.3 In the case of one car and two drivers, only the nominated drivers for the car may drive the car in qualifying sessions. The official qualifying time will be the fastest time recorded by either driver. Should CTCC officials determine that a qualified car was not qualified by the nominated driver, the car will be moved to the back of the starting grid for the race.
- 4.6.4 A driver change may only take place in the official pit lane area. A violation of this rule will result in exclusion of the drivers from the session or race. Such a penalty is not subject to protest or appeal.
- 4.6.5 Ties in qualifying times between competitors shall be broken by taking the next fastest time for each competitor until the tie is broken.
- 4.6.6 Drivers who do not achieve a qualifying time may be permitted to start in the last positions on the starting grid only after receiving permission from the Race Director and provided the maximum number of starters is not exceeded.
- 4.6.7 A driver shall not drive another driver's car in a qualifying session or a race unless prior approval has been received from the Race Director. The penalty for violating this Regulation is exclusion of both drivers from the session. No appeal is allowed for penalties applied in this regard.

4.7 Starting Position

- 4.7.1 Unless specified otherwise, competitors shall be positioned on the starting grid in the order of their qualifying times.
- 4.7.2 The pole position shall always be as follows:
 - 4.7.2.1 When the first turn after the start is to the right, the pole position shall be on the right.
 - 4.7.2.2 When the first turn after the start is to the left, the pole position shall be on the left.
- 4.7.3 After the cars have left the pre-grid for their starting positions on the grid, assigned starting positions must be maintained. Vacant places on the starting grid shall remain vacant up to the display of the GREEN flag at the start of the race, unless otherwise instructed by the Race Director.
- 4.7.4 Cars having departed the pre-grid to take a position on the grid that are unable to maintain their position for any reason or are unable to respond promptly to the Starter's instructions, must abandon their starting position when so instructed.

4.8 Race Commences at Green Flag

- 4.8.1 A driver may only commence racing when the GREEN flag, (or GREEN light), is first shown by the Starter and not until the signal is able to be seen by the driver.

4.8.2 Any driver leaving the formation of the grid, and/or passing or attempting to pass before seeing the GREEN flag, or GREEN light, shall be considered to be jumping the start and shall be subject to penalty. Such penalties are not subject to protest or appeal.

4.9 Stopping/Re-starting a Race

4.9.1 Other than for safety reasons, the Clerk of the Course shall consult with the Race Director as to whether or not a race is to be stopped. The Race Director shall determine whether a race will be restarted.

4.10 Impound Procedures

4.10.1 At the conclusion of any track session, the Technical Director may select cars for inspection, and the competitors involved shall without delay take the selected cars directly to the impound area and turn them over to the Series Scrutineer.

4.10.2 All vehicles and competitors shall report directly to the designated impound area after every qualifying and race session unless directed otherwise by a CTCC Official.

4.10.3 At the conclusion of a race all cars are deemed to be impounded and must remain in the exact condition in which they left the racetrack until released by the Technical Director.

4.10.4 Failure to present the car promptly at the impound area when requested may result in a fine and/or exclusion from the results of a qualifying session or race. Any such penalty is not subject to protest or appeal.

4.10.5 One entrant representative must attend each car at the impound area.

4.10.6 In addition to the vehicle and its components, anything mounted on or in a car may be impounded by the Technical Director.

4.10.7 The entrant/driver is responsible for all costs, if any, associated with the teardown, inspection and rebuilding of any component(s) selected for eligibility verification by the Technical Director.

4.10.8 A qualifying position or a race finishing position, and any Series points and other awards available to a competitor that is subjected to an eligibility verification, shall be withheld until the results of any inspection are determined.

4.10.9 The entrant/driver is responsible for assuring that the car is returned to proper operating condition after any impound or inspection by Series Officials. Protests will not be allowed in this regard.

5. Scoring

5.1 General Provisions

5.1.1 To qualify as a finisher and score finishing position points, a competitor shall have completed no less than 50% of the total race laps by the leader of that competitor's class at the chequered flag.

- 5.1.2 Timing and scoring shall not commence until the starting signal is first given by the Starter.
- 5.1.3 Races shall be of a timed length or of a pre-established distance.
- 5.1.4 A qualifying session shall determine the starting positions for the first race of an event. The fastest lap time achieved during the first race of the event shall determine the starting position for the second race unless a second qualifying session is scheduled.
- 5.1.5 Should a qualifying session be cancelled or unavailable, vehicles shall be gridded according to current points standing by class or another method as determined by CTCC.

5.2 Competitor Points

- 5.2.1 Competitors shall be awarded points based on the results in each round and/or qualifying session within the Championship.
- 5.2.2 Vehicles/competitors excluded from the results of a CTCC round for any given reason will lose all finishing position points and bonus points earned in that particular round, and all competitors will score points based upon the new results.

5.3 Competitor Finishing Position Points

Finishing points shall be awarded for each round as follows;

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
100	95	90	85	80	75	70	65	60	55
11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
50	45	40	35	30	25	20	15	10	5

5.4 Competitor Bonus Points

- 5.4.1 Five (5) additional points shall be awarded to the competitor who sets the fastest official qualifying time in a Qualifying session in each class.
- 5.4.2 One (1) additional point shall be awarded to each competitor for each lap completed in each round.

5.5 Manufacturer Points

CTCC may maintain point standings to determine a Manufacturer Champion in each Class. The highest finishing vehicle shall earn Manufacturer Points for its finishing position in each Class based on the following;

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
50	45	40	35	30	25	20	15	10	5

6. Vehicle Eligibility and Modifications

6.1 Underlying Principle

UNLESS THE REGULATIONS STATE THAT YOU CAN DO IT, YOU CANNOT.

6.2 General Provisions

Vehicles listed in **Appendix B** are eligible for competition and shall comply with the regulations herein. Vehicle technical exceptions shall be identified in **Appendix C**.

6.1 Race Weight

6.1.1 CTCC will establish a minimum weight for each eligible vehicle as determined in **Appendix B**.

6.1.2 Weights may be adjusted to equalize competition.

6.1.3 CTCC will provide an official listing of minimum vehicle weights.

6.1.4 Weight will be measured as the vehicle comes off the racetrack with driver aboard and the fluid levels as-is.

6.1.5 Ballasting is permitted.

6.2 Sound limit

The maximum sound decibel limit is 104 dbA. The limit will be the same regardless of weather conditions at the individual tracks. Vehicles should measure approximately 5 dbA below the limit in warm, humid weather, so that in cooler, less humid weather they still measure below the limit. The sound variance does vary from car to car, so 5 dbA may be more or less than needed.

Only sound level readings taken by CTCC are official.

6.3 Fuel

Vehicles shall use CTCC 98 race fuel. All race fuel shall be purchased through the CTCC official fuel supplier, B&G Racefuels. Vehicles shall be equipped with a fuel sampling port at or just above the injector rails. This port may be a "Jiffy-Tite" male plug model number 22306 or 22406 or 22505 or 22506.



Each vehicle shall have enough fuel in the tank/cell at the completion of each CTCC session to provide a minimum of 250ml for testing purposes.

6.4 Tow Hooks

Tow hooks must be flexible (ie. metal or strap). Acceptable solutions are shown below. The flexible metal tow hook shall not extend more than 20mm from the bodywork. Tow hooks must be strong enough to allow the vehicle to be towed/moved from any position or direction.



6.5 Fluids

6.5.1 Engine cooling system fluid is restricted to water with an additive to reduce the surface tension of the water. The use of Propylene Glycol and Ethylene Glycol is prohibited.

6.5.2 Brake fluids are unrestricted.

6.5.3 Lubricants may be substituted with any lubricant. Additives are unrestricted.

6.6 Transponder

6.6.1 Vehicles shall be equipped with an AMB-compatible lap timing transponder securely installed on the front sub-frame with an unobstructed downward path for the signal.

6.6.2 Vehicles whose Transponders are not working during any on-track session may not be timed.

6.7 Data Acquisition

6.7.1 All vehicles must have an operating Data Logging System during all on-track sessions. This system shall data log and record the following data: (at a sampling rate of 10hz)

- RPM

- Road speed via an undriven wheel. If the vehicle is a 4WD/AWD, then a road speed sensor is required on both axles.
- TPS
- GPS Speed
- Boost (if vehicle has forced induction) sensor must be threaded into the intake manifold if it is aluminum or may be connected via a hose no longer than 50mm if the manifold is plastic.
- Boost resolution must be set to 0.1psi.
- Throttle Pedal Position for cars equipped with throttle by wire systems

6.7.2 These channels will be named:

- RPM
- Vehicle Speed (LF, RF, LR or RR) as needed
- TPS
- GPS_Speed
- Boost
- TPP

6.7.3 The units must use the GPS location as the lap timer and any optical beacons shall be ignored.

6.7.4 These settings must be input into the setup of the data logger.

6.7.5 The GPS antenna must be placed on the outside of the vehicle, on the roof panel. It must be placed along the longitudinal centerline of the vehicle, halfway between the front and rear edges of the roof panel.

6.7.6 The data from each session must be supplied as requested by the championship. If not specified, the data must be supplied within 30 minutes of the end of the session.

6.7.7 It is strongly recommended that all cars be equipped with an AiM Sports USB Bulkhead Adaptor, AiM Sports part number V02573030. The adaptor must be mounted in a flat panel and within 153mm of the main electrical cut-off switch at the left front of the driver's compartment. (The approved cable to connect the Adaptor is AiM Sports part number X90TMPC002.)

6.8 Video Camera

6.8.1 All vehicles must have an operating forward-facing video camera during all on-track sessions. The video must be in a format that is easily viewed immediately after the session on a screen of at least 356mm.

6.8.2 All cameras are to be mounted within the driver's compartment. Cameras are not permitted on the outside of the vehicle.

6.9 Tires

6.9.1 The specified tire for CTCC is the Pirelli Racing Slick and Pirelli Racing Rain tire.

- 6.9.2 The standard tire size for each vehicle is identified in **Appendix B**.
- 6.9.3 Tire shaving and/or grooving is not permitted.
- 6.9.4 All tires shall be purchased in Canada through the CTCC official tire dealer, Touchette Motorsport.
- 6.9.5 Tires must be mounted showing the yellow Pirelli logo outwards.

4.3 Vehicle Appearance

- 6.9.6 All CTCC participating vehicles shall be neat and clean in appearance.
- 6.9.7 Any modifications to a vehicle shall be done in a way that maintains this requirement.
- 6.9.8 CTCC reserves the right to prohibit a vehicle from appearing on course due to its appearance, including, but not limited to, damage sustained from an on-track incident at the current, or any previous, event.
- 6.9.9 It is required that all support vehicles, including, but not limited to, pit carts, scooters, trailers, transporters, etc., be maintained in a similar manner.

7. Decals

7.1 General Provisions

- 7.1.1 The display of all required CTCC decals at all times during a CTCC event is an eligibility requirement for CTCC vehicles.
- 7.1.2 All required decals must be placed and displayed in the locations and positions specified by CTCC. No other decals may be within 100mm of the CTCC Mandatory Decals.
- 7.1.3 Vehicles with damaged, missing, or incorrect CTCC decals may not be permitted to participate in CTCC events.
- 7.1.4 Vehicles with decals identifying other series may not be permitted to participate in CTCC events.
- 7.1.5 Sufficient contrast between required CTCC decals and the colour of the background must be maintained.
- 7.1.6 CTCC Mandatory Decals must not be modified, cut, or trimmed in any way.

7.2 Reserved Area

- 7.2.1 The areas defined by the rear of the front wheel opening back to the centre of the front doors, and from the bottom of the window opening down to the bottom of the door, are reserved for CTCC decals.
- 7.2.2 No other decals are permitted on the windshield except those specified by CTCC.

7.2.3 No other advertising, lettering, or artwork may appear or interfere in any way with the reserved area.

7.2.4 Vehicle graphics are acceptable in the reserved area, provided they are placed behind CTCC Mandatory Decals.

7.3 Conflicting Sponsors

7.3.1 Vehicle sponsor identification and graphics are permitted, but must not interfere with CTCC decals, or be in conflict with CTCC Sponsor Partners and must otherwise be deemed to be in good taste in the opinion of CTCC.

7.3.2 The determination and decision as to whether a Sponsor conflict exists, or whether any graphics are in poor taste, rests solely with CTCC, who reserves the right to order the removal, temporarily or permanently, of any and all such graphics.

7.4 Mandatory Decals

7.4.1 See **Appendix A** - figure 1.0 for placement of mandatory decals.

7.4.2 Competitors are responsible for their name decals. Name shall be white and 76mm high, Arial Bold font or similar (no script fonts). Name shall be located on the lower passenger side of the front windshield.

7.4.3 CTCC shall provide each competitor with a set of door panels and door numbers, a number(s) for the front window and a number(s) for the rear window.

7.4.4 CTCC shall provide the competitor with CTCC partner decals as required.

8. Driver Safety Equipment

8.1 Safety Helmets

Drivers shall use a safety helmet with standards defined in FIA Technical List #25. Helmets shall be equipped with a Helmet Removal System Example (“Eject” System).

8.2 Flame Resistant Clothing

8.2.1 Drivers shall use flame resistant clothing with standards defined in FIA Technical List #27 or FIA Technical List #74.

8.2.2 Flame resistant under garments are mandatory

8.3 Frontal Head Restraint

Drivers shall use a frontal head restraint with standards defined in FIA Technical List #29.

9. Vehicle Safety

9.1 General Provisions

Vehicles shall comply with current FIA-sanctioned specifications regarding safety equipment including but not limited to cages, seats, seat belts and window nets.

9.2 Cut-off Switches

9.2.1 Vehicles shall be equipped with a “Cut-off Switch” easily accessible for the driver and from outside the Vehicle. This switch shall not affect the operation of the on-board fire extinguisher.

9.2.2 The location of the switch shall be clearly marked by the official international marking – a red spark in a white-edged, blue triangle.

9.3 Fire Suppression

All vehicles shall be equipped with an on-board fire suppression system with a minimum of two nozzles

9.4 Air Bag Systems

Air bag systems shall be disarmed and may be removed. If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

9.5 Seat Sliders

Any and all seat sliders (if so equipped) must be of the double-locking slider type. It is highly recommended that these sliders should be replaced every competition year.

9.6 Window net

9.6.1 The use of a driver side Window nets affixed to the safety cage is mandatory. These nets must have the following characteristics:

9.6.1.1 Minimum width of the strips 19 mm

9.6.1.2 Minimum size of the meshes 25 X 25 mm

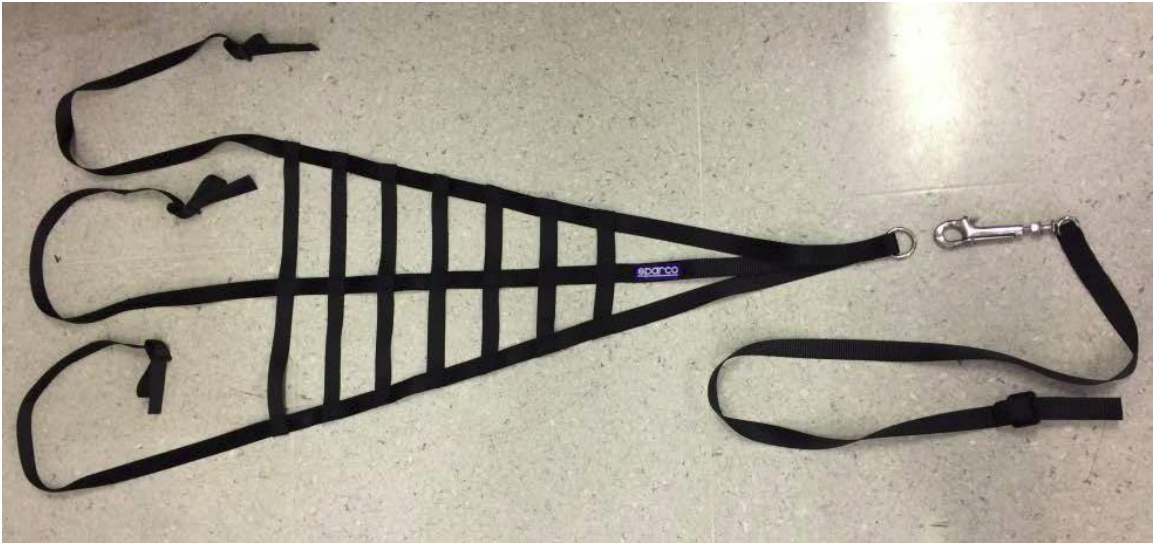
9.6.1.3 Maximum size of the meshes 60 X 60 mm

9.6.1.4 Must cover the window opening from the center of the steering wheel to the back of the window.

9.6.1.5 Shall be equipped with a top-mount quick release, which when activated allows the net to fall down. Racing Net

9.7 Racing Net

- 9.7.1 It is recommended that all vehicles be equipped with a right-side and left-side Racing net FIA Technical List #29 running between the main roof hoop and dash. The net shall be installed according to manufacturer's specifications and include a quick-release mechanism.



10. Vehicle Compliance

10.1 Technical compliance

- 10.1.1 If CTCC determines prior to the start of a qualifying or race session that a vehicle does not comply with the applicable technical specifications, the vehicle may not be allowed to compete unless the identified deficiency can be corrected sufficiently so that it will not affect safety and will not provide a competitive advantage over other vehicles. The minimum penalty for an infraction of CTCC Regulations is \$500.00 payable to CTCC.

11. Vehicle Classification

11.1 Vehicle Eligibility

- 11.1.1 Only vehicles listed herein will be eligible to compete in CTCC.
- 11.1.2 Vehicles may be included or excluded during the year.
- 11.1.3 Application for vehicle eligibility must be made to CTCC a minimum of 30 days before the first event in which the vehicle is expected to participate.
- 11.1.4 All non-standard engine/vehicle combinations must apply to CTCC for classification.

11.2 TCR Class

- 11.2.1 TCR Class is the category for TCR homologated race cars as approved by WSC Ltd. All vehicles shall comply with TCR rules and BoP as published by WSC Ltd along with this ruleset. An original TCR Technical Form and Vehicle Homologation documents shall be available at all times and presented when requested by CTCC officials.

11.2.2 Where incompatible with TCR, TCR Rules should apply.

11.3 GT Sport Class

11.3.1 GT Sport Class is the category for heavily modified touring cars with advanced suspension and aerodynamics. Includes GT4 and TCR spec vehicles. FWD, RWD and AWD platforms are permitted with turbo and normally aspirated power plants permitted. 300-400 typical WHP.

11.3.2 See **Appendix C** for class specific rules.

APPENDIX A

Figures and Diagrams

FIGURE 1.0:
Vehicle Diagram
CTCC and Sponsor Decal Placement

<p>Placement varies depending on car type</p> <p>GT Sport Class</p> <p>TCR Class</p> <p>23 D. Name</p> <p>#ctccracing</p> <p>#ctccracing</p>	<p>#ctccracing sticker applied on the front bumper and centred, supplied by CTCC. Some Audi models may place the sticker following the example show. All other vehicles should use the front bumper.</p> <p>CTCC window banner supplied by CTCC. Yellow for TCR Class, Red for GT Sport Class.</p> <p>Car number on front windshield supplied by CTCC.</p> <p>Competitor name <u>supplied by competitor.</u></p>
<p>00</p> <p>touringcar.ca</p>	<p>Touringcar.ca rear licence plate sticker supplied by CTCC.</p> <p>CTCC supplied number for rear windshield.</p>
<p>RESERVED AREA</p> <p>23</p> <p>TCR</p>	<p>All Mandatory Partner decals are supplied by CTCC.</p> <p>A specific placement diagram will be supplied with the stickers.</p> <p>Door numbers and panels are supplied by CTCC according to specific class.</p>

Figure 2.0:

Driver suit and team shirt patch layout.



APPENDIX B

Vehicle Lists

TCR CLASS

Manufacturer	Model	Year	Weight (kg)	Wheel Size	Tire Size	Comments
Audi	RS3 LMS TCR	17 -	See BoP	18 X 10	265/660-18	
Honda	Civic TCR FK8	15 -	See BoP	18 X 10	265/660-18	
Hyundai	i30N TCR	17-	See BoP	18 X 10	265/660-18	

GT SPORT CLASS

Manufacturer	Model	Year	Weight (kg)	Wheel Size	Tire Size	Comments
Acura	TLX A-Spec	16 -	TBA	18 X 10	305/660-18	
Audi	R8 LMS GT4	18 -	1585	F 18 X 11 R 18 X 12	F 305/645-18 R 315/680-18	Throttle body restrictors (2) of 42mm must be installed.
Aston Martin	Vantage	04 -	TBA	F – 18 X 10 R – 18 X 11	F 265/645-18 R 305/660-18	
BMW	E46	99 - 06	1395	17 X 9	245/620-17	*LIMITED ELIGIBILITY MODEL* 2.8, 3.0 or 3.2 litre, maximum 70mm throttle body, 1740mm maximum rear fender width, maximum 7600 rpm engine rev limit; Allowed width – 1745mm

BMW	E46 Coupe	99 - 06	1395	17 X 9	245/620-17	*LIMITED ELIGIBILITY MODEL* 2.8, 3.0 or 3.2 litre, maximum 70mm throttle body, 1758mm maximum rear fender width, maximum 7600 rpm engine rev limit; Allowed width – 1763mm
BMW	E90	05 - 13	1395	17 X 9	245/620-17	3.0 litre, maximum 70mm throttle body, maximum 8000 rpm engine rev limit; Allowed width – 1821mm
BMW	M235iR	16 -	TBA	18 X 10	265/645-18	
BMW	M4 GT4	18 -	1565	18 X 11	305/660-18	BMW Motorsport silver USB power key shall be used.
Chevrolet	Camaro	10 -	TBA	18 X 11	305/680-18	
Ford	Mustang	05 -	TBA	18 X 11	305/680-18	
Ford	Mustang	15 -	TBA	18 X 11	305/680-18	
Honda	Civic	06 - 11	1296	17 X 9*	245/620-17*	Limited eligibility for vehicle/motor combination. K20Z3 motor with Kraftwerks SC system; may use USDM Civic Si crankshaft pulley, 8100 rpm; Allowed width – 1748mm
Honda	Civic FK2	2015	TBA	18 x 10	265/660-18	Applicable to prototype TCR models only
Honda	Civic	12 -	TBA	18 X 9.5	265/660-18	K24 motor with Kraftwerks SC system
Hyundai	Genesis	10 - 16	1500	17 X 9*	245/620-17*	2.0 litre turbo, may modify chassis at rear upper control arms, may use tubular manifold,v-band, maximum boost limit allowed 20psi, may replace airbox with rigid

						steel intake tube and cone filter; allowed front width – 1854mm, allowed rear width - 1869mm
Mazda	RX8	03 - 11	TBA	18 X 9.5	265/660-18	
Mercedes	GT-4					
Mitsubishi	EVO	09 - 16	TBA	18 X 9.5	265/660-18	
Nissan	350/370Z	02 -	TBA	F - 18 X 9 R – 18 X 10	F 265/660-18 R 265/660-18	
Porsche	Cayman CS GT4 MR	17 -	1370	F 18 X 9 R 18 X 10.5	F 265/645-18 R 305/680-18	
Porsche	996	99 - 04	TBA	F - 18 X 9 R – 18 X 11	F 245/645-18 R 305/680-18	
Porsche	Cayman S	09 -	TBA	F - 18 X 9 R – 18 X 11	F 245/645-18 R 305/680-18	
Subaru	WRX	08 -	1319	18 X 9	265/645-18	2.5 litre turbo, maximum boost limit allowed TBA psi; May use rigid steel inlet tube; Allowed width 68.7"/1745mm
Toyota	86	16 -	TBA	18 X 9	275/645-18	

*Note: alternate wheel and tire available for use; 18 X 9 and 265/660-18

APPENDIX C

Vehicle Category Technical Specifications

Technical Specifications minor variances may be requested in writing to the Technical Director a minimum of 30 days before the event in which it anticipates participating and such variances MUST be approved by the Technical Director.

TCR Class

TCR Class is the category for TCR homologated race cars as approved by WSC Ltd. All vehicles shall comply with TCR rules and BoP as published by WSC Ltd along with this ruleset. An original TCR Technical Form and Vehicle Homologation documents shall be presented when requested by CTCC officials.

Where incompatible with TCR, TCR Rules should apply.

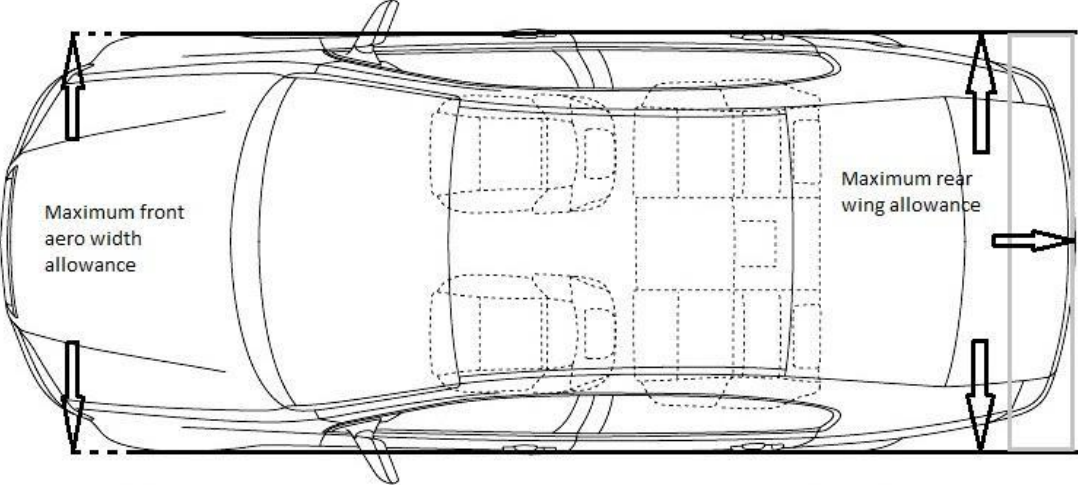
Please refer to the current TCR rules and BoP published by WSC.

GT Sport Class

1 - Engine	
1.1	Maximum cylinder overbore is 1mm.
1.2	Engine internals are unrestricted.
1.3	Changes resulting in a different stroke from OEM must be approved by CTCC.
1.4	May add an oil pressure accumulator.
2 - Ignition System	
2.1	All electrical components including alternator and ECU are unrestricted or as specified by CTCC.
3 - Induction System	
3.1	Intake manifolds shall be OE or OE-style aftermarket. Intake manifold preparation is unrestricted. Individual throttle bodies are specifically not allowed.
3.2	Engine ram air is allowed provided it is integral to the front fascia or utilizes existing openings in the front fascia.
3.3	Superchargers and/or turbochargers must be OEM complete including the airbox to the exit of the supercharger and/or turbocharger or as specified by CTCC.

3.4	Vehicles may be required to install an intake restrictor and/or run with boost and/or rpm limits as specified by CTCC. Competitors may be required to design and manufacture their own restrictors. The design must first be submitted and approved before being implemented into competition. Once the design is approved by CTCC, the competitor will supply one (1) restrictor to CTCC for use as a reference sample. Any extra hardware or equipment required for the installation of the restrictor must also be approved and a reference sample also supplied.
3.5	For forced induction vehicles, the published maximum boost limit may not be exceeded.
3.6	Turbo intercoolers are unrestricted and may be relocated.
3.7	Air filter systems located before the throttle body may be modified or substituted.
3.8	All forced induction vehicles must use the following AiM Sports pressure sensor for collecting boost data; PRS-831. The AiM data logger must use the factory configuration for the PRS-831 sensor that is already loaded into the device.
4 – Exhaust	
4.1	Exhaust is unrestricted, including replacement exhaust manifolds and headers or as specified by CTCC, except as specified below.
4.2	Exhaust manifold shall remain stock on turbo-charged vehicles unless specified by CTCC.
4.3	Exhaust pipes may not enter the driver’s compartment. Exhaust pipes must exit to outer left, right or rear parameters of the car behind the drivers seating position.
4.4	The use of Catalytic Converters is recommended.
5 - Drive Train	
5.1	Drive train internals are unrestricted provided the OEM housing is maintained.
5.2	Each vehicle shall have enough fuel in the tank/cell at the completion of each CTCC session to provide a minimum of 250ml for testing purposes.
6 – Chassis	
6.1	Vehicles shall be production based with uni-body construction as delivered by the manufacturer. No change may be made to the vehicle chassis without CTCC approval.
6.2	Seam welding is permitted.

7 – Suspension	
7.1	Suspension components and adjustments are unrestricted.
7.2	Suspension pick-up points shall remain in their OEM location.
7.3	Minimum ride height is 50.8mm (two inches). Ride height will be measured from the lowest point, or component, of the vehicle, excluding suspension, and complete wheels. Ride height will be measured utilizing the CTCC measurement equipment with the vehicle as-is without driver.
8 – Brakes	
8.1	Brakes are unrestricted.
8.2	Any brake pad or lining may be used.
8.3	Original brake hoses may be replaced by braided stainless steel brake lines.
9 - Wheels	
9.1	Wheel spacers are allowed as long as the resulting track width remains within the track requirements. Wheel spacers must be hub-centric and sufficiently attached.
9.2	Wheel studs and nuts shall not extend past the face of the rim.
9.3	Required wheel/rim diameter is eighteen (18) inches. Maximum front wheel/rim width is eleven (11) inches. Maximum rear wheel/rim width is twelve (12) inches.
10 – Bodywork	
10.1	Bodywork materials are unrestricted, except front fascia/bumper covers which must be as original (OEM).
10.2	No additional holes may be cut into the exterior of the bodywork unless approved by CTCC.
10.3	Vehicles shall use OEM or OE-style side mirrors in their OE locations.
11 - Aerodynamics – General	
11.1	Front and rear bumper extensions are not allowed.
11.2	Additional front or rear dive-planes are not allowed.
11.3	Additional holes may not be cut into the rear bumper covers.
12 - Aerodynamics – Front Splitter	

12.1	An additional splitter and lip combination may be added to the OEM fascia.
12.2	No part of the front splitter and lip combination may extend forward 39mm of the front bumper contour (as viewed from above). No part of the splitter may extend rearward beyond the front axle centre line.
12.3	The exposed top surface of the splitter and lip combination shall not exceed more than 77mm. No part of a front splitter shall extend beyond the perimeter (as viewed from above) of the front bumper nor beyond the width of the vehicle.
12.4	Front canards/dive planes are allowed provided they remain within the parameters of the splitter. They must be a minimum of 13mm thick and designed to minimize the opportunity for damage to other vehicles and/or injury to persons both on the track and in the paddock.
12.5	No vertical “extensions” of the splitter or other items may be placed on the leading edge of the wheel opening.
13 - Aerodynamics – Rear Wings	
13.1	Vehicles may use an aftermarket rear wing.
13.2	No part of a rear wing assembly shall extend beyond the perimeter of the rear bumper or beyond the width of the vehicle as shown in the diagram below.
13.3 Image	
13.4	The highest part of a rear wing assembly must be no higher than the highest point of the roof except for hatchback models where the rear wing assembly shall not extend more that 102mm above the highest point of the roof.
14 – Windows	

14.1	All vehicles must use a stock, OE equivalent, safety glass windshield, or 6mm minimum thickness un-tinted Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
14.2	Side and rear windows may be replaced with plexiglass or Lexan.
14.3	Additional holes are permitted in the side or rear windows for the purpose of cooling or venting. Holes in the rear window are only permitted in the bottom 127mm of the window.
14.4	Both the driver's side and passenger's side windows shall be removed or in the down position during all track sessions.
14.5	Sunroofs shall be replaced by a permanently installed metal panel. Motors, rails and cables shall be removed.
14.6	<p>The OE window opening shall not be blocked in any way except that a single NACA – Duct may be mounted in a single-plane (flat) piece of Lexan for the purpose of directing air into the cockpit in order to cool the driver, etc. The total plan view shall not exceed 646cm². Any NACA-duct used shall be of the size to use a single hose in the 38mm – 77mm range. The NACA-Duct and hose shall not be modified in a way that would /restrict airflow through the duct/hose. This may be installed on one of the front door window openings but not both.</p> <p>The removal of the window net, access to the electrical cut-off and fire extinguisher controls shall not be impacted by the installation of this panel.</p>
15 – Dashboard	
15.1	The dashboard assembly must remain as delivered by the manufacturer but may be modified for roll cage installation purposes.
16 – Lights	
16.1	All vehicles must have operational OE or aftermarket replica headlight and taillight assemblies in place in the stock positions.
16.2	Taillights and headlights must be covered with clear tape.
16.3	All vehicles must compete with headlights and taillights illuminated in all on-track sessions regardless of weather conditions. Brake lights must be operational at all times.
17 – Other	
17.1	Interior mirror(s) may be replaced with a multi-panel type mirror, but shall not extend beyond the confines of the interior.

17.2	Aftermarket steering wheels, and their required mounting modifications, are permitted. Removable steering wheels are permitted.
17.3	A radiator screen of minimum 6mm may be added in front of the radiator, intercoolers, oil coolers and contained within the bodywork.
18 – Battery	
18.1	Battery size and location are unrestricted within the bodywork. Batteries located in the driver/passenger compartment shall be in a nonconductive marine-type container or equivalent that is securely mounted as to not come loose during any on-track incident. The hot terminal must be insulated.
18.2	The GPS antenna must be placed on the outside of the vehicle, on the roof panel. It must be placed along the longitudinal centerline of the vehicle, halfway between the front and rear edges of the roof panel.

APPENDIX D

Violation of Regulations

Breach of Regulations

- In addition to any other offences, the following offences shall be deemed to be a breach of these Regulations;
- Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- Any action having as its objective participation in the competition of a person or car known to be ineligible.
- Any fraudulent proceeding or act prejudicial to the interests of RACE Events, CTCC or of motorsport in general.
- Refusing to cooperate with, interfering with or obstructing the action of an official.
- Abusing another competitor or official. Unsportsmanlike conduct.
- Driving infractions as defined in these Regulations.
- Repeated breaches of these Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.
- In cases of incidents that involve multiple violations, consecutive penalties may be imposed, and combinations of penalties may be assessed.
- Probation may be imposed by the Chief Steward, or result from a Disciplinary Action or Appeal Proceedings;

Publication of Penalties

CTCC reserves the right to publish all penalties and state the reasons. The persons or body referred to in the notice shall have no right of action against CTCC, or its officials, or against any person publishing or printing such notice, and may incur further penalties if such action is taken.

The Right to Protest

- The right to protest lies solely with entrants and drivers who may consider themselves aggrieved by any decision, act or omission of a promoter, organiser, official, entrant, driver, or other person connected with any competition in which they are taking part, except that there shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations.
- The burden is at all times on the entrant or driver, as the protestor, to establish the exact terms of the protest.

- The right to protest shall be predicated only on a protest being well-founded. The Chief Steward shall review submitted protests and deem them well-founded or not.
- A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence.
- A fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason.
- Protests that are deficient in reason, logic, facts or evidence may be deemed as not well-founded, and may be denied by the Chief Steward and the protest fee retained.
- Hearsay, conjecture and unsupported opinion may be considered vexatious. Vexatious is defined as; of little or no significance or importance, annoying, disturbing.
- Protests that are deemed not well-founded, may also be vexatious and may be denied. In such instances the protest fee shall be retained, and further penalties may be applied.
- Drivers must remain at a competition and be easily contacted until any protest period relating to their competition has elapsed. No substitute representation is permitted.
- Participants involved in a dispute or protest shall remain at the racetrack for the protest period, and for any reasonable period of time beyond as may be requested by the Series Chief Steward.
- Competitors who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.
- Nothing in this Regulation shall affect or prejudice the right and duty of any official to take such action as deemed proper in any circumstance, regardless of whether a protest has been lodged.

Decisions of any Judge of Fact are not protestable.

- Decisions of the Chief Steward are not subject to protest, only an appeal.
- It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted.

Time Limits for Protests

The Chief Steward may extend a time limit but only for reasons of force majeure. Otherwise, for a protest to be considered it must be lodged with the Chief Steward in accordance with the following time schedule;

Eligibility of a Race Car

- When the alleged ineligibility of a car, or a component of a car is apparent;
 - Within 30 minutes after the end of the track session in which the alleged infraction is observed.
- When the alleged ineligibility is not apparent, but it is alleged that the car is performing in a manner which suggests that it is ineligible;
 - Within 30 minutes after the end of the track session in which the infraction is alleged to have occurred.

On-Track Conduct

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress;

- Within 30 minutes of the end of the track session in which the Infraction is alleged to have occurred.

Results

- A protest concerning the results of a qualifying session;
 - Within 30 minutes of the posting of the results of the session.
- A protest concerning the provisional results of a race;
 - Within 30 minutes of the posting of the provisional, results of a race.

Videotape Evidence

- If a competitor wishes to submit videotape of an incident in support of a protest, it shall be surrendered in its original, unedited format to the Chief Steward;
 - Within 30 minutes of the end of the session in which an incident is alleged to have occurred.
- If a competitor wishes to submit videotape of an incident in defence of a protest, it shall be surrendered in its original, unedited format to the Chief Steward;
 - Within 30 minutes of the notification of the protest to the competitor.
- Competitors submitting videotape shall provide at the same time the means to view the videotape or the videotape shall not be allowed as evidence.
- The Series Chief Steward reserves the right to preview videotape and decide on its acceptance as evidence. This decision shall be final and binding on all parties for the purposes of a protest.
- Should a videotape be considered as valid evidence the competitor and/or entrant involved shall be allowed to view the videotape, only in the presence of the Chief Steward.
- Once a videotape has been submitted as evidence it shall be impounded, whether accepted as evidence or not, until the time limit for giving Notice of Intention to Appeal has passed and such notice has not been given.

Protest of a Race Car

- Only entrants and drivers entered in an event may protest the eligibility of another car.
- In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected.
- The protestor shall be required to post a cash bond with CTCC in the amount determined by the Chief Steward, which amount shall be sufficient to cover the cost of any disassembly, inspection and reassembling by a qualified service technician.
- Such Inspections shall be performed under the supervision of CTCC.

- If a decision based on the inspection gives rise to an appeal by either party to the protest, the cash bond shall be retained until a final decision is made.
- If the car is found not to conform to these Regulations, the cash bond shall be returned to the protestor and all inspection costs shall be borne by the entrant and/or driver of the inspected car.
- If the car is found to be in conformity, the protestor will forfeit the cash bond to CTCC, to cover the inspection costs involved. Any amount remaining after payment of costs will be returned to the protestor.
- Failure of the entrant and/or driver of a protested car to allow inspection under the terms of this Regulation shall result in immediate exclusion and other penalties.
- A protest under this Regulation may be reduced in scope by the protestor, but not added to, at the time the bond is set. Once a bond is posted, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.
- If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Chief Steward shall return the cash bond to the protestor less an amount to be determined by the Chief Steward, but in no case shall the retained amount be less than \$500.

Lodging a Protest

Every protest shall be made in writing using the appropriate CTCC Protest Form, and;

- Specifying which part(s) of these Regulations or Event Supplementary Regulations considered to have been violated and by whom,
- Providing names of witnesses, if any, providing videotape evidence if involved,
- Signed by the entrant or driver making the protest,
- Accompanied by a protest fee of \$500 payable to CTCC.
- Delivered to the Chief Steward within the time limit specified within these Regulations.

Hearing of a Protest

- The Chief Steward shall hear all protests. All parties concerned shall be given notice of the time and location of the hearing.
- The Chief Steward shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by CTCC.
- The burden is always on the protestor to properly present a protest, and no claim based on lack of knowledge of these or Event Supplementary Regulations shall be allowed.
- Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called.

- Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.
- In the absence, or undue delay in attendance, of any party to a protest, judgement may proceed by default.

Penalties

Type of Infraction	Penalties		
	Minimum	Recurrence	Maximum
Credential Replacement	\$200	\$400	Discretionary to the Chief Steward
Use of outdated or someone else's credential	\$500	Disqualification	Discretionary to the Chief Steward
Failing to attend Mandatory Events or Drivers Meetings	\$200	\$400	Discretionary to the Chief Steward
Paddock Parking	\$500	\$1000	Discretionary to the Chief Steward
Technical Infraction	\$1000 30 points	Disqualification	Discretionary to the Chief Steward
Ignoring or Dismissing Instruction(s) from an Official	\$1000 30 points	Disqualification	Discretionary to the Chief Steward
Pass Under Yellow	\$500	\$1000 30 points	Discretionary to the Chief Steward
Leaving Pitlane Without Permission	\$500	\$1000 30 points	Discretionary to the Chief Steward
Avoidable Contact	\$500	\$1000 30 points	Discretionary to the Chief Steward
Aggravated Contact	Discretionary to the Chief Steward		
Driving in a manner incompatible with general safety	Discretionary to the Chief Steward		
Unsportsmanlike	\$1000	\$2000 50 points	Discretionary to the Chief Steward
Code of Conduct	\$1000	\$2000 50 points	Discretionary to the Chief Steward
Abusive Language, Behaviour or Assault	\$5000 and Disqualification from the race		

APPENDIX E

Social Media Policy

Media Retention Policy

RACE Events retains the rights from all aspects of CTCC events, including all images attained from on-board cameras. Any re-broadcasting or use of on-board camera footage of CTCC events without the express written permission of CTCC is prohibited.

Social Media includes all means of electronic communication or posting of information and/or content of any sort on the Internet. This includes posting to your own or someone else's web blog, journal or diary, personal website, social networking or affinity website, web bulletin board or a chat room, whether or not associated or affiliated with RACE Event or CTCC. This specifically includes Facebook, Twitter, Instagram, LinkedIn, YouTube and any other social media platform.

Although forums may seem informal, individuals are solely responsible for anything posted online, whether by themselves or allowing others the ability to post online content for them. Before creating online content, individuals should consider the risks involved. Any social media interaction or contribution that adversely affects RACE Events or CTCC members, officials, drivers, participants, or others may result in disciplinary action against individuals, up to and including exclusion from the CTCC series.

This responsibility applies to all drivers, entrants, family members, crew, associates, manufacturers or any other individuals or entities who are RACE Events or CTCC members and participate competitively in an event. Additionally, the responsibility applies to any and all affiliated RACE Events or CTCC officers, employees, agents, representatives and subcontractors.

Inappropriate postings including (but not limited to) social media statements, photographs, video or audio recordings with discriminatory remarks or negative defamation are prohibited.

Discriminative remarks or defamations includes any content that could be reasonably viewed as malicious, obscene, threatening or intimidating, that denigrates others or that might constitute harassment or bullying is prohibited.

The posting of online rumours, speculation or information about RACE Events or CTCC or any other until an official announcement, press release or other post by official social media accounts is published is prohibited and is subject to disciplinary action.

Information shared to individuals may be confidential as well as the intellectual property of others. Always obtain consent of the owner of the said intellectual property or copyrighted materials and consider whether the material is suitable for use online. This extends especially to any confidential knowledge or incidents or injuries which could be sensitive or legally privileged. Individuals must not use social media to comment on the identities, condition or other medical information of any driver, crew member or other involved in an incident prior to an official update from RACE Events or CTCC.

Retaliations is prohibited. RACE Events and CTCC prohibits taking negative action against any member, driver, crew, participant or official for reporting or for cooperating in a policy investigation. This type of behaviour will be subject to disciplinary action, up to an including exclusion from the CTCC series.

The social media policy is not meant to discourage teams and participant from exercising their rights to use social media. Social media plays an important role in reaching out to growing fan bases, engagement, marketing and promotion. It is a way to give fans direct interaction with CTCC drivers, teams, partners and sponsors. This policy, if used correctly, will only enhance this experience for all parties involved.

The removal of posts does not remove them from the record, or any liability associated with the posts or content.

