



2020 Autocross Championship Series

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2020 Rules and Regulations (updated from 2019 rule set)

General Overview:

- All competitors must sign a waiver before competing on the racetrack(s).
- All competitors must have a valid Ontario driver's licence - Class G, G1, or G2.
- All competitors must have a M2010 helmet (minimum) for cars NOT equipped with a roll cage/bar. For a car equipped with a cage the minimum is a SA2010. Refer to full safety requirements at www.asncanada.com (Solosport Regulations).
- All competitors must have valid vehicle insurance coverage. Proof of insurance card and driver's license will be requested at your first event and could be requested at any time thereafter (have them with you to show the organizers otherwise you will be asked to leave and your entry fee will be forfeited).
- Passengers 14 years of age or older may ride in competitor's car provided they have signed the waiver (Minor Waiver and Parental Consent Waiver required for those under the age of 18). Waivers are available at registration on the day of the event. Passengers are permitted to use loaner helmets. Only one (1) passenger per vehicle.
- All competitors must attend the mandatory driver's meeting held at the beginning of each competition event (typically 20 mins prior to first run).
- All competitors must marshal as instructed during the driver's meeting. Failure to do this will forfeit your Fastest Time of Day (FTD), and you will not be allowed to take your next run. For those competitors entering more than one vehicle (in a different class), you must have someone (a non-competitor) with you that will fulfil your marshalling duties – otherwise, you will not be able to run a 2nd vehicle.
- All drivers must display their competition number (min 6" in height) and Class (min 4") in a contrasting colour, on both sides of their car. You will need these for the 1st event.

- All cars will run in numeric order (1, 2, 3, 4 ...). Failure to show up at the start line in order will forfeit your run, unless the event organizer has been notified in advance. Those assisting with the event's organization are granted allowances in such regard.
- All pylons hit on the course will be charged a two (2) second penalty per cone. Leaning cones are not counted. (see the down and out rule)
- The decisions of the marshals on the course, the timing people, the scorers and Organizer are final.
- An electronic timing system is under consideration for 2020 and in the interim stopwatch devices will be used. A timing position will be added as a marshalling post for 2020.
- No practicing and/or warming up of tires in adjacent properties, the paddock area, the pit area and/or parking lots is allowed. Any competitor found doing so will be immediately disqualified from the event and the entire series.
- Deliberate "burn outs" and "smoke shows" will also result in disqualification from the event and series - this includes during a competition run.
- Competitors must display series sponsor decals, when available, prominently on both sides of the car, as required.
- Car numbers and Class identification are to be removed BEFORE you leave to go home, it is illegal in Ontario to run a competition number on your vehicle on public roads.
- The Event and/or Series Organizer(s) have the right to refuse entry or disqualify a competitor from competition for not adhering to these rules and regulations and any other action deemed inappropriate.
- Aggressively 'stanced' vehicles are not allowed to compete.

2020 Championship Series Scoring

To score points for each event and to register for the entire series competitors are asked to use MotorsportReg.com – search 'GRIP Autocross Series'. Walk-in registrations will be accepted, but these competitors will not score series points. A 'GRIP' decal is supplied free when you register for the Series online. A 'GRIP' decal must be displayed on your vehicle to score Series points.

Points for Series Registered competitors will be awarded as follows:

10 Points - First Place

9 Points - Second Place

8 Points - Third Place

5 Points - All other Competitors who complete at least 50% of their runs per event

These points are awarded to drivers in each class. Drivers who are not Series Registered do not score points, but do have an effect on the class scoring/finishing positions.

Note: You may register for the Series at any point, however if you've run the first event you only have as late as the end of the 2nd Event to series register to be able to use those points from event 1. If you wait until the 3rd event, sorry, you will only be scored points from that event on.

For championship scoring; only 4 of your best 5 or 6 events will be used to determine series standing (we are hoping to have an event at Grand Bend in 2020, of course, the exact number of total events is TBD due to COVID-19). The competitors with the most points at the end of the season from their 4 best events in each of the 6 classes ('A' Stock, 'B' Stock, 'A-B' Prepared, 'C' Stock, 'C' Prepared, and Modified) will be crowned class champions.

An overall Series Champion will also be named. The competitor with the most points overall from their 4 best events will be the 'GRIP Autocross Championship Series' Overall Champion. If two or more competitors finish with the same amount of overall points, the Overall Champion will be determined by a shootout* at the conclusion of the last event.



What is an Autocross?

An autocross is a (relatively) low speed, handling course typically laid out with orange pylons (affectionately known as 'cones' by autocrossers) on large parking lots, or abandoned inactive airports or paved speedways. One car at a time on the course against the clock and competing against other similarly prepared vehicles in their class to see who can complete the course in the quickest elapsed time. Like drag racing, it's a quick and addictive adrenaline rush that lasts a little longer - typically 35-60 seconds in duration on a twisty layout.

Full Throttle Motor Speedway (FTMS), located in Varney Ontario, is Canada's fastest 1/4 mile high banked (31° high banked curves) paved oval. The series will use similar layouts for each event to optimize the unique features of the speedway, minimize safety concerns, and overall competitiveness for all drivers and their rides. The series organizer will make the final decision on circuit layout for each event.

Against the Clock!

Competitors race against the clock competing for the fastest time in their class. A run at FTMS proceeds as follows;

await your turn in the Staging lane, enter the track slowly and make your way to the start box, the Starter gets the clear from the Chief Timer/Organizer to release your vehicle, as you cross the Start / Finish line the Scorer starts recording your time, at FMTS we typically run 2 complete laps – as you complete the end of your 2nd lap crossing the Finish line the timer device is stopped and your time recorded. You return to the pits and gloat, or don't.

2020 Championship Series Car Registration

Competitors are requested to use MotorsportReg.com for series and event registration. A car number must be secured through this site.

Competitors can show up at any event and register on-site for that event – if you have not registered online, you will not score any points nor be eligible for series trophies or sponsor offerings.

Cost per event is \$40.00 for GRIP club members* Cost per event for others is \$45.00

Online payment through MotorsportReg is not available for the GRIP 2020 Series at present. Payments will be by cash at each event.

* To become a GRIP club member, please visit 'GRIP (Grey Region Import Performance)' on Facebook, which is a closed group - select 'JOIN GROUP' and your request will be sent to the administrator (the Series Organizer).

Series questions can be posted to the GRIP Facebook page, or directly to jackmac@restoshop.com

Course Layout

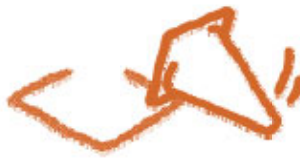
The course is laid out using cones to mimic a short road race course. After the driver's meeting there is usually a driver's course walk through. There will be gates (2 cones spaced apart that the car drives through), single cones, cones with leaners, and cones indicating direction of travel. The layout should then appear obvious to the competitor during the walk through. Some don't quite get it on their first run, and may have an 'off-course'. This means they missed a gate, or drove around the wrong side of a cone, or just did something really embarrassing.

So what happens if you hit a cone...

The Down And Out Rule



Each cone is given a chalk border to indicate its position on the track/course



If you knock the cone over, there is a 2-SECOND time penalty, even if part of it remains within the chalk border



If you touch the cone, but part of it remains within the chalk border, there is NO time penalty. If you touch the cone and it's completely outside of the chalk border, there is a 2 second penalty



If you knock the cone into the air, but it lands **STANDING UPRIGHT** with a portion of it within the chalk border, there is NO time penalty, and you receive thunderous applause from the amazed spectators and competitors alike.

2020 Championship Series Car Classification

Please note; no SUV's are allowed to compete. Trucks may compete on a case-by-case basis. A small or mid-size truck may be allowed if the truck has been modified to reduce the centre of gravity (lowered suspension, sway bars, urethane bushings, etc). If you are considering entering a truck, please contact Jack MacDonnell in advance for insight and a potential ruling.

Vehicle Classes

A Stock ('AS')

Rear wheel drive cars normally aspirated i.e. no forced induction.

B Stock ('BS')

Front wheel drive cars and AWD cars normally aspirated.

C Stock ('CS')

Rear drive, front drive, and AWD stock vehicles with forced induction and / or more than 400hp (at the flywheel) factory rated.

A – B Prepared ('AP' or 'BP')

A stock and B stock vehicles with allowable minor mods noted below.

C Prepared ('CP')

C stock vehicles with allowable minor mods noted below.

Modified Class ('M')

A-B, and C Prepared Class vehicles with additional (major) mods noted below.

Only allowable Modifications for A, B, and C Stock Classes;

Engine *replacements* allowed as long as the factory specs for the engine and the vehicle model are retained from the donor vehicle to yours. This is a re & re of the engine only. Any form of internal engine machining / modifications on the donor engine will move your vehicle into the Modified class – e.g. installing oversized piston rings. Honing is ok using stock spec rings only.

Any make and size of tire and wheel combination (tires must be DOT approved) that fit under the unmodified stock fender and wheel well openings and do not protrude when viewed from the top looking down.

As of 2017, wheels spacers are illegal in the Province. Wheel adapters are permitted. The Series will adhere to these regs especially for a track event e.g. Grand Bend.

Any make of shock absorber/strut cartridge including adjustable shocks may be used (no adjustable spring perches, and no coil-overs). Factory springs only.

Any modification of the exhaust system from the manifold back (no modifications to the manifold permitted i.e. no headers).

Any modification to the air intake system e.g. you can install a cold air-intake system.

Modification and/or replacement of any part of the Throttle Body system (fuel Injection) or Carb is not permitted.

Replacement or modification of one sway-bar (modification may include sway bar end links on one bar only).

Any alignment adjustment within OEM specifications.

Interior carpets and mats can be removed (and we encourage you to do so).

Only allowable Modifications for A-B Prepared and C Prepared Classes;

Those Stock modifications listed above and:

1. Suspension modifications are open with the following exception and restrictions; suspension pickup points cannot be altered from their original stock location, and no camber plates can be installed. Camber bushings can be used on the control arms to achieve desired specs.
2. Alignment settings are open within the above (mechanical) restrictions.
3. Throttle body modifications are limited to MAF (Mass Air Flow) and airbox changes. Carb mods are open.

No mods to fuel injectors, or fuel pumps.

4. Electric fans can be installed. Clutch fans can be removed, as long as an electric fan with an electric thermostat/auto switch is installed.

No internal engine or forced induction modifications, no Nitrous Oxide (if bottle present, lines are to be disconnected) allowed.

5. A limited slip differential (LSD) unit may be installed in the stock differential carrier only.
6. Methanol injection systems allowed.
7. Coils, coil packs, old style distributor and ignition mods allowed.
8. A lightweight battery can be used and may be relocated. Battery must be securely fastened.
9. Seat belt(s) may be changed to 4 or 5 point belt systems.

Only allowable modifications for Modified Class ('M')

Those Stock and Prepared modifications listed above and,

1. Suspension modifications are open.
2. Throttle body and carb systems are open. Carbs can be swapped for throttle body and vice-versa.
3. Internal engine mods allowed.
4. Adding Forced induction not allowed, with the following exception; if no internal engine modifications have been completed then forced induction may be added. If factory equipped with turbo and/or supercharger, modifications are allowed to these specific systems.
5. Interior mods allowed in order to reduce weight as long as safety measures are maintained.
6. Roll cages allowed.
7. Fuel cells allowed.
8. Modifications to cooling system allowed.
9. Transmission and differential mods allowed. Driveshaft and half-shaft mods allowed.
10. Engine swaps are allowed within these restrictions:

No internal engine mods allowed within the swapped engine.

No change to induction, intake, or fuel injectors allowed with swapped engine. Exhaust mods allowed. Engine management system allowed.

- If originally equipped with a 3 cylinder engine, a normally aspirated 4 (V or inline configuration) cylinder engine may be installed.
- If originally equipped with a 4 cylinder engine, a normally aspirated 6 (V or inline) cylinder engine may be installed.
- If originally equipped with a 6 cylinder engine, a normally aspirated 8 (V or inline) cylinder may be installed.
- An increase in displacement without an increase the number of cylinders.

Other engine configuration swaps not listed above are on a case by case basis e.g. Rotary, V10.



For vehicles equipped with an engine swap as noted above, other mods are limited to the 'Prepared' classification only.

Classic & Vintage Vehicles (Pre 1979 and earlier)

Classic vehicles in Classes A and B Stock can also incorporate four (4) of the nine (9) Prepared class allowable mods and still remain in their root stock class. C Stock Classic vehicles can also incorporate two (2) of the nine (9) allowable 'Prepared' mods and still remain in their root stock class.

Other

Modifications not easily classified based on all modifications noted may receive a Classification from the Series Organizer.

Pure electric vehicles may be slotted in an appropriate class based on published performance reviews / comparisons.

No Home built/Kit-cars/Non-production/Vehicles under 1500lbs allowed for the 2020 Series.

Please contact Jack MacDonnell at jackmac@restoshop.com to obtain clarification and ruling. If a class cannot be determined for the 2020 series, the vehicle may still be able to enter the events, but will not receive points for Championship scoring. An Open Class may be added if warranted to accommodate multiple competitors competing in heavily modified and/or home built street legal vehicles.

ALL VEHICLES

All cars must run a muffler - no exception. Noise is limited to 95dB at a distance of 10m from exhaust exit.

All vehicles must compete on DOT approved tires. 'R-compound' DOT approved tires are allowed in all Classes. If cords are present on any tire, you will not be able to run.

All vehicles must be in safe operating condition and capable of cornering at extreme limits.

Note: The event organizer reserves the right to classify, on-site, any vehicle that does not readily fit into any of the above car classes.

Tech Inspection

A detailed technical ('tech') inspection is mandatory at the first 2020 event you attend by the Series Organizer and/or the Chief Tech Scrutineer to confirm Class eligibility/compliance, vehicle safety and worthiness. Random tech inspections can occur at any point during the series on any vehicle by the Series Organizer. If a competitor is found to be outside the limits of their class, they will forfeit scoring for that specific event, and will have until next event to get their car in compliance or move up to a next higher class. Competitors may be tarred and feathered should they knowingly remain non-compliant :)