



ASN CANADA FIA NATIONAL SOLOSPORT COMMITTEE DUAL SLALOM REGULATIONS

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1. Dual Slalom Regulations

These Dual Slalom regulations form part of and are to be read in conjunction with the AutoSlalom regulations.

2. Overview

Dual Slalom is comprised of two mirror image AutoSlalom courses with a drag race type start utilizing a light (Christmas) tree to signal the start.

Class finishing position is determined by adding the best time from each course.

The class competitions are followed by the Challenge competitions featuring the top class finishers to determine the Top Eliminators of the event.

The Challenge competitions use single elimination rounds utilizing handicapped starts to equalize different classes of vehicles.

3. Event Design Guidelines

a) Course Design

A Dual Slalom event features a mirror image course (same length, element design and turn radius) with a common start area where the competitors start together, accelerate and then turn away from each other into their particular version of the course.

The common start portion should be planned so that the vehicles are never closer than 10m to each other with two lines of pylons marking each vehicle's start path.

The courses should be designed to never direct the two vehicles at each other.

b) Start Area

The start area has a grid area, a staging area and the start area controlled by three marshals: one in charge of the pre grid, another who stages two competitors at a time and the starter. The three marshals may have an assistant(s).

c) Grid Lanes

The grid lanes area is where the vehicles are grouped in four lines and readied to move, two vehicles at a time, into the staging area.

d) Staging Lanes

The staging lane area is where only the vehicles of the active run group may be present. The area must remain clear of all except the staging marshal(s) and competitor assistance (see below).

e) Start Lines

The start lines area is where two vehicles leave the staging area and take up their starting positions at the start line. The light tree is centered mid way between the vehicles and in front of them to provide a clear line of sight. The timing light beam will be positioned one meter in front of the start line.

4. Vehicle Classes and Preparation

a) Minimum Competition Class Size

A minimum of eight vehicles constitute a competition class. If there are less than eight vehicles competing in a class, they will be bumped into a Bump

Index class, as per 3.4.27. Vehicles are only bumped for run staging purposes, but will be scored against others in their entered class.

Entries designed only to create a full class will be accepted at the discretion of Dual Slalom officials.

If such an entry creates a class without any premise of true competition, such an entry will not be accepted.

Examples of unacceptable entries would include, but are not limited to, a rental vehicle entry in the Prepared or Modified classes, or a tow vehicle in any category.

Competitors are reminded that the minimum class size of eight was established to better ensure real competition and valid dial-in times for the Challenges.

Entries such as those described above bypass the objective of the rule.

b) Vehicle Entry Limits

A vehicle may be entered in no more than two classes.

If the vehicle is entered in two classes, it must be noted on the entry form so that officials can devise the run order accordingly.

5. Event Operation

a) Run Order

Each event is subdivided into three (four) segments:

Heat 1

Heat 2

Heat 3 –if time and entry permit

b) Challenges

The run order is generally in ascending order (HS to AM).

The Specific order is to be listed in the event supplementary regulations.

c) Competitor Runs

Each driver will make four runs during each heat (two runs from each side of the course).

d) Groupings

Competitors will be divided into eight Run Groups for the purpose of segmenting the event into running and working assignment times, unless lower than anticipated attendance requires using a lower number of groups for efficient event operations. (Worker assignments for the Challenges portion of the event will require flexibility of the organizing club and competitors.) Final group assignments will be listed as a posted Driver's Notice.

e) Worker Shifts

Entrants will be assigned to one of four work shifts in their assigned work heat as follows:

Work Shift A Groups 1 & 2 Running

Work Shift B Groups 3 & 4 Running

Work Shift C Groups 5 & 6 Running

Work Shift D Groups 7 & 8 Running

Mixed Work Shift Challenges

f) Grid Positions

The grid positions will be as follows:
Heat 1 Numerical order in class
Heat 2 Finishing order after Heat 1
(Heat 3 Finishing order after Heat 2)

g) Two Driver Entries

The following are rules for a two-driver team sharing the same car in the same class.

1. Car numbers for the second (2nd) driver must be 100 plus the first (1st) driver's number (i.e. 99 & 199).
2. The first (1st) driver will grid and run in their normal Heat and order.
3. The second (2nd) driver will grid in the Second Driver Grid adjacent to the regular Grid, after the first (1st) driver has completed all runs for that Heat. The second (2nd) driver will be held a minimum of five (5) minutes before being directed to the stage lanes.
4. The first (1st) driver designation for the team is determined as follows:
Heat 1 Lowest car number
Heat 2 Best class standing between team members
(Heat 3 Best class standing between team members)

6. Pre-grid, Grid, and Staging

a) Pre-grid

Drivers report to Pre-grid to receive their grid assignment for the particular segment. This grid assignment pairs the driver with another driver for that segment.

Group 1 cars and drivers will report directly to Grid. For all other Groups, cars and drivers (except second drivers of two-driver teams as described above) must report to Pre-grid immediately after the previous Group clears the Pre-grid, to be assigned a grid position and for possible vehicle inspection.

Therefore, on the Pre-grid and Grid, you will be parked next to the vehicle you will run against for the entire Heat.

Failure to report to Pre-grid prior to the first (1st) vehicles in your Group being called to the Grid will result in the loss of one (1) run on each course for that Heat.

Failure for Group 1 vehicles and drivers to report to Grid by the time the first vehicles of Group 1 are directed to the stage lanes will result in the loss of one run on each course for that Heat.

All four (4) runs will be taken in sequence – drivers will not return to the Grid after being directed to the stage lane.

Once a Group has been moved to the Grid, portions of that group will be directed to the staging lanes by the Grid Official.

Each of the grid lanes will consist of four lines – line #1 for 'left' course vehicles and line #2 for 'right' course vehicles; lines 3 and 4 are for the second driver Grid. It is the driver's responsibility to stay paired up during runs with the driver they were paired with in Pre-grid. Failure to do so may result in loss of run(s).

If there are an odd number of vehicles in a class, the last vehicle may either run solo, or may be matched against a rerun vehicle, a media vehicle, a demonstration run, or a vehicle from another class.

While the vehicles are in the Grid (not the Stage Lanes), any adjustments may be made. This includes tire pressures, tire cleaning, cooling, suspension settings, etc.

If vehicles are being refueled in the Grid Area, the engine must be OFF and another person must be standing by with a fire extinguisher.

Any spillage of fuel may result in a DNF for some or all of any remaining runs in that heat at the discretion of the Organizer/Chief Steward.

b) Staging Lanes

When directed to the Stage Lanes, the vehicles in line 1 will proceed to the left course stage line and the vehicles in line #2 will proceed to the right course stage line.

While cars are in the Stage Lanes (not the Start Area), limited adjustments may be made. This includes tire pressures, shock setting, open hood for cooling, etc., but does not include tire cleaning, cooling with a water bottle, or any other adjustments/functions that could leave an after-product for succeeding vehicles.

No fueling is permitted in the stage lanes. If a vehicle requires fuel after proceeding from the grid to the stage lanes, it must be moved to the two-driver lines.

Fueling is permitted in the two-driver lines only if the engine is OFF and a second person stands by with a fire extinguisher. The competitor may then, under the direction of the grid marshal, rejoin the competition for any runs in which he can pair up with his original grid partner without disrupting traffic in the stage lanes.

The competitor will forfeit any runs for which they cannot return to their designated position in the original run order. Any spillage of fuel will result in a DNF for all remaining runs in that heat.

c) Start Area

The Start Area will be defined by red cones and is approximately the last fifty (50) feet of the Staging Area prior to the staging lights.

When a competitor is signalled by the marshal to enter the Start Area, the competitor will place his vehicle at the staging line under the direction of the starter. (Only if the event so stipulates to all competitors before the start of the event, the competitor once his vehicle completely enters the Start Area (red cone zone), may warm up his tires by spinning the tires (burnout).

Tire warm up must be discontinued and vehicle stopped before reaching the start line.

The Shot clock, if used, will not be delayed for warm-ups.

d) Staging Assistance

Staging Assistance will not be allowed except for open-wheeled vehicles since they either do not have reverse, or it is exceedingly difficult to engage.

Staging assistance may be granted to closed-wheeled vehicles due to

legitimate mechanical problems at the discretion of the Chief Steward. For vehicles allowed assistance, the following rules apply:

i. Chocking of Tires

Chocking of tires will not be allowed unless approved by the Chief Steward. The assistant must stand on the outside of the stage lane.

ii. Shot Clock Horn

When the shot clock horn sounds, the assistant must immediately step completely away from the vehicle. Failure to do so or touching the car again will result in a DNF for that run. This is at the judgment of the Starter or Officials, and is not protestable.

iii. Time Out

It is the competitor's responsibility to notify the Grid official of the need to take a "time-out" delay.

A competitor is allowed one (1) "time-out" per Heat (Class competition) and one (1) during Challenge competition with a maximum length of ten (10) minutes during class competition and two (2) minutes during Challenge competition.

The "time-out" can be called from the time the competitor is directed from Grid to the Stage lanes and up to the time when they are required to enter the Stage Lane to stay properly paired.

If a competitor must pull out of line in the stage lanes for mechanical problems after the initial run per Heat, they will forfeit any runs for which they cannot make it to the Start Area at the appropriate time (e.g. to run against the vehicle with which they were gridded). Vehicles are not permitted to depart the grid area for service.

iv. Tire Warmers

Passive or active tire warmers are not allowed in Pre-Grid, Grid, or Stage Lanes.

7. Start Procedure

a) Shot Clock

A "shot clock" start system is used to determine spacing between starts. As the previous vehicles leave the start line, the start (shot) clock will be reset and activated to count down at one (1) second intervals from 15-20 seconds to zero (0).

When it reaches zero (0), a horn will sound. Within two (2) to five (5) seconds from the sound of the horn the "Christmas tree" will be activated at the sole judgment of the starter and/or the Chief Steward.

If the vehicle is not in the stage lights at the time the tree is activated, that run will be scored a DNF.

This is at the judgment of the Starter or *ProSolo*® Officials, and is not protestable.

The drivers will NOT be asked if they are ready.

If you are in the Start Area, it is the driver's responsibility to be ready to run.

b) Shot Clock Alternative

An event organizer may institute an alternative to the shot clock which will be announced in the event supplementary regulations and detailed on the notice board.

c) Shot Clock Procedures

- v. If a driver pulls into an empty Stage Lane and the start clock has already started to count down, the driver has the option of waiting for the next start clock countdown; but if the driver attempts to stage after the start clock begins to count down, the driver must start when the "Christmas tree" is activated or that run will be scored a DNF.
- vi. If a situation on course, in timing, etc. interrupts the count down of the start clock, the Starter may either reset the shot clock and begin another countdown or a manual start procedure can be used until the situation is resolved. If a manual start is used, the starter will ask each driver to give a definite response as to their readiness. After the second driver gives a positive response, the tree will be activated in two (2) to five (5) seconds. However, if the second driver delays in giving a positive, the starter may ask the first driver if they are still ready. This is strictly a courtesy on the part of the starter and is not required. Drivers are responsible for acknowledging their readiness in an easily recognizable manner.
- vii. Stock category vehicles are not allowed to add any additional devices (i.e. "flappers") designed to break the lights at the start or finish. Exceptions may be made by the Chief Steward.
- viii. "Flapper" Rule: The intent of this rule is to have every vehicle stage in such a manner that the same component that breaks the stage light beam would also break the red light beam under normal acceleration during competition. The preferred component is the front tire. Any component forward of the front tire and closer than three inches (3") to the ground must extend longitudinally and parallel to the ground for at least 18" or until it intersects the plane between the front tires; or be approved by the Chief Steward.
- ix. A car will commence its run when the green "start" light goes on. The green light starts the timer. The timer will stop when the car breaks the light beam to the photo cell at the finish line.
- x. Starting before the green light and breaking the third light beam will activate the red "foul" light and the run will be disqualified and scored as a DNF and designated as RL (Red Light) on results. Reaction Time (RT) is defined as the time between the last yellow light and the car breaking the third beam at the starting light. A red light occurs with an RT under 0.500 seconds. A Perfect RT is 0.500 seconds. A run with a reaction time of 9.999 may be scored a red light (RL).
- xi. After the first run, crossover to the opposite course. After the second run, cross over to the opposite course. After the third run, cross over to the opposite course. After the fourth (4th and final run of that session, proceed to the paddock. Note: If part of a two-driver team,

the first (1st) driver proceeds to the Second (2nd) Driver Grid Lanes after all of their runs for that heat. The car will go to the paddock after the second (2nd) driver completes all their runs.

8. Timing and Scoring

The penalty for a vehicle hitting the timing trip components is a DNF for the driver for that run. This includes both the start and finish trips.

The penalty for a vehicle hitting a pylon is two (2) seconds during class competition. During *Challenge* competitions the cone penalty is a DNF.

Only upright pylons (pointer pylons/cones exempt) marked completely around the base are subject to penalty as per ASN rules.

For a rerun to be granted, the pylon must be displaced enough to warrant a penalty.

In addition to the course deviation penalties, a DNF will also be assessed for crossing the line marking the area between the two courses. A DNF may also be assessed for hitting pylons after the finish line OR for not following the designated course exit path.

In the event of a timing malfunction, a rerun will be granted.

If a driver needs and is granted a rerun by an Official, the driver will stay in the proper running order for the remainder of the Heat and will make the rerun at the end of the runs for that Heat. A minimum of five (5) minutes must have elapsed before a competitor may begin a rerun on the course just completed. *In any case, driver must get permission from the Chief Steward or grid official prior to making a rerun. Failure to do so may result in forfeiting that run.*

If an off-course (OC or DNF) occurs after or at the finish trip lights, the time for that run can still be used to calculate the dial-in time for Challenge competition.

If the finish trip light beam is broken while the front two wheels of the vehicle are off course, the run will be scored as a DNF.

Class finishing positions (except Ladies classes and the Open Index Classes) will be determined by combining the best corrected time from each course during the class competition, which will normally consist of two (2) runs per side per Heat. Times will be posted following the completion of each class session. This is a reminder that a protest against timing and scoring shall be made within 30 minutes of posting of official results for the class.

9. Challenge Competition

At the conclusion of class competition, there will be Challenge competitions to determine the Top Eliminators for three categories of competitors.

There are three Challenge competitions:

- a) Super Challenge
Top 32 finishers in all ASN classes.
- b) Ladies' Challenge
Top 4 to 16 finishers in the ladies classes, depending on the number of entries: 5-15 entrants =4, 16-30 =8
- c) Bonus Challenge
8 class competitors randomly selected from the participants not otherwise eligible for the Super or Ladies Challenges.

Challenge procedures involve single run elimination:

- Each driver takes one run on each of the mirrored courses.
- The combined time winner moves on while the loser is eliminated from further competition.
- In order to allow drivers in cars from different classes to compete equitably, the start lights are staggered based on the class winning times.
- Pairing is as per chart below with 1st being fastest time of the day, 32nd being 32th fastest time of the day.

10. CHALLENGE CHART

