

CARS



Rally West Regional Rally Regulations



Canadian Association of Rallysport

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PART D: CARS – Rally West REGIONAL RALLY REGULATIONS**D****1 REGULATIONS FOR PERFORMANCE AND NAVIGATIONAL RALLIES****1.1 GENERAL**

1. Organizers and competitors are reminded that the CARS Rally Regulations (hereinafter referred to as National Rally Regulations or NRR) apply to and govern all rallies held in Canada regardless of status. (National Rally Regulations may be purchased from the Regional Rally Director).
2. The purpose of the CARS - Rally West Rally Regulations (hereinafter referred to as Regional Rally Regulations or RRR) is to supplement National Rally Regulations as applied to regional status rallies in the Prairie Region and shall be considered mandatory.
3. Regional status rallies provide an intermediate level of competition between club and national events, which have become more and more professional. These regional events should, to some extent, be training grounds for national rallies.
4. The objective of National Rally Regulations section XII and General Competition Rules (GCR's) 9 and 10 is to ensure that the competing crew who has fulfilled the conditions of the rally better than any other crew shall be the winner.

1.1.1 PRIORITIES

1. Where no instruction is given, a competitor shall continue on the road on which he is travelling, as defined by the following priorities in the order in which they appear:
 - (a) follow directional arrows;
 - (b) follow same road surface;
 - (c) follow numbered or named highway;
 - (d) continue straight ahead or as nearly straight ahead as possible; and
 - (e) in all other cases, clarifying instructions will be given.
2. An organizer may, for an event, use priorities different from those listed above so long as these different priorities are clearly specified in the Supplementary Regulations for the event. If no priorities are specified in the Supplementary Regulations, RRR [1.1.1](#) (1) above will be in effect for the event.

1.1.2 STEWARDS

1. Regional event senior stewards receive assignments from and report directly to the Regional Rally Director or to the Region Executive Steward (if one has been appointed) who in turn will report to the Regional Rally Director. The duties of a senior steward at performance rallies shall be as defined in National Rally Regulations XI.
2. The Senior Steward for each event shall have completed the Stewards' Training Program (or equivalent if deemed appropriate by the Region Executive Steward). The expenses for the Senior Steward are the responsibility of the organizing club, and should be arranged for prior to the running of the event.
3. A route steward shall be appointed for navigational rallies by the organizer to check the route and timing, subject to the approval of the Regional Rally Director and/or the Regional Executive Steward. For performance rallies, the Senior Steward shall be responsible for seeing the route is checked prior to the rally. (See NRR XI).
4. The Region shall NOT be responsible for the expenses of the event Senior Steward, and, should the organizer cause additional costs to the Senior Steward, a portion of the performance bond may be withheld to assist in the payment of these additional costs.

1.1.3 SUPPLEMENTARY REGULATIONS AND RESULTS

1. National Rally Regulations VIII and Region Rally Regulations [4.6](#) set forth in detail the information to be included in the Supplementary Regulations. In addition to these, if any of the several options given in the Region Rally Regulations are used, an appropriate statement must appear in the Supplementary Regulations.

2. All Supplementary Regulations shall contain the following statement:

"Any competitor who does not receive a copy of the results and awards to which he feels entitled, mailed within the stipulated period, shall be required to make this known to the Regional Rally Director. Such a failure on the part of the organizing body must be reported to the Regional Rally Director within 30 days of the date of the event. Should a competitor fail to report his grievance within the 30 day period, the deposit fee held against the issuance of such results and awards shall be returned to the organizing body, and the grievance becomes one of personal concern between the competitor and the organizer."

3. All items in National Rally Regulations section IX and Region Rally Regulations 4.8 are considered mandatory for Regional Results. Note, in particular, the requirement for competition licence numbers to be shown in the results.

1.1.4 CARS PERMIT APPLICATION PROCEDURE

1. Schedule of Organization

The following schedule of events shall be considered mandatory for organizers of Regional or National Rallies. Organizers of performance events should also read sections III, VIII, IX and X of the National Rally Regulations.

90 days before the event date: Permit fee must be forwarded to Regional Rally Director. Performance Bonds for listed events are due prior to February 28th of commencing year. See RRR 1.1.4 (2b & 2c) for amounts.

In the case of Canadian Championship events, Supplementary Regulations must be submitted to the CARS Board and Regional Rally Director at least 90 days prior to the event.

60 days before the event date: Draft Supplementary Regulations for regional status events must be forwarded to the Regional Rally Director for approval.

In the case of Canadian Championship events supplementary regulations must be available to competitors at least 60 days prior to the event and copies forwarded to the CARS Board and the Senior Steward.

40 days before the event date: Performance rally insurance applications must be submitted to the Regional Rally Director for approval and forwarding to CARS.

30 days before the event date: Supplementary Regulations must be sent to known potential competitors, the steward(s), all Region Clubs and the Regional Rally Director.

24 days before the event date: Final copy of the instructions and control locations data must be sent to the Senior and/or Route Stewards for checking.

In the case of performance rallies National Rally Regulation XIII.F shall apply.

Approximately 7 days before the event date: When the Regional Rally Director has received assurance from the steward(s) that the route is correct and ready, and proof of insurance (performance events only) and road permissions (performance events only) is presented, the permit will be released.

Within 15 days after the event: The results must be published and mailed, by first class mail, to the following:

- all competitors
- Steward(s) and Regional Executive Steward
- Regional Rally Director
- CARS President (national events)
- CARS Scorer (national events)
- CARS Board of Directors (national events)
- CARS Office (national events)
- SCCA Attention: National Seeding Administrator (national events)

Within 30 days of the results being declared final: All awards shall be presented.

2. Fees

(a) All fees applicable to Regional or National Championship Rallies shall be forwarded to the Regional Rally Director, who will transmit them to the Regional Treasurer or to the CARS Board, as provided herein.

(b) The following fees shall be paid by organizers of Regional Performance Rallies:

Permit Fee:	\$100.00
Performance Bond:	\$ 90.00

Per Car Levy: \$ 10.00

All fees are payable to CARS - Rally West Motorsport Association.

(c) The following fees shall be paid by organizers of Regional Navigational Rallies:

Permit Fee: \$20.00

Per Car Levy: \$ 5.00

The permit fee and per car levy are payable to CARS - Rally West within 15 days of the event.

(d) The permit fee will cover the cost of:

- mailing labels
- scrutineering form
- registration form
- competitor evaluation form
- steward form
- rulebooks pertinent to event

(e) National events shall be assessed a permit fee by CARS and the amount specified by CARS shall be paid. An event holding National and Regional status would be required to pay both fees.

(f) Thirty (30) days after the mailing of final results, the Regional Rally Director may, at his discretion, request the Regional Treasurer to refund up to 100% of the performance bond to the organizers of the event. Anyone not receiving results or awards to which he is entitled should advise the Regional Rally Director prior to the end of the 30-day period.

1.1.5 ROAD PERMISSIONS

In addition to the requirements of the National Rally regulations for Stage Rallies, the following paragraphs apply to both Stage and Navigational rallies:

1.1.5.1 Notification of Police Officials

Organizers shall notify police officials of the general rally route and the approximate times that competitors will be on this route. A copy of the correspondence should be sent to the Regional Rally Director and shall be displayed on the Official Notice Board at the start of the rally.

1.1.5.2 Liaison with Government Departments

If a rally goes through a provincial park, uses Provincial numbered highways, or municipal or county roads, it may be required to seek permission from, or provide notification to, various provincial or municipal government departments.

The Regional Rally Director must be contacted for the correct procedure for notification and/or requests for permission to use roads.

1.1.6 PENALTIES FOR ORGANIZERS

1. Performance bond fee is to ensure quality of the rally and adherence to the time schedule outlined in Regional Rally Regulations [1.1.4](#), as well as to the National Rally Regulations applicable to the event.

2. Part or all of the performance bond may be retained for any of the following reasons:

- (a) Failure to submit Draft Supplementary Regulations for approval of the Regional Rally Director within the specified time.
- (b) Failure to submit route instructions in final form with timing and control information to the Senior Steward within the specified time.
- (c) Failure to make the Supplementary Regulations available to competitors within the specified time limit.
- (d) Abandonment or cancellation of the rally except in exceptional circumstances.
- (e) Failure to make required corrections to either the route instructions or the Supplementary Regulations.
- (f) Failure to mail results within the specified time limit.
- (g) Failure to submit fees on time.
- (h) Causing excessive costs to be incurred by the Region.

(i) Any other failure of the organizing club to carry out its obligations in regard to the rally.

1.1.7 PENALTIES

Any of the penalties as defined in CARS GCR's Section 7 may be imposed by the appropriate official(s) upon any Promoter, Organizer, Official, Competitor, Entrant or other person committing a breach of the rules as defined in CARS GCR's section 7.

1.2 WESTERN CANADIAN RALLY CHAMPIONSHIPS

1 There is a WESTERN CANADIAN RALLY CHAMPIONSHIP for performance rallies and WESTERN CANADIAN NAVIGATIONAL CUP SERIES for road (Navex and TSD) rallies. The following rules shall apply to both Championships.

All events must comply with the National and Regional Rally Regulations for safety, insurance, licensing, and road permissions.

Total stage distances other than those specified can be used at the discretion of the Region Rally Director. It is recommended that the total stage distance for a regional status rally be less than 120 km of stage roads.

Two-day events can, if they wish, request the event count as two separate regional rallies.

The coordinator of an event will be allowed to enter provided an experienced non-competing person is in control to ensure the safety of competitors, marshals, spectators and public.

2. The competitor shall count points from all but one of the events if seven or less rallies are held, or from all but two if eight or more are held, as part of the championship.

3a. Overall Championship points shall be scored as follows:

First	20 pts	Sixth	6 pts
Second	15 pts	Seventh	4 pts
Third	12 pts	Eighth	3 pts
Fourth	10 pts	Ninth	2 pts
Fifth	8 pts	Tenth	1 pt

3b. Championship points in the Novice Classes in both series, and in the various vehicle classes in the Western Canadian Rally Championship series (see paragraph [2.1.4](#)) shall be scored as follows:

First	9 pts	Fourth	3 pts
Second	6 pts	Fifth	2 pts
Third	4 pts	Sixth	1 pt

4. Both championships are open to members of CARS affiliated clubs who are residents in Rally West, BC Region or in the Pacific Northwest (USA)

5. The category (driver or co-driver/navigator) in which a competitor is assigned championship points shall be in accordance with the entry form for the event. Should competitors switch duties in the vehicle, once competition has begun, they shall not be eligible for championship points or event awards.

6. Ties will not be broken for the purpose of awarding championship points in a rally.

7. In the case of a tie for first position in the championship, the competitor with the most event wins in the series where the tie exists, shall be declared the winner of the championship. If this fails to break the tie, the competitor with the most second place finishes shall be declared the winner. If this still fails to break the tie, the competitor with the most third place finishes shall be declared the winner, etc., etc., until the tie is broken. If this fails to break the tie, then the total number of points earned from all listed events in the Western Canadian Championship series, where the tie exists, shall determine the winner.

8. The championship year will be January 1 to December 31 inclusive.

9. Novice class competitors may receive Regional points so long as their instructions are identical to those used by all other Regional competitors in the event. In any case, novice prizes and awards may be made by the organizer. Declarations of the competitors' status MUST BE MADE at the START of the event on the ENTRY FORM.

10. In the event that a Western Canadian Championship series (performance or navigational) does not have a sufficient number of events (minimum of 2) to make scoring possible, the Championship will not be scored for that year.

11. There shall be a Club Championship associated with the Western Canadian Navex Cup series.

(a) Points will be awarded to the club for each driver and navigator who is a member of that club.

(b) One point will be awarded for each club member starting an event in his or her own city.

(c) Three points will be awarded for each club member starting an out of city event.

12. Organizers of navigational rallies will receive points equal to their best finish throughout the championship year for the event they organize. Organizer points will be awarded for one event per championship year and to a maximum of two organizers per event.

1.3 WESTERN CANADIAN RALLY AWARDS

The Western Canadian Rally Championship and the Western Canadian Navigational Cup consist of two categories; one for drivers and one for co-drivers/navigators. Awards will be made for first through third in each category.

There shall be a Novice Class for drivers and co-drivers in the Western Canadian Rally Championship, and a Novice Class for drivers and navigators in the Western Canadian Navigational Cup. Awards will be made for first place in each category.

There are several vehicle classes in the Western Canadian Rally Championship. (See paragraph [2.1.4](#)) Awards will be made for first place drivers and co-drivers in each class.

For the purpose of all class awards, points will be accumulated according to RRR [1.2](#)(3b) for example, 1st production crew will receive 9 points regardless of overall placing). All other requirements of RRR [1.3](#) must still be met.

In scoring the navigational championship, points will be awarded to all competitors who finish the event, according to the point system set out in National Rally Regulation XIV.E.2 for drivers and navigators in the overall and novice categories.

Only CARS members who are resident of Rally West, Rally BC or the Pacific Northwest are eligible for series awards. In the case where a non-CARS member earns points for an event, they shall be removed from the series standings, but the assignment of points to CARS members shall not change.

One event retroactive scoring will be allowed for new CARS members.

In the event that an individual Regional Rally Championship is sponsored for the purpose of awards, the Regional Rally Director may, at his/her discretion, award additional class positions if the sponsor so wishes.

2 REGULATIONS FOR PERFORMANCE RALLIES

2.1 TIMING AND SCORING

1. Sections IV and V of National Rally Regulations must be strictly followed in Regional Performance Rallies.
2. "Lateness" times shall be quite generous and will represent the time that the organizer(s) anticipates that the slower vehicles will require to traverse a special stage.

2.1.1 INSURANCE

1. It is the organizing club's responsibility to obtain performance rally insurance and present proof of insurance to the Steward and/or Regional Rally Director prior to a permit being issued.
2. All insurance applications must be submitted to the CARS National office

2.1.2 SEEDING AND STARTING ORDER

1. A seeded draw must take place prior to each event and shall be based on RRR [2.1.2](#) (2), below. First drivers with CARS seeding points shall be located within the seed group for which they are qualified. The onus shall be on the competitor to prove qualifications. The organizers of a rally have the right, after approval by the senior steward to place any first driver in a higher seed. Events holding both national and regional championship status shall use the national starting order.

2. There shall be six seed groups. The qualifications for each group are as follows:

Seed 1: All drivers with 90 or more seeding points.

Seed 2: All drivers with a minimum of 60 and less than 90 seeding points.

Seed 3: All drivers with a minimum of 30 and less than 60 seeding points.

Seed 4: All drivers with a minimum of 10 and less than 30 seeding points.

Seed 5: All drivers with less than 10 seeding points and/or who have finished at least one performance rally.

Seed 6: All other drivers.

3. Events that qualify for seeding points shall be the Western Canadian Championship events. When calculating seeding points, the best two of the preceding three years total points are counted plus the points of the current year. Seeding points shall be assigned as per National Rally Regulations X.B.5 and XIV.A.6.

4. In NO case may a competitor lose more than one seed group from the highest ever-attained beginning with the 01/01/90 seed list. Any seeded driver who does not finish an event for which seeding points are awarded over a two-year period will be dropped from the seeded drivers list. Re-entry will be on a case-by-case basis.

5. The starting order for any Regional Performance Rally shall be as follows:

Seed 1 Open / Production 3000 Classes

Seed 1 Production 2000 / Production 1600 / Group 2 / Group D Classes

Seed 2 Open / Production 3000 Classes

Seed 2 Production 2000 / Production 1600 / Group 2 / Group D Classes

Seed 3 Open / Production 3000 Classes

Seed 3 Production 2000 / Production 1600 / Group 2 / Group D Classes

Seed 4 Open / Production 3000 Classes

Seed 4 Production 2000 / Production 1600 / Group 2 / Group D Classes

Seed 5 Open / Production 3000 Classes

Seed 5 Production 2000 / Production 1600 / Group 2 / Group D Classes

Seed 6 Open / Production 3000 Classes

Seed 6 Production 2000 / Production 1600 / Group 2 / Group D Classes

6. All competing crews in Seeds 5 and 6 must attend a mandatory special Drivers' Briefing prior to the start of any Regional Performance Rally. This briefing is the responsibility of the organizer and should review safety related rules in the National Rally Regulations, safe practices in performances and general procedures in control zones.

2.1.3 ELIGIBILITY OF VEHICLES, CREW AND EQUIPMENT

All entries must comply with the National Rally Regulations for safety, insurance and licensing. In addition:

2.1.3.1 First Aid

The requirements and exceptions for first aid certification are defined in NRR I A 8

2.1.3.2 Fire Extinguishers

A minimum of two hand-held fire extinguishers are required, one with a minimum rating of 5 BC and with a minimum total rating of 10 BC; one must be installed in the passenger compartment by a quick-release mechanism and must be mounted on the floor or as low as is practical.

2.1.3.3 Driving Suits

All Rally West performance rally competitors must wear driving suits manufactured from a CARS approved fire retardant material (see NRR I.A.7).

2.1.3.4 Log Book Issuing Sessions

Logbooks shall not be issued at a rally unless an appointment has been made to do this a minimum of 10 days prior to the rally. Competitors need to make the appointment with the Region Technical Director. It is preferable to book the logbook issuing session well in advance of an event in case further preparation is required for the vehicle

2.1.3.5 Novice Driver / Co-Driver

A novice driver is to be defined as one who has not finished a total of five regional or higher level events as a driver and/or has never won the Regional Novice Driver Championship and/or has never placed in the top ten finishing positions in a Canadian Rally Championship Event, or equivalent, as a first driver in a previous championship scoring period as per NRR I.A.3. Novice status is to be retained throughout the competition year, regardless of finishing the required number of events part way in the year. Novices **MUST DECLARE** their status to the organizer before the start of the event.

A novice co-driver is to be defined as one who has not finished a total of five regional or higher level events as a co-driver and/or has never won the Regional Novice Co-Driver Championship and/or has never placed in the top ten finishing positions in a Canadian Rally Championship Event, or equivalent, as a co-driver in a previous championship scoring period and may only be awarded championship points when competing with a novice driver. Novice status is to be retained throughout the competition year, regardless of finishing the required number of events part way in the year. Novices **MUST DECLARE** their status to the organizer before the start of the event.

The loss of novice status as a driver will not preclude that individual from competing as a novice co-driver and vice-versa.

2.1.3.6 Tire Studs

Studded tires may be used on Rally West events with the following limitations:

- a) Studs are only allowed on events outside of Manitoba that take place from Oct 1 to Apr 30th of the following year
- b) Studs are only allowed on stand-alone regional events, not on National / Regional combined events.
- c) Studs must protrude no more than 3.5mm from the tread face.
- d) The visible portion of each stud must be no more than 5mm in diameter, and any cross-section of the visible stud (as originally installed) must be perfectly round in shape, and must be of solid construction, not hollow.
- e) The studs must be commercially and commonly available, and of conventional design, from tire dealers in the Rally West or BC regions (i.e., no homemade or specially imported studs).
- f) There must be a maximum of 130 studs per tire, regardless of tire size
- g) Studs must be run on all four corners of the car
- h) All studded tires must be presented to the scrutineer before they can be used on an event

- i) Studs cannot be replaced in, or added to any tire for the duration of the event once the tire has passed scrutineering.
- j) Studs are permitted in all Regional classes.

2.1.4 VEHICLE CLASSES

Vehicle Classes for the Western Canadian Rally Championship are as follows:

Group 2, Group D, Production 1600 and Production 2000 and Production 3000

Production 1600 (Production and Group N vehicles with an adjusted displacement of no more than 1600cc.)

Production 2000 (Production and Group N vehicles with an adjusted displacement of no more than 2000cc.)

Production 3000 (Production and Group N vehicles with an adjusted displacement of greater than 2000cc.)

Group 2, Production 1600 (combined CARS classes P1, P2, N1 and N2,) Production 2000 (combined CARS classes P3, and N3) and Production 3000 (combined CARS classes P4, and N4) classes must adhere to the National Rally Regulations regarding eligibility and preparation. The entry form for each rally must state the CARS class being entered.

2.1.4.1 Group D Preparation Rules

The Group D class is intended to provide a classification under which “low tech” vehicles can compete, with the objective that they are prepared to a standard of competitiveness that would have been possible at the time of vehicle manufacture. Modifications to enhance reliability should be allowable within the constraints below. Safety requirements remain as stated in the National Rally Regulations.

2.1.4.1.1 Definition.

Vehicles must be 2-wheel drive, normally aspirated models sold in Canada in minimum units of 100 or in the United States in minimum units of 500. Drive configuration must remain as originally manufactured (e.g. front engine, front drive).

Vehicle models must have been manufactured for a model year 20 years or more before the beginning of the current competition year. i.e. for competition year 2004, vehicles from model years 1984 and earlier are eligible.

Competitors are responsible to provide acceptable evidence of the actual model year of their vehicle.

2.1.4.1.2 Engines and Induction Systems.

Engines are unrestricted, but the engine block must be derived from the product line offered by the vehicle manufacturer in any of the eligible model years.

No forced induction is allowed.

The generic type of induction, i.e. carburetor(s), mechanical injection or electronic injection, normally available for the engine selected must be used.

2.1.4.1.3 Displacement.

Actual displacement must be no greater than 5100cc.

2.1.4.1.4 Bodywork.

- a) Except for b. and c., the modification, reinforcement, substitution, addition or deletion of parts and components is permitted without restriction, provided the vehicle complies with the safety and general regulations.
- b) Exterior pieces (i.e.: all components licked by the air stream) must be visually similar to the original item, including bumpers. Except for doors and roofs, bolt-on body pieces may be constructed of an alternate material. A and B pillars must remain original. The original floor pan and firewall must remain and may be modified only to the extent necessary to accommodate allowed alternate components.
- c) Fenders may be modified to the extent necessary to provide tire clearance. Fender flares may be added. Installation of one-piece flared fenders or quarter panels is prohibited.

2.1.4.1.5 Mechanical Components.

Brakes, carburetors / injection, transmission, suspension, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted except by paragraphs [2.1.4.1.1](#) and [2.1.4.1.2](#) above.

2.1.4.1.6 Wheels.

Wheel diameter and width are unrestricted

2.1.4.1.7 Exemptions

Due to the nature of the class, and the difficulties of maintaining vehicles of this age, limited exemptions may be felt necessary to the age related rules above.

Exemptions applicable to a specific vehicle, for a specific championship, may be requested from the relevant national or regional office.

An exemption must explain any modifications to, or deviations from, the above rules in sufficient detail so that compliance may be verified at technical inspection. The written exemption must be attached to, and becomes part of, the vehicle logbook.

3 REGULATIONS FOR RALLY SPRINTS

Rally sprints will be governed according to CARS NRR Section C Rally sprint. In addition:

3.1 Safety Standards

The following safety standards are required for entry and competition in Rally West Rally sprints:

- a) Vehicle Eligibility – all vehicles must conform to NRR II C 2 (roll cage) or WCMA current rules
- b) Vehicle Eligibility – all vehicles must conform to NRR II C 3 (safety harness) or WCMA current rules
- c) Vehicle Eligibility – all vehicles must conform to NRR II C 4 to 9 (safety equipment)
- d) Competitor Eligibility – all competitors must conform to NRR I A 6 (helmet)
- e) Competitor Eligibility – it is recommended that all competitors conform to NRR I A 7 (driving suit.)
- f) Competitor Eligibility – it is recommended that all competitors conform to NRR I A 8 (first aid certification.)
- g) Course Design
NRR C 2.3.3 c is modified to read: “the average speed for *any* competitor does not exceed 80 km/h”
in place of “the average speed for *an average* competitor does not exceed 80 km/h.”

3.2 Rally sprint Competition Licenses

Rally sprint competition licenses are required if the competitor does not hold a CARS Rally License. All license holders must be members of CARS affiliated club. These licenses are available from the Region Rally Director.

4 REGULATIONS FOR NAVIGATIONAL RALLIES

4.1 ELIGIBILITY OF VEHICLES, CREW AND EQUIPMENT

4.1.1 Crew

1. A rally crew shall consist of two persons. Any additional persons shall be considered as passengers.
2. Passengers will not be allowed on rallies except with the permission of the organizers.
3. A novice crew shall be defined as one in which neither crew member has finished a total of five regional NAVIGATIONAL rallies before the beginning of the current competition year, or where neither crew member has won the regional novice navigational championship.

4.1.2 Change of Crew

No change of crew and/or vehicle will be permitted during a rally.

4.1.3 Finisher

1. To be classified as a finisher, the crew shall pass the final control marker of each leg of the rally in the vehicle entered under its normal power and within their maximum lateness. They shall also satisfy any additional conditions of finishing published in the Supplementary Regulations (see RRR [4.6.20](#)).
2. A competing vehicle shall not be moved after starting the event by other than its own power, except:
 - a) By a ferry, the use of which is required by the route of the event;
 - b) By outside means for the minimum distance necessary to extricate it from difficulty or to clear the route for other competitors;
 - c) By gravity;
 - d) By the unaided efforts of its crew; or
 - e) By official permission or instructions.

In the case of (b), (c) and (d) above, any crew found to have delayed another competing crew, by their action, shall be excluded from the event.

4.1.4 Documentation

The following documents, valid on the date of the event, must be shown to Rally Officials at registration:

- a) Driver's licence for any crew member listed as driver;
- b) Vehicle registration;
- c) Third party liability insurance;
- d) Written permission for use of the vehicle in the rally if not owned by one of the crew in the entry; and
- e) Written permission from a parent or guardian for participation in the rally for persons under the legal age of majority for the province(s) in which the event takes place.

4.1.5 Vehicle

All vehicles must meet legislated roadworthiness standards and shall be scrutineered to check the function and adequacy of:

- a) All brakes;
- b) Horn;
- c) Windshield wipers;
- d) All legally required exterior lights;
- e) Exhaust system;
- f) Tires, including spare;
- g) Mandatory safety equipment;
- h) Four-wheel drive vehicles are permitted in all rallies; and
- i) That loose fuel containers must not be carried in any competing vehicle; added fuel containers must be permanently installed and vented to the outside of the vehicle.

4.1.6 Safety Equipment

1. Vehicles must be equipped with safety belts for each member of the crew. The buckle shall be of the metal-to-metal quick release type.
2. All safety belts must be securely anchored to the chassis frame or to an equivalent structural part of the vehicle. They should make an angle of approximately 45° to the vertical so as to contain and restrain the occupant by a backward and downward pull.
For vehicles not having a frame, the belts must be anchored to the metal floor using steel washers having a minimum dimension of 50 mm x 3 mm thick.
Factory installed seat belts not meeting these requirements shall nevertheless be acceptable.
3. The following equipment carried in the passenger compartment of competing vehicles is required for all rallies:
 - a) A first aid kit including:
 - Antiseptic (ointment or liquid)
 - Gauze pads and rolls
 - Adhesive tape
 - Arm sling
 - Safety pins
 - Scissors.
 - b) A fire extinguisher with a minimum Underwriters' rating of 5 BC (10 BC recommended) securely attached to the vehicle by a quick release bracket. Evidence must be produced that the unit has been recharged within the preceding two years. When a dry powder unit is used, the unit should be shaken and rapped sharply at frequent intervals to reduce the chance of the powder compacting.
 - c) A minimum of one (three recommended) reflective warning triangle, at least 30 cm on a side and self-supporting.
4. Roll bars extending the full width of the passenger compartment and conforming to current FIA or CARS rally specifications are strongly recommended in convertibles and removable hard top vehicles.

4.1.7 Loose Articles

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

4.1.8 Lights

1. It must be possible to turn off all lights on the front of the vehicle, which could possibly blind the driver of an oncoming car, from a single switch, which must leave the low beam headlights functioning.
2. If the vehicle has a backup light operated by a manual switch, a warning light inside the passenger compartment must come on whenever the backup light is turned on.

4.1.9 Discipline

1. The organizing club has the right to refuse any entry. If it is physically possible, the organizer shall notify the competitor before he travels to the start of the rally.
2. Any entry failing to comply with RRR [4.1.1](#) to [4.1.8](#) or with the Supplementary Regulations before the close of registration and scrutineering may be excluded by the organizer.
3. Observers/stewards (or organizer if no observer/steward was appointed, or if an observer was appointed but is not present at the rally) shall have power in accordance with these rules to:
 - a) Penalize a competitor as described under the GCR's 7, "Penalties", for being charged with an infraction of local, provincial traffic laws and/or a Criminal Code offence occurring during an event, or for conduct which is un-sportsmanlike or detrimental to the sport;
 - b) Decide what penalty (according to GCR's 7, "Penalties") to impose for breach of rules as listed in the GCR's; the decision to impose a penalty must be posted before the results are final;
 - c) Authorize the modifications of Supplementary Regulations; such modifications must be posted as per RRR [4.7.8](#);
 - d) Authorize the amendment of the results of a rally before the results become final;

- e) Prohibit from competing or continuing to compete any driver who, or any automobile which, is considered to be dangerous or unsafe or is reported as such by the organizer or scrutineer; or
- f) Postpone or abandon a portion of the rally under exceptional circumstances by means of a notice posted as described in RRR [4.7.8](#)
- g) After consultation with the organizer.

The decisions in the above cases are FINAL and are NOT SUBJECT TO APPEAL.

4.1.10 Advertising

1. All advertising or promotional material used in connection with competition must state that the event is sanctioned by CARS - Rally West. Advertising material must be in good taste and must not be misleading or untruthful.
2. The words "National", "International", "Championship", etc., when used to describe an event or used in the title of an event, must be approved by CARS - Rally West.
3. Prior to official and final results being issued by CARS - Rally West, all advertising pertaining to results of an event must contain the wording "subject to official confirmation".
4. Competitors who allow their names or photographs to be used in connection with misleading advertising shall be liable to disciplinary action from CARS and CARS - Rally West.
5. Advertising is allowed on vehicles participating in any CARS - Rally West sanctioned event, provided advertising is in good taste.

4.2 INSTRUCTIONS

4.2.1 General

1. All instructions, given to competitors, which define the route or timing, must be in writing.
2. The instructions must be such that there is no reasonable doubt as to their meaning and such that competitors must not be familiar with local terms or conditions or possess other than Official Maps in order to follow the route.
3. A set of instructions:
 - (a) May only be given to competitors at the start or finish of a leg; and
 - (b) Must contain complete instructions for one or more legs.

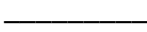
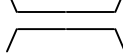
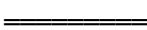

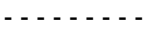
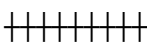
4.2.2 Terms

The following terms may be used in the instructions and must have the following meaning:

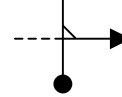
- (a) A LEG is a major portion of a rally extending between rest, meal or fuel stops at which it is necessary to arrive within maximum lateness to be classified as a finisher (see RRR [4.1.3](#)). A leg is composed of one or more sections).
- (b) A SECTION is a subdivision of the instructions which is complete within itself. The timing instructions may be separate provided the timing information for each section is complete within itself.
- (c) An INTERSECTION is any meeting or crossing of roads. This definition includes both Crossroads and Junctions as described below:
 - (i) A CROSSROADS is an intersection in which two roads cross each other at the same level;
 - (ii) a JUNCTION is an intersection in which two roads meet at the same level but do not cross; and
 - (iii) a TEE junction is a junction having the general shape of the letter "T" as approached from the base. Where the change of direction is not approximately 90 degrees, a qualifying term must be used (e.g.: bear right at Tee, acute left at Tee).
- (d) A TURN is a change of direction of approximately 90 degrees at an intersection.
 - (i) ACUTE is a change of direction of substantially more than 90 degrees at an intersection.
 - (ii) BEAR is a change of direction of substantially less than 90 degrees at an intersection.
 - (iii) A JOG is a turn at a Tee junction followed by a turn back to the original direction of travel less than 0.16 kilometres later.
 - (iv) STRAIGHT AHEAD means the vehicle is to continue with the least possible deviation from its present heading. A distance or qualifying instruction must be given with this instruction.

4.2.3 Diagrams

The following are definitions of the types of instructions which may be used without giving an explanation (see RRR 4.2.6 below):

- | | | | | | |
|-----|---|-----------------|-----|--|--------------------------------------|
| (a) |  | road | (e) |  | bridge |
| (b) |  | divided highway | (f) |  | road with cattle guard or Texas gate |
| (c) |  | trail | | | |
| (d) |  | railway | | | |

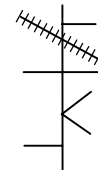
(g) A TULIP DIAGRAM is a diagram of an intersection using the definitions above. A dot indicates the point of entry into the intersection and an arrow indicates the direction to be travelled.



(h) A STRAIGHT LINE DIAGRAM is a diagram of an intersection indicating the competitor's route as if it were a straight line. The competitor travels to the arrow keeping (leaving) the roads or trails indicated to the side shown. The example is the Straight Line Diagram of the intersection used as an example in RRR 4.2.3(g). Road angles do not have to be shown accurately.

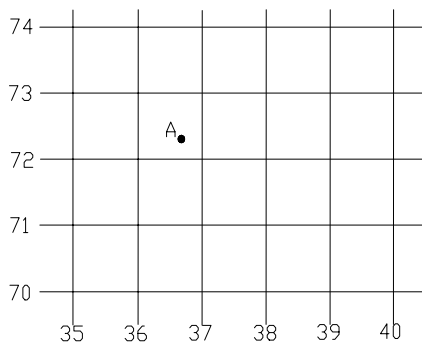


(i) A STRAIGHT LINE MAP is a series of linked Straight Line Diagrams. The map must either be to scale or distances must be given for each intersection. The instructions must indicate unambiguously which end of the maps is the start.



4.2.4 Grid References

A GRID REFERENCE is a number indicating an area on a map using a grid of numbered divisions from left to right (easting) and from bottom to top (northing). The first half of the Grid Reference locates the area from left to right and the last half locates it from bottom to top. The number of digits used determines the accuracy of the area location.



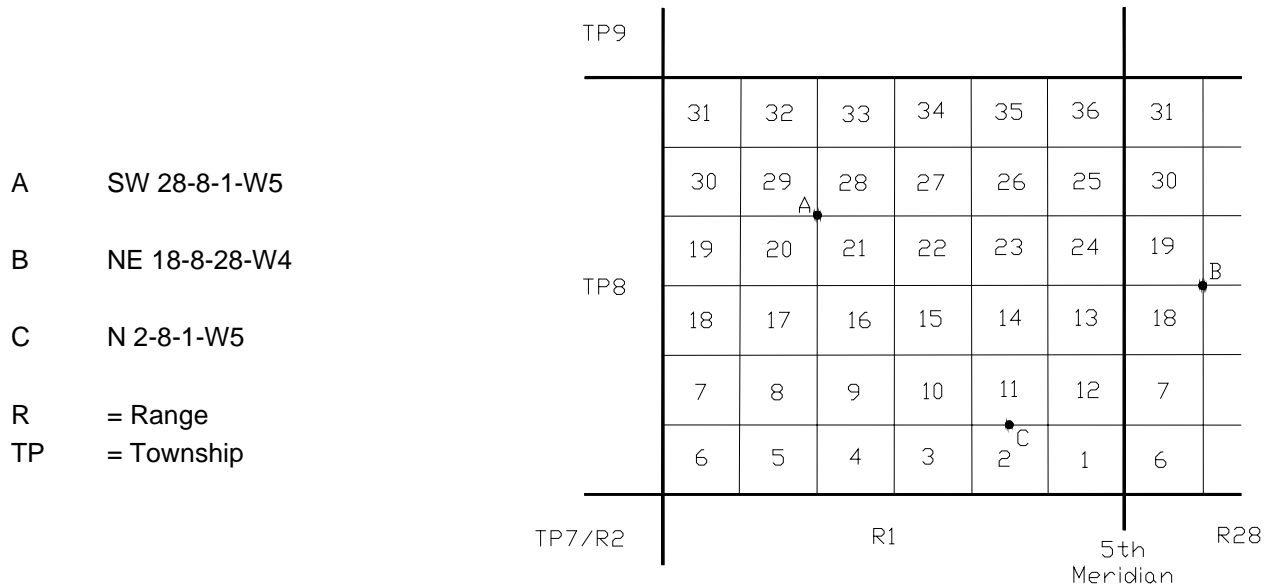
367723 is an example of a Grid Reference for Point A.

3672 would be a less accurate Grid Reference for Point A.

36727236 would be a more accurate Grid Reference for Point A.

4.2.5 Township-Range Grid References

The section, township, range and meridian format of grid references is used in areas mapped in townships and ranges. The first number in the grid reference refers to the section (from 1 to 36); the second number refers to the township; the third number refers to the range; the fourth number (if used) refers to the meridian to the east of the point (e.g.: "W5 specifies West of the fifth meridian); the letters refer to the corner or edge of the section by compass direction. Example:



4.2.6 Deviations

Any other type of instruction than that given in RRR 4.2.3 through 4.2.5 above must have an explanation given in the Supplementary Regulations, and must be approved by the Regional Rally Director.

4.2.7 Signs

1. When entering or leaving limited access highways or making turns in built-up areas or from multi-lane roads, the instruction must indicate the road signs or street names to be followed.
2. All landmarks or signs referred to in the instructions shall be clearly visible and legible from the route under anticipated rally conditions.
3. Any road with a permanently erected sign stating "PRIVATE", "DEAD END", "NO EXIT", "ROAD CLOSED", "CUL DE SAC", etc. shall not be used or counted as a road unless specifically indicated as such in the instructions.
4. Competitors shall not be required to interpret any sign not directly facing them and pertaining to the road being travelled.

4.2.8 Abbreviations

The following two sets of abbreviations shall be considered standard. A rally may use either French or English abbreviations, but not both.

<u>English</u>	<u>French</u>	
SA	VA	Straight Ahead
L	G	Turn Left
R	D	Turn Right
Tee	Tee	Tee (NOT ABBREVIATED)
Stop	Arret	Stop (NOT ABBREVIATED)
Yield	Cedez	Yield (NOT ABBREVIATED)
A	Z	Acute
RRX	X	Railroad Crossing
TS	FC	Traffic Signal
BL	VG	Bear Left
BR	VD	Bear Right
N	N	North
S	S	South
E	E	East
W	O	West
QZ	QZ	Quiet Zone

4.2.9 Hazards

When the term "caution" is used, a description of the hazard and distance must be given.

4.2.10 Recovery Points

Recovery points MUST be indicated in the route instructions at the end of every section and at least every 75 kilometres except where it is impractical due to the length of a road being in excess of 75 kilometres. The locations of the recovery points and the directions of approach and departure must be defined in such a manner that they can be:

- (a) located on a map provided or on a map specified as the official map in the Supplementary Regulations; and
- (b) related to the route instructions.

4.2.11 Route Book

All competitors shall receive identical route instructions. Novice crews can be given separate route instructions, but then MUST also be scored separately.

4.2.12 Halts

The location of rest, fuel and meal stops and the finish must be given in the route instructions (see RRR [4.6.5](#)).

4.3 CHOICE OF ROUTE

1. NO SPECIAL STAGES are permitted in any road rally. An event including special stages shall be governed by the Regulations for Performance Rallies or Rally sprints elsewhere in these regulations.
2. Average speeds and elapsed time will be such that competitors can REMAIN ON TIME driving at speeds suitable for the roads. Organizers must take into consideration the expected condition of the road and the fact that opposing traffic is possible at any time. (This is to ensure that the event conforms to Chapter H7, Section 69 of Alberta Highway Traffic Act, or corresponding chapters in provincial statutes of Saskatchewan and Manitoba.)

4.3.1 Built Up Areas

The route must be carefully chosen to ensure that competitors are not kept circulating in one locality for a long period of time. Built-up areas and busy main roads must be used for transit sections only.

4.3.2 Nuisances

Anything, which creates a nuisance or inconvenience to anyone not connected with the rally, must not be used. Cemeteries in particular are to be avoided.

4.3.3 Private Roads

If private roads are used, permission for their use must be obtained in writing and a copy must be submitted to the Regional Rally Director and displayed on the Official Notice Board at the start of the rally.

4.3.4 Twisting Roads

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

4.3.5 Refuelling

Refuelling stops of at least 15 minutes must be located not more than 250 kilometres apart except where circumstances forbid and the Regional Rally Director authorizes extension. The distance (if in excess of 250km) must be stated in the Supplementary Regulations.

4.4 CONTROLS

The section distance of any control used for timing purposes shall be accurately determined.

4.4.1 Definitions

1. An ELAPSED TIME CONTROL is a control at the end of an elapsed time segment of the route. A time is recorded (see RRR [4.10.1\(e\)](#)).
2. An AVERAGE SPEED CONTROL is a control within or at the end of an average speed segment of the route. A time is recorded (see RRR [4.10.1](#) and [4.10.1\(d\)](#)).
3. A ROUTE CONTROL is a manned or unmanned control used to ensure that the competitor is on the correct route. No time is recorded.
4. A START CONTROL is the control at the start of a leg. The competitor's starting time is a TIME OUT.
5. A TSD CONTROL may be placed within a defined regularity segment of the route. Competitors are timed as they pass the control, and are not required to stop.

4.4.2 Location

1. Controls at which competitors must stop shall be situated at a point where several competitors can pull well off the road beyond the control so as not to hinder non-rally traffic.
2. No control, other than an elapsed time control, may be placed in the locations for meal, gas and rest stops. No control may be placed in the following locations:
 - (a) on a main thoroughfare (this is intended to include most paved roads and most numbered highways);
 - (b) within a built-up area having a reduced maximum speed;
 - (c) within 200 meters of a visible habitation unless the occupant has consented; or
 - (d) immediately after a stop sign or railway crossing.
3. An organizer of a Navex rally may include one or more controls timed and scored to the second. The location(s) of such control(s) MUST be indicated in the supplementary regulations or in the instructions by a statement such as "next control will be timed and scored to the second".

4.4.3 Identification

1. All control marker boards must be at least 60 cm square.
2. Checkpoint and route control boards shall be of a sufficiently different design to be easily distinguished one from the other.
3. The control marker shall be on the right hand side of the road securely erected, close to the shoulder, in close proximity to the control and clearly visible from the route. The marker shall be the official control location.

4.4.4 Opening/Closing

Controls must open at least 15 minutes before the due arrival time of the first car and must not close sooner than 15 minutes after the maximum lateness time of the last car, in order to allow for dead time and time-outs. A control may be authorized by a person in the Control Closing car to close at an earlier time if all cars still competing have checked in.

4.4.5 Information

The following information shall be available to all competitors at time controls at which they must stop:

- (a) the number of the control (e.g.: C/P #1, C/P #2, C/P #3, etc.);
- (b) the leg and section number in which the control is located;
- (c) the distance measurement of the control from the start of section;
- (d) the due time of the first car, or Car "0", as calculated from the start of the rally;
- (e) the next instruction in the route book.

4.5 TIME AND CONTROL RECORDS

4.5.1 Accuracy

1. Correct time for checking watches must be obtained from a reliable radio signal prior to and after the rally where available.
2. A radio suitable for receiving time signals and / or a timepiece set to this signal should be available to competitors at the start and at the finish.

4.5.2 Timepieces to be used by Rally Officials

1. Shall be accurate and legible, equipped with a sweep second hand, and marked in minutes. Digital timers shall read to at least the nearest second.
2. Shall be set to correct official time and checked by a person in the Control Opening Car; the time of checking and any error shall be noted on the Control Record Sheet.
3. Shall be checked by a person in the Control Closing Car. The time of checking and any error shall be noted on the Control Record Sheet.

4.5.3 Marshals

There should be at least two (2) marshals at all controls where a time is to be recorded.

4.5.4 Maximum Times

1. A Maximum Lateness and a Maximum Earliness shall be stated in the Supplementary Regulations for each leg of the rally.
2. A competitor's total lateness at a control shall be defined as the sum of his minutes late minus his minutes early at all timed controls since the beginning of the leg (including those which are to be scored as route controls due to grievances).
3. If a competitor's total lateness at a timed control exceeds the Maximum Lateness for the leg, he shall be scored as missing that control (even if it should be scored as a route-in-time-out control due to grievances). At an actual route control, maximum lateness does not apply.
4. Maximum earliness shall be defined in the same way as maximum lateness, substituting "early" for "late".
5. In accordance with RRR [4.7.8\(6\)](#), the Maximum Lateness for a leg may not be extended after the leg has started.
6. Marshals shall not attempt to judge whether a competitor is within his maximum earliness or lateness. The marshal shall issue and record times for each competitor who checks in.

4.5.5 Average Speeds

The maximum average speed allowed at any point in a rally is 10% less than the legal maximum speed at that point and must be based on statute kilometres within plus or minus 2%.

4.5.6 Elapsed Times

1. An elapsed time or time in addition to the average speed (pause) must be given at any point where a delay may reasonably be expected (e.g.: a traffic signal, one-way bridge, lift bridge, etc.) or when travelling on a main thoroughfare for more than 15 kilometres (e.g.: take 5 minutes to travel from 5.40 to 7.59; take 1 extra minute between 2.4 and 2.7; pause 26 seconds at traffic signal).
2. Generous elapsed times must be used for meal, fuel, or rest stops.

4.5.7 Early Penalty

The scale of penalties for time early must not be less than for time late at controls.

4.5.8 Misread Watch

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

(a) If the marshal agrees that he did misread his watch, he shall correct the Time In on the route card or issue a new sticker with the correct Time In. He shall also note the corrected time on his record sheet.

(b) If the marshal does not agree that he misread his watch, the competitor shall base his calculations on the Time In recorded. The marshal will record the time indicated by the competitor on the control record under remarks.

4.5.9 Inaccurate Watch

1. If a competitor doubts the accuracy of a marshal's watch, he shall ask the marshal to record on his record sheet the Time In requested by him. The marshal shall do so but shall not alter the route card or sticker. The competitor shall base his timing calculations on the Time In recorded on his route card or sticker.

2. If any inquiry is entered concerning the accuracy of a marshal's watch and/or the location of a control relative to the 00 second of the minute, and an error exceeding 10 seconds is found, an allowance equal to the number of seconds of error shall be made to all competitors. An equal number of seconds of lateness shall be allowed at the next control if the marshal's watch was slow. This correction must be made prior to posting times.

4.6 CONTENTS OF SUPPLEMENTARY REGULATIONS

Supplementary Regulations, specific to each rally, may complement but must not contradict the regulations herein. They MUST include the following:

4.6.1 Jurisdiction

The statement, "The rally will be held under the General Competition Rules of CARS and the Rally Regulations of CARS - Rally West. These publications are available from _____ (e.g.: Regional Rally Director, regional office or other mailing address), and will be available for scrutiny at the start."

4.6.2 Title

The name of the rally.

4.6.3 Committee

The name and address of the organizing club and the name, address and telephone number of:

- (a) the organizer;
- (b) the registrar (to whom entries are to be sent);
- (c) the Senior Steward.

4.6.4 Status

The status of the rally, indicating any Championships of which it is part.

4.6.5 Venue

The location of the start and finish, with directions from the nearest major highway and the location of meal and rest stops.

Schedule

A schedule of dates and times giving at least:

- (a) opening and closing of Registration and Scrutineering;
- (b) introduction of officials;

- (c) departure time of first vehicle;
- (d) approximate due time of arrival of first vehicle at rest and meal stops and at the finish; and
- (e) time of competitors' briefing.

4.6.6 Type

A brief description of the rally indicating:

- (a) type;
- (b) approximate total distance; and
- (c) approximate percentage of paved, gravel and other roads.

4.6.7 Area

1. Definition of the area encompassing the entire route by intervals of longitude and latitude, names of counties or identification of topographical maps.
2. Identification of the Official Maps including the address of a source. If competitors are to supply their own copy, this must be stated.

4.6.8 Entry

1. The closing date for entries.
2. The maximum number of entries to be accepted and how entries will be chosen if more than this number is received.
3. The method of determining starting position.

4.6.9 Fees

The amount of individual and team entry fees (including CARS levies). If the fee includes the cost of food, fuel, accommodation, etc., it must be so stated.

4.6.10 Timing

The maximum earliness and maximum lateness for each leg of the rally (see RRR [4.5.4\(1\)](#)).

4.6.11 Penalties

Details of scoring including a list of all infractions for which penalties may be assessed and values of penalties for each infraction.

4.6.12 Awards

A list of all awards, detailing for what placing each award will be given.

4.6.13 Documents

1. An entry form.
2. A copy of the official CARS waiver form for rallies.
3. A pre-odometer check is recommended.

4.6.14 Eligibility

Any conditions of eligibility of vehicle, crew and equipment in addition to those described in RRR [4.1](#).

4.6.15 Classes

Definitions of any categories that are to be used (e.g.: Private, Sponsored, Non-equipped).

4.6.16 Priorities

Priorities, if any, to be used in route definitions unless defined in these regulations.

4.6.17 Local Requirements

Any regulations that require unusual conditions to be met by the competitor in advance of the rally.

4.6.18 Ties

The method of breaking ties, if one is to be used (see RRR [4.8.4](#)).

4.6.19 Fuel Stops

The maximum distance between gas stops, if greater than 250 kilometres.

4.6.20 Finishing

Any conditions of finishing in addition to those described in RRR [4.1.3](#).

4.6.21 Miscellaneous

Any other regulations which the organizer, promoters, and/or the Region wish to apply to the rally. They must not conflict with the GCR's or with these regulations.

4.7 ADMINISTRATION OF A RALLY

4.7.1 Route Check

Instructions (including timing calculations and control locations) must be checked by someone other than the writer so that ambiguous statements and errors may be found and corrected. Duplicate instructions must be carefully checked against the original copy by the organizers to ensure that typographical errors have not crept in. Rallies must be planned far enough in advance to permit the organizer and stewards to check the final instructions.

4.7.2 Starting Order

1. Competitors shall start each leg of a rally at intervals of not less than one minute.
2. Competitors shall start each succeeding leg of a rally in the order of their Time In at the end of a previous leg except that competitors who have missed several controls in the previous leg may be required to start after all competitors who have not.

4.7.3 Route

1. A course opening and a course closing vehicle should be used to ensure controls are located properly with the closing vehicle helping to extricate competitor's vehicles if possible.
2. If the route becomes blocked or impassable to all competitors after the course-checking run, all controls between the impasse and the next recovery point shall be deleted and the next timed control shall be made Route-In, Time-Out. If the instructions at the point of impasse require competitors to plot the route on a map, the next recovery point is defined as the first point on the route after the impasse which can be reached without travelling in the wrong direction on the route following the impasse.

4.7.4 Controls

1. A control-opening vehicle should be used to ensure that controls are correctly located and that control timepieces are set correctly.
2. A control-closing vehicle should be used to ensure that controls are correctly located, that they do not close too soon, to check the control timepieces and collect the control record sheets and bring them to the finish.
3. If either or both of these vehicles are unable to complete the route for some unforeseen reason, this shall not of itself be reason for exclusion of controls in scoring.

4.7.5 Registration

1. A registration must be held at the start of the rally during which a registrar must check that all competitors possess valid documents as listed (see RRR [4.1.4](#)) and have signed the CARS waiver.
2. It is recommended that an odometer check using official rally distances be made available to competitors at or before registration.

4.7.6 Scrutineering

A technical inspection should be held at the start of the rally during which a scrutineer checks all competing vehicles for safety-related problems and conformance to rules (see RRR [4.1.5](#)).

4.7.7 Introduction

1. An introduction of officials must be held at least 30 minutes before the start of the rally. The organizers, the steward and any other persons authorized to sign official documents must be introduced.
2. No information shall be given that has any pertinence to the running of the route. All such information must be posted on the Official Notice Board if not included in the route book. Questions should be answered during the introduction. Any questions of the organizer and answers for same shall be posted on the Official Notice Board.

4.7.8 Official Notices

1. An Official Notice Board must be displayed at the start, ends of legs, and at the finish and shall contain only official notices, letters of notification to police and letters of permission to use private roads.
2. All official notices must be signed by the organizer, the steward or a person designated at the introduction of officials.
3. All types of marker boards to be used at controls must be displayed near the Official Notice Board at the start.
4. Any known corrections to the route instructions must be posted on the Notice Board before the start of the leg to which they apply.
5. If a change to the route instructions becomes necessary after the leg has started, an official notice containing the changes to the route and/or timing must be posted at a control or on a clearly visible and securely placed control sign. Such a notice must be placed before the maximum earliness of the first car to pass that point. If such a notice is posted at a control, a marshal shall obtain verifying signatures by car number.
If such a notice is posted on an unmanned control sign, at least two control signs must be used: one on each side of the road, or both on the right side, at least 30 meters apart. An adequate time allowance must be given (minimum of five (5) minutes).
6. Any changes to the Supplementary Regulations must be posted on the Official Notice Board before the start of the leg to which they apply and must be signed by the organizer or the steward.
7. Factors defined by the organizer as a result of written questions from the competitors must be posted on the Official Notice Board as soon as possible.
8. A timing sheet stating the official distance of all controls and the correct elapsed times to all timed controls should be posted on the Official Notice Board at the finish of the rally before the time of arrival of the first car (elapsed time between controls shall be defined as the difference between the Time-Out at one control and the Time-In at the next).
9. An official with the authority to sign official notices must be present at the end of each leg before the due time of arrival of the first car and until the time of departure of the first car on the next leg.

4.7.9 Odometer Calibration

1. A specific and readily identifiable object of a permanent nature must be described in the instructions as an odometer check. This check must be a minimum distance of ten (10) kilometres. The route prior to the completion of the odometer check must be defined in the instructions so as not to rely on accurate distances, but rather on road signs. No control may be located within the odometer calibration distance or within ten (10) kilometres thereafter. An odometer check must be provided in each leg in which a different vehicle and/or odometer calibration was used to establish the route instruction distances.
2. Distances shall be statute to within plus or minus 2%.

4.7.10 Distribution

Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check. All competitors shall be given their instructions an equal amount of time before they are due to start the portion of the rally to which they apply.

4.8 RESULTS

4.8.1 Posting Requirements

1. Complete provisional scores (control-by-control) shall be posted as soon as possible for each competitor upon completion of the event.
2. Leg totals for any or all competitors may be posted at any time for public relations purposes and general information of competitors. Partial scores so posted shall be considered unofficial. Grievances may not be entered concerning them and they shall not be determined whether results are final or provisional.
3. The scoreboard must show exactly the penalties calculated from the route card of each competitor. Any correction must be indicated as well as the crossed out initial penalty.

4.8.2 Revisions

Corrections to scores as a result of grievances shall be made as soon as possible and must be posted at the finish of the rally. The time of modification shall be noted adjacent to each total score modified.

4.8.3 Finalizing

Results shall be final 30 minutes after results are posted or if corrections are made, 30 minutes after the final correction, whichever is later.

4.8.4 Ties

1. Competitors having equal numbers of penalty points shall be considered tied. Subsequent positions shall be enumerated on the basis of the number of vehicles ahead.
2. Ties can be broken for the purpose of awards for the events, if the means of tie breaking are clearly defined in the Supplementary Regulations for the event, and at the competitor briefing.

4.8.5 Publication of Results

1. Results shall contain the following information:

- (a) name of rally
- (b) name of organizing club
- (c) date of rally
- (d) status of rally
- (e) exact official distance of rally
- (f) finishing positions listed in order
- (g) vehicle number
- (h) name of car entrant and/or sponsor
- (i) names, addresses of both crew members and clubs
- (j) official distance of all controls and elapsed time between controls where time was taken
- (k) points lost at each control
- (l) total points lost by each crew
- (m) complete list of prizewinners
- (n) acknowledgement of sponsors, steward, organizers, workers, etc.
- (o) a statement as to status of the results (i.e.: (i) final, (ii) provisional).

2. Results must be mailed (if not distributed at the event) to Regional Rally Director, Senior Steward, Executive Steward, competitors and event sponsors within 15 days of the event.

4.9 Accident Procedure for Competitors**4.9.1 Any team having an accident**

Any team having an accident shall attempt to do the following:

- a) Verify that members of the team are not injured.
 - i. If injuries have occurred, tend to treatment of injuries to the point where one member may safely seek help, which is usually the next competitor.
 - i. If minor injuries, or none, secure the safety of the accident site, and wave on following competitor(s).
- b) Secure the safety of the accident site by placing the emergency triangle, on the same side of the road that the vehicle is on (or off), or the middle if the road is blocked.

4.9.2 Any team coming upon the scene of an accident

Any team coming upon the scene of an accident (regardless of whether it is a rally entrant or other) is expected to do the following:

- a) Determine whether or not accident victims are injured.

- i. If the people involved in the accident do not require emergency help, the crew must make note of the section distance and make note of the time of departure and the team shall proceed, maintaining previous average speed (CAS). (For rally scoring purposes the arrival time at the scene of the accident shall be taken to be a perfect zero thereby not penalizing the team for stopping.)
- i. If injuries have occurred, tend to treatment of injuries to the point where the emergency is over and the people may left safely. One member of the team must secure the safety of the accident site, and wave on following competitor(s) unless additional help is required.
- b) Secure the safety of the accident site by placing an emergency triangle, on the same side of the road that the vehicle is on (or off), or the middle if the road is blocked.
- c) After the people involved in the accident no longer require emergency help, the crew must make note of the section distance and make note of the time of departure and the team shall proceed, maintaining previous average speed (CAS). (For rally scoring purposes the arrival time at the scene of the accident shall be taken to be a perfect zero thereby not penalizing the team for stopping.)

4.10 Navex Rallies

Navex, or Navigational Exercise, Rallies normally emphasise route finding, with relatively easy timing requirements.

4.10.1 Navex Rally Timing Procedure

The following is the standard timing procedure to be used on all Navex rallies organized by CARS - Rally West clubs.

- (a) The no-penalty period shall be from 00 to 59 seconds of the correct minute, unless the control is to be scored to the second.
- (b) The control shall be located at the 00 second mark of the minute unless it is to be scored to the second.
- (c) At all time controls; the marshal shall record on his record sheet the hour, minutes and seconds at which the competitor's vehicle passes the control marker. The marshal shall record sufficient information to uniquely identify the competitor's vehicle.
- (d) At average speed controls, the marshal shall record the same hour, minutes and seconds on the competitor's route card or sticker under "Time In".
- (e) At elapsed time controls, the marshal shall record the same hour, minutes and seconds or a later hour and minutes (if requested by the competitor) on the route card or sticker under "Time In". He shall also record the "Time In" on his record sheet (Note: Time In may not be the same as Time of Arrival). The actual time of arrival is recorded on the controls record sheet also.
- (f) At indoor elapsed time controls, no penalties shall be assessed for lateness, with the exception that the actual arrival time may be used to determine a competitor's maximum lateness.
- (g) At indoor controls, the Time In shall be the time requested by the competitor or the time at which he presents himself, whichever is later.
- (h) A competitor's Time Out will be defined as:
 - (i) The hour and minutes portion of his Time In plus two minutes, unless
 - (ii) A later Time Out is recorded on his route card or sticker by the marshal, in which case the marshal shall also record the Time Out on his record sheet.

There is no time allowance at Route Controls unless specifically stated.

- (i) A competitor should not be allowed to leave a control before the 00 second mark of his Time Out minute.
- (j) Errors by the marshal in recording the hour portion of times will be corrected in scoring.
- (k) Except for controls scored to a unit of time of less than one minute, watch errors totalling plus or minus 10 (ten) seconds will not be corrected.
- (l) Where controls are timed to the second but scored to the tenth of a minute, the no-penalty period shall be from 0 to 5 seconds of the correct tenth of a minute and the control shall be located at the 0, 6, 12, 18, 24, 30, 36, 42, 48 or 54 second marks of the minute.

(m) Where controls are timed to the second, but scored to the tenth of a minute, the control must be located within 50% of the penalty time of the correct distance.

4.10.2 Navex Rally Control Procedure

1. Competitors arriving at a manned route control must continue past the control and park in such a manner as to not impede the flow of traffic. One crewmember must then proceed on foot to the control to check in.
2. Competitors arriving at an UNMANNED on-route control will record the route control number (or letter, etc.) on his route card in the next space available, and the next manned control entered by the competitor will endorse the entry.
3. If a penalty is to be assessed for incorrect control procedure, a notation "ICP" must be made on the competitor's route card or sticker by the marshal at the control, at the time the infraction occurs. The notation "ICP" shall only be made after due warning by the marshal and is subject to inquiry. The penalty for incorrect control procedure shall not exceed the penalty for five (5) minutes lateness.
4. A competitor observed delaying within sight of an average speed control cannot be given an ICP penalty. If, however, a competitor is observed stopped before passing an average speed control (except in the interest of safety), the marshal shall record as his Time In, the time at which he was first observed stopped (see RRR [4.10.1\(d\)](#)).
5. Any car observed reversing toward a control before the sticker has been obtained, and both crewmembers are back at their vehicle, will receive a penalty not to exceed that in RRR [4.10.2](#) (3) above.
6. Excessive speed in a control zone causing visible damage to a marshal's car or that of another competing vehicle shall be cause for an ICP penalty without prior warning, or possibly greater at the discretion of the organizer and/or senior steward.

4.10.3 Off-Route Control

There shall be NO UNMANNED off-route controls; off-route controls shall provide written instructions to get a competitor back on route. No penalty shall be assessed for checking into an off-route control.

4.10.4 Time Out

1. All controls must be allowed to assign separate Time Outs to cars arriving in during the same minute.
2. The time out from a control shall be the hour and minutes part of the Time In plus two (2) minutes.

4.10.5 Lost Time

Timing shall be non-cumulative between controls. (i.e.: time lost or gained at one control cannot be "made up" at any later control).

4.10.6 Control Missed

A competitor missing one or more consecutive controls shall be scored at the next control reached based on his elapsed time from the previous control reached and the sum of the correct elapsed time from the previous control.

4.10.7 Repeat Visit

If a competitor checks into the same control more than once, the first Time In and Time Out, which place the control in proper sequence, shall be used to calculate his score.

4.10.8 Wrong Sequence

If a competitor checks into a control in the wrong sequence and does not subsequently check into it in the correct sequence, his score shall be calculated so as to give him the least penalty.

4.10.9 Mislocated Controls

1. If an Average Speed Control is not located at the distance indicated at the control or on the control sticker, competitors shall be scored according to its actual distance.
2. If an Elapsed Time Control is not located within plus or minus 0.15 kilometres of the end of an elapsed time, it shall be scored as a Route Control and the Time In and Time Out recorded shall be ignored.

4.10.10 Timing

1. If requested by competitors, control marshals may, at their discretion, give delayed out-times for any of the following:

- (a) cars running in the same minute MUST be given a delayed out-time to keep cars separated by a minimum of one (1) minute;
 - (b) marshal's error; or
 - (c) safety reasons, including vehicle maintenance.
2. At indoor elapsed time controls, no penalties shall be assessed for lateness, with the exception that the actual arrival time may be used to determine a competitor's maximum lateness.

4.10.11 Navex Rally Scoring

1. Penalties shall be awarded in proportion to the following scale:
- | | |
|---|-------------|
| (a) each minute early or late at an average speed or elapsed time control | 1 pt |
| (b) each second early or late at a control timed to the second | 1/60 pt |
| (c) failure to record a route control or missing a manned route control | up to 5 pts |
| (d) each improper checkpoint procedure(e.g.: improper parking, blocking) | 5 pts |
| (e) reversing penalty(see RRR 4.10.2(5)) | 5 pts |
| (f) failure to report to a control after entering it | 10 pts |
| (g) missing an average speed or elapsed time control | 20 pts |
| (h) maximum accumulated time penalty at any control | 20 pts |
2. An organizer may choose the magnitude of the penalty he/she wishes to use for (c) and above. The precise penalty must be specified in the Supplementary Regulations for the event. If the penalty is not specified, then the competitor may assume the maximum penalty will be used.

4.11 TSD Rallies

Time Speed Distance, or Regularity, Rallies normally emphasise precise average speeds, but have relatively easy route instructions

4.11.1 Timing

- a) Each control will have a penalty free zone one second each side of perfect time. A penalty of 1 point per second beyond this zone is assessed at each control.
(For winter rallies, if fully defined in the event's supplementary regulations, a larger and variable penalty free window is allowed. For a more detailed explanation refer to 4.11.2)
- b) Organizers must keep in mind at all times that safety must prevail and therefore they should use PAUSES, FREE ZONES, and adequate transit allowances to alleviate the need for speeding.
- c) A maximum of 5 minutes (300 points) will be assessed for missed controls or maximum lateness after the control has closed to a maximum of 600 points in any regularity section.
- d) A car is considered DNF (Did Not Finish) if it did not pass at least one control in each leg, as defined by the event. Legs will generally be bounded by gas stops or overnight stops.
- e) Standard control procedure is to drive by controls without stopping. The control official will record the time.

4.11.2 Winter Rally Scoring Explanation

At the 1st control scoring will be 1 penalty point per second early or late from absolute rally time, less a one second grace period. If you are late X seconds at a control, the grace period at the next control will be from 1 second early to (X - 10) seconds late, or one second late, whichever is greater. If you are early X seconds at a control, the grace period at the next control will be from 1 second late to (X - 10) seconds early, or one second early, whichever is greater. In every case, the grace period depends only on the immediately previous control.

Scoring example:

If you are 35 seconds late at the first control, you are assessed 34 points. If you are then 41 seconds late at the next control, you are assessed 16 more points (grace period was 25 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was 31 seconds late). If at the next control you are back to 35 seconds late, you are assessed 20 more points (grace period was 15 seconds late). If at the last control you are 18 seconds early, you are assessed a further 17 points, for a total of 87 points.

5 HISTORY

5.1 General

In December 1958, a "Western Region" of the Canadian Automobile Sport Clubs was formed. It consisted of the three CASC affiliated clubs in Western Canada: Calgary Sports Car Club, the Winnipeg Sports Car Club, and the Sports Car Club of Saskatchewan.

CARS - Rally West is the continuation of the Rally discipline of the "Prairie Region Motorsport Association" which was part of the Canadian Automobile Sport Clubs.

CARS - Rally West is the Prairie Region affiliate of the Canadian Association of Rallysport (CARS), the sanctioning body for Rallysport in Canada. CARS is affiliated with ASN Canada FIA, the governing body for Motorsport in Canada.

5.2 Prairie Region Rally Director

The role of the Region Rally Director is to represent the Prairie Region clubs on the National Board of Directors of the Canadian Association of Rallysport and to coordinate Rallysport in the region for both performance and navigational rallies.

The Rally Director is elected for a two-year term.

Election is by a vote of CARS - Rally West club members attending an annual organizational meeting.

1970	Doug Bateman, WSCC
1971	Bob Fulton, CSCC
1972	Bob Fulton, CSCC
1973	Bob Fulton, CSCC
1974	Steve Vernon, NASCC, CAR
1975	Steve Vernon, NASCC
1976	Steve Vernon, NASCC
1977	Steve Vernon, NASCC
1978	Steve Vernon, NASCC
1979	Steve Vernon, NASCC
1980	Izim Okeren, RAC
1981	Izim Okeren, RAC
1982	Doreen Munsie, CSCC
1983	Doreen Munsie, CSCC
1984	Susan Sim, CSCC
1985	Susan Sim, CSCC
1986	Don MacDougall, NASCC
1987	Don MacDougall, NASCC
1988	Shawn Bishop, CSCC
1989	Shawn Bishop, CSCC
1990	Shawn Bishop, CSCC, ARCWA
1991	Shawn Bishop, CSCC, ARCWA
1992	Shawn Bishop, CSCC
1993	Linda Wintonyk, ELCC
1994	Linda Sakaluk, ELCC
1995	Nick Goode, CSCC
1996	Nick Goode, CSCC
1997	Kevin Sakaluk, NASCC

1998	Kevin Sakaluk, NASCC
1999	Dave Sharp, NASCC
2000	Dave Sharp, NASCC
2001	Dave Sharp, NASCC
2002	Dave Sharp, NASCC
2003	Suzanne Stewart CSCC
2004	Suzanne Stewart CSCC

5.3 The Western Canadian Navigational Cup

Year	Driver	Navigator
1961	Russ Thomas, NASCC	Patrick Stewart, NASCC
1962	Peter Spears, CSCC	John Beattie, CSCC
1963	Werner Wenzel, CSCC	John Proctor, CSCC
1964	Albert Sinn, ELCC	David Mellor, ELCC
1965	Pip Graham, CSCC	Henry Acteson, CSCC
1966	Pip Graham, CSCC	Douglas Jackman, CSCC
1967	Pip Graham, CSCC	Graeme Lowden, WSCC
1968	Douglas Bateman, WSCC	Egon Frech, WSCC
1969	Jim Northgrave, SSCC	Ray Hossay, SSCC
1970	Robert Fulton, CSCC	Joan Fulton, CSCC
1971	Tom Stibbard, NASCC	Brian Samuelli, ELCC
1972	Robert Fulton, CSCC	Robert Leonard, ELCC
1973	Doug Delgatty, WSCC	Margaret Delgatty, WSCC
1974	Brian Bukowski, SSCC	Walter Leemans, CSCC
1975	Steve Vernon, ELCC	Robert Leonard, ELCC
1976	Dennis Day, RAC	Bert Pulles, SSCC
1977	Dennis Day, RAC	Steve Adams, ELCC
1978	Steve Adams, ELCC	Charles Turinek, ELCC
1979	Jack Swayze, RAC	Bert Pulles, RAC
1980	Jack Ford, RAC	Peter Fullman, RAC
1981	PRAIRIE REGION NAVEX CHAMPIONSHIP SERIES CANCELLED	
1982	Jack Ford, RAC	(Tied) Peter Fullman, RAC (Tied) Izim Okeren, RAC
1983	NOT AWARDED	
1984	NOT AWARDED	
1985	Rick Parsons, LSCC	Maury Getkate, LSCC
1986	Peter Hill, CSCC	Janie Floyd, CSCC
1987	Peter Hill, CSCC	Ren Carroll, CSCC
1988	Barry Sansom, CSCC	Ren Carroll, CSCC
1989	Jim Park, RAC	Ren Carroll, CSCC
1990	Barry Sansom, CSCC	Ren Carroll, CSCC
1991	Peter Hill, CSCC	Oliver Tozser, CSCC
1992	Ren Carroll, CSCC	Oliver Tozser, CSCC
1993	Peter Hill, CSCC	Kevin Roeten, CSCC
1994	Peter Hill, CSCC	Dale Sorensen, CSCC
1995		

1996
 1997
 1998
 1999 NOT AWARDED
 2000 NOT AWARDED
 2001 NOT AWARDED
 2002 NOT AWARDED
 2003 NOT AWARDED

5.4 Western Canadian Rally Championship

5.4.1 Stage Rally Champion Driver

1979	Brent Redford, ELCC	Volvo
1980	Craig Pittman, CSCC	Dodge Colt
1981	Tim Bendle, ELCC	Datsun 510
1982	John Nixon, CSCC	Toyota Corolla
1983	Shawn Bishop, CSCC	Datsun 510
1984	Mike Kime, CSCC	Toyota Celica
1985	Tim Bendle, ELCC	Datsun 510
1986	Mike Kime, CSCC	Toyota Corolla
1987	Brent Redford, NASCC	Dodge Arrow
1988	Tim Bendle, CSCC	Datsun 510
1989	Jeff Smith, NASCC	Dodge Colt
1990	Shawn Bishop, CSCC	Mazda 323 GTX
1991	Jorge Dascollas, CSCC	Mazda RX-7
1992	Jorge Dascollas, CSCC	Mazda RX-7
1993	Tim Bendle, CSCC	Datsun 510
1994	Jorge Dascollas, CSCC	Eagle Talon
1995		
1996		
1997		
1998		
1999		
2000	Janusz Komorowski	Mazda 323 GTX
2001	Janusz Komorowski	Mitsubishi Eclipse
2002	Scott Trinder	Subaru Impreza
2003	Janusz Komorowski	Mitsubishi Eclipse

5.4.2 Stage Rally Champion Co-driver

1979	Steve Farrell, ELCC
1980	Cathy Pittman, CSCC
1981	George Koch, ELCC
1982	Randy Crundwell, CSCC, ELCC
1983	Suzanne Stewart, CAMS, CSCC
1984	Arvo Soorsk, CSCC
1985	Jon Gardiner, CSCC
1986	Arvo Soorsk, CSCC
1987	Aziz Mechlai, NASCC

1988	Colin Hubbard, CSCC
1989	Suzanne Stewart, LSCC
1990	Robert Burton, RAC
1991	Suzanne Stewart, CSCC
1992	(Tied) Frank Stokovac, CSCC (Tied) Oliver Tozser, CSCC
1993	Oliver Toszer, CSCC
1994	Richard Dekker, ELCC
1995	
1996	
1997	
1998	
1999	
2000	Tomasz Karzynski
2001	Maciej Nicols
2002	Joe Proteau
2003	Danuta Ogrocki

5.4.3 Stage Rally Production Class Champion Driver

1981	Randy Crundwell ELCC	Dodge Arrow
1982	Jay Drager CSCC	Dodge Arrow
1983	Jeff Smith ELCC	Dodge Colt
1984	Shawn Bishop CSCC	Mazda RX-7
1985	Shawn Bishop CSCC	Mazda RX-7
1986	Shawn Bishop CSCC	Mazda RX-7
1987	Euan Hanchard CSCC	Toyota Corolla
1988	Shawn Bishop CSCC	Mazda 323 GTX
1989	Shawn Bishop CSCC	Mazda 323 GTX
1990	Shawn Bishop CSCC	Mazda 323 GTX
1991	Shawn Bishop CSCC	Mazda 323 GTX
1992	Walter Petersen CSCC	Suzuki Swift (Prod 1750)
1993	Walter Petersen CSCC Walter Slany CSCC	Suzuki Swift (Prod 1750) Eagle Talon (Prod GT)
1994	Walter Petersen CSCC	Honda Prelude (Prod Sp)
1995		
1996		
1997		
1998		
1999		
2000	Janusz Komorowski	Mazda 323 GTX (Prod GT)
2001	Janusz Komorowski Wade Anderson	Mitsubishi Eclipse (Prod Over) VW Rabbit (Prod Under)
2002	Scott Trinder Martin Wilson	Subaru Impreza (Prod Over) Subaru Justy (Prod Under)
2003	Scott Trinder Jerzy Mazlanka	Subaru Impreza (Prod Over) Toyota Prius (Prod Under)

5.4.4 Stage Rally Production Class Championship Co-driver

1981	Don MacDougall ELCC
1982	Don MacDougall ELCC
1983	Aziz Mechlai ELCC
1984	Suzanne Stewart CAMS, CSCC
1985	Suzanne Stewart CAMS, CSCC
1986	Suzanne Stewart CSCC
1987	Janie Floyd CSCC
1988	Suzanne Stewart CSCC
1989	Suzanne Stewart, LSCC
1990	Suzanne Stewart, ARCWA
1991	Suzanne Stewart CSCC
1992	Oliver Tozser CSCC (Prod 1750)
1993	(Tied) David Chorkwa CSCC (Prod 1750) (Tied) Tomas Karzynski CSCC (Prod GT)
1994	Harry Pressey (Prod Sp)
1995	
1996	
1997	
1998	
1999	
2000	Tomasz Karzynski (Prod GT)
2001	Maciej Nicols (Prod Over) Brad Bengston (Prod Under)
2002	Bob Trinder (Prod Over) Dennis Wende (Prod Under)
2003	Danuta Ogrocki (Prod Over) Piotr Krol (Prod Under)

5.4.5 Stage Rally Champion Group 2 Driver

2001	Gord Olsen	VW Golf
2002	Richard Penrose	Toyota Corolla
2003	Gord Olsen	VW Golf

5.4.6 Stage Rally Champion Group 2 Co-Driver

2001	Kathy Olsen
2002	Tony Penrose
2003	Amy Machnik

5.4.7 Stage Rally Champion Group D Driver

2001	Peter Hill	Toyota Corolla
2002	Peter Hill	Toyota Corolla
2003	Peter Hill	Toyota Corolla

5.4.8 Stage Rally Champion Group D Co-Driver

2001	Barry Gurnsey
2002	Leanne Junnila
2003	Dave Sharp

5.4.9 Stage Rally Champion Novice Driver

1981	Tim Bendle ELCC	Datsun 510
1982	Shawn Bishop CSCC	Datsun 510
1983	Bill Sanderman CSCC	Datsun 510
1984	Jorge Dascollas CSCC	Datsun 510
1985	Don MacDougall NASCC	Dodge Arrow
1986	Art MacKenzie CSCC	Toyota Corolla
1987	Euan Hanchard CSCC	Toyota Corolla
1988	Walter Petersen CSCC	Mazda GLC
1989	Jean-Claude Montaron CSCC	Datsun 510
1990	(Tied) Dale Sorenson CSCC	Datsun 510
	(Tied) Myron Wintonyk ELCC	Mazda RX-2
1991	Frank Stokovac CSCC	Datsun 510
1992	Scott Staniland CSCC	Datsun 510
1993	Walter Slany CSCC	Eagle Talon
1994	Kevin Sakaluk ELCC	Mazda RX-3
1995		
1996		
1997		
1998		
1999		
2000	Zibigniew Szewczyk	Toyota Celica
2001	Dave Koszegi	Subaru Impreza
2002	Jim Dewitte	Isuzu Impulse
2003	Graham Burnley	Subaru Impreza

5.4.10 Stage Rally Champion Novice Co-Driver

1995	
1996	
1997	
1998	
1999	
2000	Piotr Krol
2001	Todd Patola
2002	Joe Proteau
2003	Graham Burnley