

**Western Canada Rally Championship Regulations**  
**2006 Western Canada Rally Series**

The CARS General Competition Rules and National Rally Regulations apply and govern all rallies, except as outlined in these rules for the 2006 Western Canada Rally Championship.

There shall be a Western Canada Rally Championship. This will be a western division series including two Canadian Association of Rallysport (CARS) regions – Rally West (Rally West Motorsports Association) and Rally BC (Rally Pacific Motorsports)

**I EVENTS**

1. The 2006 Western Canada Rally Championship will include five (5) events:
  - (a) Cochrane Ranchlands Rally
  - (b) Rocky Mountain Rally – regional portion of the event
  - (c) Mountain Trials Rally
  - (d) Pacific Forest Rally – regional portion of the event
  - (e) Kananaskis Rally
2. It is recommended that the total stage distance be 120 kilometres or less.
3. It is recommended that individual stage distance should not exceed 20 kilometres
4. Events will pay permit fees, performance bonds, car levies and road damage levies to their respective regions, as outlined by the region sanctioning the event. The permit and the responsibility to issue the permit will reside with the sanctioning region.

**II CREW ELIGIBILITY**

1. Novice Driver / Co-Driver

A novice driver is defined as one who has not finished a total of five regional or higher level events as a driver and/or has never won a Region 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 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 a Region 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. A novice co-driver may only be awarded championship points when competing with a novice driver.

Regulations for Performance Rallies  
Western Canada Rally Championship

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 in order to be eligible for novice event awards. Novices must also insure that their status is correct on the entry list posted on the official notice board. The Region Directors reserve the power to amend errors of omission in series scoring.

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

2. Competitors eligible to score in the championship include CARS members who are members in good standing of Rally West and/or Rally Pacific Motorsports member clubs.

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

### **III ELIGIBILITY of VEHICLES and EQUIPMENT**

Vehicle classes for the Western Canada Rally Championship are as follows: Group 2, Open Class, Production 2, Production 3, Production 4, Group D, Group 5,

#### **1. Production Class vehicles are divided into 3 engine displacement classes as follows:**

- (a) P-2 - vehicles with an adjusted displacement of no more than 1600cc (National P-1 and P-2; N-1 and N-2 classes combined)
- (b) P-3 - vehicles with an adjusted displacement greater than 1600cc but no more than 2000cc (Production 3 and N-3 classes combined)
- (c) P-4 - vehicles with an adjusted displacement greater than 2000cc (Production 4 and N-4 classes combined)

See CARS National Rally Regulations for definitions of production class vehicles.

#### **2. 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 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 2005, vehicles from model years 1985 and earlier are eligible.

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

##### 2.2 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.

## Regulations for Performance Rallies Western Canada Rally Championship

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

### 2.2 Displacement.

Actual displacement must be no greater than 5100cc.

### 2.3 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.

### 2.4 Mechanical Components.

Brakes, carburetors / injection, transmission, suspension, cooling, final drive ratio and type, clutch, pressure plate and flywheel are unrestricted except by paragraphs above.

### 2.5 Wheels.

Wheel diameter and width are unrestricted

### 2.6 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 become part of, the vehicle logbooks.

**3.0 Group 5**

Deleted Below. See CARS National Rally Regulations. II. Eligibility of Vehicles and Equipment. G. Group 5. Page B-20

The intention of these rules is to encompass the American Group 5 class in order to allow more American competitors as well as to allow regional competitors to rally competitively a wider selection of vehicles not currently allowed in the series.

3.1 Definition: Vehicles must be 2 wheel drive models sold globally in minimum quantities of 1000, which meet the requirements of NRR II.c, II.d and the following.

3.2 Drive configuration must remain as originally manufactured.

3.3 Engine: Engine is unrestricted, but must be based on an engine block offered by the vehicle manufacturer either as production in any vehicle or high performance replacement

3.4 Adjusted displacement: The adjusted displacement must be no greater than 5100 cc. Using the following multipliers:

Pushrod engines	0.8 x	actual displacements
Turbo/ Supercharged	1.7 x	actual displacement
Rotary Engines	1.8 x	actual displacement

3.5 Bodywork: Exterior pieces (all components licked by the airstream) must be visually similar to the original item, including bumpers. Except for doors and roof, bolt-on body pieces may be constructed of an alternate material. A and B pillars must remain original. Original floor pan must remain and may be modified only to the extent necessary to accommodate allowed alternate components, but in all cases, must be a complete metal separation between the passenger compartment and engine. Roof mounted commercially available cooling vents are allowed.

Fenders may be modified to the extent necessary to provide tire clearance, flares may be added.

3.6 Other restrictions:

(a) No type or form of electronic control is permitted for: Suspension, Steering, Braking, Gear change/clutch (Excluding automatic transmission), or Differential.

(b) Simple engine cut operating during a mechanically activated gear change is permitted.

© Sequential gear change mechanisms are not permitted (excluding automatic transmissions)

3.7 Mechanical components: Unrestricted other than above.

3.8 Wheels: Any diameter or width is allowed provided that they are covered by the fenders or flares.

#### **4.0 Tire Studs**

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

- a) Studs are only allowed on events outside of Manitoba that take place from October 1st to April 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 Region classes.

#### **5.0 Fire Extinguishers**

A minimum of two hand-held fire extinguishers are required for all Rally West vehicles, one with a minimum rating of 5BC and with a minimum total rating of 10BC must be installed inside the passenger compartment. One fire extinguisher must be located within easy reach of the driver co-driver when seated. (See CARS NRR II.C. 4 Fire Extinguishers)

### **IV ADMINISTRATION of a RALLY**

#### **1. Seeding**

A seeded draw shall take place prior to each event. First drivers with CARS national 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.

1.1 Events holding both national and regional championship status shall use the national seed list and the national starting order.

1.2. 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.

## Regulations for Performance Rallies Western Canada Rally Championship

- 1.3. 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. In addition, one seed point will be assigned for starting an event and one seed point will be assigned for finishing an event starting in the 2005 championship year.
- 1.4. 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.

### **2. Starting Order**

The starting order for any Region Performance Rally shall be as follows:

Seed 1 Open / Production 4 Classes  
Seed 1 Production 3 / Group 2 / Group 5 Classes  
Seed 1 Production 2/Group D Class  
Seed 2 Open / Production 4 Classes  
Seed 2 Production 3 / Group 2 / Group 5 Classes  
Seed 2 Production 2/ Group D Class  
Seed 3 Open / Production 4 Classes  
Seed 3 Production 3 / Group 2 / Group 5 Classes  
Seed 3 Production 2/ Group D  
Seed 4 Open / Production 4 Classes  
Seed 4 Production 3 / Group 2 / Group 5 Classes  
Seed 4 Production 2/Group D  
Seed 5 Open / Production 4 Classes  
Seed 5 Production 3 / Group 2 / Group 5 Classes  
Seed 5 Production 2/ Group D  
Seed 6 Open / Production 4 Classes  
Seed 6 Production 3/ Production 2 / Group 2 / Group 5 / Group D Classes

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

### **V. WESTERN CANADA RALLY CHAMPIONSHIP AWARDS**

The competitor shall count points from all but one of the events, that is: from 5 of the 6 events.

Overall championship points shall be scored as follows:

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

In addition, one point will be assigned for starting a rally and one point will be assigned for finishing a rally. This will only apply in the overall standings, and not class standings.

Regulations for Performance Rallies  
Western Canada Rally Championship

1. Championship points in the novice class and in all the vehicle classes shall be scored as follows:

First	9 points	Fourth	3 points
Second	6 points	Fifth	2 points
Third	4 points	Sixth	1 point
  
2. The category (driver or co-driver) 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 the competition has begun, they shall not be eligible for championship points or event awards.
  
3. Ties will not be broken for the purpose of awarding championship points in a rally.
  
4. 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.
  
5. Awards shall be made for first through third overall for drivers and co-drivers. Awards shall be made for first place driver and co-driver in each category. The RPM and Rally West Region Rally Directors may make awards for additional class positions if series entries are sufficiently strong to justify these awards.