

CALABOGIE CHALLENGE SERIES - GENERAL COMPETITION RULES

General Rules

GT Specific Rules

Pt Specific Rules

Libre Specific Rules

Miata Specific Rules

2026 RULES + REGULATIONS – ‘General Rules’

- The ‘**Series**’ is owned and operated by Calabogie Motorsports Park and is considered a ‘Closed Restricted Club Event’.
- Drivers must become members of the ‘Calabogie Challenge Club’ by paying a non-refundable annual fee of \$50.00. A complimentary membership is available for a participant’s **first race event only**.
- On the day of the event, each Driver (including shared rides) **MUST SIGN-IN** at the Calabogie Motorsports Park's Registration Office during the hours listed on the Event Schedule. Failure to checking in during schedule times will result to starting at the back of the pack for the race.
- The Series reserves the right to refuse the entry of any competitor for non-compliance to these or any other applicable rules or regulations and further reserves the right to refuse an entry for any reason without explanation.
- Drivers **MUST** attend the Mandatory Driver Meetings. Non-attendance could result in refusal of entry to the event.
- As a condition of participation in either Series, all competitors specifically disclaim any rights to file any Protests or Appeals, other than as provided in these Rules. The Rules set forth herein are designed to provide for the orderly and safe conduct of the racing events and to establish minimum acceptable requirements for such events. All participants, by completing the entry forms and/or waivers, agree to comply with these Rules – which are a guide only and in no way guarantee against injury or death to participants, spectators, workers or others.
- **Prior** to an event, interpretation of these Rules in case of doubt or ambiguity shall be determined by the **Series** and/or the **Series Chief Steward**. At, and during, an event interpretation of these Rules in case of doubt or ambiguity shall be determined by the **Chief and/or Event Steward**.
- The investigation and review of any issues and/or concerns at an event involving an entered car and/or its driver shall be exclusively between the Race Officials and the Driver. No other persons shall be included unless specifically requested by the Race Officials.
- Any Driver operating his/her vehicle in an unsafe or unsportsmanlike manner during an event will be subject to sanctions at the discretion of the Stewards including, but not limited to **EXCLUSION** from the Event. Such decisions are not subject to Protest or Appeal.

DRIVER QUALIFICATIONS

- The Eligibility of a Driver to compete will be decided solely by the Series using whatever means it determines as appropriate.
- Drivers who have not raced at CMP in the ‘Series’ must identify themselves at Registration and to the Steward prior to the Driver’s Meeting.

CONDUCT OF DRIVERS, CREW, GUESTS AND OFFICIALS

- Drivers are responsible for their actions and the actions of their crew and guests at all times during the event. Drivers may be subject to sanctions at the discretion of the Stewards for any infraction including, but not limited to **EXCLUSION** from the event. Such decisions are not subject to protest or appeal.

ALCOHOLIC BEVERAGES, NARCOTICS AND DRUGS

- Consumption of alcohol; the use of any narcotic or illegal substance, as defined in law; or the improper use of a legal substance by any participant before, and during the performance of their duties at the race track, is prohibited during all competition activities. Specifically – the use of cannabis products before, and during, all competition activities is expressly prohibited. The **Event Chief Steward** may prohibit participation if it is suspected that any alcohol, or any described substance, has been consumed. Any action taken, or penalty applied, by the **Event Chief Steward** in this regard is not subject to protest or appeal.

CAR ELIGIBILITY AND REQUIREMENTS

- **THE RESPONSIBILITY FOR THE COMPLIANCE, MECHANICAL SAFETY AND INTEGRITY OF THE CAR AND THE DRIVER’S SAFETY EQUIPMENT RESTS JOINTLY WITH THE ENTRANT AND THE DRIVER. THE SERIES ASSUMES NO RESPONSIBILITY FOR THE COMPLIANCE, MECHANICAL SAFETY AND INTEGRITY OF THE CAR AND DRIVER’S SAFETY EQUIPMENT.**
- Car must be fitted with a functional in-car video system that includes a removable memory card or the ability to download video at the track. Video must be made available to the Series or the Stewards immediately upon request and may be retained by them as necessary for review purposes. Refusal, or inability to provide the video images upon request, will result in penalties.
- Any car equipped with in-car timing shall use for the purpose of driver development only.
- Provisions for, and fitting of, a personal or track-provided AMB transponder are mandatory with its number provided at the time of registration.

CMP COMPETITOR SELF-SUFFICIENCY POLICY

Calabogie Motorsports Park's Competitor Self-Sufficiency Policy requires all competitors without exception to adhere to the following:

- All competitors must arrive at CMP events with sufficient support personnel (pit crew, personal assistants, or otherwise) to independently manage all aspects of their participation, including vehicle loading/unloading, mechanical servicing, tire changes, and the donning of required safety equipment.
- CMP event staff, marshals, and officials are not available to perform personal pit crew duties or personal assistance tasks for any competitor.

FLAGS, PITS AND PADDOCK

- Drivers must ensure that they are familiar with the 2025 CASC OR Road Race Regulations <www.casc.on.ca/roadracing_rules> for Flagging (Appendix 'H') and Pits and Paddock (Appendix 'G') and demonstrate that knowledge upon request by a Steward.
- The exception is that passing is **not** allowed between the Yellow Flag Station displaying it and the incident – passing **is** allowed after the incident and before the Green Flag being displayed at the next Flag Station.
- Pit Lane speed is 60 kph; Speed in the paddock is 15 kph
- **ANY** transfer of fuel must include a separate designated person whose sole function shall be to oversee the refueling process while holding an appropriate and armed fire extinguisher. Refueling shall not be performed under an awning or where fumes could accumulate.

QUALIFYING

- The lap times recorded in the Practice/Qualifying session will determine the starting grid position of the car. If it is a shared drive and the Driver who qualified the car is **not** the starting driver, the car will be placed on the grid behind the last car in its class for the race start.
- The Drivers in shared rides **MUST** inform Race Control at the beginning of the event which driver is driving in each session. Changing drivers during a session is not permitted unless specifically approved by the Event Chief Steward. Non-compliance will result in Exclusion from the results. If it is a shared drive and the Driver who qualified the car is **not** the starting driver, the car will be placed on the grid behind the last car in its class for the race start.

GRIDDING

- The False Grid closing time will be shown on the schedule - cars presenting after that time will be gridded at the rear of their class in the order of their arrival as time permits.
- All cars will be gridded in order of their Qualifying time or as otherwise determined by the Race Officials.
- Any car that has not qualified shall be placed at the back of the grid or
- If the grid has been released to the splitter, any late arrivals will be held at Pit Out and released behind the pack at the start. (PTA classed cars will always be released from Pit Lane if qualifying is missed or shows up late to pit lane)
- Cars will be gridded in, and released from, the False Grid in single file and, once released, a driver may not alter or attempt to improve their grid position. A Race Official may be 'splitting', or pointing, the cars to either the right or left for the start.

STARTS, RESTARTS AND RACE STOPPAGES

- All starts will be rolling starts.
- The full track will be used for the Pace Lap when the race is run in that configuration.
- The Pace Car (PC) will typically be dispatched by Race Control at 30 kph until the full field is behind and then accelerate to 95 kph between Turn 2 and Turn 3. It will maintain that speed except in Turn 8 and Turn 12 taken at 55 kph. The PC will turn out its lights at Turn 15 and will reduce speed to 40 kph at Turn 16 to allow the field to be packed and paired up as the PC enters Pit Lane.
- **All cars will maintain Pace Car speed with no passing or acceleration until the display of the Green Flag by the Starter.**
- A waved White Flag or 'Last Lap' board may be displayed - from the Start Stand only - to show the last lap.
- The Race will end when the Checkered Flag is displayed regardless of the actual time run or laps completed.
- Should a race be stopped due to a Red Flag and can be restarted, cars will be re-gridded in the order in which the cars passed the Start/Finish line behind the Leader's last completed lap.
- Should an emergency race stoppage be required, a black flag will be shown at all corners. Drivers are to slow to pace car speed and return to pit lane to await instructions. Should an on-track incident require emergency response, a red flag will be shown at all corners. Drivers are to pull over to the side of the track at the nearest flag station and shut the vehicle off and await instructions. Due to issues with restarting hot race car engines, red flag stoppages will be used only when necessary.

FULL COURSE YELLOW

- When a 'Full Course Yellow' is called by Race Control during a Race, the Starter and all corners will display Steady Double Yellow Flags. All cars will reduce their speed to Pace Car speed (approximately 85 kph) and maintain their relative positions to each other.
- The Pace Car may then be dispatched and attempt to pick up the Leader – cars behind the Leader will catch up to the pack when it is safe to do so and as directed by the Corner Flaggers through hand signals.

- When the condition calls for a return to racing, Race Control will advise the corners to drop to a single Steady Yellow Flag, the Pace Car lights will be extinguished and it will enter Pit Lane. The Leader will maintain Pace Car speed until the Starter displays a Waved Green Flag indicating that racing around the circuit has commenced and that normal passing procedures are in effect. All flags will be dropped upon the display of the Green Flag by the Starter.

SCORING

- The Start/Finish Line applies to the race track and the pit lane.
- Finishing positions will be determined according to the number of laps completed regardless of whether the car is running at the finish. Cars completing the same number of laps will be ranked according to the order in which they cross the finish line after the checkered flag is displayed. Cars must complete 60% of their class winner's completed laps to be classed as a finisher in each race and overall.
- The best 7 finishes out of the 8 races will count towards the final championship standings.
- For the purpose of calculating Series points and overall Championship points, the following will be considered,
 - If you **breakout** of your class within the **first 3 events of the year**, your points will be moved to the new class. (**Recalculation**)
 - Any **breakout after the first 3 events**, your points will stay in your original class and new collected points will be applied to the new class. (**No re-calculation**)
 - A competitor may request reclassification within the first 3 events and have their points recalculated.
 - The series may choose to reclassify a competitor at any time and may or many not recalculate points.

ON TRACK PROTOCOL

- **NO CONTACT** is permitted. **ALL** Drivers involved in an incident that results in car to car contact will result in severe sanctions including, **EXCLUSION** unless the Driver is determined not to have any responsibility in the incident. In addition, the Stewards may apply further sanctions up to and including **EXCLUSION** from future Series events. In any case, a Driver involved in any incident involving car to car contact at a subsequent event within a 13 calendar month period after the first incident, may result in further sanctions - including an up to **ONE YEAR SUSPENSION** from participation in any Calabogie Challenge Series Events.
- **BLOCKING** is not permitted and is defined as: 'Taking an abnormal or unusual line to inhibit or prevent passing'. It also includes 'Moving in Reaction'.
- **UNJUSTIFIABLE RISK:** Any participant at an event who, in the sole opinion of the **Event Steward**, engages in any behaviour deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized and any action or decision taken by the Steward in this regard is not subject to protest or appeal. Subsequent action after the event may be taken by the **Series Chief Steward** up to and including **EXCLUSION** from further participation in the Series.
- Failure to observe On Track Protocols, including Flags, Full Course Yellow, Race Start and Stoppages will result in sanctioning after the event.

FLAG STATIONS - TYPICAL

Long Track Configuration: Start/Finish, Pit Out, T3, T5, T7, T8A, T10, T12a, T13, T15, T16, T17 = 11 Flaggers. Green and Checkered Flags at **Start/Finish**.

- Blue Flags may be at: **Start/Finish**, Pit Out, T3, T5, T7, T10, T15

- Black + Meatball (Mechanical) Flag **with number board** at: **Start/Finish**, T5, T10, T15

Short Track Configuration: Start/Finish, Pit Out, T8B, T9, T10, T12, T14, T15, T16, T17 = 9 Flaggers. Green and Checkered Flags at **Start/Finish**

- Blue Flags may be at **Start/Finish**, T9, T10, T15, Pit Out

- Black + Meatball (Mechanical) Flag **with number board** at: **Start/Finish**, T5, T10, T15

RULES - SPECIFIC TO EACH SERIES

APPENDIX A – GT Challenge

BREAKOUT TIMES

- **GT1: 2:19:000 to 2:22:999. GT2: 2:23:000 to 2:27:999. GT3: over 2:28:000.**
- A car and driver that breaks out of GT1 class (i.e. completes a lap faster than 2:19 on the long track) must make modifications and/or adjustments to increase lap time (slow down) or that vehicle and driver combination will be excluded from the GT Challenge Series.
- Class Breakout: If a driver breaks out of their class in Qualification, they will be gridded at the back of their class for the race. If a driver breaks out of their class in the race, they will be reclassified into that new class for that race and moving forward unless they make verifiable changes to increase their lap time (slow their car down).

CAR ELIGIBILITY AND REQUIREMENTS

- Each car must have four minimum 8" high numbers displayed on a contrasting background that are clearly visible from each side plus the back and front of the car. A Class Marking showing GT 1,2 or 3 must be in the top right corner of the windshield. Cars with non-compliant numbers will not be allowed to participate.
- Convertible vehicles must meet CASC-OR Solosport Lapping Regulation requirements - https://www.casc.on.ca/sites/default/files/Documents/asn-autoslalom-regulations_2014.pdf

DRIVER SAFETY REQUIREMENTS

- Helmet – Minimum Snell SA 2015, SFI 31.1, 31.1A, 32.2A
- Firesuit – Minimum 2 layer - SFI 3.2A/1(with Nomex/CarbonX underwear),3 or 5 certified;
- Gloves - SFI 3.3/5 Certified.

GRIDDING

- Pole position is always on Driver's right.

STARTS, RESTARTS AND RACE STOPPAGES

- After the display of the Green Flag and before the first corner, the car on the Left side of the grid falls in behind the car to their Right.
- **LONG TRACK** – No passing until Turn 4; **SHORT TRACK** – No passing until Turn 9A

ON TRACK PROTOCOL

- **POINT BY PASSING:** Passing may take place at any point on the Race Track. – i) only when a 'Point By' is given by the lead car; ii) only one car at a time; and iii) only to the side pointed to. If unsure of the Point By, or if too close to a corner, DO NOT MAKE THE PASS. For example - if Car A is behind Car B car for two corners, it must be pointed by. If Car B is then behind Car A for two corners, then it must be pointed by and the two cars may then race for position until the end of the race. If a car is being followed by two or more cars, it must start letting them pass as soon as practical. Blue Flags will be displayed signaling the requirement to allow following car(s) to pass. Ignoring the display of a Blue Flag – including if it is displayed three times for the same situation – will result in a Black Flag to report to the Steward in Pit Lane on that lap. Failure to adhere to the 'Point By' rules may result in a Black Flag, EXCLUSION from the event, or possible EXCLUSION from the Series. Such decisions are final and are not subject to Protest or Appeal.

APPENDIX B – Platinum Challenge

BREAKOUT TIMES

- **PTA = Faster than 2:07.999. PT1 = 2:08 to 2:13.999. PT2 = 2:14 to 2:20.999. PT3 = slower than 2:21**
- **Class Breakout:** If a driver breaks out of their class in Qualification, they will be gridded at the back of their class for the race. If a driver breaks out of their class in the race, they will be reclassified into that new class for that race and moving forward unless they make verifiable changes to increase their lap time (slow their car down).

CAR ELIGIBILITY AND REQUIREMENTS

- Cars must conform to the 2025 Road Race Regulations of CASC-OR; ASQ; SCCA; Lucky Dog Racing League; AER; or ChumpCar USA.
- cars must comply with the “safety” aspects of the CASC and other sanctioning groups road race regulations, but not the classification rules.
- **Roll cage with window net** – examples are available in the 2021 CASC-OR Road Racing Regulations Appendix N; SCCA Section 9; ChumpCar Section 3; AutoSport Quebec (ASQ)
- **Driver Restraint System** – Minimum 5-point safety harness as described in CASC-OR Road Racing Regulations Appendix N section 5.2 and Appendix L
- **Air bags** – Air bags must be removed if possible or must be de-activated.
- **Numbers** - Each car must have four minimum 8” high numbers displayed on a contrasting background that are clearly visible from each side plus the back and front of the car. A Class marking showing ‘PT’ 1, 2 or 3 must be in the top right corner of the windshield. Cars with non-compliant numbers will not be allowed to participate.
- **ALL PTA Class cars MUST have a forward facing light turned ‘ON’ during every on-track session. The light must conform to the following specifications: A forward facing light mounted on right side behind windshield between the dash and the roof and wired directly to the vehicle with a green minimum 300 lumen LED narrow beam (not exceeding 15 degrees).**

DRIVER SAFETY REQUIREMENTS

- **Helmet** – Minimum Snell SA 2015; SFI 31.1, 31.1A, 32.2A
- **Firesuit** – Minimum 2 layer – FIA 8856-2000 Certified (includes SFI 3.2A/3 or /5). Fireproof underwear is recommended. - **Frontal Head Restraint** – Must be FIA Standard 8858 or SFI Specification 38.1
- **Shoes** – Must be leather or an approved fire resistant material.
- **Socks and Balaclava** – Must be an approved fire resistant material.
- **Gloves** – Must meet SFI 3.3/5 or FIA 8856-2000.
- **Definition of fire resistant material:** ‘As approved by CASC-OR, FIA, SCCA or SFI’.

GRIDDING

- **Pole Position: Long Track** - Driver's Left. **Short Track** - Driver's Right.

ON TRACK PROTOCOL

Passing - During any session, passing may take place at any point on the race track.

APPENDIX C – Libre Challenge

BREAKOUT TIMES

- **Class 1) 2:07:999 and under. Class 2) 2:08.000 to 2:11:999. Class 3) slower than 2:12:000**
- Drivers are permitted 2 laps with a maximum breakout time of 1 second during Qualifying or a Race without being promoted to the next class. Any driver consistently breaking out will be evaluated by the Series Officials for class promotion.

CAR ELIGIBILITY AND REQUIREMENTS

- Cars must conform to the 2025 Road Race Regulations and requirements of CASC; ASQ; SCCA.
- **Driver Restraint System** - Minimum 5 point safety harness PER CASC/OR Road Racing Regulations Appendix N section 5.2 and Appendix L
- Each car must have three minimum 8" high numbers displayed on a contrasting background that are clearly visible from each side plus the front of the car. All cars must have a class designation, Class 1, 2, 3 or 4 adjacent to the numbers on the side. Cars with non-compliant numbers will not be allowed to participate.
- cars must comply with the "safety" aspects of the CASC and other sanctioning groups road race regulations, but not the classification rules.

DRIVER SAFETY REQUIREMENTS

- **Helmet** – Minimum Snell SA 2015, SFI 31.1, 31.1A, 32.2A
- **Firesuit** – Minimum 2 layer - SFI 3.2A/1(with Nomex/CarbonX underwear),3 or 5 certified;
- **Frontal Head Restraint** – Must be FIA Standard 8858 or SFI Specification 38.1
- **Shoes** – Must be leather or an approved fire resistant material.
- **Socks and Balaclava** – Must be an approved fire resistant material.
- **Gloves** – Must meet SFI 3.3/5 or FIA 8856-2000.
- **Definition of fire resistant material** – As approved by CASC-OR, FIA, SCCA or SFI.

GRIDDING

- **Pole Position: Long Track** - Driver's Left. **Short Track** - Driver's Right.

ON TRACK PROTOCOL

Passing - During any session, passing may take place at any point on the race track

APPENDIX D - Miata Challenge

BREAKOUT TIMES

- **MC1 = 2:24.00 to 2:26.999. MC2 = 2:27 to 2:30.999. MC3 = Slower than 2:31.**
- Drivers are permitted 2 laps with a maximum breakout time of 1 second during Qualifying or a Race without being promoted to the next class. Any driver consistently breaking out will be evaluated by the Series Officials for class promotion.

POINTS

- Points are awarded to the driver not the car

CAR ELIGIBILITY AND REQUIREMENTS

- Open to NA and NB Mazda Miata cars.
- Cars must conform to the 2025 Road Race Regulations and requirements of CASC-OR; ASQ; SCCA; Lucky Dog Racing League; AER; or ChumpCar USA.
- Cars may compete with the OEM or NON-OEM roof (latches must be replaced with positive fasteners). When no top is used, Drivers shall wear arm restraints and the cage will meet the helmet clearance rule. It is permitted to attach the hardtop to the upper windshield bar of the roll cage.
- Cars must comply with the "safety" aspects of the CASC and other sanctioning groups road race regulations, but not the classification rules.
- **Tires** – Tires must be Hankook RS4. All cars must run a tire with a maximum size of 225/45/15 with a minimum Tread Wear rating of 200.
- **Driver Restraint System** - Minimum 5 point safety harness PER CASC/OR Road Racing Regulations Appendix N section 5.2 and Appendix L
- Each car must have three minimum 8" high numbers displayed on a contrasting background that are clearly visible from each side plus the front of the car. All cars must have a class designation, A class marking showing M1, M2 or M3 must be on the top right corner of the windshield. Cars with non-compliant numbers will not be allowed to participate.

DRIVER SAFETY REQUIREMENTS

- **Helmet** – Minimum Snell SA 2015; SFI 31.1, 31.1A, 32.2A
- **Firesuit** – Minimum 2 layer – FIA 8856-2000 Certified (includes SFI 3.2A/3 or /5). Fireproof underwear is recommended.
- **Frontal Head Restraint** – Must be FIA Standard 8858 or SFI Specification 38.1
- **Shoes** – Must be leather or an approved fire resistant material.
- **Socks and Balaclava** – Must be an approved fire resistant material.
- **Gloves** – Must meet SFI 3.3/5 or FIA 8856-2000.
- **Definition of fire resistant material:** 'As approved by CASC-OR, FIA, SCCA or SFI'.

GRIDDING

- **Pole Position:** Long Track - Driver's Left. Short Track - Driver's Right.

ON TRACK PROTOCOL

- **Passing** - During any session, passing may take place at any point on the race track