

Dec. 31, 2025

Calgary Sports Car Club

Ice-Cup (aka Winter AutoX) Event Safety Plan

Sanctioning Governing Body and Rule Book

CSCC events are sanctioned by ASN Canada National SoloSport Committee SoloSportCanada.ca – [ASN Canada National SoloSport Committee](#) and run under the ASN Canada National [SoloSport Regulations](#).

Organization

Event Organizer is responsible for the safe running of the event and is responsible for applying the safety plan as practically as possible.

Registrar is responsible for ensuring the waiver is signed by everyone including competitors and spectators.

Marshals are responsible for keeping spectators placed in acceptable locations and to ensure they are clearly aware of the dangers if a car should get out of control. Uninformed and misguided spectators are to be expected and adequate marshaling provisions should be made to avoid their intrusion onto the course.

Competition Area

The Competition Area is at McGregor Lake 2km south of Milo Alberta. Temporary course setup using rubber pylons south of the launch ramp. The launch ramp is accessed through a private residence and thus the direct path to the Competition Area is not publicly accessible.

Only people who have signed the waiver are permitted onto the course. Spectators are allowed by the marshal posts and in marked spectator area by start/finish. All spectators must report to the timing station before proceeding with spectating.

Event Description

An event held on a flat surface where the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course is appropriately defined so that a test of memory is not required to remain on course.

Allowed Vehicles

Cars, trucks and vans only equipped with winter tires. Must be wider than they are tall to reduce the risk of rollovers.

Marshalling

Marshals have the responsibility to remain alert and watch for problems or unsafe conditions on the track. Identifying dangers to and stopping competitors using red flags. Maintaining radio contact via FRS with Race Control and reporting and replacing displaced cones.

Registration

Upon arrival, all participants and spectators are to report to Registration.

Waivers must be signed by all persons who participate in an event as an official, instructor, worker, student, competitor, crew member or who are permitted to enter areas normally closed to the public or spectators. Minor competitors must have a parent or guardian sign the Annual Parental Consent Waiver.

Tech Inspection

In order to be allowed to complete a vehicle will be checked and confirmed by the competitor, who may use a qualified technician, to ensure that:

- Seat belts are in good working condition (stock three-point seat belts are acceptable)
- Acceptable pressure in brake system (pedal doesn't hit the floor!)
- No loose items in the vehicle
- Battery securely fastened (no bungee cords!)
- Brake Fluid levels within vehicle prescribed limits (no leaking fluids of any kind!)
- Tires in safe operating condition
- Wheel bearings not loose and all wheel nuts acceptable
- Participant has an acceptable helmet (listed below).

Organizers and marshals have the right to deny entry to any vehicle deemed unsafe and can re-tech any vehicle at any time and deny further participation of the vehicle if deemed unsafe.

Participants must also complete the Self-Tech form from ASN Canada available via:

[2023_GDS-SDG ASN_Solosport_Tech_Self_Form.pdf \(solosportcanada.ca\)](https://www.solosportcanada.ca/2023_GDS-SDG ASN_Solosport_Tech_Self_Form.pdf)

Acceptable Helmets

- FIA 8859-2020
- FIA 8860-2018 and ABP
- FIA 8859-2015
- Snell SA2020, or M2020 R or D
- Snell SA2015, or M2015 (not valid after 31.12.2025)
- SFI Foundation 31.1/2020
- SFI Foundation 41.1/2020
- SFI Foundation 41.1/2015 (not valid after 31.12.2025)
- ECE R22.06 (New for 2023. expiry: ten years after date of manufacture as

noted on unaltered, helmet label)

- ECE R22.05 (expiry: ten years after date of manufacture as noted on unaltered, helmet label)

Driver's Meeting

The organizer shall:

- Call all competitors to this meeting prior the start of the event.
- Introduce the event officials.
- Review the course diagram/track layout, and procedures.
- Make sure all entrants have signed the waiver.
- Describe any penalties to be assessed. (down & out rule, off course, and DNF)
- Review supplementary regulations: run groups, gridding, flagging, work requirements (marshaling).

Organizers may, at their discretion, provide any or all the above in written form to the competitors prior to the meeting. Competitors will be required to demonstrate that they have read this information by providing a password from the document.

Organizers should have a system in place to verify attendance at the Driver's Meeting, to avoid uninformed participants on the course/track. This may be in the form of a roll call, sign off, issuance of stickers or wristbands etc. At the discretion of the Organizers, drivers missing the Driver's Meeting may be excluded, or they must receive all of the information covered, before they will be allowed to participate. Participants should be reminded that their personal vehicle insurance will not cover damage incurred at the event.

Course Familiarization

Prior to Driver's Meeting a course walk is allowed as per schedule. The purpose is to familiarize the competitors with the day's course. This way, we are far less likely to have competitors going off course and minimizes the possibility of car to car contact.

Adverse Weather Conditions

Event will run snow or shine and at all temps above -25 degrees, if the ice is considered safe. Marshals should have warm clothes and appropriate footwear. (Ice grippers are recommended).

Cellphone Coverage

There is cell coverage at both the Competition Area as well as the private residences bordering the area.

Ice Thickness

Ice depth is measured the day before each and every event.

Guidelines for minimum ice thickness are taken from Table 6 “Minimum Ice Thickness for Stationary/Parked Loads” of the “Best Practice for Building and Working Safely on Ice Covers in Alberta” document provided by the Alberta Government. Competition vehicles are expected to weigh between 1000 - 2000 kg and thus a minimum of 46 cm (18in) is recommended. Competitors are instructed to park no less than 1 car length apart.

Spills

Spill kits are located at start/finish controls.
All vehicles are to be parked on tarps.

Fire

Fire extinguishers are located at start/finish controls and marshal stations.
Vulcan County Emergency Services are within a 45km travel distance and can be called via 911.

Accidents and Injury

In the event of **life threatening injuries** dial **911** .
Some members of the organizational crew and competitors are certified in First Aid.
Participants with First Aid certification will be identified at the beginning of each event.
First Aid Kit is located by the timing truck.
In case of a more serious injury where urgent care is needed, the injured person(s) can be transported to the Vulcan Community Health Centre 403-485-3333 (Switchboard) about 47 km southwest of the competition site at 610 Elizabeth St, Vulcan, AB.
Policing is provided by the RCMP detachment in Vulcan. Emergency 911. Contact 403-485-2266.

Muster Point

Dean’s Quonset. If we need to get off the lake. Stay there until we can be sure everyone is off.

Drug and Alcohol Policy

Consumption of alcoholic beverages by any competitor, entrant, service crew member, event worker or official before the end of any day's competition activities at an event is expressly forbidden.
The use of any narcotic or dangerous drug by any competitor, service crew member, event worker or official prior to or during the event, is specifically prohibited.

Incident Reporting

All incidents where damage/injury may have occurred must be reported by forwarding a completed incident report form to the ASN within (48) forty-eight hours of the conclusion of the event. The incident report form should be completed for all accidents whether or not a

claim is anticipated. Paper copies of the form are in the green binder, which will be in or near the blue bin. The forms are labelled MOTORSPORT INSURANCE Incident Reporting Package.