

2008 EESCC

Autocross Regulations



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1. **GENERAL RULES**

- 1.1. **INSURANCE WAIVER** - All participants must sign the current K & K waiver form. Participants who have not yet reached 18 must present at registration a current K & K "Minor Release and Waiver of Liability and Indemnity Agreement" signed by his or her parent(s) or legal guardian(s). The parent or guardian must be present.
- 1.2. **DRIVER LICENSING** – All automobile drivers must have a valid driver's license. Any license or permit which requires another licensed driver in the vehicle is not acceptable. Minor drivers must be able to show that they have permission to operate the vehicle in the event.

Kart Drivers – Our Kart class allows drivers who are 14 and above to drive a 5 hp kart. If a minor, they 1) must have their parent or guardian's permission and 2) the parents must be present at the event during the time the Kart class is running.
- 1.3. **DRIVER SAFETY EQUIPMENT** - All drivers must wear a Snell 95 or better helmet, enclosed shoes and must use seat belts. The Tech Inspector will have final say on any helmet, shoes or belts in question.

Kart Drivers - Kart drivers must wear appropriate protective clothing. Long pants, closed shoes or boots, a jacket and gloves must be worn in addition to the Snell 95 or better helmet.
- 1.4. **PASSENGERS** - Passengers are permitted during the competition runs.
 - 1. The vehicle must be properly equipped to carry a passenger
 - 2. The vehicle and driver must have previously registered and run the day of the event.
 - 3. The passenger must have signed a waiver, and must wear a seat belt and approved helmet.
 - 4. The passenger must be at least 14 years old. If under 18 must have a parent's signature on the Minor waiver.
 - 5. **COMPETITORS MAY NOT RIDE** as a passenger until all of their competition runs are completed.
- 1.5. **CONSECUTIVE RUNS IN SAME VEHICLE**- A **Minimum of 5 minutes** waiting period between runs for any vehicle. Be it a multiple driver car or a rerun.
- 1.6. **DRIVING OF MULTIPLE VEHICLES** - A competitor may drive 2 cars in an autocross with the following stipulations:
 - 1. If time allows. **PER DISCRETION OF EVENT CHAIR.**
 - 2. Driver must declare prior to running which car will be driven for trophy runs.
 - 3. Declared vehicle must be driven first, in proper run group, with all runs completed before the 2nd car is run for no trophy consideration.
 - 4. Each car must be registered and teched.
- 1.7. **IMPAIRED DRIVERS** - Any competitor considered, in the judgment of the Event Chairman, to be under the influence of alcohol or drugs of any form shall be disqualified; further, any entry fee paid by the disqualified competitor shall be forfeited.
- 1.8. **UNSAFE DRIVERS** – Any competitor who, in the judgment of the Event Chairman, displays unsportsmanlike conduct or drives in an unsafe manner at or around the event site, may be disqualified; further, any entry fee paid by the disqualified competitor shall be forfeited. Hard cornering and speeding at or around the event site for the purpose of warming tires shall be considered unsafe driving.

2. **VEHICLE CATEGORIES AND CLASSIFICATIONS**

- 2.1. **EESCC** will use **SCCA** Solo II classifications with the exception of an additional **OSP U/O** and a 5 HP **Kart** class. Each will be defined below.
- 2.2. **STOCK CATEGORY** - Stock cars are defined as those having little if any modifications. Preparation rules are as per current SCCA Solo II Rules.
- 2.3. **STREET PREPARED CATEGORY** - Street Prepared cars are defined as those having common bolt-on modifications, full interiors, little or no internal engine modifications, and street legal tires. Preparation rules are as per current SCCA Solo II Rules.
- 2.4. **OVER STREET PREPARED CATEGORY UNDER 2.5L** - To be eligible for the Over Street Prepared category, a vehicle must be street legal and run on street (DOT approved) tires. The vehicle must be capable of being licensed. It must have a glass windshield and both front seats. Door panels are required but need not be stock.
- 2.4.1 **OVER STREET PREPARED 2.5L AND OVER** - Same as above (2.4) except for engine displacement.

- 2.5. **PREPARED** - Prepared cars are defined as those having extensive mechanical and weight saving modifications and racing slicks. The basic body and engine configuration on Prepared cars remains as delivered from the factory. Preparation rules are per current SCCA Solo II Rules.
- 2.6. **MODIFIED** - Modified cars are defined as those having very extensive mechanical and weight saving modifications and racing slicks. The modified classes contain specials, formula cars, and engine swaps. Preparation rules are as per current SCCA Solo II Rules.
- 2.7 **Kart** – A maximum of 5hp Go-karts will be allowed to run in this class.

3. **VEHICLE CLASSIFICATION**

- 3.1. **RESPONSIBILITY FOR VEHICLE CLASSIFICATION** - The entrant is charged with the duty of properly placing the vehicle in its category and class of competition, however, any obvious mis-classification can be corrected at the discretion of the technical inspector and/or Event Chairman.
 - 3.1.1. A vehicle may be placed in any class in which it is legally allowed. An H Stock car may run in DSP, EP or DM. An H Stock car may not run in A, B, C, D ,E, F or G Stock.
- 3.2. **LADIES CLASSES** - Women are free to compete in the Open class in which their car is legal; however, Ladies' classes will be established in the following manner:
 - 3.2.1. Multiple Classes - A complete set of parallel classes using the same preparation and scoring system as in the Open classes.
- 3.3. **NOVICE CLASSES** - A Novice class will be set up for each event for competitors who have never autocrossed. The PAX index (see 7.1) will be used to determine positions in class. You may only run novice once.

4. **VEHICLE PREPARATION FOR COMPETITION**

SAFETY - Each vehicle will receive and must pass a technical safety inspection prior to competition.

2008 Annual tech Inspection. Only vehicles for which at least one 2008 driver was a season trophy winner from our 2007 Auto-X Series qualify for annual inspection. Those vehicles will have a tech inspection at their first event. Throughout the year some of these vehicles will be randomly re-teched. Any vehicle will be re-teched after an incident on or off the course, or at the discretion of EESCC officials. Each competing vehicle shall maintain a safe operating condition throughout the event or it will be excluded from competition until the condition has been rectified. The main purpose of technical inspection is to identify any safety deficiencies and not to determine vehicle conformance to class rules. Each vehicle must comply with the following points:

- 4.1. **SEAT BELTS** - Seat Belts are required for all competing vehicles. The use of a lap belt as the only restraint is permitted only if the vehicle was not originally equipped with driver restraints or if the vehicle was originally fitted only with lap belts. Shoulder belts are highly recommended in all cars; however, shoulder belts having two straps which would confine the driver to an upright position in the event of a roll-over are not permitted in vehicles having open tops and no roll-over protection.
- 4.2. **CAR CONTENTS** - No loose items shall be carried in or on the car. (i.e. Radar Detectors, Mirror art.)
- 4.3. **WHEELS** - Wheels must be mounted in a safe manner. Wheel covers, trim rings, or any other cosmetic pieces not bolted or welded to the wheel shall be removed. No cracks or broken spokes shall be permitted. **All lug nut and or studs must be used.**
- 4.4. **SUSPENSION** - All suspension components shall be in proper operating condition. No excessive play shall be present in steering components or wheel bearings.
- 4.5. **FLUID LEAKS** - No excessive fluid leaks will be allowed under any operating conditions.
- 4.6. **TIRES** - All tires must be in good condition. All DOT approved tires must have visible tread. It is not permitted to begin a competition run with tires worn down to the cords or belts. No temporary spares or studded snow tires are allowed.
- 4.7. **ROLL OVER PROTECTION** - Roll bars are recommended for all cars, and required for all Formula Cars, Sports Racers and all open cars using non D.O.T. tires.
- 4.8. **THROTTLE LINKAGE** - The throttle linkage shall operate smoothly throughout its travel. The linkage shall be fitted with an external spring-loaded return mechanism, which will rapidly return the throttle to the closed position when the throttle is released from any and all open positions. All non-Stock vehicles must have 2 throttle return springs.
- 4.9. **BRAKES** - Each wheel must be equipped with a fully operational brake. All brakes must be actuated using a single common brake pedal. With the brake system pressurized no fluid leaks shall be allowed in the system. The fluid in the master cylinder shall be above the minimum level mark with the brakes released.

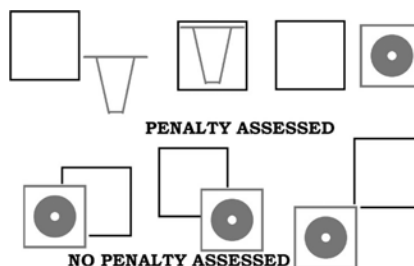
- 4.10. **BATTERY** - Batteries shall be mounted securely. **No bungee cords**. If battery is located in passenger compartment it must be in a sealed marine container. If battery is located in trunk the positive terminal shall be covered with a non-conductive material such as a rubber boot or electrical tape.
- 4.11. **SWING AXLES** - Swing-axle suspensions must exhibit negative camber, or have installed a camber compensator or wheel droop limiting straps. If, in the judgment of the Event Chairman, a swing-axle equipped vehicles appears unstable during competition, the vehicle may be barred from further competition, regardless of compliance with the above stated rules.
- 4.12. **VEHICLE NOISE LEVEL** - The noise level shall not be excessive for the locale in which the event is being run. If the run exceeds published noise level, the run will get a DNF; if next run also exceeds published level the vehicle will be disqualified for the event. In the absence of sound level measuring devices, the acceptable level of vehicle noise may be determined by the Event Chairman; the Event Chairman may bar any unacceptably loud vehicle from competition.
- 4.13. **VEHICLE MARKINGS AND APPEARANCE** - All vehicles shall have their assigned competition numbers and their class of competition clearly marked on the vehicle. Competition numbers shall be large enough so as to be seen clearly from the timing vehicle, and of a color that contrasts with the surface on which they are mounted. It is the responsibility of the entrant to assure that the correct car number and class are marked on the vehicle before the vehicle approaches the starting line.

5. PROTESTING

Protests must be made by individuals that are in direct competition with the competitor. The protester must put up a **\$100 fee** which will be forfeited if the protested vehicle is found to be legal. Tear down protests will include the protester putting up the entire tear down cost in advance. Tech inspector and Event Chairman can at their discretion determine that the protest has not been made in good faith and disallow the protest and return the protest fee.

6. TIMING, SCORING AND TROPHIES

- 6.1. **NO WORK- NO TROPHY OR POINTS** - Disqualification will result if you are assigned to work and don't work, unless arrangements are made with event chairperson *prior* to your scheduled work assignment.
- 6.2. **SCORING** - Scoring shall be determined using a competitor's lowest single time obtained.
- 6.3. **TIMER RESOLUTION** - The resolution of the timer shall be no less than one-thousandth of a second. Times for competition runs shall be recorded to the nearest one-thousandth of a second.
- 6.4. **TIES** - Ties shall be broken by a comparison of the next quickest time of each competitor.
- 6.5. **RERUNS** - Reruns shall be given only in the event of a timer malfunction, an object blocking the course, or if the competitor encounters a course marker that is already displaced or knocked down. Should any of these situations occur, the competitor shall be flagged off course as soon as possible. Course marker penalties shall not be carried over to the rerun. If the competitor receives a DNF at a point on the course prior to encountering any of these irregularities, the DNF will stand, and no rerun shall be allowed.
- 6.6. **ALREADY DOWNED PYLONS** - A competitor encountering a displaced or knocked down pylon (unless the competitor was the one to displace the cone) has the option of completing the run or stopping in the vicinity of the pylon in question. If the competitor continues the run, the resulting time shall stand, unless in the opinion of the Timing and Scoring personnel the pylon irregularity has provided an advantage. If the irregularity is determined to be to the competitor's advantage, a rerun shall be required.
- 6.7. **PYLON PENALTIES** - The position of a course marker shall be identified by a line marked on the road surface completely around the base of the marker. The width of the line shall be from ¼" to 2" wide, with the specific dimensions set at the discretion of the Event Chairman. A two (2) second penalty shall be added to a competitor's time if a pylon is either knocked down or displaced completely beyond the edges of the marker location lines. If the pylon remains upright while any portion of its base remains in contact with the outermost edge of the course marker location lines, no penalty shall be assessed.



- 6.8. **OFF COURSE** - A competitor who deviates from the course shall receive a ten (10) second penalty for each course deviation executed. A course deviation occurs when a competitor completely misses a section of the course or fails to pass through all sections of the course in the order intended by the course designer. If the vehicle contacts a pylon of a gate or slalom, it is considered on course.
- 6.9. **YEAR-END TROPHIES** - To be eligible for year-end Championship Trophies you must participate in at least **2/3** of the events that make up the EESCC Championship Autocross Series. **Your best 75% of all Championship events the club offers rounded up to the next whole event will count towards the championship point total.** (e.g., best 5 when we have 6 events per season, best 6 when we have 7 or 8 events per season.)
- 6.10. **POINTS** - Point will be awarded on the following basis;
- | | | |
|----------|---------|----------|
| 1st - 15 | 5th - 8 | 9th - 4 |
| 2nd- 12 | 6th - 7 | 10th - 3 |
| 3rd - 10 | 7th - 6 | 11th - 2 |
| 4th - 9 | 8th - 5 | 12th - 1 |

7. EESCC CLASSING REFERENCE

7.1. 2008 PAX INDEX

SS	0.852	AM	1.000
AS	0.842	BM	0.937
BS	0.832	CM	0.904
CS	0.831	DM	0.890
DS	0.812	EM	0.887
ES	0.817	FM	0.895
FS	0.821	SM	0.860
GS	0.815	SM2	0.867
HS	0.792	FSAE	0.946
		XP	0.882
STS	0.816	BP	0.866
STS2	0.818	CP	0.864
STX	0.820	DP	0.863
STU	0.830	EP	0.861
		FP	0.872
		GP	0.847
ASP	0.862		
BSP	0.858	OSPO	0.867
CSP	0.856	OSPU	0.860
DSP	0.843		
ESP	0.841	KART	0.855
FSP	0.833	TR	0.816

DRIVER _____ CAR # _____ CLASS _____

YEAR _____ MAKE _____ MODEL _____ DISPLACEMENT _____

DRIVERS LICENSE NO. _____ STATE _____

Each vehicle competing in an EESCC Autocross must successfully pass a technical inspection covering the following items:

DRIVER SAFETY EQUIPMENT

Helmet - Snell 95 or better
Shield/Goggles - open cockpit

ENGINE COMPARTMENT

Battery Secure
Radiator/Heater Hoses
Fuel Pump/Lines/Fittings
Oil Leaks
Catch Cans
Wiring
Legal Intake & Exhaust
Fluid Levels
Modifications Conform to Class

TRUNK

Battery Secure
Fuel Cell & Lines

SUSPENSION AND RUNNING GEAR

Modifications Conform to Class
Wheel Bearings
Wheels & Tire
Spherical Rod Ends
Brakes & Hoses
Steering Linkage

VEHICLE INTERIOR

Window Net/Arm Restraint
Seat Belt or Harness
Head Restraint
Drivers Seat Secure
Roll Bar/Cage - open cars
Modifications Conform to Class

VEHICLE EXTERIOR

Hubcaps Removed
Panels Secure
Exhaust System Secure
Numbers Displayed
Modifications Conform to Class

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Notes

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