

2025 EESCC

Autocross Regulations



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GENERAL RULES

- 1.1. **INSURANCE WAIVER** - All participants must sign the current waiver form. **Participants who have not yet reached 18 must have their parent or guardian present to sign a current "Parental Consent for Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement"**. If a minor competitor wishes, he may fill out the proper waiver appropriately with his/her parents and the club can keep it on file for the current year's events - we need to know before the form is signed if you wish us to keep it on file for the year.
- 1.2. **DRIVER LICENSING** – All automobile drivers must have a valid driver's license. Minor drivers must also be able to show that they have permission to operate the vehicle at the event.
- 1.3. **DRIVER SAFETY EQUIPMENT** - All drivers must wear a Snell rated 2010 or newer helmet, enclosed shoes and must use seat belts. The Tech Inspector will have final say on any helmet, shoes or belts in question.
- 1.4. **PASSENGERS** - Passengers are permitted during the competition runs. ****A minor driver (aged 16 & 17) may only have an EESCC instructor ride as a passenger. The Novice Coordinator will be the person to designate who are instructors for the session.**
 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 16 years old. **16- & 17-year-old passengers may only ride as a passenger with approved "instructors" assigned by the Novice Coordinator.** Also, if under 18, he/she must have their parent/guardian complete a "Parental Consent" form and the minor must be wearing the appropriate wristband which indicates he/she is a minor participant. We will use Oregon State law to determine passenger's eligibility concerning height.
 5. **COMPETITORS MAY NOT RIDE** as a passenger until all of their competition runs are completed. An **Exception** to this rule is novice competitors; they are encouraged to ride as passengers even if they have not run yet. **Again, if they are Minor Novice drivers, the car they ride in will be assigned by the Novice Coordinator.**
- 1.5. **CONSECUTIVE RUNS IN SAME VEHICLE**- There should be a minimum of 5 minutes waiting period between runs for any vehicle. This is both for single and double drivers; also, for reruns.
- 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. **UNSAFE DRIVERS** – Any competitor, who in the judgment of the Event Chairman and/or the Autocross 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.
 - 1.7.1. **SUBSTANCES SUCH AS ALCOHOL AND MARIJUANA WHICH MAY IMPAIR DRIVING ARE STRICTLY PROHIBITED ONSITE FOR DRIVERS AND SPECTATORS!**

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. **COURSE WORKER SAFETY**
 - 1.8.1. No personal electronics such as cellphones, are allowed to be used at work stations
 - 1.8.2. Course workers must be wearing closed toe shoes, no sandals are allowed at work stations.
- 1.9. **PIT & GRID SAFETY –**
 - 1.9.1. Children at the event: **ALL** children are to be supervised. No child younger than 16 is allowed in the grid and must have had their parents sign a minor waiver.
 - 1.9.2. **Jack Stand Rule.** If a car is lifted, it must be supported by jack stands prior to anyone getting under the vehicle to work on it. This rule will be enforced everywhere on site; in the pits and in grid.
 - 1.9.3. **Motorized bikes** – No motorized "pit bikes" will be allowed in grid or the pits.
 - 1.9.4. **Riding of Bicycles/Skateboards/Scooters** are NOT allowed in the grid or pit areas.

2. VEHICLE CATEGORIES AND CLASSIFICATIONS

- 2.1. **EESCC will use SCCA Solo classifications with the exception of Daily Driver Open (DDO) class. Each will be defined below.**

- 2.2. **STREET CATEGORY** – Street cars are defined as those having little if any modifications. Preparation rules are as per current SCCA Solo Rules
- 2.3. **STREET TOURING** - The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use.
 - 2.2.1. **SOLO SPEC COUPE (SSC)** – This class is only for 2 specific vehicles, (Toyota FRS and Subaru BRZ) and has a very specific set of requirements. See scca.com rules for specifics.
 - 2.3.2 **CSM** is a class for specific years 05-09 Mustangs equipped with specified parts. (See page 262 or SCCA rules.)
 - 2.3.3 **CSX** is a class for specific years of MX-5 (06-15) equipped with a very specific set of parts. (See page 266 in the SCCA rules)
 - 2.3.4 **EVX** is an alternative class specifically targeted for production electric vehicles. Rules for this class are in the SCCA Solo book
- 2.4. **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 Rules.
- 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 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 Rules.
- 2.7. **CAM CLASSES – (CLASSIC AMERICAN MUSCLE)** The purpose of CAM is to attract automobile enthusiasts who are currently interested and/or participating in autocross events for muscle cars and vintage vehicles manufactured in North America.
- 2.8. **XA, XB, and XU** are classes that are basically “CAM” classes for imports. Almost unlimited modifications except they must run on street tires. Rules for this class are in the Solo book.
- 2.9. **Daily Driver Open (DDO)** EESCC only class - Must be driven to the event (no trailering) and be currently registered for street use. Must compete as driven to the event (no tire changes) Easily removable unsecured items may be removed – top, subwoofer, etc. for safety. Tires must be DOT and legal for street per manufacture, cannot say "not for street use (such as Hoosiers, etc.) Tire ratings do not matter, just must be legally streetable. No class pax is assigned (Value is 1.000)

3.0 **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 miss-classification can be corrected at the discretion of the technical inspector and/or Event Chairman.
 - 3.1.2 A vehicle may be placed in any class in which it is legally allowed. For example: an H Street car may run in DSP, EP or DM. An H Street car may not run in A, B, C, D, E, F, or G Street.
- 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:
 - 3.2.2 **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 auto crossed. The PAX index will be used to determine positions in class. You may only run as a novice once.

4 VEHICLE PREPARATION FOR COMPETITION

SAFETY - Each **vehicle** will receive and must pass a technical safety inspection prior to their first competition of the year. We will have a standard tech form that competitors must print off and fill out as they tech their own car. At the first event (for that car) of 2025 they must present their "self teched" car and helmet to the tech inspector to be reviewed. If the tech inspector deems the car race-worthy, that car will be given a "2025 Tech sticker" indicating that it has passed for the year. At that point, that vehicle may be autocrossed for 2025 without being re-teched by EESCC with the following exceptions:

1. If you make major modifications, they should be looked at by an inspector.
2. If the car is involved in an accident, it should be re-teched.

If a different vehicle is brought to any following event of 2025 it must be teched. **ALL** vehicles must be teched by EESCC personnel at least once.

YOU must "tech" your car each and every event for safety regardless if the EESCC tech inspector has passed it for the year. Use the tech form to guide your inspection to know what to look for.

At any time of the year, random vehicles may be chosen to be re-teched regardless of their sticker status.

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:

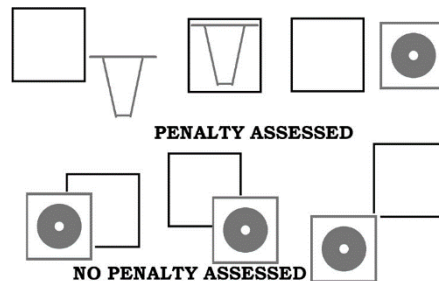
- 4.1 **SEAT BELTS** - Seat Belts are required for all competing vehicles. The use of a lap belt as the only restraint is permitted only if the vehicle was not originally equipped with driver restraints or if the vehicle was originally fitted only with lap belts. Shoulder belts are highly recommended 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 nuts and or studs must be used.** If using spacers, 5 full turns (defined as 360 degrees) of the lug nut on the stud are required.
- 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 exceed **95 db**, which is EESCC's published maximum level. If the run records 96db or more, the run will be scored but we will require the competitor to modify the car to reduce the noise level before another run is allowed. The competitor must make a physical effort to reduce the noise; if the next run also is 96db or more, the vehicle will be disqualified from the event. In the absence of sound level measuring devices, the acceptable level of vehicle noise may be determined by the Event Chairman and/or the Autocross Chairman; the Event Chairman and/or Autocross 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 minimum of 8" high with a 1.25" stroke, letters shall be a minimum of 4" tall with .75" stroke, 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. Shoe polish or other similar temporary liquid markers are not allowed.

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 **HITTING THE TIMING LIGHTS** - If a competitor hits a Timing Light hard enough to break it off from the stand and/or the Timing Cable has been damaged to the point the inside cables can be seen or an end is broken or separated from the cable, a **\$200** fee is owed to EESCC for damage to the light and/or stand and/or ruined cable.
- 6.4 **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.
- 6.5 **TIES** - Ties shall be broken by a comparison of the next quickest time of each competitor.
- 6.6 **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.
- 6.7 **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.
- 6.8 **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.



- 6.9. **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 and downs a pylon of a gate or slalom, it is considered on course.
- 6.10. **YEAR-END TROPHIES** - To be eligible for year-end Championship Trophies you must participate in at least **2/3** of the events rounded down to the next whole event 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.)

Points Events	66.7% Trophy	75.0% Count	Throw Away
6	4	5	1
7	4	6	1
8	5	6	2
9	6	7	2
10	6	8	2
11	7	9	2

6.11. **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

2025 PAX/RTP Index

"Racers Theoretical Performance"

This Index was developed by Rick Ruth and reflects study of results from well over 500 nationwide Solo events including, the Tire Rack® Solo National Championships, National Tour, Alabama Region, Atlanta Region, Chicago Region, California Sports Car Club, Central Florida Region, Equipe Rapide (Florida & Texas), Great Lakes Solo Series, Hawaii Region, Houston Region, Midwest Divisional Series, Milwaukee Region, Minnesota Autosport's Club, New England Region, Northwest Region, Northern New Jersey Region, Oregon Region, Philadelphia Region, Rocky Mountain Series, San Francisco Region, San Diego Region, South Jersey Region, St. Louis Region, Tri-State Sports Car Council, Texas Region, Washington DC Region, Wisconsin Autocrossers Inc., and many, many others.

SS	0.836		SSP	0.857		XP	0.890		AM	1.000
AS	0.826		ASP	0.851		BP	0.874		BM	0.978
BS	0.819		BSP	0.855		CP	0.863		CM	0.899
CS	0.813		CSP	0.859		DP	0.865		DM	0.906
DS	0.811		DSP	0.847		EP	0.858		EM	0.916
ES	0.790		ESP	0.840		FP	0.877		FM	0.917
FS	0.817		FSP	0.831					FSAE	0.980
GS	0.794					HCR	0.814			
HS	0.784		CAMT	0.821					KM	0.937
HCS	0.789		CAMC	0.825		EVX	0.839			
			CAMS	0.844					SMF	0.850
SST	0.837					SSC	0.802		SM	0.868
AST	0.834		XA	0.846					SSM	0.878
BST	0.833		XB	0.848		EESCC Classes				
CST	0.830		XU	0.869		DDO	1.000		CSM	0.800
DST	0.818								CSX	0.813
EST	0.815									
GST	0.810									

Note: Class in **RED** are not valid classes in 2025 even though they are listed in the Official PAX table.

Rick Ruth PAX/RTP Administrator

PRINT THIS FORM, TAKE IT FILLED OUT & SIGNED TO TECH AFTER CHECK-IN

EESCC Tech Sheet

<i>Driver</i>	<i>Class</i>	<i>Number</i>
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<i>Car Make</i>	<i>Model</i>	<i>Year</i>	<i>Color</i>
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Helmet Certification & Year (Minimum of Snell 2010) _____

The entrant/participant is responsible for the safety of his/her vehicle. Neither the event organizers, nor EESCC will be held responsible for the safety of this vehicle.

DRIVER SAFETY

- _____ Helmet (2010 or newer Snell M/SA, SFI, FIA)
- _____ Current "2025" EESCC helmet tech sticker (***obtain by presenting helmet to tech inspector.***)
- _____ Seatbelts/harnesses in good condition
- _____ A proper rollbar (when it is required)
- _____ Rollbar padding
- _____ Seats bolted securely
- _____ interior and trunk clear of loose items

BRAKES

- _____ Fluid is clear, reservoir is full
- _____ Pedal is firm
- _____ Master Cylinder/calipers are not leaking
- _____ Rotors have no cracks or discoloration

TIRES & WHEELS

- _____ Adequate tire tread, speed rating, good cond.
- _____ All lug nuts present & torqued to spec.
- _____ Hubcaps removed
- _____ Wheels-no cracks or structural damage

SUSPENSION & STEERING

- _____ Wheel bearings-no play
- _____ Ball joints in good condition
- _____ No excessive steering play
- _____ Shocks-no leaking

ENGINE & DRIVE TRAIN

- _____ Check all fluid levels, belts & hoses. Tighten all caps and secure all hoses
- _____ No fluid leaks (oil, tranny, fuel, water)
- _____ Battery secured (no bungees)
- _____ Overflow containers present
- _____ Exhaust system functional (95 DBA limit)
- _____ Throttle has quick, positive return
- _____ fuel cap tightened

OTHER

- _____ No severe glass cracks
- _____ Video recording device secure (if applicable)
- _____ Class and Car Numbers for both sides of the car (***Must have a high contrast with car color.***)

I, _____ have inspected all of the above on my vehicle and agree to comply with all the current 2025 Autocross Rules and Regulations of Emerald Empire Sports Car Club.