



AUTOCROSS RULES & REGULATIONS

Effective 3/1/2009

2009 SCHEDULE

April 11 - Saturday	Race #1 – Blaine Municipal Airport
May 3 - Sunday	Race #2 – Blaine Municipal Airport
May 31 - Sunday	Race #3 – Blaine Municipal Airport
June 21 - Sunday	Race #4 – Blaine Municipal Airport Or, Mt. Baker Ski Area
July 11 - Saturday	Race #5 – Blaine Municipal Airport
July 12 – Sunday	Race #6 – Blaine Municipal Airport

YOUR NAME _____ CAR# _____

CAR MAKE AND MODEL _____

CSCC CLASS _____



CSCC AUTOCROSS RULES

I. GENERAL EVENT RULES

We conduct our events as guests of the owners of the lots we run on. We ask each and every one of you to follow common sense rules of conduct. Please note the following express rules:

1. Forbidden at the event site are: alcohol, mind altering or stimulating drugs, unrestrained animals and unrestrained children. Minors are allowed if accompanied by a legal guardian.
2. Limit your speeding to on the track and against the clock. We do not allow burn-outs anywhere near the event. We also demand that you obey a 5 MPH speed limit in the parking and staging areas, and any posted speed limits approaching or departing the event site.
3. Leave only footprints and take only pictures. Make certain that you police after yourselves and pick up after anyone else that doesn't seem to get it. Leave the place cleaner than you found it.
4. Realize that an autocross is a full day's commitment. Every competitor is expected to work any position that he or she is assigned to.

Those entrants who cannot abide by our regulations may be asked to leave the property and may be disallowed from future events. CSCC has an infraction policy which sets out penalties for rule infractions. If you have any questions, ask the event steward.

A. CAR CLASSIFICATION

It is the duty of the competitor to classify his/her car. CSCC classes are based on SCCA classes which are grouped according to 2009 SCCA PAX numbers.

NW*	Novice women - may run any car, no race tires.
NM*	Novice men - may run any car, no race tires.
C7**	Street Tire Class (Except SCCA class ST, STS, STX, STU) Uses PAX Index.
C6	Ladies PAX – Uses PAX Index for the SCCA class for your car. Race tires allowed.
C5	SCCA classes DS, ES, HS, GS, ST, STS, STX, FJC (PAX .778 - .823)
C4	SCCA classes BS, CS, FS, FSP, GP, STU, FJB (PAX .831 - .841)
C3	SCCA classes SS, AS, DSP, ESP, (PAX .843 - .856)
C2	SCCA classes ASP, BSP, CSP, BP, CP, DP, EP, FP, SM, FJA (PAX .859 - .872)
C1	SCCA classes All Mod classes, XP, FSAE, F125 (PAX .876- 1.000)

* Any competitor who is new to the sport and starts the year having driven less than seven total autocrosses, or has had less than three total wins as a novice. Anyone starting the year as a novice may run as a novice for the rest of the year. If running tires from the "D.O.T. Tires Not Approved List", may not compete for points or must run in an open class.

** May not use tires from the Race Tires List, see below.

For specifics on SCCA car classing, refer to the official [SCCA Solo II Rule Book](#).



Race Tire list:

Hoosier AS03, AS04, AS05, A6, R6, Radial Wet
Kumho Victor-racer V700, V710
Yokohama A032R, A032RS

Toyo RA-1
Avon Tech-R

OR ANY OTHER R-COMPOUND TIRE, OR ANY TIRE WITH A DOT TREADWEAR RATING OF 100 OR LESS, OR LISTED FOR RACING OR OFF ROAD USE ONLY.

B. ENTRY FEES

The entry fee is \$40.00 US per event or \$200.00 for the entire 2009 Championship Series which includes all six scheduled events. Registration for each event is limited to the first 50 paid entries. Competitors who register and pay for the entire 2009 Championship Series are guaranteed entry to all six events.

You may [Register and Pay Using Paypal](#) online or, print and mail the [Registration Form](#) along with a check to PO Box 175, Bellingham WA 98227. Registration and payment must be received prior to the day of the event. Entry fees will be returned for events cancelled due to circumstances beyond our control.

C. PROTESTS

Any entrant who believes that another competitor in his or her class is either running in the wrong class, either by classing error or because their car is prepared beyond what the class allows, may protest the classification of the other competitor. The entrant filing the protest must pay a non-refundable fee of \$25.00 and bears any costs which may accrue due to the protest. Protests must be filed prior to the announcement of the results of the event at the event site.

Upon the filing of a protest, the stewards shall immediately impound the protested car and determine what action is needed to decide if the protest is valid. If the protested party declines to accede to the stewards' requests for verification of proper classification, the stewards may deem the protest valid. The stewards may: (1) validate the protest, reclassify the car and apply any times for that event to the proper class, (2) deny the protest, or (3) require further documentation or proof of proper classification. In the event that option (3) is chosen, the stewards shall set a time for final decision on the protest and shall inform the protesting and protested parties of that time. Any decision which is not made on the day of the event shall be sent to each interested party within five days of the decision. The decision of the event steward(s) is final as to all protests.

II. TIMING and SCORING

A. TIMING

Your time starts when your car breaks the light beam that runs the photocell on the starting line. The timer is stopped in the same manner at the finish line. Although you will be directed when to start, either by a human starter or a green light, your time will not actually start until you trip the photocell.



B. SCORING AND POINTS

Your best run of each event is the only one that will be used to determine the number of points you score. You score points only within the class you are running in.

Points are acquired at each event as follows:

1. If you are the winner of your class, you get 100 points.
2. If you are not the winner, take the winner's best time of the day including penalties, and divide that number by your best time of the day, including penalties, and multiply by 100. The resulting number, 100 or less, is your point total for the event. For example, if your best time of the day was 60.137 seconds (58.137 seconds plus a 2 second penalty for one cone) and the winner of the class you were in had a best time of the day of 59.996 seconds with no penalties, then your score would be $59.996/60.137 \times 100 = 99.766$ points.

C. PENALTIES

Penalties will be assessed for not driving the course correctly, and they are called "cone" and "gate" penalties.

1. A cone penalty results in the addition of two seconds added to your time for each cone on that run. Cone penalties are only counted towards the run in which the penalty occurs, unless there is a "rerun" involved. The standard "down and out" rule applies.
2. A gate penalty results in the addition of ten seconds added to your time for each gate missed on that run. Gate penalties are only counted towards the run in which the penalty occurs, unless there is a "rerun" involved.

D. RERUNS

Reruns may be granted for a timer malfunction, a downed cone that was not set back up, or for interference from a spectator or worker on course as either a distraction or risk. It is the responsibility of the driver to stop on course for a cone out of position or for a person on course, and demand a rerun to the first worker who approaches. All reruns due to a timer malfunction will be at the discretion of the timing personnel. **IN ALL CASES WHEN GRANTED A RERUN, CONE AND GATE PENALTIES ACCRUED PRIOR TO STOPPING THE RUN WILL BE CARRIED FORWARD TO THE RERUN.**

E. DNF

A DNF occurs when a driver misses consecutive gates/cones, or is obviously lost. In this case, the time for the run will not be recorded. In the case of a driver who registers all DNFs for an event, his time for scoring purposes will be calculated based on the slowest car in the class plus two seconds.



III. DRIVER REQUIREMENTS

Drivers must be licensed and if under the age of 18 must have a parent present at all times to authorize their participation in the event and sign the waiver forms.

Passengers are not allowed, with the following exception: A designated instructor (designated for the event by CSCC) may ride with a novice who has demonstrated an inability to safely follow the course.

Helmets must comply with Snell 95 MA or SA (or newer) or be listed in the [SCCA Helmet Bulletin](#) dated February 27, 2009, and must be properly secured. Drivers and passengers in a car without a windshield must use full coverage helmets.

Seat belts must be worn by all drivers and passengers. A lap belt meets the minimum requirement and shoulder harnesses are recommended.

IV. CAR REQUIREMENTS

The car must be presented in race ready condition with an excellent brake and steering system and negligible engine leaks. The battery must be secured with metal to metal hardware, and the throttle must have two positive return springs.

The vehicle, including the trunk, must be emptied of any and all loose objects.

Hub caps, wheel rings, and any other non-bolted wheel trim must be removed.

Wheel bearings must be properly adjusted with no excessive wheel play.

All wheel bolts/lugs and studs must be present and tight. The minimum amount of threads engaged must be equal to the diameter of the threaded portion.

All cars must display both their class and number on the car in a visible location. Numbers must be large enough to be clearly seen by the timing workers. Multiple classes or numbers may be displayed at the same time. The same number may be used by different drivers on the same car if they are running in different classes.

Maximum Sound Level: The maximum sound level of any car shall be less than 95 dBA as measured with any device provided by CSCC. This level may be measured at any point on the course in any direction from the car. Any car exceeding 95 dBA will have to be modified prior to its next run. Violations will be recorded in the Tech book for future reference

VI. RACE DAY

A. REGISTRATION PROCEDURE

You will be greeted at the entrance and asked to sign the waiver form. Proceed to Registration to obtain your run card and your work assignment. Your drivers license is required when you check in. Once you have your run card, proceed to the pit area and prepare your car for Tech Inspection.

At the Tech Inspection area, present your car and your helmet. Place your paid registration form (a.k.a. run card) under a wiper, open your hood and trunk, and a tech inspector will safety check your race car and initial the form. At this time, you will be instructed by the Tech Inspector to re-pit your car, or place it in grid.



B. DRIVERS MEETING

THE DRIVERS MEETING IS MANDATORY. Listen for the announced time and place. The rest of your day will be planned from there.

C. WORKING THE COURSE

All drivers are expected to work as assigned. Each driver is expected to be on site as long as needed to complete both driving and work assignments. Failure to work will result in no points or official times being posted for that event. Exceptions may be made only if approved in advance of registration by the event steward(s).

VI. SEASON CHAMPIONSHIP RULES

The Class Championship is based on how you place against others in your class. You must compete in no less than the total number of events minus one in order to win the Class Championship. Only points acquired while driving in a specific class will count towards that class's championship award. There must be a minimum of two cars in a class on any given race day. Your total score for the season will be the total of your best five scores from all six events.

Season Championship Awards will be given in the following classes:

- Race Tire Classes: C1, C2, C3, C4, C5, C6-Ladies PAX.
- Street Tire Classes: C7-Street Tire PAX, Novice Men, Novice Women.



A FEW TIPS FOR SUCCESSFUL AUTOCROSSING

RACE PREPARATION

A week before the race

Get ready by checking your car over for fluid leaks, making sure your tires are in good shape, checking that your battery hold down is on and tight, coolant, oil and brake fluid levels are good, and fix anything else that needs it.

A day before the race

Set your tire pressures where you want them for racing, clean out all the extraneous crap that accumulated on the inside, think about what you need to put together for food and drink, perhaps a lawn chair and sunglasses, and then get some rest.

Race Day

Show up at the track at the opening of registration, get your paperwork and tech inspection out of the way, and immediately begin to walk the course. You should get at least three complete walks around the course (walking both laps each time if it is a two lap course) before you go out for your first run. When you are working the course or waiting in line to take your run, watch the other cars while they are running as much as possible. Just remember that when you are working the course your primary attention must be on the area you are working, and while you are waiting to take your runs your primary attention must be on keeping your car moved up in the line and being strapped in with your helmet on. Just the same, whenever possible learn from the other drivers by watching and asking questions. You will find them eager to share their knowledge.

Walking the Course

The most important thing you do before you go out on your first run may be walking and learning the course. No one can go fast if they don't know where they are going. Autocross courses may look like a sea of cones to the uninitiated, but there is a logic, however twisted, to the design of the course. Many of the course elements are intentionally set to test driving skills. Many are designed to insure safety, even if a car is out of control. Some are there just to vex the driver. The only way to find this out without wasting a timed run or two is to walk the course carefully. Take your course map. Go with an experienced driver if you are a novice, and ask them how they will drive the course. Follow someone you know is fast and watch the lines they take. A good course walk will include careful observation of the cones, the direction of the race course, and "putting it all together", where the course becomes not just a number of disparate elements, but a flowing, cohesive track.



When you walk the course, walk in the exact place you want your car to go. If the next corner requires you to be near the cones on your left as you approach, walk near to those cones. Put yourself where you will be when in your driver's seat as you drive, so the course will look, as much as it can, like it will at speed. Stop if necessary and examine each portion of the course to determine which is the best way through. Your first impression may not be the best. Measure the distance between slalom cones, look for irregularities in the course surface, and pick out your braking points as you walk.

After you have walked the course, do it again. And again. And again, until your feet ache and the drivers meeting is called. Getting lost is guaranteed to be slow. Learn the course first and then attack when you know where you can do better. Your first run should be an acclimatization run, with the later runs being your chance to gain time.

Autocross Magic - chalking your tires

Forget about that supercharger and the lowered springs for a minute, and check out this totally free speed secret to going quicker in an autocross.

Tires - Such a simple little concept. Round black things that squeal and go flat. Well sir, I'm here to tell you that those little goombahs are the hardest working members of the band. It seems as though there's nothing you could do to "tweak" your tires, for after all, the shape, the construction, the tread pattern, and the rubber compound are all rigorously designed and tested and "set".

While pressure is the only variable, the changes you can realize from a four or six psi change can be staggering. Tire pressures can make a car uncontrollable (too hard or soft, understeer/oversteer) or they can make the whole package just sing.

Chalking your tires is almost the only way to establish the right pressures on any given car on any given day. The concept is simple: using a piece of chalk or crayon (a light color so it shows up against the black tire) draw three radial stripes at equal intervals on all four tires. Start the stripe at about mid sidewall and end it about two inches into the tread. Do this before EVERY run at an autocross. After you come in from your first run, look at all four tires to see how much of the stripe has been worn off. If the stripe has only worn off on the tread surface, your pressures are too high. If the stripe is worn off part way down the sidewall the pressures are too low. By changing pressures in two psi increments, you will get to the ideal wear pattern; the stripe will be worn off of the tread surface and the side of the tread blocks exactly to the line that defines the beginning of the sidewall.

I cannot emphasize the point enough, that you must do this drill with the chalk and your tires RELIGIOUSLY EVERY RUN if indeed you wish to get better at the game and become competitive with other seasoned drivers.

Ask any CSCC Senior driver for help in reading your tires, and you'll be on your way to successful Autocrossing.

Oh, yeah – HAVE FUN!



ABOUT THE CHUCKANUT SPORTS CAR CLUB

We are a group of car enthusiasts who all have one thing in common - our love of driving. Founded in 1956, this club has put on Rallies, Tours, Autocrosses, Driving Schools, Street Autocrosses and numerous Social events. All of our events are open to the public.

CSCC meetings are held on the fourth Wednesday of the month at 7:00 PM. New members and guests are always welcome. Come early and join members for dinner and conversations. Please ask any member about the meeting place.

We are a Car Club Plus. In addition to competition events you can make it a family affair by being a part of our fifth Wednesday Socials, great Road Trips (Tours) and our Annual Awards Banquet.

Our membership is open to individuals eighteen years and older. Membership is \$24.00 per year. Memberships include two adults and any children under the age of eighteen living in the same household. Membership applications can be obtained from our Membership Chairman, Ken Lingbloom.

2009 CSCC OFFICERS

President:	Nord Krupa, nord@wwdb.org
Vice President:	McKenzie Spoor, mckenzieispoor@hotmail.com
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