



AUTOCROSS RULES & REGULATIONS

Effective February 1st 2024



CSCC AUTOCROSS RULES

GENERAL EVENT RULES

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

- Every person must sign the event waiver to enter the site.
 - Minors must be accompanied by a legal guardian, who has filled out and signed a Minor Waiver for each minor.
- Forbidden at the event site are:
 - Alcohol, mind altering or stimulating drugs.
 - Unrestrained animals.
 - Unrestrained children.
- Limit your speeding to on the track and against the clock.
 - We do not allow burn-outs, heating tires, heating brakes, etc. anywhere near the event.
 - The speed limit in the parking, pits, and staging areas is 5 MPH.
 - There are posted speed limits approaching or departing the event site.
- Leave only footprints and take only pictures.
 - Pick up after yourselves and help pick up after others that missed something.
 - Leave the event site cleaner than you found it.
- Realize that an autocross is a full day's commitment.
 - Every competitor is expected to work any position that they are assigned to.

VEHICLE CLASSIFICATION

It is the duty of the competitor to classify their vehicle. Some CSCC classes are based on SCCA classes. PAX, and C3 - Street Classes are PAX Indexed. For specifics on SCCA vehicle classification, refer to the official SCCA Solo Rules sections 13-20, and SCCA Solo Rules Appendix A for specific vehicle classing within a preparation level.

If there are any questions about classing, contact the Autocross Rules Steward.

- NOV - Novice - May run in any vehicle, no tires below 200 treadwear.
- TO - Time Only - No index, no trophies, just fun.
- PAX - Professional Autocross - Open to all SCCA classes.
- C3 - Street - SCCA Street Classes, CAM & SSC.
- C2 - Street Tires - SCCA Street Touring, Street Prepared & Street Modified classes.
- C1 - Race - Run what ya brung. SCCA Prepared, Modified, & X classes.

FSAE, kit cars, karts, and home-made vehicles are required to run their appropriate SCCA classing in PAX, or TO.



Class Requirements and Allowances

NOV - Novice - Any competitor who is new to the sport may compete as a novice with the following restrictions:

- Must start the season having driven four (4) or fewer total autocross events.
- Anyone starting the year as a novice may run as a novice for the rest of the year.
- Any driver running tires with a treadwear grade of less than 200 may not compete for points in the Novice class.
- For simplicity, this class does not use SCCA classing or any indexes when calculating times.

TO - Time Only - Any vehicle determined to be suitable for autocross, even if it doesn't meet classification requirements.

- This class does not have trophies or championship points.

C3 - Street - Vehicles must conform to SCCA Street, Solo Spec Coupe, or Classic American Muscle class guidelines.

- See SCCA Solo Rules section 13, SSC Official Specifications, or CAM Supplemental Class rules.
- This class uses the current PAX/RTP Index when calculating times.

C2 - Street Tires - SCCA Street Touring, Street Prepared, or Street Modified classes.

- See SCCA Solo Rules section 14, 15, or 16.
- **Vehicles must use tires with a minimum UTQG Treadwear Grade of 200.**
- This class does not use indexes when calculating times.

C1 - Race - This class allows for nearly unlimited modification.

- Production road-legal vehicles with complete body panels.
- Anything but nitrous is permitted.
- This class does not use indexes when calculating times.

PAX - Professional Autocross - Any vehicle that meets SCCA class rules.

- This class uses the current PAX/RTP Index when calculating times.



REGISTRATION AND ENTRY FEES

A CSCC Club Membership is required to participate. Club membership is \$30 per calendar year, \$20 membership is available in the month of January. Single weekend memberships are \$10. One weekend membership is transferable toward an annual membership. Speak with the Membership Chair or Chief of Registration at the event to request this.

Online Registration, using Scorekeeper and paying with Paypal (via the paypal button on the registration site) is highly encouraged. Day-of registration is handled on a case-by-case basis, if there are still slots open. The entry fee is determined on a per-event basis by the autocross chair, and will be listed on Scorekeeper with the event information.

Entry fees will be returned for events canceled due to circumstances beyond our control.

- <https://scorekeeper.wwscc.org/register>
- For your first event you will need to create an account with the “Register” button.
- Select the series (csc2024).
- If needed, add your vehicle to the series.
 - Your first event of the series, or any time you are driving a vehicle that you’ve not used in this series.
- In the events tab confirm that you have read the rules.
- Events with open registration have a green dot in the event title bar.
 - The rest will list the dates that registration opens and closes in the event details.
- Select your event, to expand the section, and in the dropdown select your vehicle.
- Select the appropriate price based on your membership status.
 - If desired, an annual membership can be added at the top right of the screen.
- Use the shopping cart button to pay for the event.

PROTESTS

Any entrant who believes that another competitor in their class is either running in the wrong class, either by classing error or because their vehicle is prepared beyond what the class allows, may protest the classification of the other competitor.

- The entrant filing the protest bears any costs which may accrue due to the protest.
- Protests must be filed with the Rules Steward or Event Chair 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 vehicle 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:
 - Validate the protest, reclassify the vehicle and apply any times for that event to the proper class,
 - Deny the protest, or
 - Require further documentation or proof of proper classification.
 - In the event that further documentation is required, 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.



TIMING AND SCORING

Timing

Your time starts when your vehicle 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.

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. Occasionally, the event will be set up where you will run the course in one direction in the morning, and the opposite direction in the evening. In this case, your best time in each direction will be combined to determine your best time of the day.

Points are acquired at each event as follows:

- If you are the winner of your class, you get 100 points.
- 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.

Penalties

Penalties will be assessed for not driving the course correctly, and they are called "cone" and "gate" penalties. Penalties are only applied to the run in which they occurred.

- A cone penalty results in the addition of two seconds added to your time for each cone on that run.
 - The standard "down and out" rule applies.
- A gate penalty results in the addition of ten seconds added to your time for each gate missed on that run.
- Penalties are applied to a competitor's time after the PAX index has been applied to the raw time.
 - Example: A competitor with an index of (0.809) gets a raw time of 58.639 with one cone penalty. The indexed time is 47.439 plus a 2 second penalty, for a final time of 49.439.

Reruns

Reruns may be granted for a red flag caused by another driver, 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.

DNF (Did Not Finish)

A DNF occurs when a driver misses consecutive or a significant portion of the 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, their time for scoring purposes will be calculated based on the slowest vehicle in the class plus two seconds.



PARTICIPANT REQUIREMENTS

Seat belts must be worn by all drivers and passengers. A lap belt meets the minimum requirement and shoulder harnesses are recommended. All drivers and passengers are required to wear an approved helmet. Drivers and passengers in a vehicle without a windshield must use full coverage helmets. Helmets must comply with Snell 2010 M or SA (or newer) or be listed in the Chuckanut Helmet Bulletin (published concurrently with this rulebook), and must be properly secured.

Note: Snell 2010 helmets will no longer be eligible for autocross competition after 2025.

Driver Requirements

- Drivers must be a member of Chuckanut Sports Car Club.
- Drivers must have a valid driver's license.
- Drivers 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.
- Drivers must be paid entrants in the event and be driving a vehicle which has passed tech inspection.
 - In a driving school event, instructors may drive with a student passenger as part of instruction.
- Novice drivers may be required to have an instructor in the vehicle at the discretion of the Novice or Event Chair.
- Drivers are 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. At the discretion of the Autocross Chair and Rules Steward, the driver may be required to work a full event before they are allowed to participate again, or asked to not return to future events.
 - Exceptions may be made only if approved in advance of registration by the Autocross Chair.
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Passenger Requirements

- Only the driver and a single passenger may be in the vehicle while on course.
- Passengers must be at least 12 years of age, and 57 inches in height.
- Passengers must complete all necessary waivers and wear a wristband.
- Passengers must be in an adequate passenger seat and using all required safety equipment.
- Any driver may ride with any competitor at any time, so long as it does not cause a delay in the grid.
 - Novices may only have experienced drivers or instructors in their vehicle.



VEHICLE REQUIREMENTS

All vehicles participating in the event must pass tech inspection, fall within acceptable sound levels and meet the rollover requirements described in the SCCA Solo Rules Book section 3.1.A.

The event Safety Steward and the Chief of Tech have the final say in whether a vehicle passes the inspection or not.

Tech Inspection

Tech inspection will be conducted in the pits before the driver's meeting. If you will be using your own helmet, it must be in the front seat for inspection. To indicate that you wish to have your vehicle inspected it should be parked with the hood and trunk open, doors unlocked.

- The vehicle must be race ready with an excellent brake and steering system and negligible fluid leaks.
- The battery must be secured, with no allowable movement.
- The throttle must return to a closed position when released.
- The vehicle, including the trunk, must be emptied of any and all loose objects.
- 2" minimum safety belts, with a metal to metal buckle for both driver and passenger (if applicable.)
- Hub caps, wheel rings, and any other non-bolted wheel trim must be removed.
- Wire wheels must not have more than three total loose spokes.
- 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.

Vehicle Identification

At the discretion of the Event Chair, vehicles may be required to display both their class and number in a visible location.

- Numbers must be large enough and provide enough contrast to be clearly seen by the timing workers.
- Multiple classes or numbers may be displayed at the same time.
- Painters tape is an easy and inexpensive option if numbers are required at an event.

Maximum Sound Level

THE MAXIMUM SOUND LEVEL IS SUBJECT TO CHANGE AS REQUIRED ON SITE.

- The maximum sound level of any vehicle shall be less than 95 dBA measured with any device provided by CSCC.
- This level may be measured at any point on the course in any direction from the vehicle.
- Initial sound checks will be made at the starting line for every competitor.
- Any competitor exceeding the maximum sound level will not be permitted to continue to run, unless they can modify their exhaust, and pass a sound check administered by the Safety Steward, or Chief of Tech.
- Violations will be recorded in the Tech Book for future reference.



APPENDIX A - HELPFUL INFORMATION

If you are unsure what to do at your first autocross with CSCC, or your first autocross ever, this section will provide some tips to make your day go more smoothly. Feel free to contact the Autocross Chair prior to the event, or the Event Chair at the event to answer any questions you may have.

Entering the Site

Park your vehicle in the pit area, prepare for tech inspection, and proceed to the Registration table. At our normal event location, the pit is the gravel lot, and the registration table will be inside the site fence, near the timing van.

Tech Inspection

To prepare your vehicle for Tech, remove all loose items from your trunk and passenger cabin, including floor mats. The spare tire may remain in the vehicle provided it is properly secured (held with a bolt that is tightened down) in the spare tire well. Ensure that the hood & trunk are open, and the doors are unlocked so that inspection can be completed. Your vehicle will be marked as inspected if it passes tech. This is generally a small sticker in the top driver's side corner of your windshield.

Registration

The registration table should be your first stop when entering the site, even if you have already registered online. You must sign the waiver to enter the site, and participate. You will be given a wristband that you are required to wear to show that you have signed the waiver. If you don't have a CSCC barcode, or need a replacement, you will be told how to get one. There should also be a course map at the registration table.

If you have not registered online and there are available spots for competitors, the Event Chair may allow on-site registration.

Course Walks

Once you have checked in with registration, there are no further requirements until the driver's meeting. Walking the course as many times as you can is advised. There will be a guided Novice Course Walk before the driver's meeting, listen for the announcement.

Driver's Meeting

THE DRIVER'S MEETING IS MANDATORY FOR ALL COMPETITORS.

The driver's meeting will be announced with enough time to finish course walks. The Driver's Meeting will cover all safety rules, the course layout and penalties, and all rules the drivers must follow for the day. Run orders and work assignments will be announced at the driver's meeting.

Working the Course

All drivers are expected to complete their work assignment. If you have limitations on what work assignments you are able to perform, please speak with the Chief of Workers during registration so that we can accommodate your needs.



APPENDIX B - TIPS FOR SUCCESSFUL AUTOCROSSING

RACE PREPARATION

A week before the race

Get ready by checking your vehicle 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 vehicles while they are running as much as possible. Just remember that when you are working the course your primary attention must be on the cones in the area you are working, and while you are waiting to take your runs your primary attention must be on keeping your vehicle 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. **GET THEM IN YOUR VEHICLE.** The best way to learn is to have others ride along and instruct. Any person who has done this more than you, probably has a handy nugget of truth that can be useful in the pursuit of speed! Don't worry if you don't have the fastest car, or aren't driving the fastest laps. Autocross is a challenging sport and very few drivers start off with impressive results.

Dress for the Weather

You will be outside, all day, in whatever weather presents itself. We race rain or shine, and participants are expected to complete their entire work assignment, even if they're soaked. Dressing in layers is recommended, since the events start early in the morning, and go all day. You may need to bring with you:

- Rain coat
- Warm sweater/sweatshirt
- Hat
- Sunscreen
- Enough water to last a whole day

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 vehicle 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 (if you don't know who is fast, ask!) 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 vehicle to go. If the next corner requires you to be near the cones on your left as you approach, walk near 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.

Work Assignments

The following are short descriptions of the possible work assignments you may be asked to perform.

- Waivers: Make sure everyone has signed the waiver and hand out wristbands after the waiver is signed.
- Course Worker – Radio: Radio to Course Control when a vehicle gets a penalty (which vehicle and what kind(s) of penalties). Radio workers also have a red flag, and stop the vehicles on course if there is an unsafe situation.
- Course Worker – Runner: Signal to your radio worker when a vehicle has incurred a penalty, and when it is safe to do so, reset any cones that have been knocked over or moved from their spot.
- Announcer: Sit in the timing van watching the course, announce finishing driver's time, announce drivers who are leaving the starting line, and generally commentate on the race going on.

Autocross Magic - Chalking Your Tires

All the engine modifications in the world won't help you get any faster if you can't control your vehicle. Tires are the only part of your vehicle that touches the course and are quite literally the foundation supporting everything else.

While the shape, the construction, the tread pattern, and the rubber compound are all set at the factory, there is still something you can do to drastically change their performance between runs. Tire pressures can make a vehicle uncontrollable (too hard or soft, understeer/oversteer) or they can make the whole package just sing. The changes you can realize from a change of just a few PSI in pressure can be staggering.

Chalking your tires is an easy way to establish the right pressures on any given vehicle 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.

As you continue to run, your tires will get warmer, and the pressure will increase; so keep doing this throughout the day to ensure that you stay in the sweet spot. If you're not sure if the wear marks look right, ask an experienced driver for some help.

In a sport where people fight for thousandths of a second, a simple bit of chalk can make a difference of whole seconds.

Have Fun!

Autocross is challenging, but the only way to REALLY do it wrong is to not have fun. Enjoy spending some time racing, with a bunch of other enthusiasts. As has often been repeated, we've never had a F1 talent scout at one of our events, so you're not missing out on that big contract if you don't put down the best time of the day.



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.

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 \$30.00 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 Secretary.

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.

2024 CSCC OFFICERS (*Pending Election Results)

President: Ashton Lyon *

Vice President: Clay Byrd *

Secretary: Elliot Benjamin *

Treasurer: Luke Hagen *

Membership: Kristi Bates

Autocross Chair: Clay Byrd

Rules Steward: Clay Byrd

Novice Chair: Clay Byrd

Registration Chief: Kristi Bates

Timing & Scoring Chief: Alex Howard

TO CONTACT CSCC BY MAIL:

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Bellingham, WA 98227

WEBSITE:

<http://www.chuckanutsc.org>

FACEBOOK:

<https://www.facebook.com/ChuckanutSportsCarClub>