



AUTOCROSS RULES & REGULATIONS

Effective 2019

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. **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.
2. Forbidden at the event site are: alcohol, mind altering or stimulating drugs, unrestrained animals and unrestrained children.
3. 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.
4. Leave only footprints and take only pictures. Make certain that you police yourselves and pick up after anyone else that doesn't seem to get it. Leave the place cleaner than you found it.
5. 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 chair.

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 by preparation level. OPAX, LPAX and *CI Street Classes are PAX Indexed*. For specifics on SCCA car classing, refer to the official [SCCA Solo II Rule Book](#) See SCCA Appendix A for specific car classing within a preparation level

NW*	Novice women - may run any car, no race tires.
NM*	Novice men - may run any car, no race tires.
TO	Time Only - No index, no trophies, just fun.
OPAX**	Open PAX - Open to all SCCA classes, times are indexed
LPAX**	Ladies PAX - All SCCA classes, times are indexed, Ladies only.
C3	Street - SCCA Street Classes (SS, AS, BS, CS, DS, ES, FS, GS, HS, SSR)



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- C2 Touring - See A.1 below (loosely based on SCCA Street Touring classing).
C1 Race - See A.2 below (builders class, run-what-you-brung)

A.1 - C2 Touring Class Allowances:

Tires: 200tw or higher.

Suspension: Anything is permitted so long as it is mounted with factory locations (ie. Control arm to subframe, top hat to strut tower ect). Additional bracing is permitted and unlimited.

Bushing replacements are allowed with no restrictions.

Brakes: Anything is permitted including alterations to pedals, proportioning, lines, calipers etc.

Drivetrain: Anything is permitted so long as suspension locations are maintained and driven wheels remain as standard for that chassis.

Engine: Bolt on modifications, defined as alterations that are constrained outside of the block and head and do not involve opening the engine. This does allow for computer tuning, changes to/of intake and exhaust manifolds up to the head mating surface including the throttle body, adjustable cam gears, and changes to or of factory equipped turbochargers and superchargers. The addition of forced induction, nitrous, aftermarket cams, or stroker kits are not permitted. Engine Swaps of the same engine family and aspiration CAN be permitted so long as it is cleared with the acting Rules Steward and at least three C2 competitors before the closing of tech and registration of the event. If such swap has been cleared its status will stand as allowed for the remainder of the season so long as other alterations to the vehicle does not move it out of class.

Aero: aftermarket bumper covers and lips are allowed. Splitters, wings, and spoilers within or smaller than SCCA SP, SM, SSM rules are permitted. Hardtops weather factory or aftermarket are permitted.

Interior: Replacements of the seats and steering wheel are permitted along with other “dress up” items. Only removal of rear seats and loose (non threaded fasteners) items is permitted.

Roll bars and cages are allowed.

A.2 C1 Race (builders class, run-what-you-brung),

Production road legal cars with complete body panels, anything but nitrous is allowed.



Kit cars, karts, and home made vehicles will have to run their accompanying SCCA classing in TO, OPAX, LPAX, NM, NW.

Classing rule changes for the 2019 season may change at any time through the year and is welcome to all kinds of feedback to the acting Rules Steward.

* Any competitor who is new to the sport and starts the year having driven four (4) or less total autocross events. 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. See Race Tires List below.

** Competitors using street tires (200+ treadwear rating) in this class may apply an additional ST index (@ 0.980) to their class index to keep up with the r-comps.

B. ENTRY FEES

The entry fee is \$50 US per event. A \$5 discount is applied if the entry has pre registered on scorekeeper.wwscc.org/register.

Online Registration, using Scorekeeper and paying with Paypal (via the paypal button on the registration site) is highly encouraged and only cost \$40. Day-of registration is handled on a case-by-case basis, if there are still slots open. 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. Entry fees will be returned for events canceled due to circumstances beyond our control.

A CSCC Club Membership is required to participate. Club membership is \$30 per calendar year, or \$10 weekend membership. One weekend membership is transferable toward an annual membership.

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 competitors. 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 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. 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:

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.

3. Penalties are applied to a competitor's time after the PAX index has been applied to the raw time.



Example: A competitor with an A-Stock index (0.854) gets a raw time of 58.639 with one cone penalty. The indexed time is 50.078 plus a 2 second penalty, for a final time of 52.078.

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 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, 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. **Drivers must be a member of Chuckanut Sports Car Club.**

Passengers are allowed with the following exceptions:

- Only the driver and a single passenger may be in the car while on course.
- Novices may only have experienced drivers or instructors in their car. No novices riding with novices.
- Any driver may ride with any competitor at any time, so long as it does not cause a delay in the grid.
- Any passenger must meet all requirements of an entrant (e.g. driver's license, waiver), as described in these rules. Children and learner's- permit drivers are not permitted as passengers (or drivers) at any time.
- In a driving school situation, either the driver or the passenger must be an experienced driver functioning in an instructor capacity.

Helmets must comply with Snell 2005 M or SA (or newer) or be listed in the Chuckanut Helmet Bulletin (published concurrently with this rulebook), and must be properly secured. Drivers and passengers in a car without a windshield must use full coverage helmets. Note: Snell 2005 helmets will no longer be eligible for autocross competition after 2020. 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 fluid leaks.
- The battery must be secured with metal to metal hardware, with no allowable movement.
- The throttle must have two positive return springs.
- The vehicle, including the trunk, must be emptied of any and all loose objects.
- 2" minimum safety belts, with a metal to metal buckle must be utilized for both driver and front 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.

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.

Maximum Sound Level: SUBJECT TO CHANGE AS REQUIRED ON SITE. 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. Initial sound checks will be made at the starting line **for every competitor**. Any competitor exceeding 95 dBA will not be allowed 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.



VI. RACE DAY

A. ENTERING THE SITE

You will be greeted at the site entrance and asked to sign the waiver form. **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. Park your car in the pit area and proceed to Registration.

B. REGISTRATION AND WORK ASSIGNMENT

At registration you will obtain your run card and your work assignment. You must present a valid drivers license when you check in. You will be told which rungroup your class is in. Once you have obtained your registration card, see the Chief of Workers (right next to the Registration Chief) to get your work assignment for the day (see section VI.E and Appendix A for more info). Once you have your run card, proceed back to the pit area and prepare your car for Tech Inspection.

C. TECH INSPECTION

To prepare your car for Tech, remove **all** loose items from your trunk and passenger cabin, including floor mats. The spare tire may remain in the car provided it is properly secured (held with a bolt that is tightened down) in the spare tire well.

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. The tech inspector will check your car for everything covered in section V. Vehicle Requirements. The event Safety Steward and the Chief of Tech have the final say in whether a car passes the inspection or not. Any car not passing the inspection may not participate in the event, unless the problem can be corrected, and the car inspected again before Tech closes.

At this time, you will be instructed by the Tech Inspector to re-pit your car, or place it in grid as appropriate. From there, you can walk the course as many times as possible before the Driver's Meeting

D. DRIVER'S MEETING

THE DRIVER'S MEETING IS MANDATORY FOR ALL COMPETITORS. Listen for the announced time and place (typically 10-15 minutes after tech closes). The Driver's Meeting will cover all safety rules, the course layout and penalties, and all rules the drivers must follow for the day.

E. WORKING THE COURSE

All drivers are expected to complete their work assignment. 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, and the driver may be asked to not return to future events. **Exceptions may be made only if approved in advance of registration by the event steward(s).**



APPENDIX A: HELPFUL INFORMATION

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.

Work Assignments:

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

- **Waivers:** Guard the entrance and make sure no one gets in without signing the waiver and hand out wrist bands after the waiver is signed.
- **Course Worker – Radio:** Radio to Course Control when a car gets a penalty (which car and what kind(s) of penalties). Radio workers also have a red flag, and stop the cars on course if there is an unsafe situation on course.
- **Course Worker – Runner:** Signal to your radio worker when a car has incurred a penalty, and when it is safe to do so, reset any knocked over cones.
- **Announcer:** Sit in the timing van watching the course, announce a finishing driver's time, announce drivers who are leaving the starting line, and generally commentate on the race going on.

Dress to 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



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- Hat
 - Sunscreen
 - Enough water to last a whole day

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 \$25.00 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, Chris Heady.

2019 CSCC OFFICERS

President:	Ashton Lyon
Vice President:	Ian Boyd
Secretary:	Chris Heady
Treasurer:	Jason Einfeld
Autocross Chair:	Josiah Tugman
Rules Steward:	Taylour Wargo
Novice Chair:	Taylour Wargo
Safety Chief:	John Harlow
Tech Chief:	Jake Wild
Chief of Workers:	Ashton Lyon
Registration Chief:	OPEN
Timing & Scoring Chief:	Jason Einfeld

TO CONTACT CSCC BY MAIL:

Chuckanut Sports Car Club
PO Box 175 – Bellingham, WA 98227

WEBSITE:

<http://www.chuckanutsc.org>