

# SSCC AUTOCROSS REGULATIONS

## 1. GENERAL RULES

- 1.1. **REGISTRATION** - All drivers must complete a registration form prior to participating in an event. Registration times for each event will be published in the club newsletter and on the club website prior to each subsequent event.
- 1.2. **INSURANCE WAIVER** - All participants, helpers and guests must sign the current insurance waiver form at registration or upon entering the event site. Participants under the age of 18 years old must have a parent or legal guardian present to sign the current "Parental Consent, Release and Waiver of Liability" form.
- 1.3. **DRIVERS' LICENSES** - All drivers must present that driver's valid Driver's License at registration. If the driver has a driver's permit, a currently licensed passenger is required. Minor drivers must be able to verify that they have the permission of the vehicles' owner, to compete in the event.
- 1.4. **TECHNICAL INSPECTION** - All vehicles must pass a technical inspection after registering. An inspection slip with car number and class will be returned to the registrar after technical inspection is completed.
- 1.5. **DRIVER SAFETY EQUIPMENT** - All drivers and passengers must wear a SNELL SA2010 or M2010, or later, helmet and closed shoes. Seat belts must be worn during competition. The technical inspector shall have the final say on any helmet, shoes or seat belts in question. SSCC loaner helmets are available. Drivers of vehicles without a windshield must wear a face shield.
  - 1.5.1 Shoulder belts/harnesses for all cars and arm restraints for open top cars are strongly recommended. See the current SCCA Solo rule book for recommendations and requirements.
- 1.6. **PASSENGER** - A passenger is permitted during practice. A passenger is also permitted during competition runs. If a passenger is a competitor in the event, he/she must have already completed all their timed runs. A passenger is permitted only if the vehicle is properly equipped to carry a passenger. The passenger must wear a seat belt and a helmet inspected and approved by a tech-inspector or SSCC loaner.
- 1.7. **DRIVERS OF MULTIPLE-VEHICLES/MULTIPLE-DRIVER VEHICLES** - A competitor may only compete in one vehicle during an autocross event.
  - 1.7.1. There may be multiple-drivers for any single vehicle. Accommodations shall be made by the Competition Director to facilitate timely running of multiple-driver vehicles; however, no multiple-driver vehicle shall be allowed to run less than 5 minutes subsequent to a previous run.
- 1.8. **IMPAIRED DRIVERS** - Anyone considered, in the judgment of the Competition Director, to be under the influence of alcohol or drugs of any form or impaired in any manner shall be subject to disqualification. Any entry fees paid by the disqualified person shall be subject to forfeit and the person may be asked to leave the premises.
- 1.9. **UNSAFE DRIVERS** - Any competitor or guest thereof, who, in the judgment of the Competition Director, displays un-sportsman like conduct or drives in an unsafe manner, at or around the event site, may be disqualified and is subject to expulsion from the event site. Any entry fees paid by the disqualified competitor shall be subject to forfeit. Hard cornering, at or around the event site, for the purpose of warming tires or speeding at the event site shall be considered unsafe driving. "Drifting" is not permitted.
- 1.10. **PIT SPEED** - Maximum speed in the pit or paddock area is limited to a maximum of 5 MPH.
- 1.11. **WORKERS** - All drivers must make themselves (or an appropriate substitute) available for their work assignment in order to receive points (and recorded times) for the event. Continued failure to show up for or complete your work assignment may result in registration refusing to accept your entry in future events.
- 1.12. **ALCOHOL** - No alcohol is allowed on the grounds while the track is open.

## 2. CATEGORIES/CLASSES/VEHICLES ALLOWED

- 2.1. **STOCK CATEGORY** - Stock cars are defined as those having little, if any, modifications. Preparation shall conform to the applicable current SCCA Solo rules.
- 2.2. **STREET PREPARED CATEGORY** - Street Prepared cars are defined as those having common bolt-on modifications, full interior, little or no internal engine modifications and DOT legal street tires. Preparation shall conform to the applicable current SCCA Solo rules.
- 2.3. **OVER STREET PREPARED CATEGORY** - Over Street Prepared is a local category for two classes of cars that would not be competitive in a current SCCA Solo Prepared or Modified class.

**2.3.1.** OSP is for production based vehicles factory equipped with the following items: head tail and brake lamps; turn signals; at least two rear-view mirrors; bumpers front and rear; windshield wipers; windshield; interior door panels (may be replaced but must be installed). All items mentioned must be present and operational.

**2.3.2.** Over Street Prepared cars must run on DOT approved tires with no restrictions on wheel or tire size.

**2.3.3.** Forced induction or rotary engine doubles engine displacement for determination of their OSP classification.

**2.3.4.** OSPO and OSPU are divided at 2.5 liters in displacement. Vehicles with motors calculated to be less than 2.5 liters shall be in OSPU. Vehicles with motors calculated to be 2.5 liters and over shall be in OSPO.

**2.3.5.** Wings; spoilers and splitters are allowed in Over Street Prepared classes but the wing design must not interfere with street use of the vehicle. (Safety/visibility, etc.).

**2.3.6.** No tube frame cars are allowed in the OSP category.

**2.4. PREPARED CATEGORY** - Prepared cars are defined as those having extensive mechanical and weight saving modifications and allow racing slicks. The basic body and engine configuration of Prepared cars must be recognizable as the original car and conform to current SCCA Solo Prepared category rules.

**2.5. MODIFIED CATEGORY** - Modified cars are defined as those having very extensive mechanical and/or weight saving modifications and allowed to run on any racing tire, including slicks. The Modified class includes: specials, formula cars, and cars with engine swaps. Cars must conform to the current SCCA Solo Modified category rules.

**2.6. TOURING CATEGORY** – Touring; Street Touring and Street Modified are classified pursuant to the current SCCA Solo category rules as applicable.

**2.7. KART CATEGORY** – The kart category provides two classes; shifter and non-shifter. Age restriction allows competitors 14-17 years old only; excludes competing in enduro events and Kart classes will not be competing with other classes or cars. Drivers' licenses are not required for ages 14-15 but the competitor must show proof of age by two pieces of identification and a parent or legal guardian must be present to sign the current "Parental Consent, Release and Waiver of Liability" form.

**2.8. VEHICLES ALLOWED** - Any motor vehicle that can pass safety inspection may be allowed to participate if, in the sole judgment of the Tech Inspector and Competition Director, they would be safe to do so and do not reasonably constitute a hazard to the facility or any participant. Properly race prepared Vans and/or Mini-Vans may be allowed to compete at the sole discretion of the Tech Inspector and Competition Director. Unstable vehicles with a high center of gravity and a narrow track, including SUVs, minivans, and 4WD pickups, must be excluded. Examples of such vehicles are listed in Appendix A of the current SCCA Solo Rules. Extra caution must be exercised with non-traditional vehicles (e.g., trucks using racing slicks).

**2.8.1. OTHER VEHICLES ALLOWED** - All non-provisional categories and classes pursuant to the current SCCA Solo rules are allowed.

**2.9. RESPONSIBILITY FOR VEHICLE CLASSIFICATION** - The entrant is charged with the duty of placing the vehicle in its correct category and class for competition. Any obvious misclassification may be corrected at the sole discretion of the Tech Inspector and/or Competition Director.

**2.10. LADIES' CLASSES** - SSCC does not run, nor award, separate Ladies' Classes.

### **3. VEHICLE PREPARATION FOR COMPETITION**

**3.1. SAFETY** - Each vehicle will receive, and must pass, a technical safety inspection prior to competition. Each competing vehicle shall be maintained in a safe operating condition throughout the event, or it will be excluded from competing until the unsafe condition has been rectified. The primary purpose of the technical inspection is to identify any safety deficiencies, and not to determine whether the vehicle conforms to any class rules.

**3.1.1. SELF-TECH** - Self-Tech is a privilege and responsibility available to experienced SSCC members in good standing; having at least one season experience and no previous technical inspection deficiencies in the last two events. **Self-Tech does not mean "no-tech"** and the member authorized to self-tech the vehicle is responsible for maintaining and presenting the vehicle in competition-ready condition prior to registration; and to actually inspect the vehicle prior to competing in any event. The Self-Tech privilege is revocable at any time by a current Tech Inspector or Competition Director.

**3.2. SEAT BELTS** - Seat belts are required for each occupied seating position in all competing vehicles and are to be worn as intended. The use of a lap belt as the sole restraint is permitted only if the vehicle was not originally equipped with any other restraints. Shoulder belts are highly recommended in all occupied seating positions.

**3.3. CAR CONTENTS** - No loose items shall be carried in or on the car during competition.

- 3.4. WHEELS** - Wheels must be mounted in a safe manner, with all lug nuts present and tight. Wheel covers, hub caps, trim rings, or any other cosmetic pieces not bolted or welded to the wheel shall be removed. Wheels must not be cracked or deformed. All spokes must be in place and secure on wire wheels.
- 3.5. SUSPENSION** - All suspension components shall be in proper operating condition, with no excessive play present in the steering wheel or wheel bearings.
- 3.6. FLUID LEAKS** - No excessive fluid leaks are allowed.
- 3.7. TIRES** - No temporary type spare tires or studded tires are allowed; no cord or apparent damage shall be evident on tires used.
- 3.8. ROLL OVER PROTECTION** - A roll bar or cage is required for all formula cars, sport racers, open cockpit cars, and convertibles. Roll bars or cages shall comply with the current SCCA Solo or Club Racing General Competition Rules (GCR).
- 3.9. THROTTLE RETURN** - The throttle and throttle return or linkage shall operate smoothly throughout its travel. The throttle shall be fitted with a spring-loaded return mechanism, which will rapidly return the throttle to the closed position when the throttle is released from any open position. All non-stock vehicles with throttle linkage must have a minimum of two (2) throttle return springs.
- 3.10. 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. The fluid in the master cylinder must be above the minimum level mark with the brakes released.
- 3.11. BATTERY** - Batteries shall be mounted securely. No bungee cords. If the battery is located in the passenger compartment, it must be in a non-conductive, marine-type container or equivalent. All batteries shall have the positive terminal covered and insulated with a non-conductive material, such as a rubber, silicone, a plastic boot or electrical tape. All batteries shall be attached securely to the frame or chassis structure independent of any marine or other-type container or enclosure.
- 3.12. SWING AXLES** - Swing axle suspensions must exhibit static and dynamic negative camber and/or have installed a camber compensator or wheel droop limiting straps. If in the judgment of the Competition Director a swing axle equipped vehicle appears unstable, the vehicle may be barred from further competition, regardless of compliance with the above.
- 3.13. NOISE LEVEL** - The exhaust noise level shall not be excessive for the venue in which the event is being run. If a vehicle exceeds published noise levels, that run will be deemed a DNF. If the next run also exceeds the published level, the vehicle will be disqualified for the remainder of the event.
- 3.14. VEHICLE MARKINGS** - All vehicles shall have their assigned competition numbers, class and category of competition clearly marked on their vehicle conforming to SCCA Solo regulations. Numbers and class letters shall be displayed on both sides of the cars which must be readable by Timing and Scoring, course and grid workers at all times.
- 3.14.1.** One set of numbers and class letters must be visible while the vehicle is running.
- 3.14.2.** Class shall be represented by upper-case abbreviated form rather than spelled out.
- 3.14.3.** Numbers and class letters should be positioned next to each other.
- 3.14.4.** All letters and class letters are recommended to be on body panels, but may be on windows.
- 3.14.5.** All numbers and class letters must use the same typeface and same color and must provide adequate contrast to the background color.
- 3.14.6.** Numbers must be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a .75" stroke. In all cases, the height of the class letters must be between 25-75% of the height of the numbers. Stroke width must be at least 10% of the height.
- 3.14.7.** Karts may use numbers and class letters of reduced size provided that numbers must be displayed on the front and rear in addition to both sides and class letters must be on both sides. In no event shall the numbers be smaller than 6" in height with 3/4" stroke using a high-contrast color and background. **3.14.8.** Vehicles with multiple-drivers shall facilitate having a numbering system that can easily be changed to identify the driver making a run in the vehicle. The grid marshal shall make every effort to make sure the correct number is on the vehicle for the driver before sending the car to the starter.
- 3.14.8.** Vehicles with multiple-drivers shall facilitate having a numbering system that can easily be changed to identify the driver making a run in the vehicle. The grid marshal shall make every effort to make sure the correct number is on the vehicle for the driver before sending the car to the starter.
- 3.14.9.** Numbers will be checked at tech-inspection for compliance.

4. **PROTESTS** - While there is a right to protest a competitor's vehicle for failure to conform with the rules; it should be remembered that autocross events are amateur sporting events and are organized and managed by volunteers who freely and cheerfully give their time and efforts, doing the best they know how. Competitors may experience some imperfections of the organizers and fellow competitors which is part of the chances he or she takes in entering the competition. At all times, participation in these events should be conducted in the spirit of friendly competition.

4.1. **WHO MAY PROTEST** - Any competitor has the right to protest another competitor in his or her class; or any decision, act or omission related to the organization or operation of the event that the competitor reasonably believes violates any applicable rule(s).

4.1.1. Any official has the right to protest any competitor; or any act or omission related to the event that the official reasonably believes violates any applicable rule(s).

4.2. **PROTEST PROCESS** - Protests may only be filed after a preliminary decision has formally been rendered by the Competition Director. Protests must be in writing, and must be filed no later than thirty (30) minutes following the final run of the event. All protests shall be addressed before the presentation of awards for the event.

4.3. **TECHNICAL PROTESTS** - Technical Protests will be resolved by at least one (1) Tech Inspector and at least one (1) Competition Director. All Technical Protest decisions are final.

4.4. **NON-TECHNICAL PROTESTS** - Non-technical protests will be heard by a three (3) SSCC member protest committee convened at the event site. The protest committee will be composed of one (1) Competition Director and two (2) other SSCC members appointed by the President of SSCC, if present, or in his absence, by any other SSCC officer present. All decisions rendered by the Protest Committee are final.

## 5. **TIMING, SCORING AND TROPHIES AND AWARDS**

5.1. **SCORING** - Scoring shall be determined using a competitor's lowest single time.

5.2. **TIMING STANDARDS** - Events shall be timed to the nearest one-thousandth of a second.

5.3. **TIES** - Ties shall be broken by a comparison of the next quickest time of each competitor.

5.4. **RERUNS** - Reruns shall be granted only in the event of a timing malfunction or failure, an unsafe condition on the course, red flag or other situation(s) at the discretion of the Competition Director and will not be granted because of mechanical or other failure of the competitors' vehicle.

5.4.1. If the driver receives a DNF at a point on the course prior to encountering a timer malfunction or failure, the DNF will stand.

5.4.2. Reruns shall be taken place as soon as practical but in no event sooner than within five minutes after the previous run.

5.4.3. In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor may continue slowly through the remainder of the course or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriately reduced speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid impeding the progress of the car following and ensure the event remains on schedule.

5.5. **PYLON PENALTIES** - The use and position of any pylons shall be determined by the Competition Director. Penalties shall be established by the Competition Director prior to the start of the event and announced at the drivers meeting and marked on the course map, if one is prepared. The appropriate penalty shall be added to the competitors' time if a pylon is knocked down or moved out of its box. Hitting a Large cone around the timing equipment shall constitute a DNF. The competitor shall bear any cost incurred for any damage to the timing equipment.

5.6. **ALREADY DOWNED/MOVED PYLONS** - A competitor encountering a pylon he or she has already knocked down or has moved shall not receive a second penalty for hitting the pylon again. If the irregularity is determined to be to the competitors' advantage, a rerun is required.

5.7. **OFF COURSE** - A competitor who leaves the paved surface with all four wheels shall receive a ten (10) second penalty. A DNF will be awarded to a competitor deviating from the established course. If a competitor hits a pylon for a gate or slalom, it shall be deemed a pylon penalty and not an off course penalty or DNF.

5.8. **FLAGS** - A black flag means: do not stop, proceed to the pits and contact the starter or other official. A red flag means stop as soon and as safely possible and wait for instructions.

5.9. **FUN RUNS** - Fun runs may be available at the discretion of the Competition Director subject to completion of all runs for points or trophies for a given class a competitor previously participated in.

**5.10. YEAR END/CHAMPIONSHIP TROPHIES** – To be eligible for year-end class championship trophies, a competitor must have participated in more than half of the events, in the same class that make up the championship series. If participant runs in all events for the year, points for one event will be “thrown out” when calculating the total cumulative points. Any ties will be decided by first comparing the number of first place finishes; then if needed, the number of second place finishes, etc. If still tied, awards will be provided to both competitors. Points are calculated and awarded as follows:

First Place.....	9 points
Second Place.....	6 points
Third Place.....	4 points
Fourth Place.....	3 points
Fifth Place.....	2 points
Sixth Place.....	1 point
All others and DNF.....	1 point

These rules are designed to be safe and to reasonably reflect our local club rules under the guidance of current SCCA Solo regulations. If there is any rule not explained or addressed in these SSCC rules, the current SCCA Solo regulations shall apply. If any conflict exists between the SSCC and SCCA Solo regulations, the SSCC rules prevail.

The Competition Director has the discretion to modify these rules at any event on an individual case-by-case basis.