



**2018 Bridge City Autosports**

**RULES  
&  
REGULATIONS**

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**INTRODUCTION**

**2018**

**BRIDGE CITY AUTOSPORTS EVENT**

**RULES & REGULATIONS**

**NOTICE**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive and noncompetitive events and to further participant and spectator safety and enjoyment. No express or implied warranty of safety or fitness for a particular purpose shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Although all attempts have been made to assure similarity between the printed and the Portable Document Format (PDF), used for the compact disk and website versions, some formatting discrepancies can occur. The most notable discrepancy being the table of contents and the corresponding listed page numbers in the PDF versions.

We would also wish to thank and give credit to the Porsche Club of America (PCA), the Sports Car Club of America (SCCA®), and the Willamette Motor Club (WMC) for their help in providing guidance in development of these rules and regulations.

The rules and regulations set forth herein are the Bridge City Autosports Rules and Regulations, known as the BCR's. The purpose of the BCR's is to provide for the orderly conduct of all official and unofficial competitive events of our Club and to make provisions for participant and spectator safety. Enjoyment and fairness to and among competitors is the goal of our Club.

## **I-1 USAGE**

The current BCR's are the official competition regulations for all our current BCA events. The General Rules specifically apply to BCA event applications and overall BCA event operations. The major competitive event (autocross) is governed by the events rules contained within. These rules may also be used for, and are suggested for, conduct of other BCA competitive events, at the discretion of the board and membership.

## **I-2 LIABILITY**

No express or implied warranty of safety or fitness for a particular use shall result from publication of, or compliance with, these rules and/or regulations. The BCR's are intended as a guide for the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

## **I-3 BCR COMMITTEE AND FUNCTIONS**

**I-3.1 Bridge City Autosports Rules Committee:** The responsibility for developing, maintaining, revising, administering, and enforcing our Club Rules and Regulations is vested in the Bridge City Autosports Rules Committee, appointed by the Board of Directors and approved by the voting membership of our Club. The BCR Committee reserves the right to review events and to make any changes deemed necessary.

### **I-3.2. Pre-Event Duties**

**I-3.2.1. Publication of our BCR's:** The BCR Committee will publish the BCR's annually, incorporating all approved changes, by December 31st of each year. A copy shall be sent electronically each current member of our Club at the time of publication, and any members included in mass communication. Copies will also be furnished to the Board of Directors, all Officers, and entrants. Digital copies shall be in a format that provides security from manipulation.

**I-3.2.2. Review of Planning:** The BCR Committee, its Chairman, and designated member(s) will review and approve the following:

- (a) Supplemental event Regulations, published by the BCR Committee. This may include autocross supplementary instructions.
- (b) Appointments to the BCR Protest Committee

(c) Autocross site and course design in conjunction with the Safety Chairman and our Club's Autocross Course Design Chair, plus the driving event penalties.

(d) Scoring procedures for the events.

(e) Review of event vehicle classifications.

**I-3.3. BCR Event Duties:** The BCR Committee's event duties, listed below, will be discharged by those members of the Committee if at the BCA event.

**I-3.3.1. Protests:** At least two members of our BCR will be involved in every decision of our Club's Protest review committee.

**I-3.3.2. Administration and Enforcement of Rules:** The BCR Committee Chairman and members will be available to:

(a) Answer questions regarding the BCR's both before and during each event

(b) Enforce the BCR's and assist the event officials and event chairmen in enforcing the BCR's.

## **I-4 BCR REVISION PROCEDURE**

**I-4.1. Change Requests:** Any BCA member may suggest/request any change(s) to the BCR's by making written application to a member of the BCR Committee. Rule suggestions/requests received prior to September 1st will be considered for the following calendar year.

**I-4.2. Formulation and Distribution of Proposals:** The BCR Committee will meet annually after the last seasonal event at a time and place designated by the BCR Committee Chairman, to consider all comments and to formulate the proposed rule changes. At that meeting, the BCR Committee will review suggestions/requests and other rule changes. Based on this review, a final set of proposed rule changes will be published by January 15th for membership comment. The proposed changes(s) will be shown along with the existing rule(s), when applicable, and the reason(s) for the change(s). Final submission for membership comments based on these proposed changes will be December 15th.

**I-4.3. Approval:** Approved changes and rules will be submitted to the Board of Directors for final review and will be effective for the following calendar year.

**I-4.4. Exceptions:** Exceptions to this procedure may be made only if, in the opinion of the BCR Committee, a hardship or an emergency condition will exist due to the existing rule (or lack thereof). Editorial changes for the purposes of administration, clarification and/or correction of errors are not considered changes in the rules.

## **G-1 OFFICIAL/UNOFFICIAL COMPETITIVE EVENTS**

**G-1.1 Event Types:** Bridge City Autosports consists of official (autocross) and unofficial/social (fun runs,

banquets, and other club sponsored) events.

**G-1.2 Event Rules:** The General Rules set forth herein are for overall Bridge City Autosports events. Some specifics (generally G-6.through G-11.safety (tech) inspection, protests, classification, and award numbers) under the General Rules do not apply to the unofficial/social competitive events.

## **G.2.REGISTRATION**

**G-2.1.Entry Categories:** There will be one category of entry: the superclass competitive entry.

**G-2.2.Eligible Entrants:** Entrants and co-entrants must be 18 or over and must be a member in good standing, of any class of membership set forth in the BCA Bylaws. Each Autocross participant must hold a valid driver's license to drive in BCA events.

**G-2.2.1.Junior Participant Program (JPP):** The JPP is a program for 16 and 17 year olds.

**G-2.3.Participants per Automobile:** The maximum number of four (4) drivers per automobile and only two drivers per automobile per run group will be allowed for the autocross.

**G-2.3.1.JPP Participants:** JPP participants may compete in the autocross in the same automobile and the same category/class as their sponsoring entrant or co-entrant. JPP participants may compete in the rally only as a navigator with the sponsoring entrant or co-entrant driving.

**G-2.4.JPP Registration Requirements:** All participants must pre-register for each BCA event. Every registrant driving in an event must present a valid driver's license and signed release form at BCA Registration. A copy of this form may be kept on file at the registration desk for future JPP participation. A JPP may not register vehicles.

**G-2.4.1. Registration Deadlines:** All competitive events have specific registration and automobile class change deadlines. The deadline for registration can be found on the BCA Event Schedule. Final check-in on site at the BCA registration desk is required for all participants at every event.

**G-2.5.Non-Transferability:** BCA registrations are typically non-transferable, but may be transferred for reasons approved by a BCA Board member.

**G-2.6.Eligible Automobiles:** Any automobile or kart is eligible to participate as long as it passes BCA's Technical Inspection.

**G-2.6.1. Non-Street Legal Automobiles:** Automobiles which are not street-legal for street driving may be registered for the autocross or any closed circuit event. These vehicles must arrive and leave by trailer, and are not to be driven on public roads around/during the event.

**G-2.6.2. Rally Automobiles:** The automobile used in the rally must be licensed and street legal.

**G-2.6.3. Autocross Automobiles:** A participant can pay twice and run two groups. Only the first group will count for points, and it must be at the appropriate time for their class to have run. This means if their class runs third, they cannot double register at that event. The autocross automobile or kart must be registered

by a BCA participant.

**G-2.7.Registration Fees:** Registration fees are payable as per the specific posted event criteria.

**G-2.7.1 Additional Registration Fees:** Beyond the base registration fee, the BCA may also charge additional fees to participate in competitive events, for automobile and any other event or activity offered. See **G-2.6.3** above for further clarification.

### **G-3 BRIDGE CITY AUTOSPORTS COMPETITION RULES (BCR's)**

**G-3.1 Rules Availability:** A copy of the current BCR's and all supplementary regulations will be made available to all entrants prior to the beginning of the BCA competitive season.

**G-3.2. Knowledge of Rules:** Every entrant shall have knowledge of the current BCR's and agrees without reservation to the consequences resulting from enforcement of the BCR's.

**G-3.3. Questions:** Questions regarding the BCR's should be directed to a member of the BCR Board of Directors or Committee, listed in the BCA webpage: <http://www.bcaautosports.club>.

**G-3.4. Supplementary Regulations:** Entrants must also comply with the supplementary regulations published by the BCA Committee. Supplementary regulations, posted on the BCA website for the specific event, will also be contained in the MotorSportsRegistration (MSR) online registration program. Supplementary regulations will be in addition to and not in conflict with the BCR's unless approved by the BCR Board of Directors and Committee.

**G-3.5. Verbal Instructions:** Any verbal instructions from BCA personnel that are in violation of the current BCR's and/or current supplementary regulations shall not be official.

### **G-4 FAIRNESS**

**G-4.1 Fairness:** Fairness to all competitors is required. Nothing within the control of the BCA officials shall be done during the course of any event that would create an unfair advantage or disadvantage for anyone, and all reasonable steps shall be taken to assure compliance.

### **G-5 CAUSES FOR DISQUALIFICATION**

**G-5.1 The BCR Committee Chair:** The BCR Committee (limited to those members present at the Event) may at any time during the Event disqualify any entrant for violation of these rules. The Protest Committee has the same authority in conjunction with protests. The chairmen of the competitive events have the authority to enforce sections G-5.2 through G-5.6 during the conduct of their events.

**G-5.2. Unsportsmanlike Conduct:** If at any time during the Event, the BCR Committee judges that an entrant is showing unsportsmanlike conduct or is bending or taking unfair advantage of a rule or rules,

that entrant may be disqualified from an event, or from the entire season.

**G-5.3. Misclassification:** It shall be each entrant's responsibility to properly classify their registered automobile(s) for each event entered. Misclassification is cause for disqualification at the discretion of a BCA/BCR Board representative.

**G-5.4. Alcohol, Narcotics, Illegal Substances:** Any participant may be disqualified from the driving event or rally if found consuming or using or if judged to be under the influence of alcohol, narcotics or dangerous or illegal substances during and at the site of the event. Crewmembers, workers, and BCR officials are likewise prohibited from using or being under the influence of the above substances.

**G-5.5. Schedules:** Failure of an entrant to be in the proper place at the scheduled time may be cause for disqualification from the Event. That is, a tardy entrant may not be allowed to compete in the event for which he/she was tardy.

**G-5.6. Unsafe Driving:** Irregular, dangerous, or reckless driving during the Event may be cause for disqualification.

**G-5.7. Other Causes:** Other causes, applicable only to individual Events, are listed under "Competitor's Rules" in the sections concerning those events. (See G-9.5.3 "Automatic Disqualifications" under "Autocross Protests.")

## **G-6 VEHICLE/DRIVING LAWS**

**G-6.1. Traffic Laws:** Entrants must strictly adhere to all applicable (state, local, etc.) traffic laws when arriving to and leaving from an event. This also includes the time between days for multi-day events in which participants are still representing the club to the locals in the area.

## **G-7 SAFETY (TECH) INSPECTION**

**G-7.1 Tech Inspections:** Each automobile or kart competing in the autocross must undergo safety inspection before being driven in the event for which that automobile is registered. (See A-5 for autocross driver safety rules.)

## **G-8 CLASSIFICATION DISPUTES**

**G-8.1 Classification Disputes:** If an entrant thinks that an automobile has not been properly classified, the entrant may bring this to the attention of a member of the Protest Committee, Competition Event Chairman or designated official who will investigate the problem. If the member of the Protest Committee finds that there is an obvious misclassification, the Committee member will assist in the proper classification for the automobile involved, if possible. This procedure is intended to correct misclassifications without payment of protest fees and/or subsequent disqualification of entrants. If the

member of the Protest Committee does not find a violation, the complainant may still file a formal protest. Reclassification must take place as follows:

- (a) Autocross - Prior to Start of the Correct Run Group

## **G-9 PROTESTS**

**G-9.1. Right To Protest:** An entrant may protest any decision, act, or omission of the organizers, an official, entrant, or other person connected with the event considered to be in violation of the BCR's or any supplementary regulation published by the Event organizers. Any entrant participating in any event, including members of the BCR Committee and the Protest Committee shall have the right to protest.

- (a) Protests will be resolved by the Protest Committee.
- (b) Entrants are responsible for notifying Event organizers in the event of a scoring math or timing error. Protests are not needed to correct scoring math or timing errors. It is expected that protests be reasonable, based on sound evidence, and submitted in a spirit of fairness (See G-4, G-5.1.) If, in the opinion of the protest committee, a protester has acted in a manner inconsistent with the spirit of fairness and good sportsmanship, the protest will be considered to be in bad faith, the protest will be denied and the protest fee forfeited.

**G-9.2. Submission of Protest:** Every protest must be in writing, must describe in detail which BCR or supplementary regulation is considered to have been violated and by who, must be signed by the protester, and must be accompanied by a protest fee.

**G-9.2.1. Protest Fee:** Each protest must be accompanied by a fee of \$100.00 cash (no checks). The fee will be returned only in the event the protest is upheld. However, protests by the BCR Committee and/or the Protest Committee are exempt from the fee. Final safety check inspectors are also exempt from the fee for protests resulting from the performance of duties. All protests of improper action or following of procedures by officials are protest-able at no fee, if the improper action or procedure has been brought to the appropriate official's attention and satisfactory corrective action has not been taken. Situations where there is a conflict of interest which may affect results or where an entrant is unfairly prejudiced may also be protested at no fee, if the appropriate event officials have not satisfactorily responded after the situation has been brought to their attention.

**G-9.2.2. Time and Place:** Protests must be filed within the time limits established for each event in the following subsections. The time limit may be extended in exceptional cases where a protester can demonstrate that information pertinent to the protest was not available within the time limit. Protests must be filed with the designated personnel in the following locations: Autocross - in the vicinity of the impound area.

**G-9.2.3. Protest Committee Procedures:** The BCR Protest Committee Liaison will be appointed by the BCR Board with approval from the BCR Committee Chair. The BCR Protest Committee Liaison is responsible for the organization and management of the BCR Protest Committee. The Liaison will report to the BCR Competition Rules Committee Chair.

- (a) Every Protest Committee will consist of five or more qualified members, including two members from the BCR Board. The appointees must be approved by the Board members. A member

of the Board serving on the Protest Committee must be involved in every decision of the Protest Committee. The Protest Committee has the right to request the protestor to supplement the written protest with an oral explanation of its basis. Discussions involving a protest shall include all parties as appropriate to the protest.

(b) The Board must provide forms for the filing and logging of protests. The Committee must provide personnel to receive and log protests. Blank protest forms should be available at the location for receiving protests. Five-part forms are recommended: one for posting, one for the Protest Committee, one for event scoring officials, and one copy each for the protestor and protestee. (See Appendix VII. (later))

(c) The worker who receives protests must also collect fees, log the receipt of the fees, post a copy of the protest in the area designated for the receipt of protests. The disposition (upheld/denied) of the protest will be noted on the posted copy.

(d) All posted protest forms are to be published where the event scores are posted and the forms maintained by the Board until the protest is resolved and closed. The Protest documents shall then be stored by the Secretary for a period of not less than 4 years.

**G-9.2.4. Protest Committee Decisions:** Any Protest Committee decision may include disqualification from the event or any lesser penalty as deemed appropriate by the Protest Committee.

**G-9.3. Final Authority:** The decision of the Protest Committee will be final and no appeal will be allowed. The BCR Committee has the prerogative to review and change any decision of the Protest Committee, provided all members of the BCR committee attending the event participate in the review.

**G-9.4. Autocross Protests:** Protests must be filed not later than 30 minutes after the last automobile in the class enters impound and initial results are posted, except those concerning rubbing tires. See "Rubbing Tire Protests" below (G-9.4.4).

**G-9.4.1. Non-Conforming Automobile:** Any entrant taking part in the competition may protest any automobile or kart as not conforming to the BCR's. The protester may request that the automobile be disassembled, inspected, or any other test made, provided that the protester posts a cash bond with the Protest Committee sufficient to cover the total expenses of disassembly, inspection and reassembly. (See G-9.4.3)

**G-9.4.2. Responsibility for Inspection Expense:** If the protested automobile is found upon inspection to conform to the BCR's, the protester shall forfeit the bond posted with the Protest Committee and the money shall be used to cover the costs incurred. If the automobile is found upon inspection to be in violation of the BCR's, the protester's bond will be returned, and the entrant/driver of the protested automobile shall stand all expenses and be subject to disciplinary action as the Protest Committee deems proper. (See G-9.4.3)

**G-9.4.3. Automatic Disqualifications:** Entrants will be immediately disqualified from the driving event under these circumstances:

(a) Refusing Inspection - If the entrant or driver of a protested automobile refuses to allow inspection of the automobile under the terms defined in G-9.4.1 and G-9.4.2, he/she will be immediately disqualified. Other penalties, as deemed appropriate by the Protest Committee, may also be imposed.

(b) Disqualified Automobile - If an automobile or kart is disqualified, both drivers (all drivers, if family per G2.3 "Entrants per Automobile") will be automatically disqualified.

**G-9.5.4. Rubbing Tire Protests:** If an entrant or a final safety check inspector believes that an automobile in any superclass has a tire(s) that will rub against the fender, body, or suspension, the protest must be filed BEFORE the protested automobile's timed runs. The surface(s) that are suspected as rubbing points will be marked in a manner agreeable to the protestee prior to runs, and the marked points will be examined by the Protest Committee immediately after the automobile's last run for evidence of rubbing. If evidence of rubbing is found, the automobile and its drivers will be disqualified. A front tire whose inside surface or shoulder lightly rubs the inner surface of the fender well while steering is at full lock is exempt from the rubbing tire protest. If the protestee refuses to allow his automobile to be marked, the automobile and its drivers will be automatically disqualified. Competitors may not protest rubbing tires after timed runs, and automobiles will not be marked after timed runs; however, the Driving Event Chairman and/or the Protest Committee may disqualify an automobile for rubbing tires after its timed runs per A-5.1 (h) under "Driver Safety" below

## G-10 AWARDS

**G-10.1. Autocross Class Awards:** In order to qualify for an end of the year award a driver must participate in at least 5 Official BCA autocross events. The number of awards presented in each class shall be presented in accordance with the following minimum schedule:

Number Participated In Class	Number Of Awards
1 - 5	1
6 - 10	2
11 – or more	3

**G-10.2. Autocross Awards:** In addition to the class awards, the following special awards will be presented. These are Perpetual Trophies; it will be each recipient's responsibility to return the trophy as requested. The recipients will also receive a permanent award to keep, provided by the BCA Committee. The BCA Board shall be responsible for the selection of the individual driver's in the 5 categories below

- (a) Speed Driving Trophy - Awarded to the driver with the most Raw time TTOD in a year. This award will be in addition to any first place trophy in the winner's class. The fastest driver will be allowed to use car number **1** for the following season.
- (b) Driving Excellence Trophy – Awarded to the driver with the most number of PAX Time TTOD. This will be in addition to any first place trophy in the winner's class.
- (c) Sportsman Trophy – The one as seen whose efforts, involvement and attitude set a benchmark in our club's general objectives. This award excludes BCA Board Members.
- (d) The Most Improved Trophy – Most improved driver as rated by the BCA Board

- (e) Persistence Trophy – They always keep at it no matter the obstacle. Whether on their back, under the hood, or helping a fellow member out with advice, tools, and a helping hand, they are the individual who makes everyone feel as part of the BCA Team.

## Autocross

The standard BCA driving event will be an autocross. It will be an all forward motion, skill autocross with a rolling start and finish. Automobiles and karts will be timed while driving a course laid-out on a paved area. Safety will be of paramount importance in the design and conduct of the event.

**A-1 REFERENCED RULES:** The rules referenced below apply to the autocross.

- (a) Eligibility. (See G-2.1 through G-2.6)
- (b) Protests. See G-9.
- (c) Awards. See G-11.1.
- (d) Entrants must complete on-site check-in before the event or they will not be allowed to compete. Entrant's classification or classification changes must occur no later than the day before the event starts. (See G-2.4.1)

## A-2 CLASSIFICATION

**A-2.1 Driver Responsibilities:** Drivers are responsible for properly classifying their automobiles.

### A-2.2.Classes and Class Definitions

#### A-2.2.1 Class Definitions

- (a) For specific BCA Class Breakdown and regulations see below
- (b) Class – A grouping of vehicles that are thought of as similar based on their weight, engine displacement, modification level, etc.
- (c) **Superclass** – A grouping of classes that are “similar enough for our purposes”.
- (d) **PAX Index** – A list of numerical multipliers (handicaps) that correspond to each SCCA class, and are used to equalize the times run by multiple drivers that are in different classes. The Index list is updated annually based on national SCCA results. Drivers' raw times are multiplied by the PAX index for their individual classes. These new “PAX times” are then compared.
- (e) BCA events will use a superclass grouped form of SCCA classing. For those familiar with this, we group similar classes together into Super Classes, and then PAX each time in that superclass based on the cars true class. The PAX times are then used for ranking.
- (f) See below for our Super-Class breakdown:

<b>BCA Superclass</b>	<b>SCCA Class Breakdown</b>
Street 1 (S1)	SS, AS, BS, FS
Street 2 (S2)	CS, ES
Street 3 (S3)	DS, GS, HS
Non-Stock 1 (NS1)	SSP, ASP, BSP, ESP, SSR
Non-Stock 2 (NS2)	CSP, DSP, FSP
Non-Stock 3 (NS3)	All Prepared, Modified, and Kart Classes and FSAE
Non-Stock 4 (NS4)	STC, STS, STF, STR
Non-Stock 5 (NS5)	STX, STU, STP
Non-Stock 6 (NS6)	SM, SSM, SMF
Classic American Muscle (CAM)	CAM-T, CAM-C, CAM-S
Junior	All Junior Karts

### **A-3 AUTOCROSS COURSE**

**A-3.1 Design:** The course will be designed with the safety of the spectators, workers, entrants and their cars in mind. The course used will be reviewed and approved by the BCA appointed Board of Director, the BCA Safety Chairman, and the Autocross Chair. Also see I-2 **LIABILITY**, I-3 **BCR COMMITTEE AND FUNCTIONS**, and G-2 **REGISTRATION**.

**A-3.2. Boundaries:** The autocross boundaries will be defined by existing terrain, edge of pavement, clearly marked white lines, pylons or a combination of these.

**3.3. Entrance/Exit:** Where the beginning and/or ending of the actual course is not the same as the start and/or finish line (to provide the rolling start and finish), such points will be clearly marked where automobiles are to stop after exiting the course to pick up timing slips and return any borrowed helmets.

**A-3.4. Course Map:** A map of the course, approximately to scale, will be posted and all entrants will receive a copy of the map at the event site final check-in. The map will show the methods used to define the course boundaries and the location(s) of the entrance and exit.

**A-3.5. Safety Areas:** An area will be designated as a “safe zone” that is separated from the regular automobile grid. This zone shall be for karts, formula cars, and other vehicles which lack a substantial exterior frame and a visible structure over 36 inches tall. See A-6.5 for further kart details and procedures.

### **A-4 FLAGS**

**A-4.1 Event Flag Protocol:** A grid official will review all flags to be used during the event with each driver. Drivers must obey flag signals or risk being removed from the event and/or disqualification.

- (a) Green – Go. The course is clear.
- (b) Red – Emergency. Pull over and stop safely.

## **A-5 VEHICLE AND DRIVER'S SAFETY**

**A-5.1 BCA Safety Inspections:** The BCA safety inspection is basic in nature and is not intended to be a substitution for a proper technical inspection. The track worthiness of the automobile is the responsibility of the entrant(s). The safety inspection form must be complete to compete in the autocross. The inspection form will list all of the items to be inspected.

**A-5.2. VEHICLES AND DRIVERS:** The following rules apply to all automobiles, karts, and drivers entering the autocross. Safety/tech inspection will check for compliance with the rules.

### **A-5.3 DRIVER'S SAFETY EQUIPMENT**

**A-5.3.1 Seat Belts:** Seat lap belts are required in all cars and must be installed in cars with passive restraint systems that do not include a lap belt. Installation and the use of shoulder belts or harnesses is strongly recommended; however, non-factory upper body restraints may only be used in open cars, cars with targa-tops in the open position, or cars with T-tops in the open position when these two conditions are met:

- (a) The roll structure must meet either the requirements of Appendix C (later) or the SCCA® Club Racing General Competition Rules (GCR) Section 9.4.
- (b) The top of the roll structure may not be below the top of the driver's helmet when the driver is in the normal driving position.

**A-5.3.2 Helmets:** Helmet. Each contestant must wear an approved helmet in good condition. The helmet shell must have no structural damage. The padding must be intact. The chin strap must not be frayed, and the strap attachments must be operable and securely attached. Face shields, when required, and/or used, must be made of polycarbonate plastic or the equivalent and must be in good condition. Acceptable approvals are the latest or next two most recent SA, M or K Snell Memorial Foundation, FIA 8860, SFI 31.1 and BS6658-85 Type A-FR approvals.

**A-5.3.3 Clothing:** Full-length pants, long sleeved shirts, socks and full shoes are recommended for all drivers. Bare feet, sandals and open-toed shoes are not permitted. Fire-resistant driving suits, gloves and driving shoes are recommended. Recommended fabrics are natural fiber (cotton, wool, silk) and BCA, SCCA, or PCA Club Racing approved fire-resistant fabrics. For more information, see the SCCA Racing rules. For a copy of the SCCA Racing rules, write or call the National SCCA Solo Events Board, or see [www.sebscca.com](http://www.sebscca.com).

**A-5.3.4 Face Protection:** Full face helmets shall be worn while competing or riding in an open-wheeled car, formula car, or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than standard-size windshield.

**A-5.3.5 Footwear:** Shoes covering the entire foot shall be worn.

**A-5.3.6 Knowledge of Flags and Procedures:** No drivers will be allowed to enter the course without knowledge of the flag signals and the correct procedures.

**A-5.3.7 Working:** If you want to drive Autocross, you have to work too. While one run group is driving, the other group works the course. **Everyone helps tear down the course when Autocross is over.** If you have

a schedule issue and MUST drive in the early session but cannot stay to work your assigned session, you MUST advise the autocross registrar at check-in or the drivers' meeting. Failure to do so will result in a DNW (Did Not Work) and void all run times and any championship points for the event. Multiple offenses will result in disqualification from future BCA events.

#### **A-5.3.7.1 Cone-Worker Tips:**

- a) Each station has at least 2 workers: a Cone-Setter and a Radio Person.
- b) The Radio Person is responsible to notify the Timer if a penalty has been incurred, and he controls the Red Flag to halt the run if a safety issue occurs. Radio Person reports car number and penalty to Timer. Do not report the penalty by describing the car; just call in the number and the penalty.
- c) The Cone-Setter runs to reset toppled cones or cones that have been pushed out of their box.
- d) If a cone is toppled, there is a 2-second penalty for each cone.
- e) If a cone is still standing but it has been moved completely out of its box, there is a 2-second penalty.
- f) If a cone has been hit but remains standing and is at least partially inside its box, there is no penalty. Signal the Radio Person of each penalty by raising the cone and pointing it to the Radio Person at your station.
- g) If a car goes "off course" by missing a gate, the car gets a "DNF" penalty, or "Did Not Finish" and no time is recorded. Signal the Radio Person by lifting your arms to form an "X"
- h) Always be alert to the cars on course. There may be 2 or more cars on course at the same time.
- i) Do not turn your back on the course
- j) Do not put yourself in any danger; ***do not run for a cone if the 2<sup>nd</sup> car is fast approaching and you cannot safely correct it.*** The driver has the option of stopping before reaching the downed cone and getting a rerun or going through it and accepting the run as is.
- k) Do not sit down.
- l) Do not wander from your post.
- m) Turn off your cell phone.
- n) Do not engage in conversation and get distracted from the action on the course.
- o) **Always remember Safety is most important.**

#### **A-5.4 VEHICLE SAFETY**

**A-5.4.1 Vehicle Safety Inspections:** All vehicles must pass safety (tech) inspection on the following points prior to competing. Entry fees, if already paid, will be refunded if a car fails to pass safety inspection. Safety inspection is not concerned with the legality of a car. The BCA may at its discretion provide an advisory inspection for vehicle classification and legality, in connection with technical inspection.

(a) **Annual Inspection** (optional): An Annual Safety Inspection for a calendar year may be available for automobiles presented for inspection by BCA member. When a vehicle has completed the requirements for an Annual Safety Inspection, an official Annual Tech card will be issued to allow Registration or other designated event officials to verify Annual Tech prior to the start of competition.

An official BCA Annual Tech sticker shall be placed on the vehicle in a location that will be visible to the starter when the vehicle approaches the start line for a competitive run. If the Annual Tech sticker has been removed, the card may be used to obtain a replacement. Alternatively, individual event tech stickers can be issued when the Annual Tech card is presented rather than the issuance of an Annual Tech sticker. The Annual Tech should be honored for all sanctioned BCA events. The following conditions apply to all implementations of Annual Tech:

- 1) Karts do not qualify for an annual tech inspection. Each Kart must receive a tech inspection at each event they enter.
- 2) The BCA Rule Committee has the option of placing additional restrictions on the Annual Tech process, such as limiting the classes allowed and/or restricting it to experienced drivers.
- 3) The Annual Tech inspection must be conducted by an experienced inspector appointed by the Board of Directors Safety chairperson. It is strongly recommended the Tech Inspector appoint and train an adequate number of assistants.
- 3) The vehicle should be presented for Annual Tech in the same condition in which it will compete.
- 4) It is the responsibility of all competitors in a vehicle with an Annual Tech approval to verify that all items in Section A-5.3 are in compliance.
- 5) The event technical inspector or chairperson may require a vehicle be presented for a re-inspection if there is good reason to believe that a vehicle is not in compliance with Section A-5.3.2.2.
- 6) A vehicle must be re-inspected if modifications are made to the car after receiving an Annual Tech approval. An official BCA Annual Tech sticker may be affixed to helmets meeting the current standards in order to easily identify eligible helmets.

**A-5.4.2 Roll Bars:** Roll bars or roll cages are strongly recommended in all cars. A roll bar meeting the requirements of Appendix C or a roll cage meeting the requirements of the Club Racing General Competition Rules (GCR Section 9.4 (later), Roll Cages For GT And Production Based Cars, and/or GCR Section 9.4.5 (later), Roll Cages For Formula Cars and Sports Racing Cars) is required in all A MODIFIED (AM), B MODIFIED (BM), C MODIFIED (CM), and F MODIFIED (FM) vehicles and all open cars in Prepared Category, D Modified (DM) class, and E Modified (EM) class. For open cars in the STREET, STREET TOURING®, STREET PREPARED, and STREET MODIFIED categories, the roll bar or roll cage height may be reduced from Appendix C or GCR 9.4 ([www.sebscca.com](http://www.sebscca.com)) requirements to the highest possible height which fits within an installed factory-specified hardtop or convertible top. The roll bar or roll cage height may also be reduced in the same manner for cars in the PREPARED Category with a full original equipment windshield assembly and a standard hardtop which has been bolted securely in place.

Double-hoop roll bars must fasten properly to the chassis/unibody as required by Appendix C, particularly at attachment points in the center of the car.

**A-5.4.3 Vehicle Inspection Checkpoints:**

1. All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited

to, cameras and cellphones are considered loose items.

2. Pedal operation must not be impeded. Driver's side floor mat must be removed.
3. Passenger's seat back and all cushions, bolsters, headrests, etc. must be secured. All allowed aftermarket replacement seats (i.e., driver and passenger) must be securely and safely mounted. Special care should be taken when using other than OE mounting points and/or fabricated bracketry.
4. Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers.
5. Snap-on hubcaps, detachable fender skirts, and trim rings must be removed.
6. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
7. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e. exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180° apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at the start of competition.
8. Seat belts (and harnesses if used) must be properly installed with attaching hardware, in good condition, secure, tight, and in compliance
9. Throttle return action shall be safe and positive.
10. No excessive fuel, oil, water, or brake fluid leaks should be observed. For all Prepared and Modified category vehicles, engine crankcase and radiator overflow/breather lines must terminate in containers of at least one quart capacity. These containers cannot be vented into the driver/passenger compartment. All Prepared and Modified category vehicles must be equipped with an engine oil vent tank and an engine coolant vent tank if coolant is used. Vent tanks are not required with systems which are completely closed (i.e. have no venting to the atmosphere). All oil lines passing through the driver/passenger compartment shall be made of metal braided hose or equivalent (e.g., Nomex, Kevlar, or nylon-braided hose) with AN Series threaded couplings or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).
11. Steering "spinner" knobs shall not be permitted.
12. No broken or missing spokes or more than one loose spoke per wheel shall be permitted in wire wheels. No cracks shall be permitted in disc or cast wheels. Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited (FSAE cars are exempt from this

requirement since the FSAE rules allow non-metallic wheels).

13. Brakes must have an adequate pedal, sufficient fluid in the master cylinder, and no apparent hydraulic leaks under pressure. Vehicles must have a brake mechanism acting upon each wheel. The braking system shall be a dual system, arranged in a manner to provide braking for at least two wheels in the event of failure in part of the system. In the case of OEM single systems, this requirement may be satisfied by a functional, redundant emergency brake. Karts are exempt from this requirement.
14. All swing axle cars, except Porsche, must have a camber compensator, have negative camber on the rear wheels, or have axle-limiting straps. Standard pre-1967 Volkswagen straps are not sufficient.
15. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
16. Exhaust must exit behind the driver or exit to the side of the car.
17. On-board starters shall be provided.
18. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure, independent of any container or cover that may be present. Any wet-cell battery moved from the manufacturer's original location shall be in a non-conductive, marine-type container or equivalent and the "hot" terminal shall be insulated. NOTE: This will allow the use of gel cell or dry cell (AGM) batteries without a non-conductive, marine-type container where applicable.
19. Roll bars, if installed, must meet the applicable portions of Section A-5.3.2
20. Helmets for all occupants of the vehicle are to be inspected for condition, fit, and compliance with Section A-5.2, Driver's Safety Equipment,
21. Flex fans are not allowed.
22. Alcohol may not be used in manifold injection or spray bottles unless it is specified for this use by the OEM.
23. For cars competing on non-DOT-approved tires, the vehicle safety requirements as referenced in each category rule set, in addition to those in Mandatory Sections of the Solo® Rules, shall be adhered to by all entrants.
24. A vehicle must meet the requirements of Section A-5.2.2 as they apply to all categories in which it is entered.
25. For all karts, chain guards are required on engines.
26. For all karts, a "brake safety cable" or redundant brake pedal connection is required.
27. For Karts only: chipped rotors are acceptable as long as in the opinion of the qualified Tech Inspector they do not compromise safety. Cracked rotors are not acceptable regardless.

## A-5.5 VEHICLE OPERATING CONDITION

**A-5.5.1 Acceptable Vehicle Operating Condition:** Any car that is judged by the Event Chairman to be in an unsafe operating condition at any time during the event shall be barred from further completion until the deficiency is corrected to the satisfaction of the Chief Technical Inspector.

- (a) Roll Bars/Roll Cages. Roll bars (roll cages optional) may be required in some Modified category running automobiles and recommended in all open automobiles running in the **Improved-Category**. The roll bar/cage must be equipped with adequate padding in all areas potentially exposed to the driver. Roll bars/cages, when installed, must meet the minimum specifications as outlined in Appendix XII (later).
- (b) Shoulder Harnesses. Non-factory shoulder harnesses may be used in an open automobile only if the automobile is equipped with a roll bar or cage and they are installed according to the manufacturer's directions.
- (c) Sunroofs. Sunroofs may be open.
- (d) Removable Windshields. Bolt-on windshields may be removed.
- (e) Eye Protection. Contestants must use face shields if driving an automobile without a full windshield in any class.
- (f) Removable Roof Panels/Convertible Tops. Any automobile may run with their top down. Removable roof panels must be removed or fully secured. Tilt-up style panels/sunroofs must be removed or fully closed.
- (g) Windows. The driver's/passenger's window must be either fully up or fully down.
- (h) Tires. Tires must be free of visible sidewall breaks. Surfaces inside the fenders will be checked for evidence of rubbing tires. The clearance between the tires and any potential rubbing point will be checked. Tires on automobiles must not rub against any surface during the driving event runs. Slightly rubbing tires will be permitted in the Improved and Modified classes. However, disqualification of any automobile and its drivers may result from rubbing tires that appear hazardous in the opinion of inspectors during the final safety check or course officials during the driving event runs. Tires will receive a final safety check for compliance before runs begin (i.e. tread and condition; 30 psi minimum is recommended for street tires). Tires on a given automobile must have a speed rating that meets or exceeds the potential speed for that event. See A2.5.5.3 and individual category allowances for more information. Recapped tires are not allowed.
- (i) Loose Objects. Loose objects inside the trunk(s) or passenger compartment must be removed.
- (j) Wheel Covers and Trim. Snap-on wheel covers and wheel trim must be removed from steel wheels.
- (k) Clothing. Full-length pants, long sleeved shirts, socks and full shoes are recommended for all drivers. Bare feet, sandals and open-toed shoes are not permitted. Fire-resistant driving suits, gloves and

driving shoes are recommended. Recommended fabrics are natural fiber (cotton, wool, silk) and BCA, SCCA, or PCA Club Racing approved fire-resistant fabrics. For more information, see the SCCA Racing rules. For a copy of the SCCA Racing rules, write or call the National SCCA Solo Events Board, or see [www.sebscca.com](http://www.sebscca.com).

- (l) **Helmet.** Each contestant must wear an approved helmet in good condition. The helmet shell must have no structural damage. The padding must be intact. The chin strap must not be frayed, and the strap attachments must be operable and securely attached. Face shields, when required, and/or used, must be made of polycarbonate plastic or the equivalent and must be in good condition. All helmets meeting Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005); SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A; ECE R22.05; FIA standards 8859-2015, 8860-2010, 8860-2004; or British spec BS6658-85 type A are acceptable.
- (m) **Gas Caps.** The gas cap must be securely in place.
- (n) **Seat Belts.** Seat belts must be present and adequate. Factory seat belts must be used in Showroom Stock classes. Use of additional belts or substitute belts/harness is only allowed as per the category allowances. A grid worker will check to assure that such seatbelt is fastened immediately before each driver enters the course. Where installation is other than original factory design, the seat belts must be installed according to the manufacturer's directions. If there is any question, it is the responsibility of the entrant to demonstrate to the tech inspector's satisfaction that the belts are properly installed.
- (o) **Knowledge of Flags and Procedures.** No drivers will be allowed to enter the course without knowledge of the flag signals and the correct procedures.
- (p) **Brakes.** Brakes must be tested for pedal "fade" while the automobile is stationary. Brake pad and/or lining thickness should visually be adequate for an autocross type event.
- (q) **Steering and Suspension.** They must not have excessive looseness, including but not limited to, steering free play, wheel bearings, and etc.
- (r) **Wheels.** They must be free of cracks. The correct number of lugs and nuts must be present. All lug nuts/wheel bolts must have a minimum thread engagement equal to one bolt diameter. All lug nuts/wheel bolts must be torqued to the manufacturer's specifications.
- (s) **Fluid Leakage.** No fluid leaks of any kind will be allowed.
- (t) **Passenger Seatbacks.** Must be suitably secured if not equipped with locking devices
- (u) **Hoods, Deck Lids and Doors.** Must be fastened securely
- (v) **Exhaust System.** The system must be in a safe condition (i.e., no leaks, securely mounted, and etc.)
- (w) **Battery.** All batteries must be attached securely to the frame or chassis. The positive terminal on all batteries should be covered
- (x) **Throttle Return.** Throttle must be safe and positive. Throttle must return to the closed position when

released manually or by the pedal.

(y) Mufflers. All automobiles must have a functional muffler and comply with any local noise ordinances or motor vehicle laws. If the local area and the BCA permits open exhausts during the autocross for the modified and prepared classes, the muffler may be removed at the site of the autocross.

(z) Inspection points for all karts:

- i. Chain guards are required on engines.
- ii. A “brake safety cable” or redundant brake pedal connection is required.
- iii. Chipped rotors are acceptable as long as in the opinion of the qualified Tech Inspector they do not compromise safety. Cracked rotors are not acceptable regardless.

**A-5.5.2 Inspection Check:** A worker on grid or in the safety area will perform a cursory inspection (helmet, clothing, seat belts, loose objects, etc.) of all automobiles for compliance before competition begins.

**A-6 AUTOCROSS RUNS** Automobiles and karts will run in class run groups. Men’s and Ladies classes of equivalent automobiles will run concurrently. Ladies classes are at the option of the participant.

**A-6.1.Schedules:** Classes will run during assigned times only. The run times usually proceed from the lowest numerical stock class (first) up through the modified classes (last).

**A-6.2.Timed Runs:** Each competitor will receive at least three separate official timed runs. An automobile must be re-staged between runs and a minimum of five (5) minutes must separate each of the automobiles runs. Final responsibility to comply with this rule is the driver's.

**A-6.3.Re-Runs:** Re-run(s) will be given to any driver who does not receive three official timed runs. Re-runs for timed runs must be made as soon as practical, but not later than the first part of the run time for the following group. Re-runs must be separated by at least five (5) minutes.

**A-6.4.Penalties:** All pylon penalties for each run or re-run will be recorded. If the driver was not at fault in hitting the pylons, e.g., swerving to avoid a collision with something/someone on the course, then those pylons will not count. The final pylon penalty assigned to a run or rerun will be the pylon penalty recorded during that run. If the driver observes a pylon(s) moved or upset by someone else, the driver should stop immediately, indicate the problem to a course worker, who will verify the problem and then proceed at a reduced speed to the grid for a rerun without penalty. The automobile should return to grid as specified in the autocross supplemental instructions and/or as specified in the driver’s meeting. If the course worker verifies there is no problem, then the automobile should continue on the course knowing that the time for this run will be counted.

**A-6.5 Karts:** Due to the size and nature of karts, extra rules are in place to keep them safe. These extra kart rules apply to any kart in KM, FSAE, or Junior’s, and any other kart or vehicle that does not have substantial and visible structure over 36” tall.

**A-6.5.1 Kart Staging:** Karts will not be placed in standard grid with other vehicles. All karts will be placed in designated “safe zone” established by the events Chief Safety Officer. Karts will not be allowed to be driven under power through the paddock, EXCEPT directly to the start line from the safe zone, or to the start line from the finish, and then back to the safe zone. A spotter must be present and attentive at these

times. Other movement throughout the paddock or parking areas requires pushing - either on the ground or on a portable stand.

**A-6.5.2: Kart Safe Zone:** A kart “safe zone” is a grid area that is separated from the regular automobile grid. This area will include karts and other similar sized vehicles such as formula cars and any vehicle that does not have substantial and visible structure over 36” tall.

**A-6.5.3: Karts in Motion:** Anytime a kart is in motion in grid, paddock, or parking areas, there shall be a “spotter” unless no other vehicles (except other karts) are in motion within 100 feet.

**A-6.5.4: Kart Spotter:** A spotter is required any time the kart is in motion. Each kart driver is responsible for finding an attentive spotter to be with them at the required times.

**A-6.5.4.1: Kart Spotter Duties:** The spotters duties include: Standing present at any time when a kart driver is in the vehicle, watching for anything unsafe, such as other vehicles and things that may injure the driver of the kart, walking with the kart any time it is in motion on and/or off of the course, having an extinguisher readily available, and watching the kart on course (to the extent possible) with a fire extinguisher in hand. In the event of a fire, and only if it is safe to enter the course from their location, the spotter should respond in addition to any corner workers.

**A-6.5.5: Kart Annual Tech:** Karts are not permitted to receive annual tech. Karts will require tech inspection prior to all events

**A-6.5.6: Additional Kart Requirements:** Karts are subject to further restrictions depending on venue, as deemed necessary by a board or safety member.

**A-7 COMPETITOR’S RULES:** Compliance with the following rules is mandatory.

- (a) Conduct/Driving. See the general rules under G-5, “Causes for Disqualification” and G-9.5.3 “Automatic Disqualifications” under “Protests”. “Unsafe” driving is as determined by the event chairman.
- (b) Driver’s License and Age. Every driver must be at least 16 years of age and hold a valid driver’s license (see Section G-2 “Registration”). For exceptions to this see Section G-2.2.2 Junior Kart Program (JKP).
- (c) Auto Safety (Tech) Inspection. All automobiles must successfully pass the safety inspection before running the event as specified in G-7.
- (d) Final Safety Inspection. Drivers and automobiles must meet the requirements of A-5 “Driver Safety” before beginning competition.
- (e) Schedules. Only times during the assigned class runtime will be counted (see G-5.4 “Schedules”).
- (f) One Automobile Rule. An entrant may drive only one automobile in the autocross and that must be the one registered for the event by that entrant (see G-2.6.3 “Autocross Automobiles” and G-2.6.1 “Non-Street Legal Automobiles”). Also, see G-2.3 “Entrants per Automobile”.
- (g) Passengers. The driver has the option to allow a passenger in their competing automobile during its officially timed runs. The passenger is required to follow all the driver safety requirements. (See

A-5.2)

- (h) Pre-runs. Pre-running the course, either as a driver or passenger, will result in disqualification from the event.
- (i) Walking the course is permitted when approved by the organizers at specified times. Wheeled conveyances are prohibited except to accommodate physically impaired competitors.
- (j) Drivers are allowed to utilize video or data-acquisition equipment during or after their runs at the autocross. Sharing of this information to or with others is allowed.
- (k) Leaving/Deviations from the Course. For a run to count for awards the driver must stay in the driver's seat and the automobile must remain on the course after passing the "Entrance" and until passing the "Exit". If all four wheels leave the course, the automobile will have left the course and will be a DNF (Did Not Finish) unless the automobile reenters the course at or before the point of exit at the time of exit. Failure to comply, whether voluntarily or for mechanical reasons, will result in a DNF. No points (or awards) will be given for a DNF run. A rerun will not be granted for a DNF.
- (l) Stopping. Failure to make a complete stop in the proper area (where marked), if required, after a timed run will result in a DNF.
- (m) Impound. Immediately after the automobile's last timed run, the automobile must be taken to the impound area and logged in. The contestant must fully open the engine compartment and the trunk compartment (if there is one) after parking the automobile. The automobile may not be removed from impound until the end of the protest period, except that any automobile that is protested, during that period must remain until dismissed by the Protest Committee (See A-8.2.5.). Compartment(s) may not be closed until the end of the protest period, except in the event of rain. Nothing attached to the automobile may be removed from the automobile during the impound period, and nothing may be removed from the area except keys, helmets, and personal apparel and paraphernalia. After entering impound, all drivers in a class may "sign-off" indicating that they have no intentions of filing a protest. This may occur before, during or after posting of the official scores. If this happens, then the class may be released from impound prior to the end of the protest period. Contestants should remove automobiles as soon as allowed after the official impound period and ascertain that logging personnel are aware that the automobile is being removed. Failure to execute this impound procedure will result in automatic disqualification of the automobile and (See G-9.5.3.) its drivers.
- (n) Automobile Numbers. Assigned automobile numbers must be in place before running the course.
- (o) Flags. Competitors must know the flag signals prior to entering the course. Failure to obey flag signals could result in dangerous situations and/or disqualification. (If you do not know the meaning of the flags, read A-4. or ask a worker.)
- (p) Mufflers. (See A-5.1. (z) "Mufflers")
- (q) Mechanical Changes. All changes to the automobile during competition must be made while on grid. Any mechanical changes should not interfere with the running of the event or your timed runs. Changes other than altering tire air pressure or adjusting components, such as sway bars or shocks, may require a re-tech while on grid. Any changed components must be brought with the

automobile to impound.

## **A-8 TIMING AND SCORING**

### **A-8.1. Timing**

**A-8.1.1. Equipment:** The timing devices will be automatically started and stopped by the competing automobiles. The timing devices will display times with a resolution of at least 0.001 (1/1000) second. A backup timing device shall be in position, tested and available for immediate use in the event of failure of the primary timing device.

**A-8.1.2. Timing Problems:** In the event a timer problem occurs, the competing automobile may be flagged off the course at the discretion of the events operational crew. The automobile should proceed at a reduced speed to the grid for a rerun without penalty. The competing automobile should return to grid as specified in the autocross supplemental instructions and/or as specified in the driver's meeting.

**A-8.1.3. Timing Slips:** Each competitor is to receive a time slip, including time of run, penalties and/or DNF notification as applicable, at the end of each run and prior to any subsequent runs. These timing slips are not considered official. An electronic timing display may be used as a replacement for timing slips. Scores (run times plus penalties) are to be posted along with, when applicable, number and location of pylons hit, and the reporting worker station for off-course DNF, as soon as possible after each timed run (see A-8.2.5. "Posting") Also see G9.5 "Protests".

### **A-8.2. Scoring**

**A-8.2.1. Official Time:** The official time for a run will be the time measured by the automatic timer plus any penalties incurred. If the official time is audited, due to procedure or protest, then the official time, as originally recorded, may be changed.

**A-8.2.2. Event Score:** A competitor's score for the event will be the competitor's lowest official time from a minimum of three separate timed runs. Awards will be based on event scores.

**A-8.2.3. Pylon Penalties:** If a competitor knocks over a pylon or moves it completely outside its outline, a penalty will be incurred. All pylons will have the same penalty. The penalty will be two seconds for each pylon so moved. This includes all pylons designating the start and finish gates and their respective areas. Only "upright" pylons are counted for any penalties. Pylons laid on their sides are for information purposes only and will not count for penalties if moved. (See A-6.4. "Penalties")

**A-8.2.4. Tied Scores:** Ties will not be broken. Equal awards will be given.

**A-8.2.5. Posting of Final Scores:** Scores for each class will be posted after the completion of the event. Name, number and class will be used to identify competitors.