

METROPOLITAN COUNCIL OF SPORTS CAR CLUBS

2011 AUTOCROSS RULES (03/06/11 Revision)

Met Council Rules Chair: Steve Garnjobst

Phone: 651-778-0585

Email: steve.garnjobst@mnautox.com

SECTION 1:	DEFINITIONS, COURSE LAYOUT, SAFETY RULES
SECTION 2:	ELIGIBILITY OF DRIVERS
SECTION 3:	ELIGIBILITY OF VEHICLES
SECTION 4:	SAFETY INSPECTION
SECTION 5:	ORGANIZATION AND MANAGEMENT
SECTION 6:	CONDUCT OF THE EVENT
SECTION 7:	JUDGING AND SCORING
SECTION 8:	CLASSIFICATION OF VEHICLES
SECTION 9:	SUPPLEMENTARY CLASSES
SECTION 10:	PROTESTS
SECTION 11:	METROPOLITAN COUNCIL AUTOCROSS SERIES
APPENDIX:	ONLINE REFERENCES

SECTION 1: DEFINITION, COURSE LAYOUT AND SAFETY RULES

- 1.1 These rules shall be applicable at all Metropolitan Council of Sports Car Clubs Autocross Series events. Eventmasters may modify select rules section(s) to meet unique site and/or member club requirements. The Eventmaster may not change items labeled "No exceptions". Entrants shall be informed of these changes prior to registration, and they shall be reviewed at the drivers meeting.
 - 1.1.1 Member clubs may choose to offer additional "club" classes and/or scoring at Series events. Such "club" classes shall be governed by the applicable rules of the member clubs, and will not be subject to the Metropolitan Council of Sports Car Clubs Autocross Rules or eligible for Series trophies.
- 1.2 DEFINITION
 - 1.2.1 Autocross - An event generally held on a paved flat surface wherein the course generally consists of straight sections and connecting turns or corners, generally resembling a miniaturized road course. The course layout should be such as to emphasize car handling, skill, and maneuverability rather than speed. The course must be well enough defined that memory is not required to remain on course. Autocrosses are low-speed driving skill contests. They are run on short courses that emphasize car handling and agility rather than speed or power. Competition licenses are not required and hazards to spectators, participants, and property do not exceed those encountered in normal, legal highway driving.
- 1.3 COURSE SAFETY AND LAYOUT RULES (No exceptions to subsection 1.3)
 - 1.3.1 Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not exceed those attainable in legal highway travel, and the fastest portions of any course shall be those most remote from the spectators and property. Turns should not normally allow speeds in excess of 45 mph in unprepared cars.
 - 1.3.2 The course, as laid out, shall contain no holes, loose gravel, gratings, oily spots, or other dangerous features. The course, or portions thereof, may be maintained at the discretion of the Eventmaster. Dips that could get a car airborne shall not be included.
 - 1.3.3 Negative cambered turns will be avoided if at all possible.
 - 1.3.4 Course markers should mark the inner and outer limits of turns and corners, displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.
 - 1.3.5 Cars on the course simultaneously shall not run in close proximity to each other.
 - 1.3.6 All portions of the course shall be visible by at least one course marshal who can communicate through signals or by electronic means with the starting line.
 - 1.3.7 Extreme care shall be taken in the location of the start/finish area, the staging area and the timing area. The timers and the staging area must be placed well clear of the course in a safe area. Braking should not be required immediately before the finish line. Adequate space must be provided after the finish line to bring the car to a stop before exiting the course.
 - 1.3.8 Entrance and exit lanes shall connect with the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.
 - 1.3.9 Long straights shall not terminate at a point where spectators or obstacles are directly in front at a distance closer than required to bring a car to a halt even with brake problems, a stuck throttle, etc.
 - 1.3.10 Spectators must be kept a safe distance from the course, particularly at the outside of turns and at the start and finish lines.

- 1.3.11 The host club will provide appropriate fire extinguishers, flags and material for cleaning up fluid spills (i.e., Oil Dry).
- 1.3.12 The course layout will be the same for all drivers within a class and may not be altered during a class run. The location of all cones or other course markings will be outlined on the ground in such a manner that they can be replaced to their original position when displaced. These markers must be placed so that the entire course is a minimum of 15 feet wide. Single file slalom markers must be a minimum of 45 feet apart. All corners must be negotiable without reversing by any legal Stock class car.
- 1.3.13 The host club must provide a designated means for communicating immediately with emergency services.
- 1.3.14 In the sole interest of safety, the course may be a minimum of 10 feet wide. This exception is only to be invoked when the site (permanent circuit, solid hazard, etc.) mandates its use to maintain a safe event. It must only be used to prevent a competing vehicle from attaining an unsafe speed, not reducing vehicle speed (use at the start of a straight section, not at the end).

SECTION 2: ELIGIBILITY OF DRIVERS

- 2.1 All drivers must possess a valid driver's license for the state or country in which they reside.
- 2.2 Drivers who are minors in the state in which the event is held who satisfy Section 2.1 may enter an event providing written parental permission accompanies registration. Parental permission will consist of a completed form entitled "PARTICIPANT'S AGREEMENT - Waiver and Release of Liability: Indemnity Agreement". Forms may be obtained from the Eventmaster prior to the event.
- 2.3 A driver may enter an event once in a trophy class. A driver may enter an event twice. However, both entries shall be classed in Exhibition (X). A driver may not enter an event more than twice.
- 2.4 Any driver displaying un-sportsmanlike conduct or driving recklessly on or near the event may be disqualified from the event.
- 2.5 Any driver considered by the Eventmaster to be under the influence of alcohol, narcotics or any substance that may affect his or her driving ability will be disqualified from the event.
- 2.6 All drivers who have a physical disability or disease that might impair their driving ability have the responsibility to notify the Eventmaster prior to registration. The Eventmaster may require a doctor's statement for release of liability.
- 2.7 No participant may use any wheeled conveyance during the course walk. The only exception to this will be a person with a physical disability. This person must attain specific permission from the Eventmaster to use a wheeled conveyance. During the course walk, this person must travel at a speed no greater than walking speed.

SECTION 3: ELIGIBILITY OF VEHICLES

- 3.1 All vehicles, except those running in the non-STOCK categories, must be able to be licensed for highway use in the state or country of their owner's residence and must be legal in the state in which the event is held.
- 3.2 No more than four drivers per vehicle shall be allowed for an event. No more than two drivers per vehicle shall be allowed for a class. A minimum of 3 minutes must elapse between each run of a vehicle.
- 3.3 All vehicles shall meet sound emission limits of no greater than 100dB. Sound measurement procedures shall be as defined in the current edition of the Sports Car Club of America (SCCA®) Solo Rules (Appendix I). The driver(s) of any vehicle found in non-compliance with the sound emission limits shall receive a warning from an event official. After two warnings for the same vehicle at an event, a third warning shall result in disqualification of the vehicle and all times for that vehicle shall be designated DNF. Vehicles shall be permitted to exceed SCCA exhaust system length limits, if applicable, in order to meet the sound emission limits.
- 3.4 Nitrous Oxide injection is prohibited in all classes.

SECTION 4: SAFETY INSPECTION. (No exceptions to Section 4)

- 4.1 All vehicles must pass a safety inspection prior to entering the event course. The entry fee will be refunded if a vehicle fails to pass this inspection. Car number and class designation shall be displayed legibly on both sides of the car. Car numbers shall be a minimum of 8 inches high. Class letters shall be a minimum of 4 inches high. Class shall be represented by the upper case abbreviated form. Met Council Street Tire class shall be indicated by a "T" preceding the regular class letters. Met Council Pro class shall be indicated by a "P" preceding the regular class letters.
- 4.2 Safety helmets are required for all competitors. Helmets must be Snell "M" or "SA" approved, 2005 or newer.
- 4.3 A driver's seat lap belt with metal-to-metal, quick release buckle shall be required in competing vehicles and shall be securely mounted to the frame or body of the vehicle.
- 4.4 Wheel bearings, wheels, shock absorbers and steering mechanisms must be in safe operating condition. Tires should be free of deep cuts and bulges and no cords should be visible. Met Council does not require a minimum tread depth, but the safety conditions described in the previous sentence must be met throughout a day's competition. A tire with cords visible, regardless of the cord material or its position on the tire, must be replaced or the vehicle will not be permitted to continue to compete.
- 4.5 Brakes must operate on all four wheels and must be activated by a single pedal and be capable of stopping the vehicle safely.
- 4.6 Steering-wheel spinner knobs must normally be removed, but any special manual and pedal controls are allowed when required by a physically disabled driver.
- 4.7 Hubcaps or wheel covers that are likely to come off must be removed.
- 4.8 All loose items shall be removed from the car.
- 4.9 A vehicle that fails to meet any of the preceding requirements or which is judged by the Safety Inspector to be overly noisy or in unsafe or hazardous operating condition or for any other reasons, shall be barred from the event until the deficiency is corrected. The Chief Technical Inspector may make such a judgment at any time during the event.

SECTION 5: ORGANIZATION AND MANAGEMENT

- 5.1 The minimum official organization at an event shall consist of an EVENTMASTER, a CHIEF TECHNICAL INSPECTOR, a CHIEF MARSHAL, a CHIEF OF THE COURSE, and a CHIEF OF TIMING AND SCORING. These five are event officials referred to elsewhere in these rules and also constitute the Protest Committee, the EVENTMASTER voting only to break a tie. Names of these event officials must be posted or otherwise made available at or near the registration area.
- 5.2 Each of these officials shall organize the necessary workers under his or her jurisdiction with the Eventmaster responsible for workers in other categories, and having overall responsibility.
 - 5.2.1 The Chief Technical Inspector shall see that cars comply with safety regulations and are properly classified. A copy of the rulebook must be available at registration. Cars not listed in the rulebook should be classed by the Chief Technical Inspector provisionally for that event, and referred to Met Council for permanent classification. Such unlisted cars and their provisional classification will be announced at the drivers meeting.
 - 5.2.2 The Chief Marshal shall be responsible for marshaling and starting cars.
 - 5.2.3 The Chief of Course shall position course workers in such a manner that all course deviations will be spotted and reported to the Chief of Timing and Scoring. He or she should rope or close off the course in such a manner that there is only one entrance and one exit and that the spectators are clear of the course at all times.

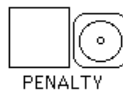
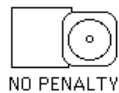
- 5.2.4 The Chief of Timing and Scoring shall be responsible for accurately timing all contestants and making the unofficial scores available as soon as practical in the spectator area.
- 5.2.5 The Eventmaster is responsible for the overall conduct of the event, and should conduct the event according to these rules unless circumstances require a deviation, in which case the entrants must be notified per 1.1.

SECTION 6: CONDUCT OF THE EVENT

- 6.1 Each class will make each timed run in the same group. The order in which classes will run will be announced prior to the timed runs.
- 6.2 RERUNS
 - 6.2.1 A rerun will be given a driver who requests it for legitimate safety reasons, such as slowing for a worker on the course.
 - 6.2.2 A rerun will be given any driver who catches up to another car during timed runs or during limited practices. Any driver who tries to pass another car may be disqualified.
 - 6.2.3 Drivers requesting a rerun shall slow down and signal by holding an arm up or out the window. The driver shall complete the course at reduced speed and exit the course in the normal manner. Reruns must be requested while the driver is still on course for the run.
 - 6.2.4 If the course layout changes temporarily (such as displaced course marker) a rerun shall be given to those cars directly affected. All entrants in one class must run under similar course conditions (wet, dry, oily). Entrants who do not rerun after the change of layout will receive a DNF (Did Not Finish) score.
 - 6.2.5 A rerun will not be given for any run in which the driver has caused a DNF. A driver cannot erase a DNF by catching another car. Timing failure will not cause for a rerun if the driver earns a DNF.
 - 6.2.6 Reruns will not be given due to a mechanical failure of the vehicle.
 - 6.2.7 A minimum of 3 minutes must elapse after a car leaves the course before a rerun will be permitted.
- 6.3 Passengers are not permitted during timed runs.
- 6.4 Drivers are not permitted to warm their tires prior to entering the course.
- 6.5 Work assignments may be required of competitors. Any competitor not fulfilling a required work assignment may be penalized or disqualified from the event.

SECTION 7: JUDGING AND SCORING

- 7.1 **TIMING EQUIPMENT:** Clubs are encouraged to use photocell timers. If a master clock (i.e., automatic timer) is available, its time will be the official raw time of the run. Timing equipment must be accurate to at least .01 seconds.
- 7.2 In the event of timing failure, if the driver completes the run without a DNF, a rerun will be given. In the event a timer fails to start, a driver may be stopped before completing the run, if practical.
- 7.3 In case of a tie for a position for which a trophy is to be awarded, a runoff may be held.
- 7.4 The method of starting, timing, finishing, judging and scoring will remain constant throughout an event.
- 7.5 Luck or chance will not deliberately be included as a factor in judging or scoring.
- 7.6 The Eventmaster will determine the penalties for displacing course markers or making course deviations. A penalty will be assessed if a course marker is upset or displaced completely out of the outline described in 1.3.12.



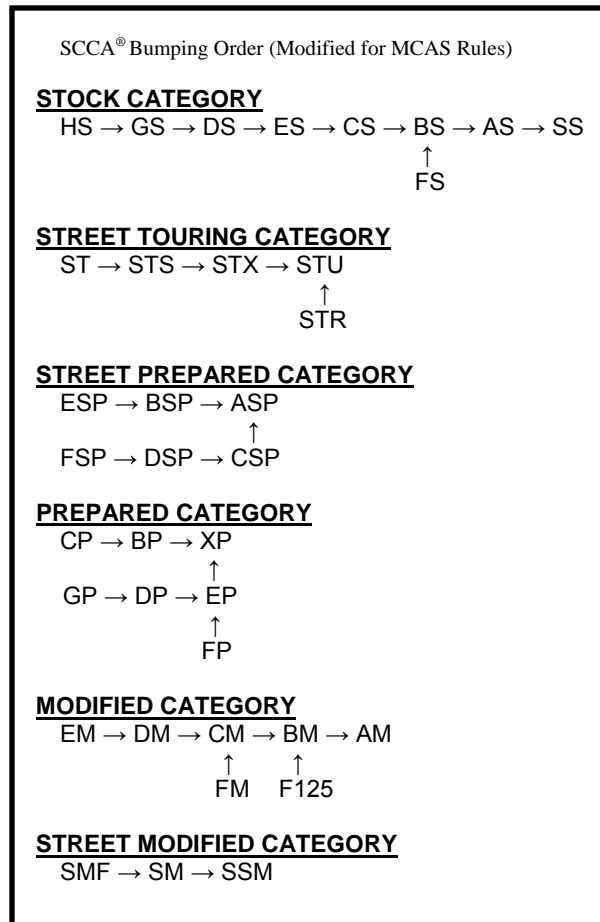
- 7.7 Penalties incurred during a timed run for which a rerun has been given will not be charged against the rerun.
- 7.8 Each class's times and penalties shall be posted prior to the next run group of that class. All times and penalties become official 30 minutes after posting the final runs.
- 7.9 Trophies will normally be awarded to the top 20% in each class (3-7 cars, 1 trophy; 8-12 cars, 2 trophies; 13-17 cars, 3 trophies; etc.). Ribbons or other mementos may also be awarded. Refer to Section 9: CLASSES for procedures to combine classes when necessary.
- 7.10 All scoring sheets shall be retained for at least two weeks after the results are mailed.
- 7.11 Event results shall be sent to all entrants within four weeks after the event has been run. Entrants shall have the option of requesting results by either email or regular mail. Results shall include at least the following: Class, position, car number, driver first and last name, car, and fastest time including penalties.
- 7.12 A copy of the results of all events shall be made available to the Met Council Rules Chair.

SECTION 8: VEHICLE CLASSIFICATION

- 8.1 Vehicle classifications shall be Classes with full National Status, as established by the current edition of the Sports Car Club of America (SCCA®) Solo Rules (Sections 3, 12-18, Appendices A-C and Appendix F) and related SCCA® FasTrack revisions, with the following exceptions:
 - 8.1.1 The only kart class offered shall be F125, as defined in the current edition of the Sports Car Club of America (SCCA®) National Solo Rules. Member clubs may elect not to offer the F125 class, based on insurance and/or site restrictions. If one or more Met Council Autocross Series events do not permit F125 entrants, the number of events required to qualify for a Series trophy in F125 shall be reduced accordingly.
 - 8.1.2 No Ladies classes shall be offered.
 - 8.1.3 The following SCCA Supplemental Classes shall be offered for 2011: BP, STR, SMF.
- 8.2 Bumping Order: The minimum number of entrants shall be 3 per trophy class. Cars without a trophy class shall be bumped to the next class as indicated in the SCCA® Solo Rules, Appendix B – Bumping Order., with the following exceptions:
 - 8.2.1 N, V, T, and X classes are not involved in bumping.
 - 8.2.2 There shall be no bumping between categories. Starting at the beginning of each branch, each class that does not have three entrants bumps up to the next class, regardless of the size of the class it is bumping to. Once a class has three entrants, it stands and cannot be bumped up further.
 - 8.2.3 If the highest STOCK class has only 1 or 2 entries, the winner must beat all other STOCK cars to trophy.
 - 8.2.4 If the highest STREET TOURING class has only 1 or 2 entries: If there are at least 3 other STs, the winner must have fastest ST time to trophy. If there are no other STs, the winner must beat all STOCK entries to trophy.
 - 8.2.5 If the highest STREET PREPARED class has only 1 or 2 entries: If there are at least 3 other SPs, the winner must have fastest SP time to trophy. If there are no other SPs, the winner must beat all STOCK and STREET TOURING entries to trophy.
 - 8.2.6 If the highest STREET MODIFIED class has only 1 or 2 entries: If there are at least 3 other STREET MODIFIEDs, the winner must have fastest STREET MODIFIED time to trophy. If there are no other

8.2.7 If the highest PREPARED class has only 1 or 2 entries: If there are at least 3 other PREPAREDs, the winner must have fastest PREPARED time to trophy. If there are no other PREPAREDs, the winner must beat all STOCK, STREET TOURING, STREET PREPARED and STREET MODIFIED entries to trophy.

8.2.8 If the highest MODIFIED class has only 1 or 2 entries, the winner must take FTD to trophy.



SECTION 9: SUPPLEMENTARY CLASSES

- 9.1 **Street Tire (T) Class:** Available to all drivers in Stock, Street Prepared, Prepared, & Modified classes who choose to run on street tires, as defined below. Results shall be calculated according to the current PAX/RTP Index, as published by Chicago Region SCCA®.
- 9.1.1 T class will be available at all events. T is not involved in any bumping to other classes or categories, regardless of the number of T entrants. T entrants will not affect regular-class sizes or trophy calculations in any way. Street Touring (ST, STS, STX, STU, STR) Category cars are not allowed to run in the T class.
- 9.1.2 Tires must be DOT and manufacturer approved for use on public roadways, and must have a minimum tread wear rating of 140. Any tires excluded in Section 14.3.C of the SCCA® Solo Rules are not eligible for T class. Vehicles shall meet all other applicable rules for their regular SCCA® Solo class.
- 9.1.3 T shall be treated as a regular class for the Met Council Autocross Series.

9.2 Novice Class (N): Meant as an alternative, low-pressure class.

- 9.2.1 N class will be available at all events. N is not involved in any bumping to other classes or categories, regardless of the number of N entrants. N entrants will not affect regular-class sizes or trophy calculations in any way.
- 9.2.2 A trophy will be awarded for the top ten percent of drivers in N, with the trophy count rounded up for .5 or greater. There must be a minimum of three N entrants for a trophy to be awarded.
- 9.2.3 N class is open to any driver who has never received an N or SI class trophy, regardless of previous auto sports experience or awards. Drivers are not required to state their reasons for entering N.
- 9.2.4 Any vehicle licensed for street use may be used in N. N entrants must run on DOT-approved tires. No adjustment or handicap will be made on account of the car's regular class. Safety and noise considerations shall follow Sections 3 and 4, as usual.
- 9.2.5 Different drivers may enter a vehicle in both N and its regular class. Protests of vehicle legality or classification in its regular class shall not affect the N entrant.
- 9.2.6 No Met Council Autocross Series points are to be given for N. As the intent is low-pressure, it is recommended that clubs give points only for club participation awards and not for club competitive awards.
- 9.2.7 N class is not intended to affect clubs' entry-fee policies in any way.

9.3 Exhibition Class (X): Meant as a place where cars can be run for testing, or any other reason, without affecting the scoring of the event.

- 9.3.1 Any entrant may choose to enter the Exhibition class.
- 9.3.2 Any vehicle legal for any Met Council class or category may be used in X. Safety and noise considerations shall follow Sections 3 and 4, as usual.
- 9.3.3 Times and penalties will be recorded, posted, and published. No trophies or points will be awarded.

9.4 Pro (P) Class: Available to all drivers in classes specified in Section 8.1. Results shall be calculated according to the current PAX/RTP Index, as published by Chicago Region SCCA®.

- 9.4.1 Pro class will be available at all events. Pro is not involved in any bumping to other classes or categories, regardless of the number of Pro entrants. Pro entrants will not affect regular-class sizes or trophy calculations in any way.
- 9.4.2 Vehicles shall meet all applicable rules for their regular SCCA® Solo class.
- 9.4.3 Pro shall be treated as a regular class for the Met Council Autocross Series.

9.5 Vintage (V) Class: Available to all drivers in cars a minimum of 30 model years old. Cars in V class may be prepared to SCCA Stock, Street Prepared, or Prepared Category rules.

- 9.5.1 V class will be available at all events. V is not involved in any bumping to other classes or categories, regardless of the number of V entrants. V entrants will not affect regular-class sizes or trophy calculations in any way.
- 9.5.2 Vehicles shall meet all applicable rules for their regular SCCA® Solo class, with the restriction that all V entrants must run on DOT-approved tires.
- 9.5.3 V shall be treated as a regular class for the Met Council Autocross Series.
- 9.5.4 There must be a minimum of three V entrants for a trophy to be awarded.

SECTION 10: PROTESTS

- 10.1 Protests may be entered only by a driver entered in the event and only against a vehicle in the same class as the person protesting or a vehicle that affects the protester's score or rank.
 - 10.1.1 Entrants protesting the classification of a car must announce it at the drivers meeting. Any protests regarding classification of such cars must be made prior to the start of the second timed run.
- 10.2 Technical and timing protests must be submitted in writing to the Eventmaster within fifteen minutes of the posting of the last timed run. The Eventmaster must notify the driver(s) of a protested vehicle of the protest immediately. In the event the Protest Committee upholds a timing protest, the competitor whose time was protested will be granted a rerun. If the rerun time including penalties is between 100% and 102% (inclusive) of the protested time, the protested time will stand. If the rerun time including penalties is outside this range, the rerun time including penalties will become the official time.
- 10.3 The protest fee will be \$5.00. Protests involving mechanical teardown may need money posted to cover expenses. The fee will be returned to the protester if the protest is upheld.
- 10.4 The burden of proof of the rules infraction lies with the person protesting.
- 10.5 A majority decision of the protest committee defined in Section 5.1 shall be necessary for any action, and this decision is final. The penalty for any rules infraction shall be contained within this decision.
- 10.6 Scoring protests must be submitted in writing to the Eventmaster within four days after mailing of the results. No fee is required for scoring protests. Please refer to Section 7.8.

SECTION 11: METROPOLITAN COUNCIL AUTOCROSS SERIES (No exceptions to Section 11)

- 11.1 Member Clubs of Met Council annually sponsor an Autocross series. The Council will decide each year which events are Series Points Events. Participation in a specified number of these events will be required to qualify for series awards. The Council will specify the required number (generally about two-thirds of the series events) each year. In unforeseen circumstances (canceled events, etc.) the Council may change the required number of events during the season. All qualifying drivers will receive awards. Points will be counted for exactly the required number of events. Drivers who compete in more than the required number of events will have their best scores counted.
- 11.2 Points are awarded based on the formula: $\text{Points} = \frac{\text{Class Winning Time} \times 100}{\text{Your Time}}$ with the result rounded to the nearest thousandth of a point. The class-winning driver will receive 100.000, while others will receive fewer points (example: 98.146). Each driver will be awarded points for the car's actual Met Council class, not a trophy class to which the car may have been bumped at an individual event.
- 11.3 For each Met Council Series Points Event, the sponsoring club shall contribute a fee to the Met Council for each entrant in the event. The per-entrant fee shall apply to all entrants at the event, regardless of whether they are competing in the Met Council Series or not. The amount of the fee shall be determined by the Met Council Board of Directors.

APPENDIX: ONLINE REFERENCES

Metropolitan Council of Sports Car Clubs – 2011 Autocross Rules

<http://www.met-council.org/rules.html>

SCCA® 2011 Solo Rules

<http://www.scca.com/documents/2011%20Tech/2011%20SCCA%20Solo%20Rules.pdf>

SCCA® FasTrack Technical Bulletins

<http://www.scca.com/contentpage.aspx?content=78>

2011 PAX/RTP Index

<http://www.scca-chicago.com/solo/indexes/>