

# 2009 Championship Autocross Series

*Auto Camp Tire & Auto Service Center*

## SUPPLEMENTARY REGULATIONS

### HELD UNDER THE SCCA SOLO RULES\* - ALL EVENTS HELD RAIN OR SHINE

The following rules are in addition to SCCA's 2009 National Solo Rules, found here:

[http://cms.scca.com/documents/Solo\\_Rules/2009\\_Solo\\_Rules.pdf](http://cms.scca.com/documents/Solo_Rules/2009_Solo_Rules.pdf)

**\*NOTE: CVCC events are sanctioned and insured solely through National Council of Corvette Clubs, not SCCA.**



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## GENERAL INFORMATION

Add to 1.5 of the Solo Rules: These supplementary regulations are designed to help the first time participant as well as those who have run elsewhere before but are not familiar with our procedures. We run our events according to SCCA Solo Rules (Go to [www.scca.com](http://www.scca.com) and search for "solo cars and rules") except for the sections of those rules which are written for Divisional, Tour, or National Championship events. On those rare occasions when these regulations differ from the SCCA Solo Rules, these supplementary regulations will prevail.

Operating procedures that vary from these supplementary regulations may on occasion be issued specifically for selected special events. Appropriate supplementary regulations will be issued specifically for any special event.

Cumberland Valley Corvette Club events that are part of our series are sanctioned and insured through the National Council of Corvette Clubs and therefore their rules may vary slightly from the supplementary regulations presented here.

## SCCA WEEKEND MEMBERSHIPS

Modify 4.1.A of the Solo Rules, Replace the last sentence with: All competitors are required to be an SCCA Regular Member (includes Individual, Spouse, Family, First Gear, Lifetime and Military) or a Weekend Member.

### Additional information:

SCCA now mandates that entrants who are not currently SCCA Regular Members must purchase an SCCA Weekend Membership, which is valid Friday through Monday of that weekend only. Entrants must complete a Weekend Membership form when registering. SCCA recommends an additional fee of \$15 for the Weekend Membership, but Susquehanna Region has reduced that cost to just \$5.

Entrants purchasing a \$5 Weekend Membership will be issued a coupon with a face value of \$15 which may be applied toward a full SCCA Regular membership. Coupons are valid for 60 days from date of issue. Up to two Weekend Membership coupons with a total value of \$30 may be applied as a discount toward a full SCCA Regular Membership. Details are included in the Weekend Membership package.

## ENTRY FEES

Delete 4.2.D and use: The fee for entries registered prior to the Wednesday before the event is usually \$30, the fee for entries registered on Wednesday or later or at the event site is \$35. If an entry is withdrawn prior to the Friday before the event, the entry fee will be returned. Entrants who are not SCCA members must purchase an SCCA Weekend Membership package for an additional \$5 fee. See the "SCCA Weekend Memberships" section of these supplementary regulations for details. Special events, like our Pennsylvania State Solo Championship, may have higher entry fees. (cont.)

The first run will be \$30/\$35. If non-competition runs are offered at the event, an entrant's 2nd heat shall be \$20. Non-comp registration (2nd entry) will not be offered online.

## **ON-LINE REGISTRATION / REGISTRATION CHECK-IN**

Add to 4.2.A of the Solo Rules: Prior to each event, drivers may reserve an entry by signing up on-line at MyAutoEvents.com. Go to <http://www.myautoevents.com> to locate an event and submit your registration information.

Most of our events require prepaid registration, however that may not always be the case and occasionally other aspects of our operations may change. Therefore, check the information on myautoevents.com for any updates to our registration and operating procedures.

We run an open heat format. You may pick the session and heat in which you'd like to compete, regardless of where others in your class elect to run.

We will run a morning session of two heats and an afternoon session of two heats. If you pick a morning session, you must work one morning heat and run the other. By the same token, if you pick an afternoon session, you must work one afternoon heat and run the other.

Drivers must check in with the registration staff upon arrival at the event. All entrants MUST present a valid driver's license and proof of SCCA membership (SCCA membership card). If no proof is provided, an SCCA Weekend Membership will have to be purchased. **DO NOT FORGET YOUR CARDS!**

## **WAIVERS**

Add to 1.3.2.I of the Solo Rules: All event participants and accompanying non-participants in attendance must sign the SCCA Liability Release Waiver and display a wrist band to indicate that the waiver has been signed. Persons participating at any level of event activity who are under the age of 18 must have the appropriate Minor Release

and Waiver of Liability and Indemnity Agreement forms completed by their parents or legal guardians. Forms are available at registration.

## **CAR/DRIVER LIMITS**

Replace 4.4.B of the Solo Rules with: A vehicle may be entered by any number of drivers in the same class, but each driver of the vehicle in that class must enter a different heat. Vehicle and driver limits at special events shall be governed by each special event's supplementary regulations.

## **RUN PROCEDURE / SCHEDULE**

Add to 6.8 of the Solo Rules: Registration and technical inspection will open at 8:00 and will close when the morning runs begin and will open again at 11:00 and will close when the afternoon runs begin. Those who choose to run the morning session work the morning session. Those who choose to run the afternoon session work the afternoon session. Walk throughs will be provided between each set of heats, time permitting. The course will be set up and available for walk throughs at least one hour before the mandatory AM driver's meeting.

AM Session Schedule:

8:00 Arrive on Site  
8:00 - 9:30 Registration / Tech Inspection / Course Walks / Competitors Pre-Grid Cars  
9:15 Novice Course Walk  
9:40 Mandatory Driver's Meeting  
9:50 Post workers/Heat 1 Drivers to Your Cars  
10:00 First Morning Car Off  
10:00 - 11:00 Heat 1 Competition  
11:00 - 11:15 Brief Walk Through, time permitting  
11:15 - 12:15 Heat 2 Competition  
End of AM Competition - Course Open for Walking

PM Session Schedule:

10:30 Arrive on Site  
11:00 - 12:00 Registration / Tech Inspection  
12:00 - 12:40 Course Walks/Competitors Pre-Grid Cars  
12:15 Novice Course Walk  
12:40 Mandatory Driver's Meeting

12:50 Post workers/Heat 3 Drivers to Your Cars  
1:00 First Afternoon Car Off  
1:00 - 2:00 Heat 3 Competition  
2:00 - 2:15 Brief Walk Through, time permitting  
2:15 - 3:15 Heat 4 Competition  
3:15 - 3:30 Clean Up  
3:30 Trophies Awarded

Note: The Heat 3 and Heat 4 start times depend on the AM session finishing on time. The PM start times may start later, but will not start earlier than the times advertised.

Non-competition runs will generally not be provided during an event but may be allowed following all competition runs depending on circumstances. Details will be announced at the event.

## **ORDER OF RUNNING**

Replace 6.8.C of the Solo Rules with: Cars will be run in an open heat format.

Replace 6.8.D of the Solo Rules with: Each run group (heat) will complete all competition runs before the next group begins its runs.

Add to 6.8 of the Solo Rules: If an entrant fails to start a run at the time or in the numerical position for which the entrant is registered, and permission to take an out-of-turn run was not granted by the paddock worker, disqualification for that run may result. Minimum time between runs shall be not less than ten (10) cars or five (5) minutes.

## **COURSE AND EVENT SITE SAFETY**

Add to 2.2 of the Solo Rules: Safety is our primary concern. Our Safety Stewards check to see that the course and adjacent areas are designed to eliminate potential danger. The competitors must do their part as well. Drive rationally when competing and very conservatively when not. We must not only BE safe, we must LOOK safe. Very often the driver that is slow on the track compensates by driving fast in the paddock. Do that and you may suffer disqualification. (cont.)

Occupants must at all times keep their arms fully contained within the vehicle while on the course. Failure to comply with this requirement will result in the run being red-flagged, scored as a DNF, and NO rerun shall be granted.

## **VEHICLE IDENTIFICATION / CAR NUMBERS**

Add to 3.7 of the Solo Rules: Car Numbers will correspond with the heat in which you run; i.e., car #105 grids as the fifth car in Heat #1. Cars with 100-series numbers run in Heat #1, cars with 200-series numbers run in Heat #2, etc.

Each entrant shall have their car number and class displayed on both sides of the vehicle when that entrant makes a run. Vehicles must use the numbers supplied at registration. Only the supplied number shall be used for scoring. Any other car number will be ignored. (Note: this means no masking tape numbers shall be allowed.)

Special events, like our Pennsylvania State Solo Championship, may follow a different group, heat, and numbering format, which will be announced in the supplementary regulations for that event.

## **SAFETY (TECH) INSPECTION**

Add to 3.3.3 of the Solo Rules: All cars must pass tech inspection. When presented for tech inspection, cars should be in "ready to compete" condition. This means that legible numbers and class letters are in place; all loose interior items have been removed; driver's side floor mats removed; battery is secured; seat belts are in place; wheel bearings tight; brake pedal firm; throttle linkage tight; no leaking fluids or dragging parts. Helmets must be presented at tech inspection to verify they meet SCCA's standards.

Delete 3.3.3.A of the Solo Rules: (No Annual Tech will be available.)

## **HELMETS**

Add to 4.3.1 of the Solo Rules: Helmets must be marked

as Snell 95 or later. If a helmet is not labeled and is not in good condition, it may not be used. More specifically, helmets must be marked as Snell SA95, M95, K98, SA2000, M2000, SA/K2005, or M2005 or SFI 31.1A, 31.2A, 41.1A, and 41.2A and be in good condition.

## **VEHICLE CLASSIFICATION**

Add to 4.6 of the Solo Rules: The driver is responsible for determining the car's classification.

Also, if SCCA changes the classification of a vehicle running the series, that vehicle will be moved to the new class and all points for finishing positions of all affected classes will be recalculated for series points and year-end trophies. However, individual event trophies previously awarded will stand.

## **DRIVER WORKING REQUIREMENT**

Add to 6.1 of the Solo Rules: Entrants must make themselves available to work by checking in and obtaining their work assignment from the worker chief who will be stationed near the start line between heats. Entrants failing to fulfill their assigned work requirements will forfeit their timed runs and will be scored as disqualified (DSQ).

## **INSTRUCTORS / INSTRUCTION**

Add to 6.7 of the Solo Rules: Only the driver may be in the vehicle while making an official timed competition run. However, at the discretion of the event chair, a novice driver may compete with an experienced driving instructor as a passenger. That instructor may ride with a student before the instructor's competition runs, but is not permitted to drive a student's car before the instructor's competition runs are completed.

An instructor may drive a student's car after the instructor's competition runs. The instructor is responsible for informing timing that an instructor will be driving and not the student.

## **CONFLICT OF INTEREST**

Add to 4.10 of the Solo Rules the following exceptions:

The individual responsible for pre-running the course is exempt from this restriction, but may not compete in the first or second heat.

Also, instructors meeting the stipulations outlined in the "Instructors/Instruction" section of these supplementary regulations are exempt from this restriction.

## **PASSENGERS**

Add to 1.3.2.C of the Solo Rules: During non-competition runs only, a passenger may ride in a car that has entered the event and passed safety inspection that day, provided he/she: is no younger than twelve (12) years of age; is wearing a properly fitted seat belt and a properly fitted helmet; and he/she, or parent/guardian, as appropriate, has completed and signed the participant waiver(s).

## **KARTS**

Delete 2.7, 2.8 and Appendix G of the Solo Rules: (Site limitations prevent us from providing the extra safety margins required by karts, therefore karts will not be included in our events.)

## **PENALTIES**

Replace 7.9.1 of the Solo Rules with: A single line marked around the pylon base will be used to locate each course pylon and will be used to assess pylon penalties in the standard down and out method. A penalty of two (2) seconds will be added to the run time of an entrant for each pylon knocked, carried away, or displaced totally outside of its marked position. No penalty is assessed if the pylon is upright and has some portion of the base within the marked area. However, course workers are to immediately return any moved pylon to its marked position. A vehicle will not be considered to be off-course at a pylon if the pylon is struck so as to incur a penalty, regardless of the position of the vehicle or the direction or angle from which the pylon was hit. A run will be scored as Off-Course (OC) if a vehicle does not go through the course in the prescribed sequence. Deviations from the course centerline are allowed provided that pylon gates, slaloms, etc. are driven through in the proper sequence. (cont.)

Also, courses will be designed with a cone configuration that controls speed following the finish. Each cone displaced following the finish will also carry a two (2) second penalty in the standard down and out method.

Add to 7.9.2 of the Solo Rules: If a driver comes upon a downed or out of place pylon, the driver may bring the vehicle to a controlled stop, point out the errant pylon to a course worker to have it put in its proper position. That driver will then be afforded a rerun. This is good practice on the part of the driver to ensure not receiving a penalty for a pylon displaced by a previous competitor.

## **LADIES CLASS**

Section 4.7 of the Solo Rules will be observed: Each open class shall have a corresponding Ladies class.

## **NUMBER OF RUNS**

Add to 7.3 of the Solo Rules: Each driver will be allowed three (3) official timed runs per course. Our intent, if time and conditions permit, is to provide four (4) runs per course. All competitors will be scored on the same sequential number of runs. For example, if some drivers have received 4 runs, but circumstances beyond our control warrant that other drivers receive only 3 runs, only the first 3 sequential runs would be scored for all drivers, not the best 3 runs; the 4th run in that sequence would be eliminated from the scoring.

## **BREAKING TIES**

Replace 7.6 of the Solo Rules with: Should class competitors' best run times result in a tie, the competitor with the better second-best run time wins, then third-best run times, etc. If the tie cannot be broken, duplicate awards will be given and the next numerical place dropped.

## **AWARDS / POINTS**

Add to Section 11 of the Solo Rules:

A. For trophy purposes, one (1) entrant shall constitute a class. The following trophy schedule will be used.

Number in Class, Trophies Awarded

1-3 cars, 1st place,

4-6 cars, 1st & 2nd place,

7-9 cars, 1st thru 3rd place,

And so on with one trophy awarded for each four (4) additional cars or fraction thereof.

B. At each event, drivers finishing 1st in class will receive ten (10) points; 2nd place will receive nine (9) points; 3rd place, eight (8) points; 4th place, seven (7) points; 5th place, six (6) points; 6th place, five (5) points; 7th place, four (4) points; 8th place, three (3) points; 9th place, two (2) points; and 10th place, one (1) point. All cars finishing 11th place or lower will receive one (1) point. A competitor must complete at least one (1) on-course run to receive points. Failure to do so will result in being scored respectively as DNS (Did Not Start) or DNF (Did Not Finish), and zero (0) points awarded for the event.

## **SERIES CHAMPIONSHIP / YEAR-END TROPHIES / TIES**

Also Add to Section 11 of the Solo Rules:

C. To be eligible for a year-end series championship trophy, a driver must compete in the same class in more than 50% of the total number of series events and must have fulfilled all required event work assignments.

D. Drivers' series points will be counted from their best finishes as follows: 12 series events, the best 9 finishes; 11 or 10 events, the best 8 finishes; 9 or 8 events, the best 7 finishes; 7 events, the best 6 finishes; 6 events the best 5 finishes; and 5 or fewer events, all finishes are counted.

E. The number of year-end trophies in each class will be determined by counting the number of all the entries in the class during the year and dividing that number by the number of best finishes allowed to be counted.

F. In the event of a series championship points tie, the person with the most first-place finishes wins. If the tie persists, the person with the most second-place finishes wins, etc. If the tie cannot be broken, duplicate awards will be given and the next numerical place dropped.

G. Additional year-end trophies may be awarded at the discretion of the Solo Board, provided drivers under consideration have met the minimum eligibility requirements.

## **OFFICIAL RESULTS**

Replace 7.10 of the Solo Rules with:

Go to <http://www.scca-susq.com> for official results.

## **2009 PAX/RTP Index**

SS	0.856		
AS	0.843	AM	1.000
BS	0.835	BM	0.944
CS	0.837	CM	0.907
DS	0.819	DM	0.900
ES	0.823	EM	0.894
FS	0.833	FM	0.903
GS	0.821	FSAE	0.954
HS	0.802		
		STS	0.818
ASP	0.866	STS2	0.820
BSP	0.859	STX	0.822
CSP	0.862	STU	0.836
DSP	0.845	SM	0.867
ESP	0.846	SM2	0.876
FSP	0.831		
XP	0.882		
BP	0.868		
CP	0.864		
DP	0.865		
EP	0.861		
FP	0.872		
GP	0.841		

The 2009 PAX/RTP index is published at:

<http://scca-chicago.org/solo/indexes/rtp2009.html>

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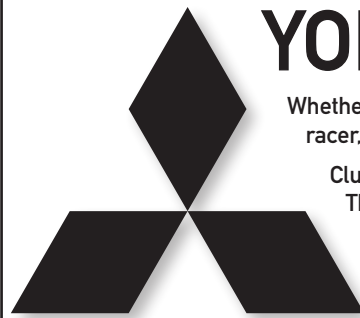
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