

2021 EESCC

Autocross Regulations



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1. GENERAL RULES

1.1. **INSURANCE WAIVER** - All participants must sign the current waiver form. **Participants who have not yet reached 18 must have their parent or guardian present to sign a current "Parental Consent for Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement"**. If a minor competitor wishes, he may fill out the proper waiver appropriately with his/her parents and the club can keep it on file for the current year's events - we need to know before the form is signed if you wish us to keep it on file for the year.

1.2. **DRIVER LICENSING** – All automobile drivers must have a valid driver's license, or valid permit. If the competitor has a permit only, the driver must have his/her licensed parent ride as a passenger on all his/her runs. Minor drivers must also be able to show that they have permission to operate the vehicle at the event.

Kart Drivers – EESCC's 5 HP Kart class allows drivers who are 12 and above to drive a 5 HP kart. If a minor, they (1) must have their parent or guardian's permission by having them sign the "Parental Consent for Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" and (2) the parents must be present at the event during the time the Kart class is running.

Shifter Kart Drivers- Drivers of shifter Karts must be at least 16 years old and have a valid driver's license. If a minor (age 16 or 17) they must have their parent or guardian present to sign the "Parental Consent for Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement"

1.3. **DRIVER SAFETY EQUIPMENT - All drivers must wear a Snell 2005 or better helmet, enclosed shoes and must use seat belts. The Tech Inspector will have final say on any helmet, shoes or belts in question.**

5 HP Kart Drivers/Electric Karts - Kart drivers must wear appropriate protective clothing. Long pants, closed shoes or boots, a jacket and gloves must be worn in addition to the Snell 2005 or better full faced helmet with shield. Also, a neck brace must be worn.

Shifter Karts- Shifter Kart drivers must wear jackets made of leather or abrasion resistant nylon or equivalent, and full length pants to prevent or minimize abrasions. Full abrasion kart suits are recommended. Shoes, socks, and abrasion resistant gloves are mandatory. Mechanix brand gloves and similarly styled gloves will not be allowed. An unaltered collar type neck brace designed for motorsport use is mandatory-kart specific neck braces are recommended. Also, a full-face helmet with shield (minimum Snell 2005) is required. See the complete rules on shifter karts on our website: eescc.org under "rules".

1.4. **PASSENGERS - Passengers are permitted during the competition runs.**

1. The vehicle must be properly equipped to carry a passenger
2. The vehicle and driver must have previously registered and run the day of the event.
3. The passenger must have signed a waiver, and must wear a seat belt and approved helmet.
4. The passenger must be at least 12 years old. If under 18, he/she must have their parent/guardian complete a "Parental Consent" form and the minor must be wearing the appropriate wristband which indicates he/she is a minor participant. We will use Oregon State law to determine passenger's eligibility.
5. **COMPETITORS MAY NOT RIDE** as a passenger until all of their competition runs are completed. An **Exception** to this rule are novice competitors; they are encouraged to ride as passengers even if they have not run yet.

1.5. **CONSECUTIVE RUNS IN SAME VEHICLE- There will be a Minimum of 5 minutes waiting period between runs for any vehicle. This is both for single and double drivers; also for reruns.**

1.6. **DRIVING OF MULTIPLE VEHICLES - A competitor may drive 2 cars in an autocross with the following stipulations:**

1. If time allows. **PER DISCRETION OF EVENT CHAIR.**
2. Driver must declare prior to running which car will be driven for trophy runs.
3. Declared vehicle must be driven first, in proper run group, with all runs completed before the 2nd car is run for no trophy consideration.
4. Each car must be registered and teched.

1.7. **UNSAFE DRIVERS – Any competitor, who in the judgment of the Event Chairman and/or the Autocross Chairman, displays unsportsmanlike conduct or drives in an unsafe manner at or around the event site, may be disqualified; further, any entry fee paid by the disqualified competitor shall be forfeited. Hard cornering and speeding at or around the event site for the purpose of warming tires shall be considered unsafe driving.**

1.7.1. **SUBSTANCES SUCH AS ALCOHOL AND MARIJUANA WHICH MAY IMPAIR DRIVING ARE STRICTLY PROHIBITED ONSITE FOR DRIVERS AND SPECTATORS!**

IMPAIRED DRIVERS - Any competitor considered, in the judgment of the Event Chairman, to be under the influence of alcohol or drugs of any form shall be disqualified; further, any entry fee paid by the disqualified competitor shall be forfeited

1.8. **COURSE WORKER SAFETY**

- 1.8.1. No personal electronics such as cellphones, are allowed to be used at work stations
- 1.8.2. Course workers must be wearing shoes, no sandals are allowed at work stations.

1.9. PIT & GRID SAFETY –

- 1.9.1. Children at the event: **ALL** children are to be supervised. No child younger than 12 is allowed in the grid and should be accompanied by an adult
- 1.9.2. **Jack Stand Rule.** If a car is lifted, it must be supported by jack stands prior to anyone getting under the vehicle to work on it. This rule will be enforced everywhere on site; in the pits and in grid.
- 1.9.3. **Motorized bikes** – No motorized “pit bikes” will be allowed in grid or the pits.
- 1.9.4. **Riding of Bicycles/Skateboards/Scooters** are NOT allowed in the grid or pit areas.

2. VEHICLE CATEGORIES AND CLASSIFICATIONS

- 2.1. EESCC will use SCCA Solo II classifications with the exception of OSP U/O, Sport Truck (TR), Crap Can (CC), Daily Driver Open (DDO), a 5 HP Kart class, and a Shifter Kart (SK) class. Each will be defined below.
- 2.2. **STREET CATEGORY** – Street (similar to old “Stock”) cars are defined as those having little if any modifications. Preparation rules are as per current SCCA Solo II Rules.
- 2.3. **STREET PREPARED CATEGORY** - Street Prepared cars are defined as those having common bolt-on modifications, full interiors, little or no internal engine modifications, and street legal tires. Preparation rules are as per current SCCA Solo II Rules.
- 2.4. **OVER STREET PREPARED CATEGORY UNDER 2.5L** - To be eligible for the Over Street Prepared category, a vehicle must be street legal and run on street (DOT approved) tires. The vehicle must be capable of being licensed as raced. It must have a glass windshield and both front seats. Door panels are required but need not be stock.
- 2.5. **OVER STREET PREPARED 2.5L AND OVER** - Same as above (2.4) except for engine displacement.
- 2.6. **PREPARED** - Prepared cars are defined as those having extensive mechanical and weight saving modifications and racing slicks. The basic body and engine configuration on Prepared cars remains as delivered from the factory. Preparation rules are per current SCCA Solo II Rules.
- 2.7. **MODIFIED** - Modified cars are defined as those having very extensive mechanical and weight saving modifications and racing slicks. The modified classes contain specials, formula cars, and engine swaps. Preparation rules are as per current SCCA Solo II Rules.
- 2.8. **STREET TOURING** - The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use
 - 2.8.1. **SOLO SPEC COUPE (SSC)** – This class is only for 2 specific vehicles, (Toyota FRS and Subaru BRZ) and has a very specific set of requirements. See scca.com rules for specifics.
- 2.9. **CAM CLASSES – (CLASSIC AMERICAN MUSCLE)** The purpose of CAM is to attract automobile enthusiasts who are currently interested and/or participating in autocross events for muscle cars and vintage vehicles manufactured in North America.
- 2.10. **Daily Driver Open (DDO) EESCC only class-** Must be driven to the event (no trailering) and be currently registered for street use. Must compete as driven to the event (no tire changes) Easily removable unsecured items may be removed – top, subwoofer, etc. for safety. Tires must be DOT and legal for street per manufacture, cannot say “not for street use (such as Hoosiers, etc) Tire ratings do not matter, just must be legally streetable. No class pax is assigned (PAX value is 1.000).
- 2.11. **Kart** – A maximum of 5hp Go-Karts will be allowed to run in this class.
- 2.12. **Shifter Karts**-Shifter Karts of no more than 125 cc displacement. Complete rules for EESCC shifter karts is on our website: eescc.org under “rules”. The competitor is responsible for knowing all rules pertaining to their class and is responsible for presenting a legal kart at the event.

3. VEHICLE CLASSIFICATION

- 3.1. **RESPONSIBILITY FOR VEHICLE CLASSIFICATION** - The entrant is charged with the duty of properly placing the vehicle in its category and class of competition, however, any obvious miss-classification can be corrected at the discretion of the technical inspector and/or Event Chairman.
 - 3.1.1. A vehicle may be placed in any class in which it is legally allowed. For example: an H Street car may run in DSP, EP or DM. An H Street car may not run in A, B, C, D, E, F, or G Street.
- 3.2. **LADIES CLASSES** - Women are free to compete in the Open class in which their car is legal; however, Ladies' classes will be established in the following manner:
 - 3.2.1. **Multiple Classes** - A complete set of parallel classes using the same preparation and scoring system as in the Open classes.

- 3.3. **NOVICE CLASSES - A Novice class will be set up for each event for competitors who have never auto crossed. The PAX index will be used to determine positions in class. You may only run as a novice once.**

4. **VEHICLE PREPARATION FOR COMPETITION**

SAFETY - Each vehicle will receive and must pass a technical safety inspection prior to competition.

2021 Annual Tech Inspection. Only vehicles for which at least one 2021 driver was a season trophy winner from our 2020 Auto-X Series qualify for annual inspection. Those vehicles will have a tech inspection at their first event. Throughout the year some of these vehicles will be randomly re-teched. Any vehicle will be re-teched after an incident on or off the course, or at the discretion of EESCC officials. Each competing vehicle shall maintain a safe operating condition throughout the event or it will be excluded from competition until the condition has been rectified. The main purpose of technical inspection is to identify any safety deficiencies and not to determine vehicle conformance to class rules. Each vehicle must comply with the following points:

- 4.1 **SEAT BELTS** - Seat Belts are required for all competing vehicles. The use of a lap belt as the only restraint is permitted only if the vehicle was not originally equipped with driver restraints or if the vehicle was originally fitted only with lap belts. Shoulder belts are highly recommended in all cars; however, shoulder belts having two straps which would confine the driver to an upright position in the event of a roll-over are not permitted in vehicles having open tops and no roll-over protection.
- 4.2 **CAR CONTENTS** - No loose items shall be carried in or on the car. (i.e. Radar Detectors, Mirror art.)
- 4.3 **WHEELS** - Wheels must be mounted in a safe manner. Wheel covers, trim rings, or any other cosmetic pieces not bolted or welded to the wheel shall be removed. No cracks or broken spokes shall be permitted. **All lug nuts and or studs must be used.** If using spacers, 5 full turns (defined as 360 degrees) of the lug nut on the stud are required.
- 4.4 **SUSPENSION** - All suspension components shall be in proper operating condition. No excessive play shall be present in steering components or wheel bearings.
- 4.5 **FLUID LEAKS** - No excessive fluid leaks will be allowed under any operating conditions.
- 4.6 **TIRES** - All tires must be in good condition. All DOT approved tires must have visible tread. It is not permitted to begin a competition run with tires worn down to the cords or belts. No temporary spares or studded snow tires are allowed.
- 4.7 **ROLL OVER PROTECTION** - Roll bars are recommended for all cars, and required for all Formula Cars, Sports Racers and all open cars using non D.O.T. tires.
- 4.8 **THROTTLE LINKAGE** - The throttle linkage shall operate smoothly throughout its travel. The linkage shall be fitted with an external spring-loaded return mechanism, which will rapidly return the throttle to the closed position when the throttle is released from any and all open positions. All non-Stock vehicles must have 2 throttle return springs.
- 4.9 **BRAKES** - Each wheel must be equipped with a fully operational brake. All brakes must be actuated using a single common brake pedal. With the brake system pressurized no fluid leaks shall be allowed in the system. The fluid in the master cylinder shall be above the minimum level mark with the brakes released.
- 4.10 **BATTERY** - Batteries shall be mounted securely. **No bungee cords.** If battery is located in passenger compartment it must be in a sealed marine container. If battery is located in trunk the positive terminal shall be covered with a non-conductive material such as a rubber boot or electrical tape.
- 4.11 **SWING AXLES** - Swing-axle suspensions must exhibit negative camber, or have installed a camber compensator or wheel droop limiting straps. If, in the judgment of the Event Chairman, a swing-axle equipped vehicles appears unstable during competition, the vehicle may be barred from further competition, regardless of compliance with the above stated rules.
- 4.12 **VEHICLE NOISE LEVEL** - The noise level shall not exceed **95 db**, which is EESCC's published maximum level. If the run records 96db or more, the run will be scored but we will require the competitor to modify the car to reduce the noise level before another run is allowed. The competitor must make a physical effort to reduce the noise; if the next run also is 96db or more, the vehicle will be disqualified from the event. In the absence of sound level measuring devices, the acceptable level of vehicle noise may be determined by the Event Chairman and/or the Autocross Chairman; the Event Chairman and/or Autocross Chairman may bar any unacceptably loud vehicle from competition.
- 4.13 **VEHICLE MARKINGS AND APPEARANCE** - All vehicles shall have their assigned competition numbers and their class of competition clearly marked on the vehicle. Competition numbers shall be minimum of 8" high with a 1.25" stroke, letters shall be a minimum of 4" tall with .75" stroke, and of a color that contrasts with the surface on which they are mounted. It is the responsibility of the entrant to assure that the correct car number and class are marked on the vehicle before the vehicle approaches the starting line. Shoe polish or other similar temporary liquid markers are not allowed.

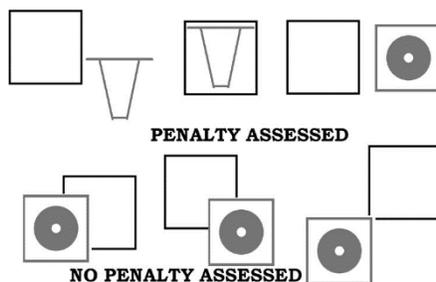
5. **PROTESTING**

Protests must be made by individuals that are in direct competition with the competitor. The protester must put up a **\$100 fee** which will be forfeited if the protested vehicle is found to be legal. Tear down protests will include the protester putting up the entire tear down cost in advance. Tech inspector and Event Chairman can at their discretion determine that the protest has not been made in good faith and disallow the protest and return the protest fee.

6. **TIMING, SCORING AND TROPHIES**

- 6.1 **NO WORK- NO TROPHY OR POINTS** - Disqualification will result if you are assigned to work and don't work, unless arrangements are made with event chairperson *prior* to your scheduled work assignment.

- 6.2 **SCORING** - Scoring shall be determined using a competitor's lowest single time obtained.
- 6.3 **HITTING THE TIMING LIGHTS** - If a competitor hits a Timing Light hard enough to break it off from the stand and/or the Timing Cable has been damaged to the point the inside cables can be seen or an end is broken or separated from the cable, a \$100 fee is owed to EESCC for damage to the light and/or stand and/or ruined cable.
- 6.4 **TIMER RESOLUTION** - The resolution of the timer shall be no less than one-thousandth of a second. Times for competition runs shall be recorded to the nearest one-thousandth of a second.
- 6.5 **TIES** - Ties shall be broken by a comparison of the next quickest time of each competitor.
- 6.6 **RERUNS** - Reruns shall be given only in the event of a timer malfunction, an object blocking the course, or if the competitor encounters a course marker that is already displaced or knocked down. Should any of these situations occur, the competitor shall be flagged off course as soon as possible. Course marker penalties shall not be carried over to the rerun. If the competitor receives a DNF at a point on the course prior to encountering any of these irregularities, the DNF will stand, and no rerun shall be allowed.
- 6.7 **ALREADY DOWNED PYLONS** - A competitor encountering a displaced or knocked down pylon (unless the competitor was the one to displace the cone) has the option of completing the run or stopping in the vicinity of the pylon in question. If the competitor continues the run, the resulting time shall stand, unless in the opinion of the Timing and Scoring personnel the pylon irregularity has provided an advantage. If the irregularity is determined to be to the competitor's advantage, a rerun shall be required.
- 6.8 **PYLON PENALTIES** - The position of a course marker shall be identified by a line marked on the road surface completely around the base of the marker. The width of the line shall be from ¼" to 2" wide, with the specific dimensions set at the discretion of the Event Chairman. A two (2) second penalty shall be added to a competitor's time if a pylon is either knocked down or displaced completely beyond the edges of the marker location lines. If the pylon remains upright while any portion of its base remains in contact with the outermost edge of the course marker location lines, no penalty shall be assessed.



- 6.9. **OFF COURSE** - A competitor who deviates from the course shall receive a ten (10) second penalty for each course deviation executed. A course deviation occurs when a competitor completely misses a section of the course or fails to pass through all sections of the course in the order intended by the course designer. If the vehicle contacts and downs a pylon of a gate or slalom, it is considered on course.
- 6.10. **YEAR-END TROPHIES** - To be eligible for year-end Championship Trophies you must participate in at least **2/3** of the events rounded down to the next whole event that make up the EESCC Championship Autocross Series. **Your best 75% of all Championship events the club offers rounded up to the next whole event will count towards the championship point total.** (e.g., best 5 when we have 6 events per season, best 6 when we have 7 or 8 events per season.)

Points Events	66.7% Trophy	75.0% Count	Throw Away
6	4	5	1
7	4	6	1
8	5	6	2
9	6	7	2
10	6	8	2
11	7	9	2

- 6.11. **POINTS** - Point will be awarded on the following basis;

1st - 15	5th - 8	9th - 4
2nd - 12	6th - 7	10th - 3
3rd - 10	7th - 6	11th - 2
4th - 9	8th - 5	12th - 1

2021 PAX/RTP Index

"Racers Theoretical Performance"

This Index was developed by Rick Ruth and reflects study of results from well over 500 nationwide Solo events including, the Tire Rack® Solo National Championships, National Tour, Alabama Region, Atlanta Region, Chicago Region, California Sports Car Club, Central Florida Region, Equipe Rapide (Florida & Texas), Great Lakes Solo Series, Hawaii Region, Houston Region, Midwest Divisional Series, Milwaukee Region, Minnesota Autosport's Club, New England Region, Northwest Region, Northern New Jersey Region, Oregon Region, Philadelphia Region, Rocky Mountain Series, San Francisco Region, San Diego Region, South Jersey Region, St. Louis Region, Tri-State Sports Car Council, Texas Region, Washington DC Region, Wisconsin Autocrossers Inc., and many, many others.

SS	0.823
AS	0.821
BS	0.814
CS	0.809
DS	0.807
ES	0.793
FS	0.806
GS	0.794
HS	0.782
HCS	0.795
SSC	0.812

STS	0.811
STX	0.816
STR	0.827
STU	0.828
STH	0.813

SSP	0.853
ASP	0.849
BSP	0.852
CSP	0.865
DSP	0.842
ESP	0.839
FSP	0.825

SSR	0.843
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CAMC	0.818
CAMT	0.817
CAMS	0.835

SMF	0.841
SM	0.856
SSM	0.875

XP	0.882
BP	0.867
CP	0.851
DP	0.866
EP	0.850
FP	0.871
HCR	0.815

EESCC Classes	
CC	0.813
DDO	1.000
EK	0.855
KART	0.855
OSPO	0.875
OSPU	0.856
SK	0.930
TR	0.813

AM	1.000
BM	0.962
CM	0.893
DM	0.895
EM	0.898
FM	0.911
FSAE	0.963

KM	0.930
JA	0.855
JB	0.820
JC	0.718

XSA	0.846
XSB	0.858
EV	0.826

Rick Ruth PAX/RTP Administrator

DRIVER _____ CLASS _____ CAR # _____

YEAR _____ MAKE _____ MODEL _____ DISPLACEMENT _____

DRIVERS LICENSE NO. _____ STATE _____

Each vehicle competing in an EESCC Autocross must successfully pass a technical inspection covering the following items:

DRIVER SAFETY EQUIPMENT

Helmet - Snell 2005 or better
Shield/Goggles - open cockpit

ENGINE COMPARTMENT

Battery Secure
Radiator/Heater Hoses
Fuel Pump/Lines/Fittings
Oil Leaks
Catch Cans
Wiring
Legal Intake & Exhaust
Fluid Levels
Modifications Conform to Class

TRUNK

Battery Secure
Fuel Cell & Lines

SUSPENSION AND RUNNING GEAR

Modifications Conform to Class
Wheel Bearings
Wheels & Tire
Spherical Rod Ends
Brakes & Hoses
Steering Linkage

VEHICLE INTERIOR

Window Net/Arm Restraint
Seat Belt or Harness
Head Restraint
Driver's Seat Secure
Roll Bar/Cage - open cars
Modifications Conform to Class

VEHICLE EXTERIOR

Hubcaps Removed
Panels Secure
Exhaust System Secure
Numbers Valid (see rule 4.13) and Displayed
Modifications Conform to Class

Revised 3-26-2021