

Twickenham Auto Club

Slalom Rules

Revised March 2006

1 Purpose

Under the auspices of the bylaws of the Constitution of the Twickenham Auto Club, the Slalom Committee has the responsibility for:

- Determination, with Club approval, of the Club's slalom regulations.
- Determination, with Club approval, of rules and regulation of an annual slalom championship series.
- Conducting all Club slaloms.

The Slalom committee shall report directly to the Club Vice-President.

The Membership shall be:

- Chairman: The Vice-President (Activities Chairman) shall choose a Chairman to preside at its meetings and to act as its spokesman.
- Voting members: The Committee shall be composed of the Vice- President, the chosen Chairman and any others chosen by the Chairman to form a committee of from three to seven members.
- Participation: Attendance at and participation in any meeting of the Committee will be open to any member of the Club.

This document provides the rules and regulations for the organization and operation of a series of slaloms. These rules shall provide the minimum standards for event safety, fairness, and performance quality. All Championship Series events shall abide by this set of rules, and additions or revisions as may be approved by the Slalom Committee and the Club membership; non Championship Series events shall abide by these rules except as expressly approved in writing by the Slalom Committee. The Slalom Committee shall have the authority to waive, at its discretion, any portion of the slalom rules for a particular slalom.

2 Amendments

2.1 Procedure:

Amendments to these rules may be proposed to the Slalom Committee. After study, the proposal shall be brought before the Club at the next regular meeting if immediate action is required.

2.2 Approval Requirements:

A simple majority vote of the members present is required to pass amendments recommended by the Slalom Committee. A 2/3-majority vote of the members present is

required to pass amendments not recommended by the Slalom Committee.

3 Event Administration

3.1 Duties and Authority:

- 3.1.1 The Slalom Master shall administer the event. The Slalom Master, in accordance with all the rules and regulations set forth in this document, shall design the slalom course, supervise the set-up of the slalom, administer the drivers' meeting, administer the course walk/drive-through, provide for event plaques or trophies, and answer questions concerning course direction.
- 3.1.2 Slalom Co-Master: The Slalom Co-Master, in accordance with all the rules and regulations set forth in this document, shall assume the duties of the Slalom Master if the Slalom Master cannot be available at the event, and oversee the safe conduct of the event and assure compliance of these rules and regulations.
- 3.1.3 The Slalom Master or the Slalom Co-Master must be available at all times during the event.
- 3.1.4 The course must be pre-checked by a representative of the Slalom Committee with the accompaniment of the Slalom Master. No other participant is permitted to ride with the driver during the course pre-check.
- 3.1.5 If a scheduled event is cancelled for any reason after insurance coverage for the event has been ordered, the Slalom Master must notify the Club Treasurer within 24 hours of the cancellation, so the cost of the event insurance can be refunded or applied to a new date if the event is re-scheduled.

3.2 Registration:

- 3.2.1 Registration shall open and close at the Slalom Master's discretion.
- 3.2.2 During registration, entrants are required to sign the event insurance waiver, and have their vehicle undergo a technical inspection by event officials.

3.3 Entrant Information:

- 3.3.1 The following information should be collected from each entrant before or during registration:
 - 1) Entrant's name and address (including zip code)
 - 2) Class and category
 - 3) Car make, model, displacement, license number
 - 4) Driver's license number
 - 5) Club affiliations (if any)

6) Supplementary regulations

- 3.3.2 Any TAC member may reserve a number for a competition year by registering for an event and requesting the number be reserved. As a matter of courtesy, no member will should request a number used by another member the previous year.

3.4 Fees:

- 3.4.1 The entry fee shall be \$20.00 per entrant. Different entry fees for special events (such as Driving Schools) will be determined by the Slalom Committee prior to the event.
- 3.4.2 Junior Kart driver's entry fee is \$15.
- 3.4.3 An annual fee of \$90 may be paid by any club member in good standing, which pays his entry fee to all TAC events for the year. (This fee includes entry for the Performance Driving School if the member wishes to attend as a student). Annual fees are individual and not transferable. Annual pass holders will be charged a \$10 surcharge for events held at Milton Frank Stadium.

3.5 Entrant Restrictions:

- 3.5.1 Driver's License: All entrants shall have a current driver's license acceptable under Alabama State Law. This requirement will be waived for Junior Kart drivers.
- 3.5.2 Practice: Any entrant practicing an event course, in or on any wheeled vehicle, shall be disqualified from the event. Exceptions for handicapped drivers are allowable at the discretion of the Slalom Master. A drive-through for all entrants, under the supervision of the Slalom Master, is acceptable.
- 3.5.3 Minor Drivers (under age 19): Minor drivers must present a waiver (available from the registrar at each event) signed by their parent or legal guardian to participate in the event.

3.6 Course Description:

- 3.6.1 Course Map: A clear map (not necessarily to scale) of the planned course and pre-grid area must be posted at the event site. The map shall show the planned course and its boundaries, and all pylons to be used.
- 3.6.2 The base of each pylon must be outlined to mark its position on the pavement when possible (may not be possible due to weather). If a pylon is moved out of position, either by the passing of an entrant's vehicle, or by any other force, it must

be replaced in its original marked position before any subsequent entrant's vehicle passes that pylon as a part of the course.

3.7 Course Dimensions:

- 3.7.1 Lane/Gate Width: The course shall have a minimum lane/gate width of 15 feet and any turn shall have a minimum outside radius of 45 feet.
- 3.7.2 "Square" Corners: "Square" or acute corners may be used if the course is wide enough so that a course conforming to section 3.7.1 could be laid out completely within its boundaries. "Square" or acute corners shall have a minimum lane width of 21 feet at both entrance and exit.
- 3.7.3 Safety Margin: The course shall be laid out so that no workers are within 25 feet of the course and no cars, property, or other objects are within 50 feet of the course. This safety margin must be increased appropriately around "fast" corners. Unobstructed spinout areas shall be included where advisable. Where a natural boundary does not occur between the course and worker areas, an artificial barrier will be used.
- 3.7.4 Start/Finish: The slalom shall be an all-forward motion run with a flying start and finish. The start must include a launch point and a timing start point separated by 25 or more feet. The portion of the course from 25 feet preceding the finish line to a minimum of 50 feet past the finish line must be straight. The Slalom Master, depending on the course layout and the approval of the Slalom Committee, may waive the mandatory stop requirements. If a mandatory stop is required and an entrant overruns the stopping point with all four wheels of his vehicle, he will be given a DNF for that run.

3.8 Timing:

- 3.8.1 Timing Equipment: An Electric timer capable of recording in increments as small as one-one-hundredth of one second will be used for official timers. The timer will start as the car crosses the start line and stop when the car crosses the finish line.
- 3.8.2 Should the automatic electric timer become inoperable, at least two stopwatches recording times to two-tenths of one second, operated by different persons, will be used. Using the stop watch method, official time will be the average of the two most closely matched times.
- 3.8.3 Timer Failure: In the event of timer failure or trouble (including failure at start), the car on course shall be stopped. After the trouble has been remedied, the car shall be given an official re-run counting for points and trophies.

3.9 Scoring:

- 3.9.1 Pylon Penalties: Pylon penalties shall be charged only if a pylon is upset or if the base is moved entirely outside its outline on the pavement. Pylon penalties shall be added to the contestant's time.
- 3.9.2 Pylon Time Penalty: The pylon time penalty shall be two seconds of time for each pylon.
- 3.9.3 Course Deviation: A contestant's run shall be disqualified if he makes a four-wheel course deviation and does not return to the course at the point of deviation. Four wheels on grass will always result in disqualification.
- 3.9.4 Official Re-run: An official re-run will be allowed, or may be issued, if the contestant did not receive a fair run through fault of the Club.
- 3.9.5 Gimmicks: There will be no gimmicks wherein luck may be a factor in winning.
- 3.9.6 Passengers: Passenger(s) may be carried on a competition run at the discretion of the Slalom Master. If passenger-aboard runs are to be scored a DNF, the Slalom Master will announce his decision on passengers at the drivers meeting.
- 3.10 Awards:
- 3.11 Trophies: Trophies shall be awarded in each class on the following basis:
- 3.12 Number of class entries divided by 2, rounded down, limit 5.
 - 3.12.1 Fastest Time of Day: The Fastest Time of Day award, in addition to any class trophy, will be presented to the entrant recording the fastest time for the event.
 - 3.12.2 Fastest Stock Time of Day: The Fastest Stock Time of Day award, in addition to any class trophy, will be presented to the stock entrant recording the fastest time for the event, including cars bumped out of stock classes.
 - 3.12.3 Fastest RTP/PAX Time of Day: The Fastest RTP/PAX Time of Day award, in addition to any class trophy, will be presented to the entrant recording the fastest RTP/PAX time for the event.
- 3.13 Protests:
 - 3.13.1 Protest Committee: The Protest Committee shall be composed of the Slalom Master, co-master and two members of the slalom committee selected by the Slalom Master. One of these four will be designated a non-voting alternate by the Slalom Master. The Protest Committee will be formed upon receipt of a protest.
 - 3.13.2 Protests: Protests concerning driver categories and/or car classes must be

submitted to the Protest Committee in writing before the end of the second run of the event. Protests concerning course layout must be submitted in writing before the end of the first timed run. Other protests must be in the same manner within 20 minutes of the time at which the subject of the protest occurred. A fee equal to twice then event entry fee must accompany all protests. Additionally, if the protest requires equipment teardown, a bond covering the cost of the teardown will be required. If the protest is denied, the fee will be forfeited and shall go into the Slalom Fund, and any bond shall be awarded to the protested entrant to reimburse his expense. If the protest is upheld, appropriate action will be taken, and the protested entrant shall be responsible for his incurred expenses and the fee and bond will be returned to the protestant.

- 3.13.3 Appeal: The decision of the Protest Committee may be appealed to the Slalom Committee by submitting a written protest within 10 days after the event, together with a fee equal to four times the entry fee for each protest. In the event of an appeal, it shall be the responsibility of the driver protested to provide official specifications relating to his car's legality, If the appeal is upheld, the fee(s) shall be returned and appropriate action shall be forwarded in writing to those concerned. If the appeal is denied the fee will be forfeited and shall go into the Slalom Fund.

4 Safety

4.1 Minimum Requirements

The requirements contained in this section shall be the minimum requirements for the staging of an event.

- 4.2 Overall Safety: Any vehicle judged to be unsafe by the technical inspector (at any time prior to or during the event), regardless of meeting all other requirements of this and other sections, shall not be allowed to compete at the discretion of the Slalom Master and those Slalom Committee members present. If the competitor is able to correct the unsafe condition to the satisfaction of the aforementioned Club personnel, he may rejoin the event in the normal run rotation. Any runs missed during such repairs are to be forfeited.

- 4.3 Driver's Responsibility: It is the driver's responsibility that all requirements of this section are met prior to each run, and failure to do so shall constitute a DNF for that run.

- 4.3.1 Seat Belt: Immediately prior to a contestant's run, his seat belt shall be checked to see that it is securely fastened.
- 4.3.2 Helmet: Each contestant must wear a helmet (without cracks or abrasions), which is approved by the Snell Memorial Foundation, meets the U.S. Government Z.90.1 rating, or is approved by the Slalom Committee. Immediately prior to a contestant's run, his helmet shall be checked to see that it is securely fastened.

4.3.3 Loose objects inside the passenger compartment must be removed.

4.3.4 Passengers: Passengers in the car while it is in competition shall wear seat belts and helmets.

4.3.5 All doors shall be fully secured.

4.4 Club Responsibility

4.4.1 Technical Inspection: Each car must be presented for a technical inspection in the tech area prior to running the course and must meet the minimum requirements given in this section before it will be permitted on the course.

4.4.1.1 Vehicle Classification: Technical inspectors are not responsible for declaring a car misclassified. This responsibility rests with competitors who are entitled to lodge formal protests. Technical inspectors will not verbally declare suspicions of misclassification except privately to the entrant.

4.4.1.2 Seat Belts: Each car must be equipped with a quick-release, metal-to-metal latch type seat belt for the driver. The seat belt must be anchored securely to the frame, or with large diameter washers on both surfaces of the floor mounting holes. Factory installed seat belts are acceptable.

4.4.1.3 Steering and Suspension: The steering and suspension must not have excessive looseness.

4.4.1.4 Camber: A camber compensator, negative camber, or camber-limiting straps are required on swing axle suspensions, except for Porsche automobiles. Stock camber limiting straps on pre-1967 Volkswagens are not sufficient.

4.4.1.5 Brakes: The brakes must be tested for firmness and pedal fade (failure to maintain constant pedal height under sustained pressure) while the car is stationary. The tech inspector may use a moving brake test to assure proper brake operation. Brake tests conducted with hands off the steering wheel are prohibited.

4.4.1.6 Fluid Leaks: No car shall be allowed on the course with fluid leaking (gas, oil, water, etc.).

4.4.1.7 Battery: The battery must be securely fastened. Factory mounting is acceptable, if intact and secure.

4.4.1.8 Tires:

Inflation: Tube-type tires (except racing tires) must be inflated to at least 25-psi pressure. Tubeless tires (except racing tires) must be inflated to at least 32-psi pressure. Lower pressures will be allowable at the discretion of the technical

inspector.

Tread: All street tires must have visible tread across the width of the tread and no cord showing.

4.4.1.9 Wheels:

All wheels shall be mounted tightly, and shall have no visible cracks. All studs and lug nuts must be present and functional.

Wire wheels shall have no more than one missing spoke and must not have more than three loose and/or missing spokes per wheel.

Hubcaps: Hubcaps, wheel covers, and other snap-on wheel trim must be removed.

Wheel Adapters: Entrants may be required to remove wheels to inspect wheel adapters. These adapters shall have no visible cracks.

4.4.1.10 Vehicle Passageways and Openings:

Doors must latch securely, and there shall be no evidence of impending structural failure.

4.4.1.11 Other Requirements:

Drivers must wear adequate shatterproof eye protection (goggles, bubbleshield, etc.) if windshields are removed.

Mufflers: All cars shall have functioning mufflers or meet SCCA sound limitations. Any car deemed by the Slalom Master or his designated representative (i.e. the technical inspector) to be excessively loud shall not be allowed to compete.

Vehicle Identification: The vehicle identification shall consist of the vehicle number, 8 inches in height, followed by class letters at least 4 inches in height. The vehicle identification shall be legible and shall appear on both sides of vehicle. If shoe polish is to be used, then the vehicle identification may be on the side windows, or if there are no side windows, then the vehicle identification may be on the passenger side of the windshield.

4.4.2 Fire Extinguishers: A minimum of two fire extinguishers must be at the course at all times. Gauges on extinguishers must indicate that they are charged.

4.4.3 Disqualification:

4.4.3.1 Reckless Action: Reckless operation, in or aboard any type of vehicle, on or about the event site, shall, at the discretion of the Slalom Master or Co-master, result in the driver's disqualification for the remainder of the event.

4.4.3.2 Reckless Action Review: If sub-section 4.4.3.1 is exercised, then the Slalom Committee shall review the incident and may extend the disqualification up to the remainder of the year.

4.4.3.3 Driving Safety: Obvious inability to negotiate the course safely will result in the driver being stopped and disqualified.

- 4.4.3.4 Alcohol and Narcotics: Consumption of alcohol or the use of narcotics by an entrant or worker on or about the event site during an event shall result in his disqualification, and shall, at the discretion of the Slalom Master, result in the driver's or worker's disqualification for the remainder of the year.
- 4.4.3.5 Any entrant will be disqualified from the event for failure to abide by supplementary regulations governing the use of the event site.

5 Automobile Categories and Authorized Modifications

5.1 General:

- 5.1.1 Stock: Automobiles that comply with {stock category} of the current year SCCA Solo II rulebook shall be designated "Stock".
- 5.1.2 Street Prepared: Automobiles that comply with {street prepared category} of the current year SCCA Solo II rulebook shall be designated "Street Prepared".
- 5.1.3 Street Touring: Automobiles that comply with street touring of the current year SCCA Solo II rulebook shall be designated "Street Touring".
- 5.1.4 Street Modified: Automobiles that comply with street modified of the current year SCCA Solo II rulebook shall be designated "Street Modified".
- 5.1.5 Prepared: Automobiles that comply with (prepared category) of the current year SCCA Solo II rulebook shall be designated "Prepared".
- 5.1.6 Modified: Automobiles that comply with {modified category} of the current year SCCA Solo II rulebook shall be designated "Modified".

5.2 Car Classifications

- 5.2.1 All automobiles competing in TAC Championship Series events will be classified in accordance with the current year SCCA Solo II rulebook with additions noted in sections 5.2.2 and 5.2.3. Any misclassification identified by the Slalom Master or his representative may, at his discretion, result in reclassification of that car before the end of the second run.
- 5.2.2 Novice Class (N): In addition to the regular class any novice driver may choose to enter the novice class provided the driver has won fewer than three trophies in the last 2 years. The novice class will be scored on the fastest raw time (no indexing).
- 5.2.3 Ladies Class (L): Any female driver may choose to enter the ladies class. Any legal car and tire are allowed. The ladies class will be scored on the current RTP/PAX index. The ladies class will be scored for year-end competition.

- 5.2.4 Unlisted Cars: Any automobile appearing at an event and not already classified as per current year SCCA Solo II rulebook, will be classified by the Slalom Master and as many members of the Slalom Committee as are present. Permanent classification will be made by the Slalom Committee at a later date. All drivers of the automobile may participate in all discussions regarding classification, but not in the final decision.
- 5.2.5 If two or more entries in special-type cars register for an event, special classes may be formed by the Slalom Master for that one event. No year-end points will be awarded in these special classes.
- 5.2.6 It shall be the responsibility of the entrant to declare the classification of his car upon registration.
- 5.2.7 Administrative errors that result in the misclassification of a car shall be corrected when discovered by competitors or event officials. This correction must occur before completion of the presentation of awards for that event.

5.3 Class-Category Combination (Bumping)

- 5.3.1 General: At the discretion of the Slalom Master, two cars may be required to constitute a class for the purpose of trophy awards other than Fastest Time(s) of Day. If combining classes is selected, classes will be combined for the purpose of trophy awards at individual events in the following manner:
- 5.3.2 Class combinations will begin at the close of registration. Classes will be combined as per the current year SCCA Solo II rulebook.

6 The Championship Series

- 6.1 Purpose: The Championship Series will determine the most consistently outstanding drivers for the calendar year both within a car class (Class Championships) and in overall club competition (Top 10).
- 6.2 Eligibility: Points will be awarded only to members in good standing before the end of the next event.
- 6.3 The Championship Series Calendar: A minimum of seven dates, preferably not occurring in consecutive weeks, shall be designated by the Slalom Committee to be used for Championship Series events. Events not sponsored by TAC may be designated as part of the championship series.
- 6.4 If there are enough Championship Events in the season only the best events will be scored, dropping the lowest points events for each driver. Consult the following table for the number of events to score:

Total Events	Scored Events
6 or less	All Events
7	6
8	7
9	7
10	8
11 or more	9

6.5 Championship Series Scoring:

6.5.1 Class Championship

6.5.1.1 The total number of points earned in a single class during the season will determine class champions. Entrants may earn class championship points in only one class per event. Entrants in a combined class will be awarded points in their normal car class.

6.5.1.2 Points Awarded: Year-End championship points will be awarded in each class according to the following schedule:

1 st place	9 points
2 nd place	6 points
3 rd place	4 points
4 th place	3 points
5 th place	2 points
6 th place and below	1 point
Did Not Start	0 points

6.5.1.3 Ties: For Class championships, the last event at which the tied drivers competed head-to-head will break ties. The driver with the lowest RTP/PAX time at the last such event wins the tie.

6.5.2 Top 10 Index Championship

6.5.2.1 The total number of points earned in any class as described below shall determine standing in the Top 10 Index Championship. The 10 drivers with the most number of points at the end of the year will be Top 10 Index Champions. The driver with the most points in the Top 10 Championship will be the TAC Index Driving Champion of the year.

6.5.2.2 Top 10 Overall points will be awarded based on the RTP/PAX Championship scoring as the top RTP/PAX score at each event scores 100 points and each other driver scores a smaller score calculated by:

$$(\text{Top_RTP/PAX_Time} / \text{My_RTP/PAX_Time}) * 100.$$

6.5.2.3 The RTP/PAX times used by TAC will be calculated with the RTP/PAX index

published for the current year.

- 6.5.2.4 Ties: For the Top 10 Index Championship, the last event at which the tied drivers competed head-to-head will break ties. The driver with the lowest RTP/PAX time at the last such event wins the tie.

6.5.3 Top 10 Fast Time of Year (FTY) Championship

- 6.5.3.1 The total number of points earned in any class as described below shall determine standing in the Top 10 FTY Championship. The 10 drivers with the most number of points at the end of the year will be Top 10 FTY Champions. The driver with the most points in the Top 10 Championship will be the TAC FTY Driving Champion of the year.
- 6.5.3.2 Top 10 FTY points will be awarded based on the FTY Championship scoring as the top Speed score (non kart) at each event scores 100 points and each other driver scores a smaller score calculated by: $(\text{Top_Time} / \text{My_Time}) * 100$. If a kart driver has a time faster than the top non kart time, the kart driver will be awarded a score per the calculation which will be greater than 100 points.
- 6.5.3.3 Ties: For the Top 10 FTY Championship, the last event at which the tied drivers competed head-to-head will break ties. The driver with the lowest time at the last such event wins the tie.

6.6 Year-End Awards:

- 6.6.1 Year-End Awards will be presented to the Class Champion of each car class with at least one qualifying driver and to the Top 10 Champions. All drivers that scored in the top 10 of either the Index or FTY championship will be considered Top 10 Champions. Awards will normally be presented to the champions at the Year-End Awards Party.
- 6.6.2 In order to be eligible for year-end awards, a member must participate in more than half of the championship series events in a class and earn at least 30 worker points described in section 6.6.3
- 6.6.3 Members will be awarded worker points for assisting in a slalom as follows:
- | | | | |
|--------------|-----------|-----------------|-----------|
| Master | 25 points | Co-master | 20 points |
|--------------|-----------|-----------------|-----------|
- The number of points awarded workers will be at the discretion of the Slalom Master and range from 0 points to a maximum of 15 points. Normally 5 points are awarded for each assignment worked. Double points are normally awarded to non-driving workers. To earn these worker points, a member must work in duties assigned by the Slalom Master, i.e.:
- Assist in course set-up
 - Technical inspector

- c. Corner worker
- d. Timing and/or scoring
- e. Starter
- f. Course clean-up
- g. Other functions as deemed necessary by the Slalom Master

6.6.4 At the earliest possible time the Slalom Committee Chairman will provide each Slalom Master with a pre-event folder containing the following materials:

Slalom Event Folder:

- 1) Slalom rules (2)
- 2) Kart Rules (2)
- 3) Slalom master tips (1)
- 4) Course maps (3)
- 5) Equipment report (1)
- 6) Event financial report (1)
- 7) Slalom workers point sheet (1)
- 8) Welcome to a TAC Event (50)
- 9) Registration Forms (50)
- 10) Solo II Course Design (1)

At the slalom event, the Slalom Committee Chairman will provide the Slalom Master the Slalom Master's Box containing the following materials:

Slalom Master's Box:

- 1) Slalom rules (2)
- 2) Slalom master tips (2)
- 3) Equipment reports (3)
- 4) Event financial reports (3)
- 5) Slalom workers point sheets (3)
- 6) Membership application forms (10)
- 7) Insurance waiver forms (10)
- 8) Minor release forms (10)
- 9) Trophy boards (20)
- 10) Position plaques (12+)
- 11) Pens & pencils