

Twickenham Auto Club

Championship Series Autocross Rules

Version: 1.1 [APPROVED 2019/02/21]
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1 Purpose

1.1 Slalom Rules:

1.1.1 This document provides the rules and regulations for the organization and operation of the slalom (autocross) championship series hosted by Twickenham Auto Club (TAC). These rules will also be used in the case of a joint series between TAC and the Tennessee Valley Region of the Sports Car Club of America (TVR). 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.

1.2 Slalom Committee:

- 1.2.1 Under the auspices of the bylaws of the constitution of the Twickenham Auto Club, the slalom committee has the responsibility for:
- 1.2.1.1 Determination, with club approval, of the club's slalom regulations.
 - 1.2.1.2 Determination, with club approval, of rules and regulation of an annual slalom championship series.
 - 1.2.1.3 Conducting all club slaloms.
- 1.2.2 The slalom committee shall report directly to the club vice-president. The membership shall be:
- 1.2.2.1 Chairman: The vice-president (activities chairman) shall choose a chairman to preside at its meetings and to act as its spokesman.
 - 1.2.2.2 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.
 - 1.2.2.3 Participation: Attendance and participation at any slalom committee meeting will be open to any member of TAC.

2 Amendments

2.1 Procedure:

- 2.1.1 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:

- 2.2.1 A simple majority vote of the members present is required to pass amendments recommended by the slalom committee. A two-thirds 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 chairman shall provide all necessary event forms, documentation and instructions to each event master.
- 3.1.2 The event master shall administer the event. The event master, in accordance with all the rules and regulations set forth in this document, shall be responsible for the design of the slalom course, supervise the set-up of the slalom, administer the drivers' meeting, provide opportunity for course walkthrough, provide for event plaques or trophies and answer questions concerning course direction.
- 3.1.3 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 event master if the event master cannot be available at the event, and oversee the safe conduct of the event and assure compliance of these rules and regulations.
- 3.1.4 The event master or the slalom co-master must be available at all times during the event.
- 3.1.5 If a scheduled event is cancelled for any reason after insurance coverage for the event has been ordered, the event 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 event master's discretion.

- 3.2.2 Before an entrant registers, they are required to sign the event insurance waiver, and agree to have their vehicle undergo a technical inspection by event officials.

3.3 Entrant Information:

- 3.3.1 The following information may be collected from each entrant before or during registration:

- Entrant's name and address (including zip code)
- Class and category
- Car make, model, displacement, license number
- Driver's license number
- Club affiliations (if any)
- Supplementary regulations (if any)

3.4 Fees:

- 3.4.1 Event Entry: Entry fee pricing shall be determined at the beginning of the year by the slalom committee. New prices will be recommended based on the fees charged by specific venues.

- 3.4.1.1 Any competitor who does not pre-register online will be charged an additional \$5.

- 3.4.1.2 TAC Members will receive a \$5 discount to any championship series events. If the event is a joint series TAC/TVR event, then the member discount will apply to both TAC and TVR members.

- 3.4.2 Season Pass: Season pass pricing will be determined at the beginning of the year by the slalom committee. Passes grant admission to championship series events, and not any other events held by the club. Passes are individual and non-transferable. Passes are available to TAC members, and to TAC and TVR members in a joint championship series.

- 3.4.3 The previous year's pricing will be used by default if no new prices are agreed upon by the slalom committee

3.5 Entrant Restrictions:

- 3.5.1 Driver's License: All entrants and passengers shall have a current driver's license acceptable under Alabama State Law. This requirement will only be waived for Junior Kart drivers while driving a Junior Kart.

- 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 event master. A drive-through for all entrants, under the supervision of the event 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 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 incorporate minimum safety margins per K&K "Autocross Event Minimum Insurance Qualifications" document, latest edition.
- 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.

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 may 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 scored DNF if he makes a four-wheel course deviation and does not return to the course at the point of deviation.
- 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 event master. If passenger-aboard runs are to be scored a DNF, the event master will announce his decision on passengers at the drivers meeting.

3.10 Awards:

- 3.10.1 Trophies shall be awarded in each class on the following basis:
 - 3.10.1.1 Number of class entries divided by 3 and rounded up.
 - 3.10.1.2 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.
 - 3.10.1.3 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.

3.11 Protests:

- 3.11.1 Protest Committee: The protest committee shall be composed of the event master, co-master and two members of the slalom committee selected by the event master. One of these four will be designated a non-voting alternate by the event master. The protest committee will be formed upon receipt of a protest.

- 3.11.2 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 the 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 protestor.
- 3.11.3 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:

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

4.2 Overall Safety:

- 4.2.1 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 event 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:

- 4.3.1 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.
- 4.3.2 Seat Belt: Immediately prior to a contestant's run, his seat belt shall be checked to see that it is securely fastened.

- 4.3.3 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.
- 4.3.4 Loose objects inside the passenger compartment must be removed.
- 4.3.5 Passengers: Passengers in the car while it is in competition shall wear seat belts and helmets.
- 4.3.6 All doors shall be fully secured.
- 4.3.7 Drivers must wear adequate shatterproof eye protection (goggles, bubble shield, etc.) if windshields are removed.
- 4.3.8 Mufflers: All cars shall have functioning mufflers or meet SCCA sound limitations. Any car deemed by the event master or his designated representative (i.e. the technical inspector) to be excessively loud shall not be allowed to compete. Milton Frank Stadium has a very specific sound limit of 96db maximum.
- 4.3.9 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. Numbers and class lettering should be a contrasting color from the background color so that they are easily identifiable on course.
- 4.3.10 Attendance to the drivers meeting is mandatory to participate. Any exception must be approved by the Event Master.

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. Bungee type straps are not acceptable.
- 4.4.1.8 Tires: 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. 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 Passageway and Opening: Doors must latch securely, and there shall be no evidence of impending structural failure.
- 4.4.2 Shoe polish is not an acceptable form of vehicle identification. Painters tape and printed full page sheets are acceptable as long as they meet the requirements above.
- 4.4.3 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.
- 4.4.4 A club member, appointed by the slalom chair, may perform annual tech inspections which will be good for the remaining current year events. An annual tech inspection from another SCCA region will be accepted as long as long as it meets all the criteria given in the current year SCCA rulebook.

4.4.5 Disqualification:

- 4.4.5.1 Reckless Action: Reckless operation, in or aboard any type of vehicle, on or about the event site, shall, at the discretion of the event master or co-master, result in the driver's disqualification for the remainder of the event.
- 4.4.5.2 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.
- 4.4.5.3 Driving Safety: Obvious inability to negotiate the course safely will result in the driver being stopped and disqualified.
- 4.4.5.4 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 event master, result in the driver's or worker's disqualification for the remainder of the year.
- 4.4.5.5 Any entrant will be disqualified from the event for failure to abide by supplementary regulations governing the use of the event site.

4.5 Course Safety Check

- 4.5.1 A course safety check shall be conducted prior to the first competition run.
 - 4.5.1.1 The safety check shall consist of a visual inspection and a test run.
 - 4.5.1.2 The safety check shall be performed by the Event Master and a representative approved by the Slalom Committee Chairman. The Event Master may designate someone to take their place.
 - 4.5.1.3 An additional safety check shall be conducted following any major course alterations at the discretion of the event master. Any test run shall not be scored as a competition run.

5 Automobile Categories and Authorized Modifications

5.1 Car Classifications:

- 5.1.1 All automobiles competing in championship series events will be classified in accordance with the current year SCCA Solo rulebook plus any additional rules noted in section 5.1. Any misclassification identified by the event master or his representative may, at his discretion, result in reclassification of that car before the end of the second run.

- 5.1.2 Novice Class (N):
- 5.1.2.1 Any driver may choose to enter the novice class in their first year of competition provided they have minimal automotive motorsport experience as determined by the slalom committee.
 - 5.1.2.2 Drivers entering novice class must not have more than 5 autocross events experience prior to the start of the calendar year of a given season. Any exception must be approved by the slalom committee.
 - 5.1.2.3 The novice class will be scored at each event using the PAX index.
 - 5.1.2.4 Drivers will no longer be eligible to compete in the novice class after two novice class wins.
 - 5.1.2.5 The novice class will be excluded from regular class championships and awards as defined in section 6.5.1. Instead, novices will qualify for and compete in a “Novice Championship” event which will be held during the final autocross of the year. The format and scoring of this event will be determined by the current Slalom Committee Chairman. Two-time novice winners will automatically qualify for the novice championship event.
 - 5.1.2.6 The winner of the Novice Championship event will be given a free 1 year TAC membership effective immediately and continuing through the following year. They will also receive a season pass for the following year.
- 5.1.3 Ladies Class (L): All current SCCA Ladies Classes will be combined into the ladies PAXed class. 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.
- 5.1.4 Street Tire Modified (STM): Any driver may choose to enter Street Tire Modified. Cars must be street legal vehicles and must have DOT approved street tires. The Street Tire Modified class will not be scored using RTP/PAX. Scoring will be based on RAW time. The Street Tire Modified class will be scored for year-end competition.
- 5.1.5 Pro Class (X): Any driver may choose to enter the pro class. The intent of the pro class is to allow an open class with no limitations to tire, car modifications or driver experience. The pro class will be scored on the current RTP/PAX index. The pro class will be scored for year-end competition.

- 5.1.6 Unlisted Cars: Any automobile appearing at an event and not already classified as per current year SCCA Solo rulebook, will be classified by the event 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.
- 5.1.7 If two or more entries in special-type cars register for an event, special classes may be formed by the event master for that one event. No year-end points will be awarded in these special classes.
- 5.1.8 It shall be the responsibility of the entrant to declare the classification of his car upon registration.
- 5.1.9 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.
- 5.1.10 Race Tire Class (T): The intent of the race tire class is to combine competition among the low attended, highly prepared classes. Eligible classes include: all Modified classes, FSAE, all Prepared classes, and all Street Modified classes. The race tire class will be scored on the current RTP/PAX index. The race tire class will be scored for year-end competition. This class is optional among the eligible classes.

5.2 Class-Category Combination (Bumping):

- 5.2.1 At the discretion of the event 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: Class combinations will begin at the close of registration. Classes will be combined as per the current year SCCA Solo rulebook.

6 The Championship Series

6.1 Purpose:

- 6.1.1 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:

- 6.2.1 To be eligible for the championship series, a competitor must be a member of TAC, or in the case of a joint TAC/TVR series, they must be a member of either TAC or TVR (not just any SCCA region). Points will automatically be awarded to competitors for every event they participated in as long as they were a member at the final championship series event of the year.

6.2.2 To be eligible for the championship series, a competitor must participate in more than half of the total scheduled points events.

6.3 The Championship Series Calendar:

6.3.1 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 Dropped Events:

6.4.1 If there are enough championship events in the season only the best events will be scored, dropping the lowest scored events for each driver. Drops will be calculated using the following table:

Total Events	Drops	Scored Events
7	1	6
8	2	6
9	2	7
10	3	7
11	3	8
12	3	9
13	4	9

6.5 Championship Series Scoring:

6.5.1 Class Championship:

6.5.1.1 The highest 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:

Position	Award
1st place	9 points
2nd place	6 points
3rd place	4 points
4th place	3 points
5th place	2 points
6th	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 PAX Championship:

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

- 6.5.3.1 The total number of points earned in any class as described below shall determine standing in the Top 10 RAW Championship. The 10 drivers with the most number of points at the end of the year will be Top 10 RAW Champions. The driver with the most points in the Top 10 RAW Championship will be the RAW Driving Champion of the year.
- 6.5.3.2 Top 10 RAW Championship points will be awarded based on the RAW Championship scoring as the fastest time of the day (FTD) (non-kart) at each event scores 100 points and each other driver scores a smaller score calculated by: $(\text{FTD}/\text{My_Time}) * 100$. 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 RAW 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 PAX or RAW championship will be considered Top 10 Champions. Awards will normally be presented to the champions at the Year-End Awards Party.
- 6.6.2 Members will be awarded worker points for assisting in autocross events.