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**ROCKY MOUNTAIN CHAPTER
BMW CCA**

2004

AUTOCROSS GUIDELINES

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TABLE OF CONTENTS

1	AUTOCROSS EVENTS	1
1.1	Definition.....	1
2	AUTOCROSS EVENTS COMMITTEE (AEC).....	1
2.1	Appointment.....	1
2.2	Duties and Responsibilities.....	1
3	AUTOCROSS SPECIALTY CHIEFS	1
3.1	Membership	1
3.2	Autocross Specialty Chiefs Duties and Responsibilities	1
4	AUTOCROSS SAFETY STEWARD PROGRAM.....	2
4.1	Scope.....	2
4.2	Duties	2
5	AUTOCROSS EVENTS	3
5.1	MANDATORY PROVISIONS	3
5.2	GENERAL DEFINITIONS	3
5.2.1	Autocross Event	3
5.2.2	Entrant	3
5.2.3	Competitor	3
5.3	COMMON SENSE AND AUTOCROSS COURSES	3
5.4	EVENT OPERATING GUIDELINES	4
5.4.1	Insurance Requirements.....	4
5.4.2	Insurance Application Procedures [WHAT ARE OUR PROCEDURES???] Error!	
	Bookmark not defined.	
5.5	SUPPLEMENTARY REGULATIONS	5
6	COURSE.....	5
6.1	COURSE SAFETY AND LAYOUT RULES	6
6.2	COURSE DESIGN RULES	7
6.3	KART AUTOCROSS EVENTS.....	7
7	VEHICLES	8
7.1	ELIGIBLE VEHICLES	8
7.2	VEHICLE CLASSIFICATION	8
7.3	VEHICLE SAFETY	8
7.3.1	Driver Restraints	8
7.3.2	Roll Bars	8
7.3.3	Safety Inspections	8
7.3.4	Vehicle Operating Condition.....	10
7.4	LIMITED AVAILABILITY OPTIONS [DO WE NEED THIS???]	10
7.5	MUFFLERS	10
7.6	FUEL.....	10
7.7	VEHICLE IDENTIFICATION	11
8	DRIVERS.....	11
8.1	DRIVER’S CREDENTIALS	11
8.2	EVENT ENTRY	11

DRAFT

8.3	DRIVER'S SAFETY EQUIPMENT.....	11
8.3.1	Helmets	11
8.3.2	Seat Belts.....	12
8.3.3	Eye Protection.....	12
8.3.4	Footwear.....	12
8.4	CAR/DRIVER LIMITS	12
8.5	RESPONSIBILITY FOR CAR CLASSIFICATION	12
8.5.1	Expert Class (X Class)	12
8.6	LADIES' CLASSES	13
8.7	CONFLICT OF INTEREST	13
8.8	MEDICAL	13
9	OFFICIALS	13
9.1	EVENT CHAIRMAN	13
9.2	CHAPTER AUTOCROSS SAFETY STEWARD	13
9.3	CHIEF TECHNICAL INSPECTOR.....	13
9.4	CHIEF OF TIMING AND SCORING	14
9.5	CHIEF OF COURSE.....	14
9.6	CHIEF OF WORKERS	14
9.7	PLURALITY OF DUTIES	14
10	EVENT OPERATION.....	14
10.1	ENTRANTS AS WORKERS	14
10.2	COURSE MAP	14
10.3	COURSE FAMILIARIZATION	15
10.4	LEMANS STARTS FORBIDDEN	15
10.5	TIMING POINTS	15
10.6	REPLACEMENT OF MARKERS	15
10.7	VISUAL OR ORAL INSTRUCTION.....	15
10.8	ORDER OF RUNNING	15
10.9	PREHEATING TIRES	16
11	TIMING AND SCORING.....	16
11.1	STANDARDS	16
11.1.1	Timing Standards	16
11.1.2	Scoring Standards	16
11.2	MINIMUM OF THREE RUNS.....	16
11.3	RERUNS.....	16
11.4	TIES	16
11.5	PENALTIES	17
11.5.1	Course Markers (Pylons)	17
11.5.2	Pylons Down on Course.....	17
11.5.3	Course Deviation.....	17
11.5.4	Range of Penalties.....	17
11.5.5	Mechanical Did Not Finish.....	18
11.6	OFFICIAL RESULTS	18
12	PROTESTS	18
12.1	WHO MAY PROTEST	18

DRAFT

12.2	LODGING A PROTEST	18
12.3	PROTESTS AGAINST CARS	18
12.3.1	Time Limits.....	18
12.4	WHO MAY BE PENALIZED.....	19
12.5	BREACH OF THE RULES	19
12.6	IMPOSITION OF PENALTIES	19
12.6.1	Penalties	19
12.6.2	Multiple Penalties	19
12.7	LOSS OF AWARD.....	19
12.8	AMENDMENT OF RESULTS	20
13	AWARDS AND MEMENTOS	20
13.1	AWARDS	20
13.2	DISTRIBUTION OF AWARDS	20
14	AUTOMOTIVE DEFINITIONS [DO WE NEED THESE???)	Error! Bookmark not defined.
14.1	AUTOMOBILE (CAR)	Error! Bookmark not defined.
14.2	SEDAN	Error! Bookmark not defined.
14.3	MODEL	Error! Bookmark not defined.
14.4	STANDARD PART.....	Error! Bookmark not defined.
14.5	1OPEN AND CLOSED CARS	Error! Bookmark not defined.

DRAFT

1 AUTOCROSS EVENTS

1.1 *Definition*

An Autocross is an event in which one automobile at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards (This shall not preclude the running of more than one car at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of interference or endangerment). These events are run on short courses that emphasize the driver's ability and the car's handling and agility. Competition licenses are not required, and hazards to spectators, participants and property do not exceed those encountered in normal, legal highway driving. The RMC BMWCCA (RMC) Board must approve all Autocross events.

These RMC Autocross Guidelines (CAG) are mandatory for use in RMC Autocross events, and standards set forth in the CAG must be adhered to by all RMC members who organize, sponsor, co-sponsor, or approve an RMC Autocross Event.

2 AUTOCROSS EVENTS COMMITTEE (AEC)

2.1 *Appointment*

The RMC Board shall annually appoint the RMC Autocross Events Committee Chair (AECC), who will in turn, appoint committee members/Autocross Specialty Chiefs, subject to approval of the Board

2.2 *Duties and Responsibilities*

A. The AEC recommends guidelines and standards for the conduct of RMC Autocross Events, and monitors the execution of these approved guidelines and standards for RMC approved Autocross Events.

B. The AECC annually submits to the RMC Board, a plan for the scheduling and execution of an Autocross Championship Series.

C. The AECC maintains liaison with the RMC Board and Autocross Events Chiefs.

The AECC has overall responsibility for the conduct of RMC Autocross events.

3 AUTOCROSS SPECIALTY CHIEFS

3.1 *Membership*

Autocross Specialty Chiefs (ASCs) are appointed annually by the AECC, subject to approval by the RMC BMWCCA Board, and constitute the Autocross Events Committee.

3.2 *Autocross Specialty Chiefs Duties and Responsibilities*

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RMC BMWCCA Autocross Specialty Chiefs (ASCs) are generally responsible to the AECC as follows:

A. ASCs assist in development and administration of the Chapter Autocross program best suited to the needs of the Chapter, which will result in a Chapter Autocross Championship. This championship program could either be a single event or a series of events.

B. ASCs ensure that the program operates in accordance with the guidelines, policies, and procedures established by the AECC and RMC BMWCCA.

C. Approve courses, event format, officials, dates, supplemental regulations and facilities for Chapter Autocross events.

Specific ASC responsibilities are outlined in Section 9 of these Guidelines.

4 AUTOCROSS SAFETY STEWARD PROGRAM

4.1 Scope

The Chapter Autocross Safety Steward (CASS) program is designed to provide reasonable precautions with regard to safety at all Autocross Events. This section and the CASS Guidebook (TBD) govern the CASS program.

4.2 Duties

The primary duties of the CASS shall concern the safety of participants and non-participants. This includes course security, which is defined as maintaining control over non-participant access to the course. Course layout relative to driver and worker safety is also a concern of the CASS. Chapter Autocross Safety Stewards have the following responsibilities:

B. Serve as Safety Steward at all Autocross events (or ensure a qualified substitute is available), with prime responsibility and vested authority to ensure all necessary safety precautions are taken with respect to spectator, worker and driver (i.e., course layout) safety. Control over course design extends only to such issues as on-course or near-course hazards and not to design philosophy. In Autocross events, safety issues are those such as listed in paragraphs 5.3 and 6.1.

C. Verify that the certificate of insurance is correct and present at the event site.

D. Submit incident reports, as required, per BMWCCA policy.

E. It is the responsibility of every CASS to file a report concerning the conduct of an event with the AEC if such conduct is substandard to the safety rules referenced in the Chapter Autocross Guidelines.

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5 AUTOCROSS EVENTS

5.1 MANDATORY PROVISIONS

Sections 1, 2., 2.1, 3.1, 3.3, 3.6, 4.1, 4.3, 5.3, 5.4,5.5, and 5.8 are mandatory in all Autocross Events that the Chapter solely or jointly organizes, conducts, approves or otherwise cooperates as a Chapter in organizing. Vehicle classifications are not mandatory, and the Chapter should use classing structures that are best for the development of their program.

5.2 GENERAL DEFINITIONS

5.2.1 Autocross Event

An automotive competition in which one car at a time negotiates a prescribed course, with finishing position based on the time required to complete the course plus any penalties incurred. Where course conditions permit, more than one car may be on course at a time if they are separated by adequate time and distance.

The Autocross is a non-speed driving skill contest such as, but not limited to autocrosses and slaloms. These events are run on short courses that emphasize car handling and agility rather than speed or power. Competition licenses are not required, and hazards to spectators, participants, and property do not exceed those encountered in normal, legal highway driving.

Events are generally held on a paved, flat surface, wherein the course typically consists of straight sections and connecting turns or corners, generally resembling a miniaturized road course. The course layout should be such as to emphasize car handling, driver skill, and maneuverability rather than performance. The course is generally well enough defined so that memory is not required to remain on course.

5.2.2 Entrant

A person who has completed the necessary requirements to enter the event.

5.2.3 Competitor

A driver who has started at least one run at an event.

5.3 COMMON SENSE AND AUTOCROSS COURSES

Although Autocross events are non-speed events, speed alone is not the operative factor in determining what is and is not a proper Autocross event. Hazard is the operative word, and hazards must not exceed those encountered in legal highway travel. Generally, maximum speeds in the mid 50's to low 60's (mph) are contemplated for stock and mildly modified vehicles, and WITH LIMITED EXCEPTIONS AS DESCRIBED IN SECTION 6.1, MUST BE OBSERVED, since these are speeds with which the average driver is familiar from everyday road driving. It is quite possible to set up a course on which speeds do not exceed 45 mph, but which is more hazardous than another course on which 65 mph is attainable. The same sort of reasoning must be applied to cornering speeds. If, for example, there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees, and the other by 50 feet of flat, obstacle-free asphalt, the hazards involved are much different. The former is clearly not permissible in an Autocross Event and the latter clearly is.

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Each Event Official is cautioned to remember that entrants and workers that are not BMWCCA members in Autocross events ARE NOT covered by catastrophic insurance, and to take appropriate precautions. Furthermore, by definition an Autocross event is open to a total novice in any car that can pass safety inspection, and courses must take this into consideration. It would be possible to set extremely strict and rigid limits on Autocross events regarding speed and/or course dimensions. However, it is not the intent of these guidelines to outlaw event sites which cannot accommodate a course of certain stated dimensions, or create the impression that, so long as some magic speed limit is not exceeded, these guidelines are adhered to.

Basically, Autocross event speeds are limited to what is “reasonable and prudent for the conditions encountered”, SUBJECT TO THE CONSTRAINT THAT TOP SPEEDS BE WITHIN AN ALLOWABLE RANGE AS DESCRIBED IN SECTION 6.1. Laying out a course to comply with the safety requirements of these guidelines calls for the exercise of prudent good judgment and common sense.

5.4 EVENT OPERATING GUIDELINES

5.4.1 Insurance Requirements

All RMC approved events must be insured for Event Liability and Participant Accident coverage by the RMC Event Insurance Plan

5.4.2 Entrant and Driver Requirements

- A. All competitors must have a valid driver's license.
- B. Competitors are required to wear seat belts and helmets when driving in competition. Roll bars are recommended.
- C. A passenger is allowed provided he/she: is no younger than sixteen (16) years old; is in a vehicle which has passed tech inspection; is wearing a properly fitted seat belt and a properly fitted helmet; he/she (or parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run (as in a Solo II drivers' school). The Chapter may, at the discretion of the AECC, allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he/she would be allowed at Chapter events where a passenger is permitted.
- D. All cars shall be subject to a strict safety inspection based on these guidelines.
- E. Basic guidelines and standards for conduct of events must be drawn up before an event is run and be available to all competitors.
- F. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.
- G. Car classifications to be used and distribution of awards shall be established prior to the event and available to all competitors.

DRAFT

H. An event chief official must be appointed to supervise the running of the event. His duties should generally be those of the Chief Steward of a race.

I. All participants, including competitors, workers, crew, and guests, must sign the BMWCCA waiver form. Credentials must be issued to and displayed by those who have signed waivers. Any competitor found to have driven the course in any vehicle before signing the waiver will be disqualified from the event with no refund of entry fee and removed from the premises.

J. Use of Alcohol or Narcotics. Any driver considered by the event chairman to be under the influence of alcohol or narcotics shall be disqualified.

K. Un-sportsmanlike Conduct. Any driver, who drives unsafely at or near the event location, or displays un-sportsmanlike conduct, shall be disqualified.

L. Pressurized gas and air bottles with a pressure in excess of 200 psi must have a protective structure around their gauge and valves.

M. It is strongly recommended that for emergency purposes, a public telephone or a cellular telephone be available at the event site or at a known nearby location.

5.5 SUPPLEMENTARY REGULATIONS

Supplementary regulations will be consistent with these guidelines and define the ground rules of competition for a specific event. They shall contain the following information, as applicable:

A. The name, location, date(s), nature and classification of the proposed event.

B. An announcement, conspicuously placed, reading "Held under the RMC Autocross Guidelines."

C. A complete description of the proposed event.

D. Schedules and locations of all activities, inspections, meetings, and competitions. If a separate event program is prepared, these items may be included there, rather than in the supplementary regulations.

E. The name and address of the person to whom the entry is to be sent, the closing date for the receipt of entries, when entries will be accepted, and amount of entry fee.

F. The manner of determining results.

G. All information necessary for the proper conduct of the event.

6 COURSE

Autocross courses should be open enough to allow good competition between larger and smaller cars, and should not emphasize high speed, power-to-weight ratio, extreme maneuverability, memory, or visual acuity. Events shall be conducted on a paved surface.

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6.1 COURSE SAFETY AND LAYOUT RULES

Courses must comply with Section 5.3 of these Guidelines. The following set of course safety and layout rules is also required for all Autocross events. **WHEN THIS SECTION IS FOLLOWED, COMPLIANCE WITH SECTION 5.3 IS AUTOMATIC.** When laying out a course, the size of the vehicles competing should be taken in consideration and the dimensions specified in the following rules are only minimums:

- A. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not normally exceed the low 60's (mph) for the fastest category cars. The fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 45 mph in unprepared cars. It must be remembered that sites themselves vary and not all sites will safely support the speeds shown in these guidelines (see Section 5.3). Conformity to these speed guidelines does not preclude reasonable and prudent consideration of the conditions encountered.
- B. The course as laid out shall be on a paved surface that contains no dangerous holes, loose gravel, gratings, oily spots, or other hazardous features. Dips that could get a car airborne shall not be included.
- C. The course boundary shall not normally pass closer than 25 feet from solid objects.
- D. Negative cambered turns will be avoided if at all possible.
- E. A long straight (over 150 feet) should not terminate in an extremely sharp turn (e.g., a short radius U-turn).
- F. Except on permanent circuits such as go-kart tracks, the inner and outer limits of turns and corners should be marked by course markers, the displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.
- G. Cars on the course simultaneously shall not run in close proximity to each other.
- H. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.
- I. Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. It is not recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars be required to slow to a walking speed within a controlled area before returning to the grid or paddock areas. A complete stop should be required only when unusual site conditions exist. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazard to participants and non-participants.

DRAFT

J. Entrance and exit lanes shall enter the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.

K. Long straights shall not terminate at a point where participants, non-participants or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.

L. Participants and non-participants must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, non-participant areas must be roped off. Except for street Solo II events, the SSS shall have the authority to set minimum viewing distances from the course but such minimum viewing distances may not be less than 75 feet from the course edge in unprotected areas (areas without adequate barrier protection such as concrete or tire walls).

M. Children under twelve (12) years of age and pets shall be prohibited in the staging, grid, start/finish and course areas.

N. Appropriate fire extinguishers, flags and material for cleaning up fluid spills must be available on-site.

O. Video or still cameras are not permitted at course worker positions or other locations within the course area. Exceptions may be granted for media relations purposes by the CASS. Permission may be given only if the location is acceptable to the CASS and if the photographer is accompanied by an experienced spotter to warn of approaching vehicles.

6.2 COURSE DESIGN RULES

A. All corners shall be negotiable without reversing by any car classified by make/model in these Guidelines.

B. The course shall be at least 15 feet wide, and single-file slalom markers shall be at least 45 feet apart. Any series of course markers, which are generally in a line and have the effect of a slalom, are considered to be a slalom. Additional course markers associated with the slalom markers to form gates, "boxes", etc., do not cancel this limit.

C. An Autocross event, other than a gimmick event in which time is not the only consideration, shall be a test of driving skill, not memory.

D. The course shall be well marked with pylons or other "markers". The base of each marker shall be outlined to permit accurate replacement if displaced.

E. Cars should leave a gate/turn headed generally in the direction of the next gate/turn.

6.3 KART AUTOCROSS EVENTS

Karts will not be allowed to run in any RMC BMWCCA autocross.

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7 VEHICLES

7.1 ELIGIBLE VEHICLES

Autocross events are open to any vehicle that can pass a safety inspection, has the minimum bodywork specified by these Guidelines, and is properly muffled, except that vehicles with a wheelbase exceeding 116 inches may be excluded by the AECC if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these Guidelines. Unstable vehicles with a high center of gravity and a narrow track must be excluded (e.g. Suzuki Samurai, Jeep CJ series, and GEO Sidekick). Extra caution should be exercised with non-traditional vehicles, e.g. trucks using racing slicks, sport utility vehicles, etc.

Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability.

7.2 VEHICLE CLASSIFICATION

New car makes, types and models will be classified by the AECC as soon as sufficient information is available to do so. The AECC may reclassify a car within the 12-month period following its initial classification, without the approval of the Chapter Board.

7.3 VEHICLE SAFETY

7.3.1 Driver Restraints

Seat lap belts are required in all cars, and must be installed in cars with passive restraint systems that do not include a lap belt. Installation of shoulder belts or harnesses is strongly recommended in cars with fixed tops or roll bars. Upper body restraints other than the factory system may not be used in open cars without roll bars meeting the full height and all other requirements of Section 7.3.2.

7.3.2 Roll Bars

Roll bars are strongly recommended in all cars. Roll bars are also required in all formula cars and specials. If installed, it is strongly recommended that roll bars and roll cages be constructed according to BMWCCA Club Racing Requirements. All open Prepared Category and Modified Category vehicles shall be equipped with a roll bar as specified herein.

7.3.3 Safety Inspections

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. No annual safety inspections are allowed. Entry fees, if already paid, will be refunded if a car fails to pass safety inspection. Safety inspection is not concerned with the legality of a car.

The Chapter may at its discretion provide an advisory inspection for vehicle classification and legality, in connection with technical inspection.

A. All loose items, inside and outside the car, must be removed. Passenger's seat back and squab shall be secured.

DRAFT

- B. Snap-on hubcaps, detachable fender skirts, and trim rings must be removed.
- C. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
- D. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. Each tire must have measurable (i.e. exhibiting positive measurement values) tread depth at no less than two points on the tire which are 180 degrees apart around the circumference, and which are within the center one-half of the tread surface that normally contacts the ground. Tires may not have cord visible at any time during competition. Tires may not be re-grooved, nor may grooves be added to the tread pattern where none existed on the original tire.
- E. Seat belts (and harnesses if used) must be properly installed with attaching hardware, in good condition, secure, tight, and in compliance with Section 7.3.1.
- F. Throttle return action shall be safe and positive.
- G. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running. For all SCCA Prepared and Modified category vehicles, engine crankcase and radiator overflow/breather lines must terminate in containers of at least one-quart capacity. These containers cannot be vented into the driver/passenger compartment. All SCCA Prepared and Modified category vehicles must be equipped with an engine oil vent tank, and an engine coolant vent tank, if coolant is used. Vent tanks are not required with systems that are completely closed, i.e. have no venting to the atmosphere. All oil lines passing through the driver/passenger compartment shall be made of metal braided hose with AN Series threaded couplings; or entirely covered and protected with a metal cover (this does not apply to the small oil lines used for mechanical oiling system gauges).
- H. Steering “spinner” knobs shall not be permitted.
- I. No broken or missing spokes or more than one loose spoke per wheel shall be permitted in wire wheels. No cracks shall be permitted in disc or cast wheels.
- J. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks under pressure. Vehicles must have a brake mechanism acting upon each wheel.
- K. All swing axle cars, except Porsche, must have a camber compensator, or negative camber on the rear wheels, or have axle-limiting straps. Stock pre-1967 Volkswagen straps are not sufficient.
- L. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- M. Exhaust must exit behind driver or to the side of the car.
- N. On-board starters shall be provided.

DRAFT

O. Any wet-call battery moved from the manufacturers' original location shall be in a non-conductive marine-type container or equivalent, and the hot terminal shall be insulated. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine-type container.

NOTE: This will allow the use of gel cell batteries without a nonconductive marine-type container where applicable.

P. Roll bars, if installed, must meet the applicable portions of Section 7.3.2, with specific attention to roll bar height.

Q. Helmets for all occupants of the vehicle are to be inspected for condition, fit, and compliance with Driver's Safety Equipment - Helmets (Section 8.3.1).

7.3.4 Vehicle Operating Condition

Any car that is judged by the Event Chairman to be in an unsafe operating condition at any time during the event shall be barred from further competition until the deficiency is corrected to the satisfaction of the Chief Technical Inspector.

7.4 LIMITED AVAILABILITY OPTIONS [DO WE NEED THIS???)

The AECC may designate limited availability option packages as inappropriate for the Stock Category even though the base car is eligible for Stock. Such exclusions will be included in Appendix A (Automobile Classes). [???)

7.5 MUFFLERS

Adequate mufflers are required for Autocross events. The criterion of "adequacy" is not what the exhaust system consists of, but the sound level. Any car deemed by the Event Chairman or his designated representative to be excessively loud, shall not compete without acceptable modifications installed on the car. The Chapter may develop specific loudness measuring procedures and criteria, which will be documented in the Supplemental Rules.

7.6 FUEL

A. SCCA Stock Class vehicles will use service station pump fuel only. Pump fuel is defined as that which is "Federally approved for use on highways." This does not allow racing-type fuels that are available at service station pumps.

B. SCCA Street Prepared, Prepared, and Modified class vehicles may use any grade of gasoline. Gasoline consists entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors and lead alkyl compounds such as tetraethyl lead. Oxygen and/or nitrogen bearing additives are prohibited, except for those originally present in service station pump fuel. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

C. Propane or CNG (compressed natural gas) fuel may be used in any category provided that the following conditions are met:

1. The tank must be located in a safe location on the car, and be firmly and securely mounted.

DRAFT

2. The tank must conform to Federal and local container standards, and have an emergency relief/cut-off control.
3. For use of propane or CNG as fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
4. The entire system must meet local ordinances covering the use and transmission of compressed gas.

7.7 VEHICLE IDENTIFICATION

All cars must have car numbers and class letters on both sides. Car numbers will be a minimum of seven inches high and a minimum of 1-1/4 inch stroke. Class letters should be a minimum of 4 inches high. Both must be of uniform color and in contrast to the color of the car. All letters and numbers must be on body panels, not on windows, and only one set of numbers may be visible while the car is running. The use of "stylized" numbers is discouraged for readability reasons.

8 DRIVERS

8.1 DRIVER'S CREDENTIALS

- A. Drivers must possess a currently valid automobile driver's license. Drivers need not be BMWCCA members except as otherwise provided.
- B. Any competitor or worker with a known medical condition (including pregnancy), which could affect his/her ability to compete, may do so only with the concurrence of his/her personal physician.
- C. Event organizers have the right to refuse an entry at their discretion. This permits organizers to protect themselves and their programs by declining the entry of someone who is believed to pose a safety hazard or other significant threat.

8.2 EVENT ENTRY

Entry into all Chapter Autocross events is limited to those individuals meeting the mandatory sections of the Autocross Guidelines.

8.3 DRIVER'S SAFETY EQUIPMENT

8.3.1 Helmets

Helmets meeting the following standards must be worn while on course:

All helmets meeting the current or two immediately preceding Snell Foundation standards (SA or M) are acceptable. For 2004 this includes Snell 2000, Snell 1995, and Snell 1990. FIA approved helmets, which are acceptable for use in Performance Rally events are acceptable for Autocross events. Competitors requiring helmets of sizes larger than 7-3/4, which may not be available with Snell '90 approval, may use Snell '75 helmets until further notice. For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The

DRAFT

chinstrap must be securely fastened. Loaner helmets should be available to vehicle occupants not having their own.

8.3.2 Seat Belts

Driver restraints complying with 7.3.1 shall be worn while on course.

8.3.3 Eye Protection

Face shield, goggles or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in a sports racing car, formula car, special, or in any car with less than a stock size windshield.

8.3.4 Footwear

Shoes covering the entire foot shall be worn.

8.4 CAR/DRIVER LIMITS

A. A driver may enter an event only once.

B. A given car may be entered by no more than two drivers in the same class.

C. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition, the driver may finish his/her runs in another car legal in that class, or any class below his original car's class.

8.5 RESPONSIBILITY FOR CAR CLASSIFICATION

The driver is responsible for the correct determination of the car's class/category. It is the driver's responsibility to assure the proper number and class is on the car prior to competing. If so desired, car may be classed and compete in any class higher than the class in which it normally belongs.

8.5.1 Expert Class (X Class)

Any driver may register in X Class. Those that meet the criteria below, **MUST** register in X Class.

You **MUST** register in X Class if:

- 1) You have ever won a trophy at a SCCA Solo II National Championships.
- 2) You have ever won your class in a SCCA Pro Solo event.
- 3) You have ever trophied in the SCCA Pro Solo series.
- 4) You compete in local SCCA events in X-class.

X Class drivers must submit their SCCA class along with their registration.

X Class will not be awarded individual event trophies. X Class is eligible for Season trophies, provided the competitor drives the minimum number of events (determined by AECC) required to qualify for a season trophy.

DRAFT

Anyone may register in X Class, but points and results earned within the X-class will not transfer to any other class.

8.6 LADIES' CLASSES

There are no separate Ladies classes in RMC BMWCCA Autocross. All competitors will run in Open Class.

8.7 CONFLICT OF INTEREST

No event participants may ride with other competitors during official runs. All event officials, whether competing in the event or not, must use caution to avoid individual conflict of interest situations during the event.

8.8 MEDICAL

Any competitor with a known medical condition (including pregnancy), which could affect their ability to compete, may do so only with the concurrence of their personal physician.

9 OFFICIALS

9.1 EVENT CHAIRMAN

The Event Chairman is the chief planner and organizer of the event. The Event Chairman shall design and establish, or oversee development of, all necessary event administrative process including:

A. Establishing event administration procedures that achieve compliance with all applicable Chapter Autocross Guidelines and supplementary regulations, including a waiver signing system.

B. Formulating procedures to implement the CASS's plans for ensuring spectator, driver, and worker safety.

C. Design, layout, and pre-running of a suitable course

The Event Chair may designate a Co-Chair to assist in accomplishing the Chair's duties.

9.2 CHAPTER AUTOCROSS SAFETY STEWARD

The duties of the CASS shall concern the safety of the spectators, workers and driver safety relative to course design. Control over course design extends only to such issues as course or near-course hazards and not to design philosophy. In Autocross events, safety issues are those such as listed in Sections 1.3 and 2.1. This includes course security, which is defined as maintaining control over spectator access to the course. The CASS will also verify that the Certificate of Insurance is present at the event site and correct before the event begins. This position shall be filled by an RMC BMWCCA member.

9.3 CHIEF TECHNICAL INSPECTOR

The Chief Technical Inspector shall ascertain that the automobiles comply with the CAR and the Supplementary Regulations. Specifically the Chief Technical Inspector shall:

DRAFT

- A. Inspect for and certify that automobiles comply with all safety regulations.
- B. Conduct inspections of automobiles at the request of the Event Chair.
- C. Report to the Event Chair any automobiles that he finds do not conform with requirements of the CAR.
- D. Ensure that the appearance of each automobile is neat and clean. Automobiles that are not presentable will not be allowed to compete. This position shall be filled by an RMC BMWCCA member.

9.4 CHIEF OF TIMING AND SCORING

The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event and preparing the official results. This position shall be filled by an RMC BMWCCA member.

9.5 CHIEF OF COURSE

The Chief of Course is responsible for supplying a course design for each event, overseeing course set-up, and for roping off the course or otherwise providing barriers so that the course complies with Section 2. The Chief of Course also arranges for copies of the course map (per Section 6.2) to be available to competitors at the event. This position shall be filled by an RMC BMWCCA member.

9.6 CHIEF OF WORKERS

The Chief of Workers is responsible for worker education (when practical), making worker assignments during an event and ensuring all required worker positions are filled. Inexperienced workers will be paired with experienced workers whenever possible.

9.7 PLURALITY OF DUTIES

The same person may hold more than one official position including the AECC, who may act as Event Chair. The CASS however, may not serve in any other official capacity.

10 EVENT OPERATION

10.1 ENTRANTS AS WORKERS

All entrants will be expected to fulfill at least one work assignment during or in conjunction with an event. Work assignments will be described in the event's Supplementary Regulations. Failure to work will result in disqualification from the event.

10.2 COURSE MAP

A map of the course, showing all markers, the proper course, approved optional courses, solid objects and potential problem areas will be posted prior to the start of the event. The course configuration must be the same for all drivers in a class.

DRAFT

10.3 COURSE FAMILIARIZATION

Each driver will be provided an opportunity to walk the course for familiarization, before his first official run. A competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Event Chair, use a wheelchair or similar aid (which does not include a bicycle) traveling at normal walking speed to accomplish this requirement.

10.4 LEMANS STARTS FORBIDDEN

No start or finish shall be used wherein the driver is not seated in the vehicle with seat belt buckled.

10.5 TIMING POINTS

- A. A car will commence its run at least 15 feet before the point at which timing begins.
- B. Time at the end of the run will be taken in a manner that complies with Section 6.1.J.

It is recommended that an official be assigned to control the finish area. A complete stop is not required at the finish if sufficient area is available to safely halt any competing car without locking brakes or wild maneuvering (from the highest possible speed attainable at the finish). Particular care must be exercised in the finish area to keep it free from hazard to participants and non-participants.

10.6 REPLACEMENT OF MARKERS

Displaced markers will be replaced before the next competitor enters that portion of the course. Where an official run covers all or part of the course twice, course marshals should have extra markers so that markers displaced during the first part of the run can be replaced before the competing car returns to that section. If a driver encounters his/her own displaced marker(s), he/she may not stop and demand a rerun.

10.7 VISUAL OR ORAL INSTRUCTION

No visual or oral instruction shall be given to a driver during his official runs except in an emergency situation.

10.8 ORDER OF RUNNING

Cars may run in any of the following orders, as specified in the supplementary regulations:

- A. All cars will take their first runs, then all cars will take their second runs in either the same or reverse order.
- B. Cars will run in heats of a specified number, with all cars in the heat taking all runs before the next heat begins its runs.
- C. Cars will run by classes, with each class taking all of its runs before the next class takes its runs. Drivers will be responsible for being present for their runs, and no out-of-class runs will be granted.
- D. Cars will run by groups of classes, for example: A Stock (AS), B Stock (BS) and C Stock (CS), with all cars in AS taking their first runs, then BS taking its first runs, followed by CS,

DRAFT

before AS takes its second runs, etc. The group will take their runs before the next group begins its runs.

E. Drivers of two-driver cars will run in-turn, in the same group. The second driver will take his run no sooner than 5 minutes after the first driver has returned from his run. The grid master will maintain control over two driver cars and may specify where cars will grid (to facilitate grid traffic flow) and when they will be allowed to proceed to the Start.

10.9 PREHEATING TIRES

Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited. Tire spinning or excessive acceleration while in grid or enroute to the staging/start area is prohibited

11 TIMING AND SCORING

11.1 STANDARDS

11.1.1 Timing Standards

Events shall be timed to the nearest 1000th of a second.

11.1.2 Scoring Standards

A competitor's score shall be his/ her best time on the course. For a multi-course event, a competitor's score shall be the total of his/ her best time on each course. In the event a competitor does not have a time on a course, he/she shall receive a DNF for the event.

11.2 MINIMUM OF THREE RUNS

Each driver shall be allowed at least three official timed runs per course. Only the fastest official run per course will be scored.

11.3 RERUNS

Reruns will be granted only for timing failure or objects on the course, and will not be given because of mechanical or other failure of the competitor's car. A minimum of five minutes must have elapsed, before a competitor may take a rerun. Pylon penalties are not carried over to the rerun. A DNF on a run for which a rerun would have been given shall stand and no reruns shall be given.

11.4 TIES

Ties for trophy or point scoring positions shall be broken by comparing the next fastest runs. The times will be combined and then compared to break a tie. If the tie persists, it shall be broken by a runoff, provided both contestants agree. If agreement is not reached, the tie shall stand. The additional run shall be used only to break the tie, and shall not be used to place either contestant in a position other than those tied for.

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11.5 PENALTIES

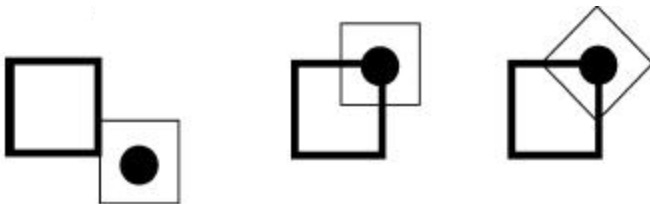
11.5.1 Course Markers (Pylons)

A line approximately two inches wide will describe the location of each pylon. The inner edge will be used to describe the outer edge of the pylon base as accurately as possible and the outer edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. The following diagram should help clarify situations in which penalties should and should not be assessed:

Penalty Assessed:



No Penalty Assessed:



11.5.2 Pylons Down on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed directly and slowly off course and will then be granted a rerun. However, if the competitor completes the run, the time will stand.

11.5.3 Course Deviation

A "DNF" or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event. A course deviation shall not be charged if any part of the car hits a marker defining the limits of the course. A DNF is charged only if part of the course is omitted. In returning to the course after an off-course excursion, it is acceptable to drive a part of the course a second time.

11.5.4 Range of Penalties

Any car or driver found to have competed illegally in an event will be penalized. Penalties assessed by the AEC may range from written reprimand and/or time penalties to disqualification (see Section 12.6.1).

DRAFT

11.5.5 Mechanical Did Not Finish

A Mechanical Did Not Finish (MDNF) will be charged to any competitor who completes their run with the physical assistance of another or leaves the driver's seat. This may be shown in the official results as a DNF.

11.6 OFFICIAL RESULTS

Official results shall be typed and printed by class and position in class in order of best time, and must include (at least) the driver's name (first and last), car number, car make, model, year, class, designation of trophy winners, corrected time for each run, and penalty for each run (if any). (Event organizers are encouraged to also include the competitor's sponsors' names.)

12 PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that Autocross events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the event.

12.1 WHO MAY PROTEST

The right to protest shall rest with any entrant, driver or official taking part in the competition in question. Each may protest any decision, act, or omission of the organizers, an official, entrant, driver or other person connected with the event, which the protestor believes is in violation of the Chapter Autocross Guidelines, the Supplementary Regulations, or any conditions attached to the approval of the event by the RMC Board. A protest against a car is also a protest against its driver and entrant.

12.2 LODGING A PROTEST

A protest may be made orally, or in writing, specifying which sections of the Guidelines or other applicable guidelines are alleged to have been violated, and signed by one protesting entrant or driver or official. It shall be delivered to the Event Chair or to his designated representative.

12.3 PROTESTS AGAINST CARS

Entrants or drivers taking part in a competition may protest a car in the same class as not conforming to the rules. The Event Chair may protest any car in the competition.

12.3.1 Time Limits

A. A protest against the validity of an entry or qualification and conformity to the rules of an entrant, driver or car shall be lodged no later than the beginning of the last run of the event for the protested car's class. The Event Chair may extend this time limit in exceptional cases where the protestor can demonstrate that evidence pertinent to the protest was not available within the time limit, or where the protestor can demonstrate he or she was unable to meet the deadline due to circumstances beyond his or her control.

B. A protest against timing and scoring shall be made within 30 minutes of posting of official results for the class.

DRAFT

12.4 WHO MAY BE PENALIZED

If a car is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the car in that category even if they were not specifically named in the protest.

12.5 BREACH OF THE RULES

In addition to any other offenses or violations of specific rules each of the following shall be deemed a breach of the Solo Rules.

- A. Bribery or attempt to bribe anyone connected with the event; and the solicitation of, acceptance of, or offer to accept, a bribe.
- B. Any fraudulent proceeding or act prejudicial to the interests of the BMWCCA or of car competition generally.
- C. Reckless or dangerous driving, either on course or in the pits and paddock.
- D. Failure to obey a direction or order of an official.
- E. Refusing to cooperate with, interfering with, or obstructing the actions of the Event Officials in the performance of their duties.
- F. Un-sportsmanlike conduct.
- G. Physical violence toward any other participant or spectator at the event.

12.6 IMPOSITION OF PENALTIES

12.6.1 Penalties

The penalties in increasing order of severity are as follows:

12.6.1.1 Reprimand

A reprimand against a BMWCCA member shall be noted in the official results of the event.

12.6.1.2 Time or Position

Penalties expressed as addition of time or loss of finishing position may be imposed.

12.6.1.3 Disqualification from Competition

Disqualification from competition may be imposed on an entrant, driver or car.

12.6.2 Multiple Penalties

Multiple penalties may be imposed.

12.7 LOSS OF AWARD

Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

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12.8 AMENDMENT OF RESULTS

When an entrant or driver is disqualified, the subsequent competitors in the finishing order shall be advanced.

13 AWARDS AND MEMENTOS

13.1 AWARDS

Awards shall be awarded to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations. One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof (e.g., six awards for 18 entrants).

13.2 DISTRIBUTION OF AWARDS

Distribution of awards may commence after the period for receiving protests has elapsed. When a protest that would affect distribution of awards has been lodged, distribution of awards for positions that could be affected shall be withheld until the protest has been settled.