

**Autocross Code
March, 2010**

I. Safety

A. CCSCC events will be as safe as we can make them. However, it should be understood that autocrossing is fundamentally a risk. Damaged cars, injuries and even major injuries or fatalities are possible. However, CCSCC does everything within its power to make its events as safe as possible. All autocross participants and guests are required to sign a waiver stipulating that they take responsibility for their own safety and any damages to their car or others that they cause.

B. Insurance. CCSCC autocrosses are insured by: American Specialty Insurance. The insurance coverage we have is: General Liability: \$2,000,000.

C. It is up to the entrant or guest to inform the safety steward of any injury or damage that they are involved in at a CCSCC event.

D. Safety Steward: CCSCC trains Safety Stewards to decide safety issues and advise the event chair about running safe events. The safety steward has final say on safety issues.

The Safety Steward concerns himself with offering a safe course for entrants, workers and guests. To do this he walks the course, observes runs and helps get the event off to a good start. He works with the event chair to place safe worker stations, keep guests a safe distance from the course and make the course safe and not confusing to drive. Some guidelines he enforces are:

1. The maximum speed on the course for stock class cars should not exceed the maximum legal speeds on the local Interstate Highways.

2. If crossovers are involved in the course, the starter and workers shall be very careful to make sure cars do not 'catch up' to a car ahead of them. It is the responsibility of the safety steward to make sure the starter and workers are aware of their responsibility.

3. Every attempt will be made to keep the course at least 50 feet from solid barriers at all times and not pointed towards safety hazards under breaking or turning. Curbs and grassy areas are not considered solid barriers.

4. If the Safety Steward is entered in the event, he may ask another Safety Steward to assist him so he can run. If there is no other safety steward present, he may appoint someone to halt the event until the Safety Steward is able to rule if he is on course or has to leave for a few minutes. If the Safety Steward has to leave the event, he **MUST** appoint a replacement who is trained. If there is no one present who is trained, a club officer or board member must take the responsibility.

5. The safety steward is independent of the event chair. The event chair cannot serve as safety chair.

II. Classes and Rules:

A. CCSCC uses current SCCA classes, along with some local classes as determined by the CCSCC autocross committee, CCSCC board and CCSCC club membership.

B. Rules used are fundamentally SCCA rules, but some of the rules that either make little difference in the ability of a car to autocross or keep a car from being minimally competitive are waived. Safety rules are never waived. Some guidelines to waiving SCCA rules are:

1. If a rule waiver fundamentally allows similar equipment to be used on a car that is only different because of its year of production, it will be allowed.

2. In cases where specific parts are no longer available or prohibitively expensive, the

waiver will be allowed.

The event chair, in cooperation with the safety steward can be asked to rule on a waiver if another entrant in the same class protests the rule waiver. If an entrant in the same class is concerned, the entrant who is complaining should be told of the appeal he can make by the tech inspector.

C. Entrants self-classify their cars. Technical inspectors and registration workers suggest correct classes and assist the entrant to pick the correct class for his car. However, the event chair, in consultation with the Safety Steward, has final say on the classification of cars.

D. Bumps. If a class doesn't have 3 entrants, the event chair can bump that entrant or entrants to the next class in the bump order if it is necessary. Classes will be bumped according to the SCCA bump order or other reasonable bump order at the discretion of the event chair, but the bump order must be announced by the drivers' meeting if it is different from the SCCA order. Two car classes or even one car classes are acceptable if the bump would be to a class where the car would be impossibly uncompetitive. Bumped classes are scored on the current PAX /RTP index.

Ladies classes can be bumped together, but not into open classes unless there are not enough women competing to offer a Women's class.

Novice classes can be bumped to larger classes than open classes. They should not be bumped between "strands" of classes, such as 'stock', 'street prepared', or 'prepared or modified'. At times this may be impossible to do and can be waived.

III. Results

Results will be announced at the end of the event, posted on the Internet as soon as feasible, and count for CCSCC points at all CCSCC events. See the Points code for specifics.

IV. Fees

The CCSCC autocross committee, with approval of the CCSCC board and club membership shall set the fees for CCSCC autocross events. The following classes of entrants will usually have different entry fees: CCSCC, HISCC, or SCCA members; Students; Others.

If an entrant participates in both days of a two day event, they may have to pay a smaller, set fee, no matter which of the class of entrants they belong to.

At charity or scholarship events the fee structure can be altered to provide more support for the scholarship or charity. If the event is co-sponsored with another group, the fee structure may be increased to cover extra costs such as insurance.