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1. GENERAL RULES

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

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

Kart Drivers – 5 HP Kart class allows drivers who are 12 and above to drive a 5 HP kart. If a minor, they

- (1) must have their parent or guardian's permission by having them sign the "Parental Consent for Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" and
- (2) the parents must be present at the event during the time the Kart class is running.

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

1.3 DRIVER SAFETY EQUIPMENT - All drivers must wear an SCCA qualified helmet, enclosed shoes and must use seat belts. The Tech Inspector will have final say on any helmet, shoes or belts in question.

Karts- Kart drivers must wear jackets made of leather or abrasion resistant nylon or equivalent, and full-length pants to prevent or minimize abrasions. Full abrasion kart suits are recommended. Shoes, socks, and abrasion resistant gloves are mandatory. Mechanix brand gloves and similarly styled gloves will not be allowed. An unaltered collar type neck brace designed for motorsport use is mandatory-kart specific neck braces are recommended. Also, a full-face helmet with shield is required.

1.4 PASSENGERS - Passengers are permitted during the competition runs.

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

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

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

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

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

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

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

1.8. COURSE WORKER SAFETY

No personal electronics such as cellphones, are allowed to be used at work stations
Course workers must be wearing shoes, no sandals are allowed at work stations. Corner workers are not allowed to sit while cars are on the course.

1.9. PIT & GRID SAFETY

- 1.9.1 Children at the event: **ALL** children are to be supervised. No child younger than 16 is allowed in the grid without being accompanied by an adult.
- 1.9.2 **Jack Stand Rule.** If a car is lifted, it must be supported by jack stands prior to anyone getting under the vehicle to work on it. This rule will be enforced everywhere on site; in the pits and in grid.
- 1.9.3 **Motorized bikes** – No motorized “pit bikes” will be allowed in grid.
Riding of Bicycles/Skateboards/Scooters are NOT allowed in the grid areas.

2. VEHICLE CATEGORIES AND CLASSIFICATIONS

2.1 ACCO will use SCCA Solo II classifications as summarized below.

2.2.13 STREET– Street (old “Stock”) cars are defined as those having little if any modifications. Preparation rules are as per current SCCA Solo II Rules.

2.2.14 STREET TOURING - The Street Touring category of vehicle modifications is meant to fit between the current Street and Street Prepared categories. This category provides a natural competition outlet for auto enthusiasts using affordable sports cars and sedans equipped with common suspension and engine modifications compatible with street use

2.2.15 STREET PREPARED - Street Prepared cars are defined as those having common bolt-on modifications, full interiors, little or no internal engine modifications, and street legal tires. Preparation rules are as per current SCCA Solo II Rules.

2.2.16 STREET MODIFIED – Street Modified allows competitors to modify streetable sport sedans using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

2.2.17 PREPARED - Prepared cars are defined as those having extensive mechanical and weight saving modifications and racing slicks. The basic body and engine configuration on Prepared cars remains as delivered from the factory. Preparation rules are per current SCCA Solo II 17 Rules.

2.2.18 MODIFIED - Modified cars are defined as those having very extensive mechanical and weight saving modifications and racing slicks. The modified classes contain specials, formula cars, and engine swaps. Preparation rules are as per current SCCA Solo II Rules.

2.2.19 KART - SHIFTER KARTS - Currently not allowed due to insurance restrictions.

2.2.20 SOLO SPEC COUPE (SSC) - This class is only for 2 specific vehicles, (Toyota FRS and Subaru BRZ) and has a very specific set of requirements. See scca.com rules for specifics.

Appendix B - Supplemental Classes

2.3.a CAM/XS - (Classic American Muscle / Xtreme Street) - The purpose of CAM is to attract automobile enthusiasts who are currently interested and/or participating in autocross events for muscle cars and vintage vehicles manufactured in North America.

2.3.b CLUB SPEC - (Mustang and MX-5) - Provide an affordable multipurpose package that combines a street ready, autocross capable and track appropriate performance in a single car using specified parts.

2.3.c EVX - (Electrical Vehicle Experimental) - The purpose of EVX is to provide an alternative class specifically targeted towards production electric powered vehicles.

2.3.d HC - HERITAGE CLASSIC - The purpose of Heritage Classic (HC) is to enable enthusiasts of sports cars, coupes, and sedans from the early years of the SCCA to participate at SCCA Solo events with cars of similar technology. These cars from the 1940's through the early 1970's.

3. VEHICLE CLASSIFICATION

3.1 RESPONSIBILITY FOR VEHICLE CLASSIFICATION - The entrant is charged with the duty of properly placing the vehicle in its category and class of competition, however, any obvious miss-classification can be corrected at the discretion of the technical inspector and/or Event Chairman.

3.1.1 A vehicle may be placed in any class in which it is legally allowed. For example: an H Street car may run in DSP, EP or DM. An H Street car may not run in A, B, C, D, E, F, or G Street.

3.2 LADIES CLASSES - Women are free to compete in the Open class in which their car is legal; however, Ladies' classes will be established in the following manner: - A complete set of parallel classes using the same preparation and scoring system as in the Open classes.

3.3 NOVICE (Rookie) CLASSES - A Novice class (N) will be set up for each event for competitors who have never auto crossed. The PAX index will be used to determine positions of all Novices. You may only run as a novice for one season.

3.4 Not for Trophy (NFT) - Competitors who are not looking for season points may run as NFT. All cars shall be properly classed per 3.1. The PAX index will be used to determine positions of all NFT.

4. VEHICLE PREPARATION FOR COMPETITION

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

4.1 SEAT BELTS - Seat Belts are required for all competing vehicles. The use of a lap belt as the only restraint is permitted only if the vehicle was not originally equipped with driver restraints or if the vehicle was originally fitted only with lap belts. Shoulder belts are highly recommended in all cars; however, shoulder belts having two straps which would confine the driver to an upright position in the event of a roll-over are not permitted in vehicles having open tops and no roll-over protection.

4.2 CAR CONTENTS - No loose items shall be carried in or on the car. (i.e. Radar Detectors, Mirror art.) Hand held items, such as but not limited to, cameras and cell phones are considered loose items.

4.3 WHEELS - Wheels must be mounted in a safe manner. Wheel covers, trim rings, or any other cosmetic pieces not bolted or welded to the wheel shall be removed. No cracks or broken spokes shall be permitted. All lug nuts and or studs must be used. If using spacers, 5 full turns (defined as 360 degrees) of the lug nut on the stud are required.

4.4 SUSPENSION - All suspension components shall be in proper operating condition. No excessive play shall be present in steering components or wheel bearings.

4.5 FLUID LEAKS - No excessive fluid leaks will be allowed under any operating conditions.

4.6 TIRES - All tires must be in good condition. All DOT approved tires must have visible tread. It is not permitted to begin a competition run with tires worn down to the cords or belts. No temporary spares or studded snow tires are allowed.

4.7 ROLL OVER PROTECTION - Roll bars are recommended for all cars, and required for all Formula Cars, Sports Racers and all open cars using non D.O.T. tires.

4.8 THROTTLE LINKAGE - The throttle linkage shall operate smoothly throughout its travel. The linkage shall be fitted with an external spring-loaded return mechanism, which will rapidly return the throttle to the closed position when the throttle is released from any and all open positions. All non-Stock vehicles must have 2 throttle return springs.

4.9 BRAKES - Each wheel must be equipped with a fully operational brake. All brakes must be actuated using a single common brake pedal. With the brake system pressurized no fluid leaks shall be allowed in the system. The fluid in the master cylinder shall be above the minimum level mark with the brakes released.

4.10 BATTERY - Batteries shall be mounted securely. No bungee cords. If battery is located in passenger compartment it must be in a sealed marine container. If battery is located in trunk the positive terminal shall be covered with a non-conductive material such as a rubber boot or electrical tape.

4.11 SWING AXLES - Swing-axle suspensions must exhibit negative camber, or have

installed a camber compensator or wheel droop limiting straps. If, in the judgment of the Safety Steward, a swing-axle equipped vehicle appears unstable during competition, the vehicle may be barred from further competition, regardless of compliance with the above stated rules.

4.12 VEHICLE NOISE LEVEL - The noise level shall not exceed **95.9 db**, which is published maximum level. If the run records **96db** or more, the run will be scored but we will require the competitor to modify the car to reduce the noise level before another run is allowed. The competitor must make a physical effort to reduce the noise; if the next run also is 96db or more, the vehicle will be disqualified from the event. In the absence of sound level measuring devices, the acceptable level of vehicle noise may be determined by the Event Chairman and/or the Autocross Chairman; the Event Chairman and/or Autocross Chairman may bar any unacceptably loud vehicle from competition.

4.13 VEHICLE MARKINGS AND APPEARANCE - All vehicles shall have their assigned competition numbers and their class of competition clearly marked on the vehicle. Competition numbers shall be minimum of 8" high with a 1.25" stroke, letters shall be a minimum of 4" tall with .75" stroke, and of a color that contrasts with the surface on which they are mounted. It is the responsibility of the entrant to assure that the correct car number and class are marked on the vehicle before the vehicle approaches the starting line. Tape, Shoe polish or other similar temporary liquid markers are not allowed.

5. PROTESTING

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

6. TIMING, SCORING AND TROPHIES

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

6.2 SCORING - Scoring shall be determined using a competitor's lowest single time obtained.

6.3 TIMER RESOLUTION - The resolution of the timer shall be no less than one-thousandth of a second. Times for competition runs shall be recorded to the nearest one-thousandth of a second.

6.4 TIES - Ties shall be broken by a comparison of the next quickest time of each competitor.

6.5 RERUNS - Reruns shall be given only in the event of a timer malfunction, an object blocking the course, or if the competitor encounters a course marker that is already displaced or knocked down by another driver. Should any of these situations occur, the competitor shall be flagged off course as soon as possible. Course marker penalties shall not be carried over to the rerun. If the competitor receives a DNF at a point on the course prior to encountering any of these irregularities, the DNF will stand, and no rerun shall be allowed.

6.6 ALREADY DOWNED PYLONS - A competitor encountering a displaced or knocked down pylon (unless the competitor was the one to displace the cone) has the option of completing the run or stopping in the vicinity of the pylon in question. If the competitor continues the run, the resulting time shall stand, unless in the opinion of the Timing and Scoring personnel the pylon irregularity has provided an advantage. If the irregularity is determined to be to the competitor's advantage, a rerun shall be required.

6.7 PYLON PENALTIES - The position of a course marker shall be identified by a line marked on the road surface completely around the base of the marker. The width of the line shall be from ¼" to 2" wide, with the specific dimensions set at the discretion of the Event Chairman. A two (2) second penalty shall be added to a competitor's time if a pylon is either knocked down or displaced completely beyond the edges of the marker location lines. If the pylon remains upright while any portion of its base remains in contact with the outermost edge of the course marker location lines, no penalty shall be assessed.

6.8 OFF COURSE - A competitor who deviates from the course shall receive a ten (10) second penalty for each course deviation executed. A course deviation occurs when a competitor completely misses a section of the course or fails to pass through all sections of the course in the order intended by the course designer. If the vehicle contacts and downs a pylon of a gate or slalom, it is considered on course.

6.9 YEAR-END TROPHIES - To be eligible for year-end Championship Trophies you must participate in at least 2/3 of the events (rounded down) that make up the Championship Autocross Series (e.g. for 10 event season you must participate in a minimum of 6 events.) Your best 75% of all Championship events the club offers rounded up to the next whole event will count towards the championship point total. (e.g., best 5 when we have 6 events per season, best 6 for 7 or 8 events, best 7 for 9 events, and best 8 for 10 events.) If you run in multiple

classes during the season, the class with the most events will be your Championship class.

To encourage participants and support other Oregon autocross clubs ACCO club members may ask for their results from other club events to be counted towards their ACCO Championship Trophies. A maximum of 2 events may be transferred to meet the minimum event requirement. Request must be submitted to registration before the end of the last Season event's completion.

6.10 POINTS - Point will be awarded on the following basis;

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

7. PAX INFORMATION / COMPARISON CHARTS

2025 PAX/RTP Index

"Racers Theoretical Performance"

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

SS	0.836	SSP	0.857	XP	0.890	AM	1.000
AS	0.826					BM	0.978
BS	0.819			CP	0.863	CM	0.899
CS	0.813	CSP	0.859	DP	0.865	DM	0.906
DS	0.811	DSP	0.847	EP	0.858	EM	0.916
ES	0.790	ESP	0.840	FP	0.877	FM	0.917
FS	0.817	FSP	0.831			FSAE	0.980
GS	0.794			HCR	0.814		
HS	0.784	CAM-T	0.821			KM	0.937
HCS	0.789	CAM-C	0.825	SMF	0.850		
		CAM-S	0.844	SM	0.868		
SSC	0.802			SSM	0.878		
		XA	0.846				
SST	0.837	XB	0.848	CSM	0.800		
AST(STR)	0.834	XU	0.869	CSX	0.803		
BST(STU)	0.833						
CST	0.830	EVX	0.839				
DST(STX)	0.818						
EST(STS)	0.815						
GST(STH)	0.810						