

COMPETITION REGULATIONS

OF THE VIRGINIA MOTOR SPORT CLUB, INC.

Revised 10/23/2024

PURPOSE: The purpose of these Competition Regulations is to establish a uniform set of guidelines for the conduct of all competitions sanctioned by the Virginia Motor Sport Club, Inc.

SCOPE: These Competition Regulations will be used for all competition events directly sponsored by VMSC, both for the awarding of trophies and for the awarding of VMSC points. Further, they will be used for the awarding of VMSC points in events sponsored by other organizations if such events are declared VMSC Points Events by the Board of Directors.

1. Participant Requirements

1. All Contestants, Workers, Volunteers, Spectators, ODs and those present at the events must electronically or physically sign the event insurance waiver of liability.
2. Minors operating or riding in a vehicle must complete a Minor Waiver, which will require parental or guardian signatures.
3. All drivers of vehicles, excluding junior karts, must have a valid driver's license.
4. Snell M or SA approved helmets which meet SCCA guidelines are required. Loaner helmets will be made available.
5. Seatbelts must be properly worn by all individuals while driving or riding on the course.
6. Any entrant competing in a car not having a stock size windshield or competing in a Sports Racing or Formula car shall wear a face shield, goggles, or some other approved form of eye protection. Regular eyeglasses are not considered to be sufficient protection.
7. Consumption of alcoholic beverages, illegal drugs, or being under the influence of substances that impair one's ability to drive during an event shall be a cause exclusion from participation.
8. A navigator or instructor may be required by the ODs or a course official assigned by the ODs. A Novice driver may request the ODs assign a navigator.
9. Anyone driving unsafely on the course, or in the pits, grid, or parking areas or on public or private access roads near the event may be disqualified.

2. Vehicle Requirements

1. All cars must be inspected prior to running the course and must comply with the following in order to compete:
 1. Both the car number and its entry class shall be clearly displayed on both sides of all entered cars. All numbers and class letters must be visible to the timer and course workers. The car numbers must be a minimum height of 8 inches. Class letters must be a minimum height of 4 inches. Numbers and letters must contrast the color of the vehicle.
 2. No hubcaps, wheel covers, or beauty rings are allowed.
 3. Wheels must be safely attached. Lug hole taper and wheel chamfer must match. The wheels must fit tight against the bearing area of the drum or hub. All lug nuts or bolts must be torqued to manufacturer specification.
 4. There must be no cracked or bent rims nor broken or missing spokes in wire wheels.
 5. Tires must be in good condition. There must be no splits in the sidewalls or in the tread nor may tire cord be showing. No studded tires are allowed.
 6. Batteries must be securely fastened to the vehicle to prevent movement during competition runs.
 7. Seatbelts must be properly installed with all hardware secure and tight. Seats must be securely fastened in the car.
 1. Two-strap shoulder harnesses are not to be worn in open automobiles which are not equipped with a roll bar

8. The car must be clear of loose items and floor mats must be removed or securely mounted to the floor.
 9. Any camera mounted inside or outside the vehicle must be securely fastened.
 10. There must be no leaks of fuel, oil, water, or brake fluid.
 11. Roll bars are required in all purpose-built competition cars and all other open cockpit automobiles using non-DOT approved racing tires (e.g. full slicks)
 12. There must be safe, positive throttle return and linkage. This is to be checked by depressing the accelerator.
 13. Wheel bearings, suspension, and shocks must be in safe operating condition without excessive play.
 14. Vehicles may only be operated on fuels as allowed in the SCCA Solo Rulebook
 15. Exhaust systems are required. The SCCA guideline is 108dbC @ 50ft from edge of course under full load. Any car deemed by the OD(s) to be excessively loud shall not compete, regardless of the type of exhaust system installed.
 16. A straight-line stop test may be conducted. The tires need not be skidded.
 17. Cars with swing axle drive wheels must have camber compensation or negative camber.
 18. Automobiles entered in Club events will not display any advertising or other writing which could be detrimental to the Club or the sport. Judgment will be by consensus of the ODs and the 1st Vice President, if available.
 19. Motorcycles are expressly prohibited. For purposes of these Competition Regulations, a motorcycle is defined as any vehicle with less than four (4) road wheels.
 20. Vehicles with a higher than average potential for roll over may be excluded. Roll over calculation can be found in SCCA autocross rules. Height must be less than width from center of tire to center of tire.
2. Each car must be properly classified according to the current SCCA Solo Rulebook by the entrant, getting help from the technical inspector if needed. The operator must also be prepared to list all modifications when asked.
 1. A Novice class based on PAX times may be provided at any event at the recommendation of the 1st Vice President and approval of the Board of Directors. A Novice is defined as a competitor who has participated in 6 or fewer Autocrosses.
 2. A Ladies class based on PAX times may be provided at any event at the recommendation of the 1st Vice President and approval of the Board of Directors.
 3. A Master's Class based on PAX times may be provided at any event at the recommendation of the 1st Vice President and approval of the Board of Directors. Participants must be 62 years of age or older at the first event of the season.
 4. The Competition Committee may initiate a temporary class for evaluation.
 5. Events heats may be run by class or number at the discretion of the ODs or the Board of Directors.

3. Course Requirements

1. Insurance Requirements
 1. Our insurance carrier requires the following *minimum* clearances to the course:
 1. 25' to objects on a straightaway and on the inside of turns
 2. 75' to objects on the outside of turns
 3. 100' to any spectator area
 2. Spectator areas must be separated from the course by at least a rope barrier, a fence is preferred.
 3. Speeds on straight stretches should not exceed 70mph for the fastest class of automobiles. The fastest portions of the course shall be those most remote from spectators and property. Speeds at turns should not normally exceed 45mph.

4. The course should contain no holes, loose gravel, gratings, oily spots or dips in the course.

Definitions

- straight: a section of the course at least 50 feet in length in which the automobile does not substantially change direction
- turn: any section of the course which is not straight

2. General Course Safety and Layout Guidelines

1. The course layout and cone placement should be simple enough that finding the course is not a significant element of the event.
2. Gates should be at least 15 feet wide.
3. Off camber turns will be avoided, if at all possible.
4. A long straight (over 150 feet) should not terminate in an extremely sharp turn (e.g., a short radius U-turn).
5. Turns of 180 degrees or more should have an outer radius of at least 30 feet.
6. The inner limits of turns and corners should be marked with cones, displacement of which results in time penalties.
7. All cones must be marked with chalk by drawing a square 1" wider than the base of the cone.
8. 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 rollover.
9. Cars on the course simultaneously shall not run in close proximity to each other allowing workers a safe amount of time to replace cones as needed.
10. Course crossovers should be especially carefully thought out to allow multiple cars on the course simultaneously.
11. All portions of the course should be covered by a course worker who can communicate through signals or by electronic means with the starting line.
12. Extreme care shall be taken in the location of the start/finish area, the staging area, and the timing trailer.
13. Entrance and exit lanes will enter the course at separate points.
14. Finish should be set up so that the car can be safely brought to a stop even with brake problems, a stuck throttle, etc.
15. The ODs and Board members may change the course in the interest of safety.

4. Event Administration

1. Autocross Requirements

1. The 1st Vice President or their delegate (who is not an OD) shall pre-check the course to ensure its adherence to the standards set forth in these Regulations and any insurance requirements. In addition, the 1st Vice President or their substitute must pre-check the course via drive-through. If the pre-checker intends to compete in the event, he may not pre-check the course in the car in which he intends to compete, in any car which would compete in the same class, nor a similar model car.
2. Heats of at least 25 cars are recommended for all autocrosses.
3. A penalty of two (2) seconds shall be added to the run time of an entrant for each upright pylon knocked down, carried away, or displaced totally outside its marked position. No penalty shall be assessed if the pylon is upright and has some portion of its base within the marked area. Course workers are to replace any moved pylon to the center of its marked position before the next pass of a car, if it can be done safely. A car is considered to be on course at a pylon if the pylon is hit (i.e., hit sufficiently to make it a penalty) regardless of the position of the car or the direction or angle from which the pylon is hit.

4. An entrant shall be DNF'd if he is off-course or if he fails to stop at a required stop gate end pylon. The car may be touching and leaning the end pylon without penalty provided that the end pylon still meets Regulation 2.6 G.
 5. All entrants shall have the same number of runs, except in the case of a rerun.
 1. Any contestant whose run is stopped, slowed, or impaired through no fault of his own and which is not the result of mechanical failure of his car shall be given a rerun. Any cone penalties assessed on the aborted run will not be carried over to the rerun.
 6. An entrant can have only one set of competitive runs. All runs must be made in the same car and in the same class unless approved by the OD or 1st Vice President.
 7. The minimum time between an entrant's timed runs should be five (5) minutes. If an entrant is not ready to start a run at the proper time, he shall be disqualified for that run unless specifically exempted from this requirement by an OD.
 8. Each entrant's best timed competitive run in each event will be counted for VMSC point and trophy purposes.
 9. Official results are to be made available on the VMSC Website (vmsc.org) within one week of the event.
 10. Instructional Runs or "Fun runs" and other noncompetitive uses of the course under VMSC sanction shall conform to the same safety standards as required for competitive runs.
2. Fees
1. Entrance Fees for all autocrosses will be set by the Board of Directors. The default fees shall follow the schedule below:
 - \$50 Member
 - \$60 Non-Member
 - \$45 Member Early Bird registration discount (5 days before event)
 - \$55 Non-Member Early Bird registration discount (5 days before event)
 2. Entrance fees for other events will be set by the Board of Directors on a case-by-case basis.
3. Permanent Numbers
1. The Board of Directors may sell permanent autocross numbers for the year. Each member may purchase one number for their use. The total number and the yearly fee shall be determined by the Board of Directors.
 2. Annual assignment of permanent numbers: The club member holding a permanent number must be an active member. At the end of each season, all permanent numbers revert to the Board of Directors. At the beginning of the season, the number holder from the previous season has first right of refusal for the same permanent number. Dues for annual membership and the fees for the permanent number must be paid by March 1, or the number becomes available to other members.
 3. The Board of Directors may discount the cost of permanent numbers and entry fees to Board members and to individuals who provide valuable club services. These discounts shall be reviewed by the Board of Directors each year. One time discounts may also be extended to prospective members.
4. Officers of the Day (ODs)
1. The ODs are responsible for the day/weekend's event, primarily setting up/breaking down the course and making sure the event runs smoothly. They are the first ones at the event (typically ~7:30) and the last to leave. There may be up to 3 ODs per event.

Duties of the ODs

Prior to an Autocross weekend

- Let the 2nd Vice President know that you want to OD a specific event
- Familiarize yourself with the course requirements/best practices below

- Maybe sketch out some course options ahead of time
- Coordinate a time you would like to set up with the 2nd Vice President and Trailer Chair
- Line up 1-2 people to work the gate the morning of the event so insurance waivers get signed

Autocross weekend

- Set up barriers to separate the course area from spectators/other venue areas
- Set up an area for grid and an area for parking
- Set up the course
- Mark each cone on the course and add any helpful chalk lines
- Set up work stations; each should have a fire extinguisher and red flag and a clear section of the course they are responsible for
- Soon after the event is underway, make a determination of how many runs there will be
- After the competitive runs, tear down the course

After the Autocross

- Ensure you receive your free autocross/work assignment card from the President
2. Safety shall have paramount consideration in the operation of all events, and it shall be the responsibility of the 1st Vice President or delegate(s) to see that all reasonable precautions are taken. The 1st Vice President or delegate(s) may make changes to the course or overrule an OD's decision to ensure safe operation of the event.
5. Protests
 1. Any contestant may request of the 1st Vice President and a technical inspector on the day of the event a review of the classification of his own or any other car. If an agreement cannot be reached, he may file a formal protest in writing within one half (1/2) hour after the end of the last competitive run of that day. The protest must state why it is felt the car was improperly classed. The protest will then be considered by the 1st Vice President. If the car is found to be improperly declared, the car and driver(s) may be disqualified for that event, and no points or trophies will be awarded to that entrant(s), at the discretion of the 1st Vice President.
 2. Any contestant may file a formal protest of an autocross event that he believes is being conducted in violation of any VMSC safety related regulation. The protest must be filed as soon as the suspected violation is noticed but not later than the protestor's second timed run. The protest must state exactly the alleged violation. Upon receipt of the written protest the event will be halted until a decision can be achieved by the 1st Vice President and until any violation found is corrected.
 3. In the absence of the 1st Vice President, a protest may be delivered to an Officer of the Club, any member of the Board of Directors, or an OD.

5. Year End Awards

1. Year End Points

Year End Points shall be awarded based on PAX finishing position at each autocross as follows:

Position 1 = 100 Points, Position 2 = 99 Points, etc. Position 100 and greater = 1 point

The formula is 101 - PAX position

2. Trophies

1. Stock, Street Prepared, Modified

1. Year End Points. Minimum of three events to qualify.
Cam and X** classes will be classified Street Prepared.

2. In a given year where autocross events are completed, there will be events dropped based on the table below:

1 - 3 events = no drop

- 4 - 6 events = 1 drop
- 7 - 10 events = 2 drops
- 11 + events = 3 drops

Any dropped event per participant should be any with the lowest points if applicable.

- 3. Trophies for place 1 – 5 for each group.
Members and non-members are eligible for the speed trophies.

2. Master Class.

All Year End Points will be counted, there will be no drops
- *A minimum of five competitive events are required to qualify for the year end Master award.*
Only Members are eligible for the Master class trophy.

3. Ladies Class.

All Year End Points will be counted, there will be no drops
- *A minimum of five competitive events are required to qualify for the year end Ladies award.*
Only Members are eligible for the Ladies class trophy

4. Year End Marque Awards, including Roger Garret Trophy

- 1. Each Marque Award shall be presented to the Annual Member (members only since we need to get the trophies back) who accumulates the most Year End Points in a car of that marque during the year
- 2. All Year End Points earned will be counted; there will be no drops
- 3. A minimum of three competitive events are required in the marque to qualify for a marque award
- 4. In the case of a tie, the member with highest number of head-to-head victories shall receive the trophy.
- 5. Members must return the Marque trophy at the end of the season in which it was presented. However, a permanent award shall be presented to any Club member who wins the same Marque Award for three (3) consecutive years

Only Members are eligible for the Marque trophies
Marque trophies must be returned by the end of the following season.

5. Special Trophies:

Jet Trophy - Overall most points, no drop events
Wilton Cup - for members who contributed most to the club during the season.

Only Members are eligible for the Special trophies
All special trophies must be returned by the end of the following season.

6. Changes

- 1. Suggested changes to these Regulations shall be presented in writing to the 1st Vice President. Changes must be approved by the Board of Directors. Any emergency classification decisions necessary at an event shall be reviewed by the 1st Vice President or their delegate, and a report filed at the next regularly scheduled meeting where the Board of Directors is present, at which time a permanent decision for future events shall be made.
- 2. These Competition and Speed Regulations may not be modified by an Event Chairperson (OD) unless the modification has the prior approval of the 1st VicePresident.