

AUTOCROSS - SERIOUS FUN!

OREGON REGION SCCA SOLO II WELCOMES YOUR INTEREST AND PARTICIPATION!



The enclosed packet of information will introduce you to the fastest growing segment of the Sports Car Club of America (SCCA)... Solo II (autocross) competition. Autocross is the sport of trying to navigate your vehicle through a defined course faster than your competition. The course is defined by traffic pylons (orange safety cones) and each driver runs *solo* against the clock. Autocross drivers gain confidence in their driving as they learn how to drive at the limits of their vehicle's potential. Each course is different, thereby offering challenges to all drivers. The key of participation is to have fun and improve over time.

The sport is open to men and women with a separate ladies class and a class for every car - from showroom stock to super modified. The competition attracts a variety of participants - from those who are interested solely in improving their driving skills to the more serious contenders looking to compete on a National level. Local, Divisional and National Tour events take place within a day's drive from the Portland area. The Oregon Region, based in Portland, is host to at least seven local events during the season; add an easy drive to Seattle or Eugene autocross events, and you can compete nearly every weekend throughout the summer.

Autocross competition affords the average individual to come test their car handling skills (and have fun doing so!) with nothing more than a helmet (we have loaners!) and your every day car. It is not a spectator sport... autocross must be experienced from inside the vehicle. Only as a passenger going out on a "fun run" with an veteran driver or as a driver yourself, will you come to understand what all the excitement is about. It is the most intense 60 seconds you can imagine. You'll come out laughing (or shaking!) from the overwhelming feeling of exhilaration. Local participants who have been involved in the sport for over ten years still feel that excitement when they are about to launch from the starting line.

We'd like you to come feel that overwhelming excitement. Aimed at Newcomers, the enclosed information is intended to give you an overview of what you can expect and how to make your initial outing a pleasurable experience. We invite you to join the fun at an upcoming event... **you're in for a ride you won't soon forget!**

For updates on event schedule or additional information, follow the Solo II link from www.oregonscca.com or go straight to www.oregonregionsolo2.com for the latest calendar, event flyers and competition results.

OREGON REGION SCCA SOLO II EVENT PROCEDURES

Event flyers can be found at the Solo2 web site (www.oregonregionsolo2.com). Take careful note of starting times! Registration and Tech *will close promptly* at published times!!! Leave enough time to change tires (if applicable) before safety inspection. Entrants must run at the scheduled time for their class. Arrive early so that you have plenty of time to ask questions and get situated. If you are running on street tires, *come to the event with a minimum of 40 pounds and adjust as needed. This will reduce sidewall flex in your tires and greatly improve your vehicle's handling. Also, avoid setting the emergency brake between competition runs (if it is safe not to do so).*

Registration Check-In: At each event, you will be required to sign a **liability waiver** and given a wristband which must be worn at all times while at the site. If you haven't already signed the Solo II liability waiver upon entering the site, locate the Solo II Registration table and sign the waiver. To compete, show your valid driver's license and SCCA membership card (if applicable), and pay the applicable fee (SCCA Member or Non-Member) to obtain a Run Card and course map. If it is your first time, for a modest cost, obtain a rule book and vehicle number from the Registrar. Everyone must purchase a rule book to compete and it's good for the season. The Registrar can help you determine the "class" of the vehicle you are competing in... make a note of your assigned class and vehicle number as you will use this same class/number at every event you attend throughout the season. Keep the rule book in your vehicle for future reference; it needs to be in your vehicle at every event for the Technical Safety Inspection. **Fill out the personal and vehicle information as requested** (your name, class, vehicle make, model, color, number) **on the Run Card; date and sign the card.** The run times will be filled out by Timing.

If you haven't already done so, remove all loose items from the vehicle, change tires (if applicable) and apply numbers. If you do not have magnetic or static numbers, Tech will use white shoe polish to write your number along with the class on the windows of your vehicle so that it can be clearly seen by Timing. Place your helmet and rule book in the vehicle.

Work Assignment: Everyone must complete a work assignment. Once you are registered and your vehicle is ready, take Run Card and vehicle over to Tech, stopping first to pick up your run/work assignment from the Worker Coordinator. Give your completed Run Card to the Coordinator; they will assign you a work position and indicate your Run/Work order on the Run Card. This changes every event; be sure you understand your assignment before leaving.

Technical Safety Inspection: Now that you have your Run/Work assignment, pull your vehicle up to the "tech" line, raise the hood and open the trunk. Your vehicle will be inspected for a secured battery, functional seatbelts, solidly mounted seats, loose wheel bearings, fluid leaks, throttle return and solid brake pedal. Have your helmet available for certification inspection: helmets must be worn while competing and they must be **rated Snell 95 or better** (loaners are available). The Safety Inspector will place a mark of some sort on the windshield and your helmet to show they have passed inspection, and will sign off your Run Card. Place the card under the wiper blade on the driver's side or, if it is raining, on the dashboard on the driver's side.

Course Walk: With the safety inspection and Run Card completed, it is now time to walk the course. Pick up a map at Registration. As you leave the Start Line, do not be afraid to ask a more experienced driver to go for a walk with you - most competitors are happy to share their knowledge. Walk a minimum of three times. Visualize the course at speed. Memorize as much as possible; breaking it into sections may make it easier to remember. If you have any questions about the course, find an event organizer and ask. No skateboards, roller blades/skates or bicycles are allowed.

Drivers' Meeting: After a review of the rules and safety procedures, those drivers running first will get their vehicles to pre-grid; those working first will go to their assigned stations. After the first group is finished running, the workers and drivers will switch positions. All drivers will receive a minimum of three runs; all drivers **MUST** work.

Work Session: If working a station, be sure it is equipped with a red flag, fire extinguisher, extra pylons and a radio to communicate with timing. Know what section of the course you are responsible for reporting. A veteran driver should be put in charge of calling in penalties... watch and listen so that you can eventually take on this responsibility at a future event. The red flag must be kept in hand, held against the leg, and ready for immediate deployment. Do not red flag a vehicle unless instructed to do so by the radio person OR if it is an emergency. If in doubt, error on the side of safety! Pay attention to the vehicles for accurate cone counts *and* for your safety. Replace or reset cones as soon as possible... another vehicle will be coming through the section in 20-30 seconds. Do not turn your back to vehicles on course. Workers must be on their feet at all times when vehicles are competing. Be prepared for exposure to sun/rain, wind, heat/cold while on station. Every driver **MUST** complete a work assignment.

Safety: All persons entering the site must sign a liability waiver and display the waiver verification (wristband) in plain sight. Children and pets are not allowed in the grid, staging and course areas. Pets must be leashed at all times. Photographers in the course area must be accompanied by a spotter. No alcohol or drugs are permitted on site.

Provisions: Be prepared to dedicate a half day to compete in a local event; Divisionals and National Tour events are generally two day events where you run one group one day and the opposite group the next day (i.e. morning group on Saturday, afternoon group on Sunday). Taking along the following items will make your outing more pleasurable!

Essentials...

- Sunscreen
- Wide-brimmed hat
- Umbrella/rain gear
- Tarp to cover your belongings in the event of rain
- Comfortable shoes you can run in while working the course... no open-toed shoes allowed
- Non-alcoholic beverages/water
- Snacks
- Tire pressure gauge
- Notebook to keep tire pressure logs
- Magnetic or static cling numbers (shoe polish on the windows is allowed, but isn't cool for serious contenders!!)

Nice to have...

- Folding chair
- Windshield cleaner
- Moistened towelettes/paper towels/rags
- Anti-Fog for early morning sessions if you wear eyeglasses!
- Rain-X
- Squirt bottles for a refreshing cool down
- "Racing" shoes... aqua shoes are a good substitute
- Racing harness or torso strap
- Tire pyrometer (for *serious* competitors!)
- Air tank or tire pump
- Tools for minor repairs: screwdrivers, sparkplug wrench, ignition wire, box wrenches, shop manual
- If you are participating in Divisional/National/National Tour/Pro Solo Events, you are required to have a *factory* shop manual and the service bulletins (imitations do not count) in case of protests

And, if you will be changing from street to competition tires, be sure to bring...

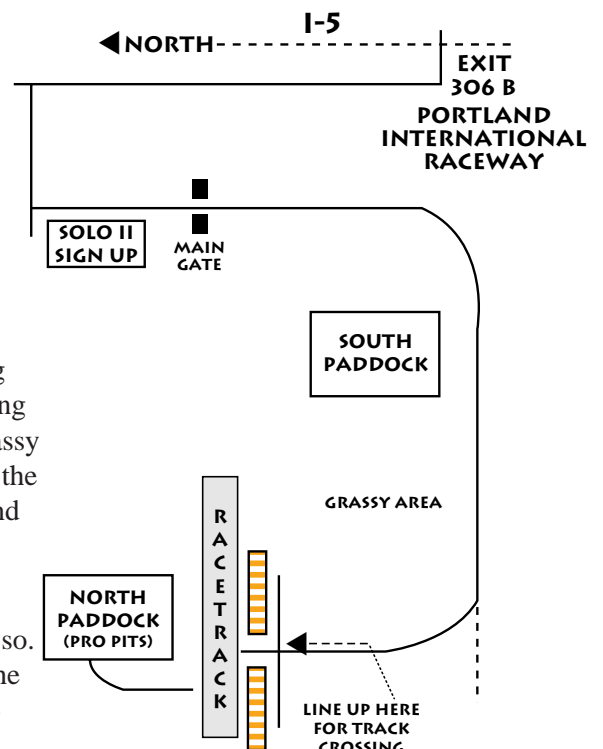
- Hydraulic jack
- 4-way wrench or speed wrench
- Extra lugnuts
- Air tank or tire pump
- Gloves
- Torque wrench
- Knee pads

OUR MOST COMMONLY USED SITE: PIR NORTH PADDOCK (PRO PITS)

Before entering the Portland International Raceway (PIR) main gate, you will notice a **SOLO II** sign up area on the right. Stop here to sign the liability waiver and receive the waiver verification (wristband) which must be displayed at all times while on the premises.

Drive through the main gate to the security guard who will be standing in the middle of the roadway. Show your wristband and continue driving on the paved roadway past the road race parking area and the large grassy area until you arrive at a gate which opens onto the racetrack between the spectator stands. Park, single file, without blocking the intersection, and wait for approval to cross the racetrack.

There will be an attendant at the gate who will allow you to proceed across the track into the North Paddock when the course is clear to do so. As crossing the racetrack is only allowed when no one is running on the track, be sure to arrive early enough to ensure getting across in time to meet the Solo II Registration and Tech schedule per the event flyer.



Timing, Scoring, Trophies: Courses are generally designed to be run in 45 to 60 seconds. Depending upon the site, most courses are set up to be run in one lap. The course map you receive at registration will clearly indicate number of laps per run. Warning: The map is not drawn to scale and changes sometimes are made to the course the morning of the event which may not be reflected on the map. Conclusion: The map is no substitute for walking the course!!

If you have any questions about the course layout, ask an event organizer or bring it up at the drivers' meeting before competition begins. If it is safe to do so, a second competitor may be starting on the course while you are exiting, so it is important that you know exactly where you are going before you are at the starting line.

All drivers will receive a **minimum of three runs per event**. It is not uncommon for a fourth run to be granted if time allows. Times for competition runs are recorded to the nearest one-thousandth of a second. Scoring is determined by using the competitor's lowest single time among the allotted competitive runs. Points are awarded based on finishing position.

To be eligible for year end trophies, you must be an SCCA member and have competed in more than half of the events which make up the Oregon Region Solo II Championship Series. Points awarded in *all* events will count towards the point total, so the more events you compete in, the higher your point standing is apt to be. In addition to class-specific trophies, awards are given in many areas including Competitor of the Year, Driver of the Year and Worker of the Year.

See the Oregon Region SCCA Solo II Supplementals for additional information.



A brief explanation of penalties...

The position of a course marker (orange safety cone) is identified by a "box" which is drawn around each cone. If a vehicle displaces a cone as shown below, the driver is penalized two seconds. If the driver misses a "gate", thereby going off course, a 10 second penalty is added to their run time. This occurs if a competitor misses a section of the course or fails to pass through all sections of the course in the order intended by the course designer. No penalty is assessed for hitting a pointer cone!!

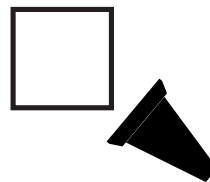
Here's an easy way to remember whether a penalty is assessed or not:

If the cone is ***down or out*** of the "box", a penalty IS assessed!

PENALTY assessed (two seconds will be added to run time)...



cone down but still within "box"

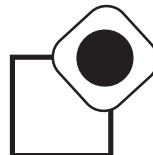
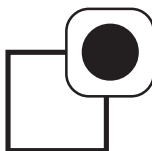
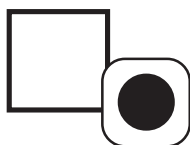


cone down outside of "box"



cone still standing but outside of "box"

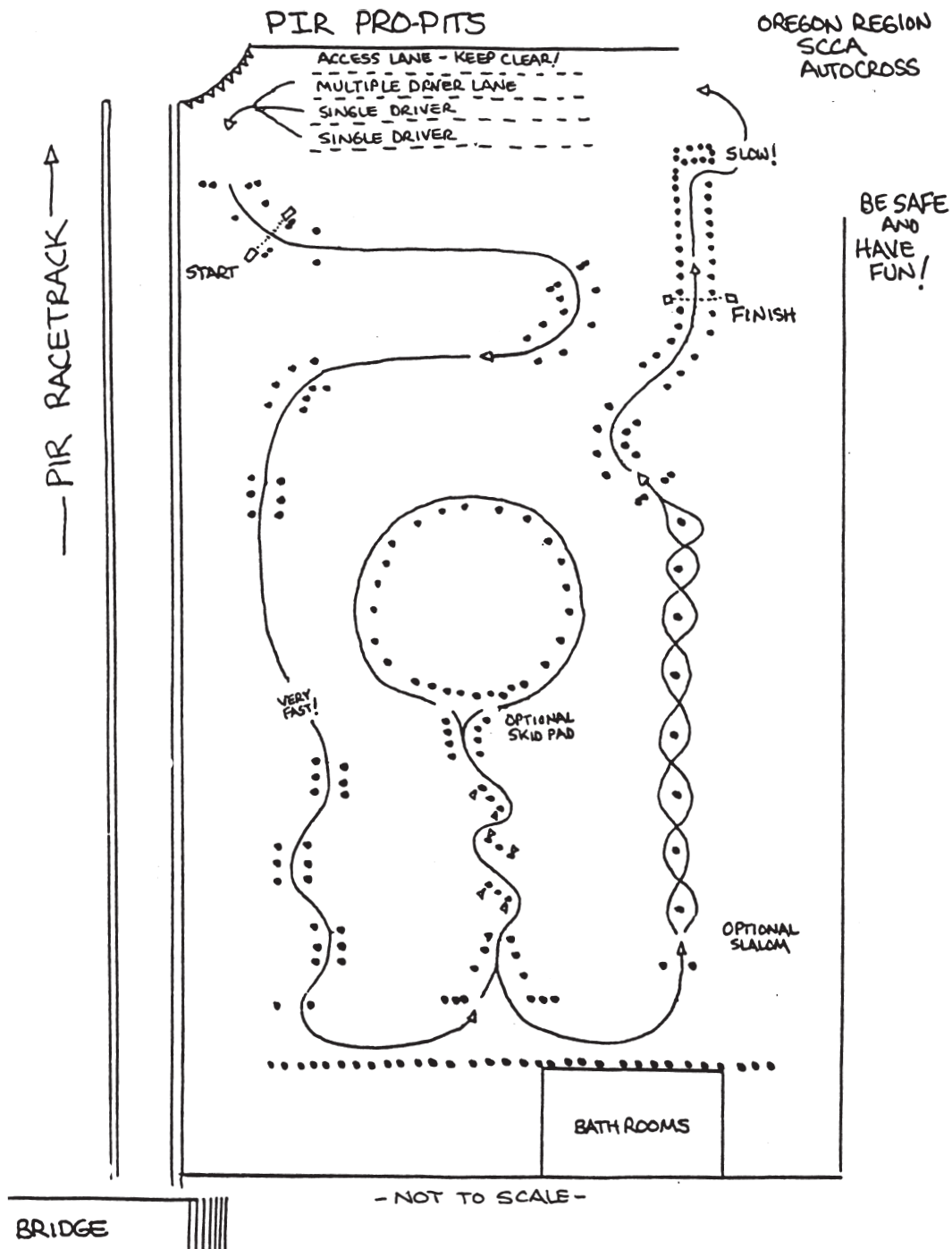
NO PENALTY assessed if the cone is STANDING AND STILL TOUCHING "BOX"...



SAMPLE COURSE

- Although the course layout is different at each event, you can expect to see many turns of varying radius', directional and optional slaloms and short straightaways. Penalties *are* assessed for hitting cones before the start line and after the finish line. Autocross competition is truly a test of your driving abilities and with each event, your skills are bound to improve. Initially, you can expect to realize great improvements in your times... but as you reach the levels of veteran competitors, you will find out that the competition is often won by *tenths, hundredths or thousands* of a second.

The following is an actual course map from one of the PIR events... what a kick it was!!! When you walk the course, the dots (cones) and triangles (pointer cones) will begin to make sense. We suggest you grab a partner and walk the course a minimum of three times before going out for your first run. Check the event flyer to find out what time the course is open for walking... it will be the only chance you will get to study the course in detail.



60.257 seconds



News at random for the Oregon Region SCCA Solo II Autocross Club

Special Edition

Take on the SOLO II challenge!

With event attendance increasing, it is important for everyone to help out whenever possible by following some simple rules –

- **fill out your run card *completely and accurately* - and write CLEARLY!!!!**
you'll be helping Registration, Worker Coordinators and Timing with performing their tasks more efficiently
- **run in your assigned run group as listed on the event flyer -**
unless you have a *very* good excuse (as determined by Event Chair), you need to run as designated; this not only ensures track/weather conditions are the "same" for the entire class, it keeps sessions more manageable in size
- **if you want to play, you must work -**
everyone running will be given a work assignment; work can be fun - use the time to watch how other drivers handle different sections and learn from their efforts
- **help pick up after the event -**
those cones get mighty heavy at the end of a long day, especially for the Event Chair and those that spend the full day at the course putting on the event - do your part: pick up cones, gather the fire extinguishers, red flags and radios, help pack up the timing equipment — then go change your tires!
- **pack out your own trash -**
the Event Chair shouldn't need to clean up the site of bottles and garbage; sites are hard to come by and we want to be invited back, so find the on-site garbage cans or pack out your own trash – and use the Club trash cans sparingly... your Club volunteers really prefer not to take your garbage home with them!

Registration and Tech will close promptly at published times – check event flyer!

There's a lot to do in that first hour or so after you arrive at the event - change tires, register, complete Run Card, tech vehicle, walk the course (three or four times) and, most importantly, get your mind set on doing your best! DON'T BE RUSHED OR MISS OUT ON ALL THE FUN COMPLETELY... BE ON TIME! Due to increased attendance, it is more important than ever that registration and tech times are adhered to so that the Event Chair, Worker Coordinator and Timing can complete their tasks for the competition to begin as scheduled. Remember that the Event Chair, Registration Chair, Tech Chair, Worker Coordinator, Timing Chair, Trophy Chair and the many others working behind the scenes to put the event together **are competitors, too**. They all need time to walk the course and prepare their vehicles, just like you do! So, don't get mad when that window closes - just remember that at least a hundred other people made it on time to have fun that day and you could have, too!

You are responsible for determining your class

Refer to the Solo II Rule Book to determine what class your vehicle belongs in – Stock, Street Prepared, Prepared or Modified – and make a note of it! Remember, if it is not classed correctly, you may be protested and lose your points standing. Then determine which class you want to run in – several options are available as follows... be sure to list your class correctly when filing out your Run Card – see form at Registration!!

OPEN open to men and women

LADIES open to women only

PAX open to men and women;
class handicap applied to best time

STREET TIRE .. open to *Stock and Street Prepared*
vehicles only; tread wear rating
must be over 150;
class handicap applied to best time

STREET

TOURING see Solo II Rule Book for regulations

TIME ONLY not for trophy

These and more classes are defined in the Solo II Rule Book and the Supplemental Regulations. If you need help, someone at Registration can assist you - just ask!

SOLO II... serious competition...
friendly competitors!

Let's talk about Grid Etiquette

While most clubs only give you three runs for your money, we give four runs *when time permits*! There are a few things you can do to help the grid workers and ensure that there is enough time to get in four runs (and still be running in daylight!)...

- fill out your Run Card *completely and accurately*
- place your Run Card under the wiper blade when lining up in grid for your first run
- return to the same line you were assigned to
- after your run, stay with your vehicle until the line has moved into it's original position
- if you are using a loaner helmet, return it to the front of the line after each run so someone else may borrow it
- if you are given a re-run, wait to receive running instructions from the grid master or starter

Course Worker Instructions

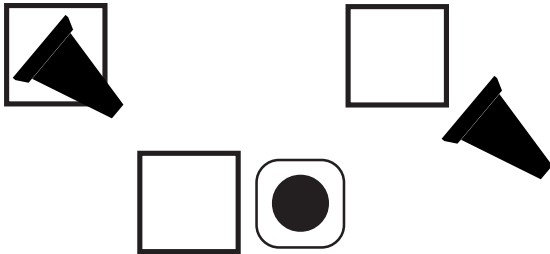
Remember, this is a very important job!!

Two or more people will be assigned to work a specific station. They are responsible for carefully watching as each vehicle passes through their assigned section of the course. They are to report any penalties (missed gates, displaced cones) or safety violations (leaking fuel or oil), reset any cones which have been displaced by the vehicle, and always be ready to throw the red flag. Here are a few tips to remember when it's your turn to work the course...

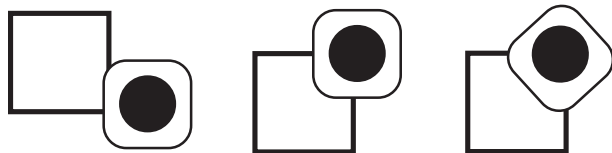
Penalties - the down side of competition!

We all strive for a perfect, clean run, but if you're pushing hard, you'll inevitably hit a few cones along the way! Here's an easy way to remember whether a penalty is assessed or not ...

If the cone is *down or out* of the "box", a penalty IS assessed



(The flip side of this naturally is: if the cone is moved but is still *standing and touching* the "box", a penalty is NOT assessed)



Also, a penalty is assessed if you miss a gate or you fail to pass through all sections of the course in the order intended by the Course Designer. You will receive a penalty of 10 seconds for every gate missed or a DNF (did not finish) if the penalties amount to more than we can count on one hand!

Stay away from the timing vehicle - it's a hot spot and there are no exceptions to this rule.

Direct any timing questions or course rulings to the scoreboard person or the Event Chair.

Running on street tires?

Pump it up! Your air pressure, that is. Because street tire sidewalls are softer and tend to flex, you will need to run higher pressures than used on the street. *Come to the event* with a minimum of 40 pounds and adjust as needed. We'll show you how to mark your tires to determine proper pressure.

Competing in Street Tire Class? As listed on the sidewall, a tread wear rating of over 150 qualifies – class is open to Stock and Street Prepared vehicles only.

DO...

- Know your area of responsibility
- Make sure your station has extra pylons, fire extinguisher, red flag, radio
- Make sure all the cones in your area are in the proper place when you first come on station
- Know the "down or out" rule for assessing penalties
- If a cone is displaced resulting in a penalty, raise it above your head to signal the penalty and then reset inside "box"
- If a cone is displaced but a penalty is *not* to be assessed, reset the cone inside the "box" and give a "safe" (as used in baseball) or "no penalty" signal to the radio person at your station
- Pay attention to the cars on course for accurate cone counts AND for your safety
- Stand, do not sit, at your assigned station – you must be ready to move quickly at all times
- Replace cones as soon as possible – **run**, don't walk!
- If only two people are assigned to work a station, one person should hold the radio and red flag; the other person runs to reset displaced cone(s)
- If you are a flag person, hold the red flag in your hands at all times, unfurled by your side, and be ready to throw it when called for
- The person holding the red flag does **not** also have the responsibility to reset displaced cones – no running on course with the red flag unless you are waving it!
- If a red flag is to be thrown, get the driver's attention without placing yourself in danger
- Know how to use a fire extinguisher – always aim at the base of a fire, never raise the hood of a vehicle on fire
- At the end of your work session, leave radios, fire extinguishers and red flags at the station for the next group of workers (turn off radio before leaving to save battery)
- At end of your competitive runs, park your vehicle (no changing tires yet!) and quickly report to your assigned work station
- Be prepared for exposure to sun/rain, wind, heat/cold

DO NOT...

- **Turn your back to the cars on course**
- Forget about the next car coming when replacing cones
- Sit down or wander away from your post
- Wave the red flag unless instructed to do so OR if it is an emergency... if in doubt, error on the side of safety!
- Turn radios to full volume – they will not transmit!
- Pick up car parts dropped on course – they may be HOT!
- Use a camera without permission and a spotter
- Litter!!

As a SCCA sanctioned body, Oregon Region must strictly adhere to the SCCA Rules and Regulations. Every vehicle will be inspected for carrying a current RULE BOOK.