



# **Tigers East/Alpines East Autocross Rules and Procedures**

**February 1, 2019**

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# ORGANIZATION AND PROCEDURES FOR AUTOCROSS EVENTS

## INTRODUCTION

Autocross events are low-to-medium-speed events that offer a fun, affordable, and safe way to improve driving skills and explore a car's handling. Tigers East/Alpines East (TEAE) Autocross events are often hosted by another car club. In those instances, participants are subject to the rules and procedures of the hosting club, which is responsible for the organization and conduct of the event. When TEAE conducts its own autocross event the following procedures and rules will apply.

## DEFINITIONS

**Did Not Finish (DNF):** An autocross run is scored as a DNF when a portion of the course was not completed or when a car fails on course. DNF runs do not post a time.

**Did not Start (DNS):** An autocross run is scored with a DNS if the driver is unable to or elected not to start the run.

**Disqualified (DSQ):** A run or driver is disqualified.

**Gate:** Two or more cones, arranged so a car can drive through them.

**Grid:** The staging area for cars within a run group. There may be an active grid for cars currently running and a pregrid for cars in an alternate run group, or a single grid that everyone works from.

**Paddock:** The area where cars, trucks, trailers, and any spare equipment is kept during the event.

**Staging:** Placing the car at the starting line.

## CLASS GUIDELINES

The following guidelines are set forth to assist owners in choosing the appropriate class for his/her car. It is the responsibility of the owner to choose the correct class. If, however, during the tech inspection organizers determine the car to be in the wrong class, they can move the car to the correct class. Decision of the event organizers is final.

## Classification Summary--Tiger

	<b>Stock</b>	<b>Personalized</b>	<b>Modified</b>
Classification Intent	Stock engines, suspensions, and bodies correct for the model; may be upgraded to the Mark II level.	Minimal upgrades to improve the appearance, drivability, performance, handling and safety without modifying the basic body structure and suspension geometry.	Includes competition cars as well as highly modified Tigers.
General	Must be legally registered and licensed to drive on public streets. Performance upgrades limited to LAT options.	Must be legally registered and licensed to drive on public streets. Minimal performance modifications allowed.	Allows substantial modification of the body structure, power train and suspensions.
Body	No modifications allowed.	No modifications except for cutting of front valence and rolling back of inner lips of rear fenders for tire clearance.	Full tube construction with composite skin allowed. Body must have the appearance and silhouette of a Tiger. Fender flares allowed.
Engine	Must be stock Ford V8 of 260 or 289 cubic inch displacement correct for the model. LAT Options are allowed.	Must be a naturally aspirated Ford V8 of 260, 289, or 302 cubic inch displacement in the stock location. Aluminum blocks not allowed. Induction systems can be single or multiple Carburetors. Fuel injection is allowed.	Based on the Ford small block V8, iron or aluminum block, in the stock location with no limit to the bore and stroke. Any induction system is allowed.
Transmission	Limited to Borg-Warner T-10 or Ford Top Loader four-speed with either a "narrow or "wide" ratio.	Any manual 4 or 5 speed transmissions, or automatic transmissions are allowed.	Any manual or automatic transmission allowed.
Rear Axle	Limited to stock Salisbury axle and Dana 44 differential or LAT clutch-type differential	Stock Salisbury axle of any available ratio with open, limited slip or locked differential is allowed.	Any solid or independent rear axle is permitted.
Wheels	Maximum wheel size is 5 1/2" X 13".	Maximum wheel size is 15" X 7". May be any material.	No restrictions.

Classification Summary – Tiger Continued

Front Suspension	Limited to stock suspension, attachment points, geometry, ride height and alignment.	Any springs, anti-roll bars, pivot bushings and shock absorbers may be used attached at the stock mounting points. Ride height may be altered.	No restrictions.
Rear Suspension	Springs, attachment points and geometry must remain stock. LAT option traction bars are allowed.	Leaf springs, panhard rod, and non-LAT rear axle traction bars (attached at the stock LAT mounting points) are permitted. Spring rates, shock absorbers and ride heights may be altered. Rear anti-sway bars are not allowed. Independent rear suspension is not allowed	No restrictions.
Steering	Rack and pinion, steering arms and resulting geometry must be stock.	Rack and pinion. Quik racks, power steering, non-stock steering arms and tie rods are allowed. Shocks must use stock mounting points.	No restrictions.
Brakes	Must remain stock	Non-stock master cylinders and servos are authorized but rotors and calipers other than the stock size and configuration are not allowed.	No restrictions

## Classification Summary--Alpine

	<b>Stock</b>	<b>Personalized</b>	<b>Modified</b>
Classification Intent	Stock engines, suspensions, and bodies correct for series; may be upgraded to the Series V level (See engine section.)	Upgraded to improve the appearance, drivability, performance, handling and safety without modifying the basic body structure and suspension geometry.	Includes competition cars as well as highly modified Alpines.
General	No performance options. Must be legally registered and licensed to drive on public streets.	Some Performance options allowed. Must be legally registered and licensed to drive on public streets.	Allows substantial modification of the body structure, powertrain and suspensions.
Body	No modifications allowed.	Unmodified except for cutting of front valence and rolling back of inner lips of rear fenders for tire clearance.	Full tube construction with composite skin allowed. Body must have the appearance and silhouette of an Alpine. Fender flares allowed.
Engine	Must be stock Alpine four-cylinder engine of 1492, 1592 or 1725 cc. displacement. Minor modifications to bring smaller displacement engines to Series V level are allowed.	Any naturally aspirated Rootes four-cylinder engine. Weber carburetors or other bolt-on aftermarket equipment is allowed.	No restrictions.
Transmission	Alpine four-speed manual, four-speed manual with overdrive or automatic.	Any 4 or 5 speed transmissions or automatic transmissions are allowed.	No restrictions.
Rear Axle	Limited to stock 3.89:1 or 4.22:1 ratio and open differential.	Stock axles with a 3.89:1 or 4.22:1 ratio and an open, limited or locked differential may be used. Independent rear suspension is NOT allowed	No restrictions.

Classification Summary—Alpine Continued

Wheels	Maximum wheel size is limited to 13 X 5 1/2".	Maximum wheel size is 15" X 7. May be any material.	No restrictions
Tires	Must have DOT approved tires with visible tread. Maximum width of 185. Low profile, minimum tread tires, ultra-performance tires and DOT approved race tires are NOT allowed.	Any DOT approved tires are allowed. Only modifications allowed are having treads shaved or trued.	No restrictions
Front Suspension	Limited to stock suspension, attachment points, geometry, ride height and alignment.	Any springs, anti-roll bars, pivot bushings and shock absorbers may be used attached at the stock mounting points. Ride height may be altered.	No restrictions.
Rear Suspension	Springs, attachment points and geometry must remain stock.	Leaf springs attached at the stock mounting points are permitted. Spring rates, shock absorbers and ride heights may be altered. Rear anti-sway bars are not allowed.	No restrictions.
Steering	Recirculating ball and stock geometry must be used.	Quik racks, power steering, non-stock steering arms and tie rods are allowed.	No restrictions.
Brakes	Must remain Stock	Non-stock master cylinders and servos are authorized but rotors and calipers other than the stock size and configuration are not allowed.	No restrictions

## GENERAL PROCEDURES

**Insurance:** Event organizers must secure a certificate of insurance from the club's insurance company prior to the event.

**Waiver of Liability:** All drivers must be 18 years or older and sign the event waiver form. Spectators must sign a spectator waiver form. Waiver forms are provided in Appendix C.

**Entrants:** A participant may enter and compete in only one car per event.

**Technical Inspection:** Prior to being allowed to participate in a TEAE autocross event each car will undergo a technical inspection. This technical inspection will focus on safety and also confirm the car meets its basic class requirements. A Technical Inspection Checklist is provided in Appendix A.

**Work Assignments:** Mandatory work assignments are allotted to each driver. If you are unsure of your work assignment, please ask. You must complete your work assignments to drive. Failure to do so could result in disqualification.

**Timing and Flagging:** Each flagging station will have a radio and red flag; a fire extinguisher will, at minimum, be located at Timing. Chairs, cameras and other distractions (to the course workers and drivers) are not permitted at flagging stations for safety reasons. Do not stand with your back to any car on the course. It is the responsibility of the flaggers to maintain safe conditions on the course as well as the location and status of the cones for the purposes of scoring. Flag stations should address all communications through Timing. No cross communication between flagging stations. The red flag indicates an emergency or an unsafe condition. If there is a dangerous situation on the course or you are if directed by timing to use the red flag, the red flag should be waved immediately. Do not put yourself in harm's way when waving the red flag at a car. Any driver that continues to run the course at speed, after the red flag has been waived, will be disqualified from the event.

**Car Numbers:** Each car shall have its official number clearly marked on the front of the car (upper passenger side of the windshield is OK). Additionally, the number will be clearly marked on both sides of the car. The number on the tech inspection form from registration will determine the official number of the car for that event. The numbers shall be at minimum 5" tall, clearly visible, and legible. Two driver cars require two numbers.

**Course Map:** A course map, if provided, shall indicate entrance and exit area, the general course layout and course boundaries. The map is not drawn to scale.

**Walking the Course:** Event organizers should plan time for a course walk through and drivers are strongly recommended to walk the course prior to the drivers meeting.

**Cones, Pylons and Penalties:** Each autocross event is run on a unique course laid out by cones and is designed with the safety in mind. Each cone and gate must be properly executed, to avoid penalty points. Each downed or standing out-of-the-box pylon (cone) shall count as a two-second penalty. All chalked cones count, including those before and after the timing equipment. Direction cones are not subject to penalty. If you hit a standing cone in a gate you cannot be declared off course at that gate.

**Official Runs:** The event organizer will determine the official number of timed runs for an event. The quantity of runs will vary depending upon number of cars, length, difficulty and complexity of the course, weather conditions, etc.

If a driver observes a cone out of its box, missing or knocked over by someone else, or if the driver was not at fault in hitting the cones, e.g., swerving to avoid collision with something/someone on the course, the driver should come to a safe, immediate and complete stop and indicate the problem to the course worker so as not to be charged with the penalty. Follow the instructions of the course worker/timing. You may be instructed to exit the course via the timing lights or to return directly to staging. The return to staging should be completed off course.

**Re-runs:** Re-runs may be granted for a variety of reasons including but not limited to a timing malfunction, unsafe condition, misplaced cone, etc. If the Red Flag is waved while running, immediately come to a safe and complete stop.

Re-runs should be taken as soon as practical. To avoid "hot laps", five (5) cars must run prior to a re-run. If there are less than five (5) cars remaining in the run group the driver may be held at the start line for the equivalent of five (5) runs at the discretion of the event organizers. A driver may elect not to go to the front of the line for a re-run.

**Off Course/Did Not Finish (DNF):** An off course or DNF will be entered as a score if a gate/cone is missed or if all four wheels (and the car) leave the course. A spin on course does not constitute a DNF if no gates have been missed and the car has not left the course boundaries.

**Did Not Start (DNS):** A DNS will be entered for any run not started. A driver may elect not to take all of the runs for the day.

**Penalties:** Each downed or standing out-of-the-box pylon (cone) shall count as a two second penalty. All chalked cones count. Helper and pointer cones are not subject to penalty. If you hit a cone in a gate you cannot be declared off course at that gate.

**Finish Line/Stop Box Penalty:** The hitting of any cones at and after the finish timing equipment, whether or not a stop box is used, constitutes a DNF.

**Timing:** The timing device will be automatically started and stopped by the competing vehicle. All recorded times will be considered official unless protested. In the event of a timing problem, the competing car will be waived off course (red flagged) and given a re-run.

**Official Times:** Times will be recorded per the timing equipment and will be considered as official time. Penalties for cones will be noted on the timing slip (if used) and will be added to the official time for a total score.

**Protests:** All protests must be presented to the Event Organizers within 15 minutes of the last run. The decision of the Organizers is final.

**Safety:** The addition of safety equipment such as roll bars, roll cages, fire extinguisher, safety harnesses, harness guide bars, etc., is permitted and recommended.

**Tires:** Cord may not be visible before, during or after official timed runs. Recapped or regrooved tires are not allowed. Street tires (Stock classes) must have visible tread across the entire tread surface.

**Helmets:** All drivers and instructors must wear helmets. Helmets must be Snell 2000 approved or newer (M or SA rated). SA rating is recommended. DOT helmets are not permitted. Face shield is required if vehicle is not equipped with a full windshield. A limited number of loaner helmets might be available for use, although drivers are urged to invest in their own helmet.



**Clothing:** Open toed shoes, sandals and bare feet are not permitted. Rubber soled shoes (sneakers, etc.) are recommended. Driving shoes and gloves, as well as fire resistant clothing, are recommended but not required.

**Seat belts:** All cars must have metal-to-metal seat belts, securely anchored. All drivers must wear belts. Three point belts are recommended.

**Windows:** The driver's side windows shall remain fully down during a run, passenger windows may be fully up or fully down.

**Cleaning out your car, glove box and trunk:** Loose objects inside the trunk, passenger compartment and glove box must be removed from the car. Loose objects include cell phones, change, paper, garbage, cups, floor mats, etc. In other words everything must be removed from your car. The spare tire need not be removed if it is securely fastened. The battery must be securely fastened as well.

**Pit & Paddock Area:** All cars are to be parked within the designated pit & paddock area, except for vehicles used by timing, safety, and the Autocross Committee. There is no speeding in the pit & paddock area. Any driver speeding in the pit or paddock area may be disqualified from the event at the discretion of the Chairman or Committee. Please, no speeding in the general vicinity of the event. Tire warming is not permitted.

**Inclement Weather:** An event may be postponed, delayed or cancelled due to inclement weather at the discretion of the event organizers.

## **TYPE AND NUMBER OF AWARDS**

In addition to an award for Fastest Time of the Day (FTD), autocross events will include 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Place Awards in each class, based upon the number of cars participating. Participation quotas are as follows:

1 <sup>st</sup> Place:	1-3 cars
2 <sup>nd</sup> Place:	4-6 cars
3 <sup>rd</sup> Place:	7 cars or over

Other awards are authorized at the discretion of the event organizers.

# Appendix A

## TIGERS EAST/ALPINES EAST AUTOCROSS TECHNICAL INSPECTION CHECKLIST

Owner \_\_\_\_\_ Car Number \_\_\_\_\_  
 Year/Model \_\_\_\_\_ Class \_\_\_\_\_

ITEM	INSPECT FOR	PASS/ FAIL	REME DIED?	INSPECT OR
<b>SAFETY (all classes):</b>				
Front Wheel Bearings	Excess Play			
Fluids	Master cylinder full, no visible oil, fuel or coolant leaks			
Brakes	Firm pedal, no visible leaks			
Steering	Excess free play			
Seat Belts	Installed and secure			
Battery	Firmly secured			
Loose Objects	Must be removed and spare tire secured during autocross			
Wheels and Tires	Check for damage, excess wear. Inspect all wheels for cracks and wire wheels for loose spokes. Check lug nut torque.			
Autocross Waiver	Signed by driver(s) at autocross site			
<b>STOCK</b>				
Engine	Displacement correct for model.			
Induction	Factory Specs. In case of tiger LAT 1 option authorized			
Brakes	Stock front discs/calipers rear drums			
Transmission	4 speed only			
Wheels	13 x 5-1/2 maximum			
Tires	13-inch non-racing, non- ultra high performance			
Steering	"Quick Racks," non-stock steering arms or tie rods not permitted. Inspect for 3-1/4 turns lock-to- lock minimum.			
Suspension	Confirm suspension geometry is stock			
Rear axle	Only bolt-on or weld-on traction bars permitted			
<b>PERSONALIZED</b>				
Induction	Upgrades authorized but No fuel injection, turbo/super charging, NOx.			
Wheels/Tires	15 x 7 inch max.			
Suspension	Must be stock configuration. Stock front crossmember, solid rear axle, rear leaf springs, no coil-over shocks			
Brakes	Non-stock, oversize discs, aftermarket calipers ,			
<b>MODIFIED</b>				
	No limitations other than safety inspection			

