



MOTORSPORT EVENT RULES AND REGULATIONS

The [Chicago Volkswagen Organization](#) offers several autocross and track days throughout the year. The CVO strives to maintain a welcoming, family-oriented atmosphere, while allowing for moderate levels of competition. Safe fun is our number one priority, so all participants need to read, understand, and obey these rules and regulations. We have the CVO Cup series open to anyone at any driving level. Cars are divided into seven classes, and points are accrued at every autocross. The top three finishers in each class win an award at the end of the season. Track days are at a full-fledged racetrack. For those new to driving events, feel free to ask an experienced CVO driver for tips or a ride along.

1.0 GENERAL REGULATIONS

The rules and regulations set forth herein are designed for the orderly conduct of Autocross and Track Day events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all CVO driving events. By participating in these events, all participants and spectators are deemed to have complied with these rules. No express or implied guarantee of safety shall result from publication of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, guests, or others. The CVO Board reserves the right to postpone or cancel any scheduled event due to any variety of circumstances.

1.1 LIABILITY

Anyone (participant, spectator, or other) at an event must sign the event liability waiver. Participants must be at least 16 years old and show a legal driver's license upon request. The participant, in signing the event registration form for any CVO driving event, elects to use the course of the event at his or her own risk, and thereby releases and forever discharges the CVO, together with its heirs, assigns, officers, representatives, and others for death or any injury to body and/or reputation, that may be received by said participant, and for all claims of said injuries to parties listed above growing out of, or resulting from the event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held. By the mere fact of entering a CVO driving event, every participant or guest agrees to abide by the regulations pertaining to that event.

1.2 CONTRABAND

Alcohol and/or illegal drugs are not permitted on the premises. Anyone who consumes or is under the influence of such material will be asked to leave and also forfeit any event entry fees. The CVO Board reserves the right to prevent any entrant from participating in any CVO driving event.

1.3 CONDUCT

It shall be the responsibility of every participant to conduct him or herself in a manner which is not prejudicial to the interest of the CVO or that will bring unnecessary criticism to the CVO. The CVO Board is the final authority for the general conduct of the event in accordance with these rules and the supplementary regulations for the event.

1.4 RULE CHANGES

The CVO reserves the right to change these rules before the beginning of season and also modify or make exceptions throughout the season pending special circumstance.

2.0 AUTOCROSS RULES AND REGULATIONS

CVO Autocrosses are run at a parking lot, like a time trial (Solo2). This event is a driving skill contest that emphasizes the driver's ability and the car's handling characteristics. This is accomplished by driving a course that is designated by traffic cones on a low hazard location, such as a parking lot. Speeds are no greater than those normally encountered in legal highway driving. All cars are classified based on model and modifications. See the Car Classifications in the appendix. All Autocross event information is available in the Motorsport section of the CVO website. Members may sign up in the forums section of the website, otherwise it is a first-come, first-served basis. The course layout changes at every event. The CVO will provide a course "walk-through" to explain the layout and also provide skilled and experienced CVO members to assist you by request. The only circumstance that a participant may drive through the course is during a timed run. Practice runs are not allowed, therefore it is advantageous to arrive early and analyze the course on foot. All cars must pass a basic safety inspection prior to event start for overall condition and potential safety hazards. Helmets are absolutely required, though a few loaner helmets are usually available. A mandatory driver's meeting is also held before the start of each event. All run times will be periodically available throughout the day and posted on the website during the following week.

2.1 REGISTRATION

Upon arriving at the Autocross location (see events section of website), find a parking spot in the general parking section. Immediately go to the registration desk and sign the appropriate forms, including the liability waiver. All spectators must also sign the liability waiver. Spectators under the age of 16 must sign a waiver and also have a parent or guardian sign for them. Any person driving in an event will be assigned as a course worker for at least one heat. Assignments will be given during registration. Members may be required to show their membership card.

2.2 TECHNICAL INSPECTION

Technical inspection in no way guarantees that your car is mechanically sound for such driving events, it is only a precautionary measure taken by the CVO to guard against blatant safety detriments. Inspection items include but are not limited to:

Safety

Helmet Snell 2000 or higher, functioning and secure safety belts; must have metal-to-metal latches. Convertibles must have a functional (factory or aftermarket) roll bar Closed, full-toed shoes; no sandals. Front windows must be open (even during timed runs)

Exterior/Mechanical

No loose body parts. No broken or cracked windshields. No leaking fluids, some seepage is ok. Secure battery. Proper brake fluid level. No excessive brake pedal travel. Working brake lights. Positive throttle return. Adequate tire tread depth (no cords showing) Adequate tire pressure. All wheel lugs bolts/nuts present and tight. No wheel bearing play. Car number and class must be displayed on both left and right sides (shoe polish will be provided)

Interior, all loose items must be removed

Any items in storage pockets. Anything hanging from rear view mirror or adhered to windshield (i.e. I-Pass) All floor mats All item in trunk Sub boxes that are not bolted in Spare tire, jack, and tools.

2.3 MANDATORY DRIVER'S MEETING

All driving participants are required to attend the driver's meeting .The CVO board will outline all issues pertaining to the event that day. Any participant who fails to attend the meeting will not be allowed to drive. Course workers will be reminded of their assignments at this time. Everyone must work at least one session. This will require organizing cars/drivers in the grid, picking up fallen cones at various parts of the course, or helping in another position where assistance is needed.

2.4 DRIVING

All cars for the upcoming heat will park in a grid after technical inspection. A grid worker will call you to the pre-start line. Once the previous car has finished, the starting line worker will call you to the start line and signal when to begin the run. Once your run is finished, you must return to your spot on the grid. Helmets and fastened seatbelts are required. Front windows must be open during the run. Hands/arms of drivers and passengers must remain in the vehicle during the run. Not following the outlined course or having two or more wheels go off the course during a run is considered a DNF (Did Not Finish) and no time will be recorded for that run. Reckless driving and/or total

disregard of car control as determined by the CVO Board will result in a warning and/or expulsion from that day's event. If for any unforeseen circumstance while driving the course, you feel there is a potentially unsafe situation (such as a person or debris on course, cone out of place, etc.), immediately stop and cautiously return to grid. You will not be penalized for erring on the side of safety and will be granted a re-run. The number of timed runs each driver will get depends on the number of participants. One passenger is allowed at any time as long as he/she wears a helmet and seatbelts are properly fastened. "Fun-runs" may be available after all timed runs have ended. Only paying participants in inspected cars may run at this time.

2.5 PROTEST PROCEDURE

Protests regarding a vehicle's appropriateness, safety or classification may be lodged by any competitor regardless of the class he/she is competing in. All such protests must be presented to the Motorsport Director not later than 15 minutes after the completion of the last run of the vehicle being protested and shall state specifically the grounds for the protest. An entrant whose vehicle has been protested must remain until the protest is ruled upon. Decision of the Motorsport Director is final.

2.6 CVO CUP SERIES

Any level of driving experience is welcome at CVO driving events. Many people participate just for the legal opportunity to drive fast. There are seven car classes in the CVO Cup based on car type and modifications (see appendix for car classification chart). Participants will score points based on your fastest time at each event (1st=10, 2nd=8, 3rd=6, 4th=4, 5th=2 6th or greater =1). You may change classes throughout the season but you may not combine points from more than one class. It is therefore advantageous to stay in one class for the entire season. You may decide to compete in a higher class than what your car may normally qualify for if you know ahead of time that mid-season modifications will move you to that higher class. However, you may only race in one class higher than that in which your car qualifies and you must let the Board member at the registration table know you wish to do this before the event begins. Trackdays are excluded from point accumulation in the CVO Cup series. At the end of the season, the top three points leaders in each class will win an award.

3.0 TRACK DAY RULES AND REGULATIONS

CVO Track Day events are run as either an open lapping day or as a time trial (Solo1). This is a chance to drive your car at high speed on a full-fledged racetrack. Like the Autocrosses, this is a race against the clock. Weather condition will be the determining factor if competitive timed runs take place, otherwise the day will be used for open lapping. Driving your car on the track is much more abusive on the entire vehicle than street driving. Stress on all components is considerably higher and consumables such as brake pads, rotors, and tires are worn much more quickly. It is quite possible to use more than half of your brake pads in a single day. Proper car preparation is absolutely necessary and should begin weeks before an event.

Safety is of the utmost importance at these events. There is no tolerance for individuals who do not follow the rules. Car classing is the same as it is at Autocrosses and all cars are grouped together by speed potential and driver experience and ability.

First time track day drivers are automatically placed in the lowest class, regardless of car type, and are required to have an experienced CVO member appointed by the CVO Board with them for the first few laps. Experienced drivers but a first timer with the CVO, may also be placed in the lowest class regardless of their track experience, but may move into a higher class if necessary. As the day progresses, novice driver skill will be evaluated and it may be deemed necessary for a participant to move up a class. Participation at Track Days is only available to CVO members and their guests (limit one guest per member). Pre-registration and payment are required before the event. See the events section of the website for these details. Each event is limited to 50 cars and like Autocrosses, driver's meeting attendance are mandatory.

3.1 REGISTRATION

As soon as you arrive at the track, you will need to sign the liability waiver for the CVO. Park your car in the paddock area and prepare it for technical inspection by emptying it of all loose items (See 2.2 C).

3.2 TECHNICAL INSPECTION

The CVO staff will inspect all cars before competing. Make sure your car is prepared for inspection before driving it to the inspection lane. Once your inspection is successful, the technical inspector will sign your form. Leave this form under your windshield wiper, it will be collected before entering the track. All required items are the same as the Autocross list with the addition of at least one functioning brake light.

3.3 MANDATORY DRIVER'S MEETING

All participants are required to attend the driver's meeting. The CVO board will outline all rules and issues pertaining to the event that day. Any participant who fails to attend the meeting will not be allowed to drive. The track staff will be introduced and they will explain their rules, which include corner workers and track flags (see supplementary track day preparation guide for flag descriptions). All cars will be organized into sessions based on class and novices will be teamed together with instructors.

3.4 DRIVING

During practice sessions or open lapping, there will be multiple cars on the track at a time, usually no more than 15. There are strict rules for these sessions that must be followed. Pay attention to corner workers as they may be waving a flag that requires immediate response. Front windows must be open during runs. Hands and arms must remain inside the car unless signaling. One passenger is allowed, but he/she must wear a helmet and seatbelt. Stopping on the track at any time is forbidden unless you are instructed to do so (red flag). Unless your car is on fire or you are in an emergency situation, you should for no reason leave your car unless instructed to do so by a track staff member.

A. ETIQUETTE

You may get a black flag for any various reasons that require you to return to the pit lane. Passing is allowed. The faster car/driver has the right of way and must be

allowed to pass. A faster driver is one that has to slow down behind you during all the turns. If such a driver can stay with you through all the turns, allow that driver to pass. To allow a pass, signal with either your left arm or your turn signal to indicate that you are moving to the right. Slow down, but do not brake. You will improve your lap times by learning from drivers that are more experienced at turning, regardless of their car's straight-line speed. Reckless driving or total disregard of car control is not allowed. This includes tailgating or overshooting a turn resulting in two or more tires leaving the pavement. Practice sessions and open lapping are not races. Anyone caught racing will be called in. In the paddock area, many people may be walking around or tending to their cars. Drive very slowly, 5mph or so, through here. Anyone caught driving too fast will be reprimanded.

B. LOSING CONTROL OF YOUR CAR

At some point everyone will lose control of his or her car and overshoot a turn or spin off the track. If you see a corner worker waving a yellow flag, this most likely means someone has gone off the track. Slow down and be prepared to possibly stop. Safety is critical here. If you know you are going off the track, try to go off in a straight line. This will not only reduce the chances of digging your tires into the ground but also, in a worst-case scenario, prevent you from rolling your car over. If you do go off, wait to enter the track again only when it is clear. Remember that the other drivers on the track have the right of way. If for some reason your car is stuck or there is some mechanical problem, do not get out of your car unless your car is on fire or it is an emergency situation. Wave your arm in the air to signal your situation. All cars on the track will pit-in and a safety vehicle will come out to you.