



## **MOTORSPORT EVENT RULES AND REGULATIONS**

The [Chicago Volkswagen Organization](#) (CVO) 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. Safety is our number one priority, so all participants must read, understand, and obey these rules and regulations. The CVO Cup series is open to anyone at any driving level. Cars are divided into eight classes, and points are accrued at every autocross. Track days are held 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. Spectators under the age of 16 must sign a minor waiver and also have a parent or guardian sign for them. 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 reserves the right to expel any entrant or guest not deemed to be conducting themselves appropriately.

### **1.4 RULE CHANGES**

The CVO reserves the right to change these rules before the beginning of the 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). Speeds are no greater than those normally encountered in legal highway driving. Cars are classified based on model and modifications (see the Car Classifications Checklist). Autocross event information is available in the Motorsport section of the CVO website. Members may sign up onsite or via the CVO website. Events are limited to 70 participants and registration is first-come, first-served. The course layout changes at every event and participants will have an opportunity to do a course "walk-through" to become familiar with the layout. 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, and a few loaner helmets are usually available for a nominal fee. A mandatory drivers meeting is also held before the start of each event and all participants are required to work at least one shift at a corner or other station. Work assignments will be announced during or after the drivers meeting. Run times will be periodically available throughout the day and final results will be posted on the CVO forums during the following week.

### **2.1 REGISTRATION**

Upon arriving at the Autocross location find a parking spot in the general parking section. Immediately go to the registration desk and sign the appropriate forms, including the liability waiver. Everyone attending the event, including drivers, support crew, spectators and guests must sign the liability waiver. All participants driving in an event are required to work at least one shift at a corner or other station. Failure to work as assigned will result in disqualification. Multiple infractions will cause forfeiture of participation in future events. Members may be required to show their membership card in order to receive a discount.

### **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. Once you have completed registration and removed all loose items in your car pull your car up to the Tech Inspection lanes. Inspection items include but are not limited to:

## **Safety Equipment**

Helmets are required and must be Snell SA2000 or M2000 (or higher). All cars must have functioning and secure safety belts with metal-to-metal latches. Convertibles must have a functional (factory or aftermarket) roll bar. All participants must wear closed, full-toed shoes; no sandals.

## **Exterior/Mechanical**

Loose parts and broken/cracked windshields are not allowed. Leaking fluid is not allowed, but a small bit of seepage is permitted. The battery must be secure. Brake fluid must be at a proper level. No excessive brake pedal travel permitted. Brake lights must be functioning. Positive throttle return is required. Tires must have adequate tread depth (no cords showing) and pressure. All wheel lug nuts/bolts must be present and tightened. No wheel bearing play may be present. Car number must be displayed on both left and right sides (shoe polish or tape is available at the registration tent).

## **Interior, all loose items must be removed**

All loose items must be removed. All floor mats, any items in storage pockets, doors, or glove compartment, and anything hanging from the rear view mirror or attached to the windshield must be removed from the vehicle. All items in the trunk (including sub boxes, spare tire, jacks, and tools) must be removed from the vehicle.

## **2.3 MANDATORY DRIVERS MEETING**

All driving participants are required to attend the drivers 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. All drivers are required to support the event by working at least one session. This means 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. A grid worker will call you to the pre-start line. Once the previous car is clear, 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 and arms of drivers and passengers must remain in the vehicle during the run. Not following the outlined 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. Only the driver (or drivers in a 2 driver car) registered to a particular car may take that car out for timed run, failure to comply will result in a DNF and may result in expulsion from the event for both registrants. Anyone found allowing their car to be driven by a non-registered driver will be expelled and disqualified from the event and season. 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 and report the condition. 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 and other factors. One passenger is allowed at any time as long as he/she wears a helmet and seatbelts are properly fastened. Cameras are allowed in the vehicle only if they are securely fastened to a purpose built mount, use of hand held video or still cameras is not allowed.

## **2.5 CORNER WORKERS**

When your turn to work comes up, report to the timing tent and you will be given your assignment. Do not assume that you can work where you want. Depending upon the number of participants at the event you may be required to work more than one shift.

When you are working a corner, you must follow a few simple rules. While cars are on course, do not sit down, do not use a mobile phone, do not take pictures or video, and do not engage in distracting conversation with other workers. While a car is on course, follow it with your eyes, facing the car in motion at all times. Only the people who are assigned to work a corner should be on the course; do not bring friends, family, or guests to your work assignment with you.

Each corner worker must wear an orange safety vest, and each station will be supplied with a red flag and a walkie-talkie. One worker at each corner must keep the red flag in his/her hand at all times. Be ready, upon command from the timing/scoring tent, to display that flag to a car on course.

When a cone gets displaced or knocked over, wait until the car is past before moving out to reset it. Pay attention when more than one car is on course and be constantly aware of the second car's position and approaching speed. If you cannot safely reset the cone before the second car arrives, do not worry. That driver can get a rerun.

Instructions on the use of the red flag, walkie-talkie will be given at the drivers meeting. Rules about cones and penalties will also be given at the drivers meeting. If you have any questions at any time about how to perform your assigned duty, ask a CVO Board Member. In addition to corner workers, other assigned duties at each autocross may include: Computer Input, Communications Assistant, Start Line, Stop Box, and Grid Worker.

## **2.6 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 Motorsports 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.

## **2.7 CVO CUP SERIES**

There are eight car classes in the CVO Cup based on car type and modifications (see appendix for car classification chart). Participants will score points based on their fastest time at each event (1<sup>st</sup>=10, 2<sup>nd</sup>=8, 3<sup>rd</sup>=6, 4<sup>th</sup>=4, 5<sup>th</sup>=2 6<sup>th</sup> or greater =1). You may change classes during the season but you may not transfer points from one class to another. 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. At the end of the season anyone who has competed in all of a season's autocrosses within the same class will have their point total adjusted by dropping the points from their lowest scoring event. This is an attempt to make the season more about finishing position rather than the ability to show up to all the autocrosses. At the end of the season, the top three points leaders in each class will win an award.

## **2.8 Car Classification Checklist**

All cars will be classed by following the Car Classification Checklist found on the CVO website. Use the checklist to select your equipment and modifications in order to determine which class you fall into. To insure a fair competition it is crucial that you be honest in determining your class. If you have any questions or concerns regarding your classification please ask CVO Motorsports Director for clarification. Anyone found to be deliberately untruthful will be disqualified from an event and may lose their season points as well as be banned from future CVO driving events. If an honest mistake is made and brought to the attention of the CVO Motorsports Director a points adjustment will be made to move your points into the appropriate class. Only the first 1/3 of a season's events are eligible for point migration. All points accumulated beyond the first 1/3 of a season will be lost.

## **3.0 TRACK DAY RULES AND REGULATIONS**

CVO Track Day events are run as an open lapping day. This is a chance to drive your car at high speed on a full-fledged racetrack. Unlike the Autocrosses, this is not a timed event. 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 or drive in an unsafe manner (on or off the course). Car classes will be grouped by speed potential and driver experience/ability. First time track day drivers are automatically placed in the lowest class, regardless of car type, and are required to have a "track guide" appointed by the CVO Board ride with them for the first few laps. Experienced drivers who are driving with the CVO for the first time may also be placed in the lowest class regardless of their track experience, but may move into a higher class if deemed appropriate. As the day progresses, novice driver skill will be evaluated and it may be deemed necessary for a participant to move up a class. Priority for participation at Track Days is given to CVO members and their guests (limit one guest per member). Participation is offered to non-members if space is available. Pre-registration and payment are required before the event. See the events section of the website for these details. Track days are limited to 50 cars and like Autocrosses, attendance at the drivers meeting is mandatory.

Track days are excluded from point accumulation in the CVO Cup series.

## **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 section 2.2).

## **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 tech 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.

### **3.3 MANDATORY DRIVERS MEETING**

All participants are required to attend the drivers 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

### **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. Cameras are only allowed in the vehicle if they are securely fastened to a purpose built mount, use of hand held video or still cameras is not allowed.

#### **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.