

AUTOCROSS PREP AND PROTOCOL

Pre Planning Checklist:

Address: Tree of Life Church 1155 I35 N. New Braunfels, TX

READ ALL CORRESPONDENCE, EMAILS, AND TEXTS UP TO AND INCLUDING THE DAY OF THE EVENT IN CASE THERE ARE ANY LAST MINUTE CHANGES.

DO NOT ARRIVE BEFORE 12 NOON — arrive AT NOON (unless you are on the set-up crew which is not to arrive before 11:00 AM). We run rain or shine.

Registration:

Be sure your car is classed correctly according to SCCA rule book and Longhorn PCA Class structure.

P=PORSCHE

X=EXPERT/SCCA (all others)

Example: I run in X-SS (expert "SS" street/stock)

SCCA classes for Stock cars can be found at <https://www.longhornpca.org/competitive-events>. More detailed breakdown of classes if you have a modified car can be found at <https://www.scca.com/pages/solo-cars-and-rules>. You can also use this SCCA Classifier Assistant Tool (<https://www.scca-classifier.com/a/index.html>) to help you determine what class you should be in. If you don't see your class in registration I can added by contacting the registrar.

At Home:

Put the numbers assigned on your car. Numbers should be at least 12 inches high with 2 inch strokes. Color should contrast background or car color. Your number should be issued to you during the registration process, and again in the confirmation notice. Contact the registrar for special number requests (based on availability). Once you are assigned a number it stays with you until it goes unused for 18 months, or changed by the registrar. Check your tires before you leave home. Best to check your tires when they are dead cold, or at the temperature during the day which you expect to run. Unless you have experience and know better (have done testing), factory recommended pressure are the best starting point. Take a good look at the tires, especially on the inside where they are hard to see. Cars that run negative camber on the rear like most Porsches and BMWs can look like they have full tread on the outside but be down to the cords on the inside. Check your lug nuts for proper torque. If you have anything other than the standard 19mm lug nuts, you must provide our techs with a drive lug socket. We check torque to 95 lb/ft. Check that your battery is securely seated and that the terminals are tight. We do not have tools, and you will not be allowed to run if your battery is not secured.

SOUND:

We have a sound limit of 95db (measured at 50 ft). We want to be good neighbors and not do anything that can jeopardize our use of the site. Violators will only be asked once to make a correction before being asked to leave.

ONCE ON SIGHT:

Remove all loose items from the car including the trunks. Remove driver side floor mat. Open front and rear deck lids, and expose access to the battery (remove battery cover). (Once you check in with registration stand by your car to assist the tech inspector should he have any questions of note

any problems) Take helmet to registration and get checked in. Your helmet will be checked to ensure it meets current Snell SA or MA certification standards by checking for the certification sticker located in the liner. Current certification must be 2015 or newer (new standards will go into effect in 2025). If you don't yet have a helmet the club has a few loaner helmets available on a first come first serve basis. You will also be issued a bar code sticker to be placed on the left side of the helmet where it can easily be read by the scanner. It should also be away from other bar codes or stickers that may confuse the scanner. The bar code is used to identify you to the timing system. The bar code is issued to the driver, not the car, and you keep the same bar code pretty much forever, unless you get a new one issued. Once you have completed the registration process, return to your car so that you can assist the tech inspectors with any issues they may find or question they may have. After the course has been set up, and checked by the safety inspector, it will then be open for track walking and inspection. Before heading out on your track walk grab a piece of drywall so you can help mark the course by drawing boxes around all the cones. If you're allergic to chalk you can grab a broom or blower and help sweep the course.

WORKING THE COURSE:

It is required that ALL registrants work a course assignment when their group is not driving. The purpose of having course workers is to ensure we maintain a safe environment and to restore the course in the event cones are knocked over. Course workers are responsible for use and operation of 2-way communications (radios), safety flags, (usually red or yellow), and fire extinguishers. Every course worker has the authority to stop the course at any time for any reason. Motorsports is serious business; and working the course is serious business. Although these types of events are generally safe, people have been injured and even killed because they weren't paying attention.

PICK UP THE COURSE WHEN FINISHED:

At the end of the timed runs it's everyone's responsibility to help out and pack up the course. Pick up cones in your immediate area (or your path back to the paddock) and put them in stacks of about 10 ten cones while aligning the base of the cone corners.