

## **AUTOCROSSING SINCE 1967**

**For information on the Equipe Rapide Autocross schedule**

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### **2014 CHALLENGE CUP SERIES RULES AND REGULATIONS**

#### **ARTICLE 1 - INTRODUCTION**

Equipe Rapide Sports Car Club was formed in 1967 and incorporated in 1995. The Challenge Cup Series for 2014 consists of at least nine autocross events by the Equipe Rapide Sports Car Club, Inc. It is the intent of the series to provide the sports car enthusiast with a combination of challenging and varied tests of driving expertise. These rules apply to Equipe Rapide Challenge Cup and Rapide PAX Challenge (R.P.C.) classes using the current RTP/PAX index as published in North American Pylon and the adjusted PAX Rewards Index. Equipe Rapide events will be run in accordance with SCCA Solo II rules with the following modifications, as stated below. Any Rapide PAX class not listed in North American Pylon will be given a RTP/PAX index of 1.000. For all Kart Class additional rules & regulations, please refer to Article 13 and Article 14.

#### **ARTICLE 2 - TIMING AND SCORING**

- A. An electronic timer will be used. In the event of timer failure, stopwatches will be used.
- B. In the event that all timers fail during a run, or if course workers are unable to replace pylons, or for reasons of safety, the contestants on course will be stopped as soon as possible by a prearranged signal (normally a red flag) and be granted a rerun. Failure to stop when signaled will result in a DNF (Did Not Finish) score for that run.
- C. An entrant may be red-flagged during a run for mechanical failure; in that event, no rerun will be granted. Failure to stop when signaled will result in a DNF (Did Not Finish) score for that run.
- D. If a driver encounters a downed or misplaced pylon, and has not received a signal to stop, he/she may choose to stop or to continue his run. If he/she continues, he/she forfeits his right to a rerun. If he/she stops, he/she should do so immediately. He/she should be certain that a course worker has acknowledged the situation, then proceed at a safe medium pace through the course to be restaged.
- E. If a driver is awarded a rerun, any pylon penalties from the original run will not be counted on the rerun. If the original run was a DNF, then the DNF will stand and no rerun will be given.
- F. Pylons are normally marked by a line around the base. Any deviation from this will be announced at the Drivers' meeting.
- G. Penalties will be added to the recorded time for each pylon knocked over or completely off its mark. Each pylon on the entrance path, on the timed portion of the course, and on the exit path carries a penalty of two seconds. "Pointer" pylons, which are placed on their sides to aid in identifying the proper course route, do not carry a penalty if displaced.
- H. All four wheels off the course will be scored as a DNF, except as follows: In an area of the course not clearly defined by cones, a driver need not take the shortest possible path if he/she takes all gates in the proper order and direction; in a defined area of the course, the driver must re-enter the course at the same point or prior he/she left it. This rule applies to all portions of the course, including entrance and exit paths, whether timed or untimed. Any unnecessary deviation from the intended course as determined by a majority of the Board of Directors, will result in a DNF.
- I. A contestant's single best time, including penalties, will determine his place in class; 1st for lowest time, etc. In the event of a tie, the second best time, then third best time, etc. will be used as a tie breaker.

#### **ARTICLE 3 - REGISTRATION AND TECH INSPECTION**

- A. Timed runs will normally begin at 9:45 a.m. Registration and Tech will normally begin at 8:00 a.m. and will close at 9:00 a.m. The drivers meeting will normally start at 9:30 a.m. The novice walk-through will normally be at 9:00 a.m. Entry after the beginning of the drivers meeting will be at the discretion of the Eventmaster.
- B. Each entrant must present a completed entry form and a valid driver's license. Entrants must be 16 years of age with a valid driver's license. No permits which require another licensed driver to be in the car is acceptable.
- C. Anyone under 18 years of age must be accompanied by the form required by the club's insurance carrier for each event. This document must be presented personally to registration by the parent or guardian signing the form. In addition, the entrant must be sponsored by an Equipe Rapide member, who shall present the minor at registration.
- D. Novice class entrants should add a letter "N" class prefix on the entry form.

### **ARTICLE 3 (continued)**

- E. All individuals at the event site must sign an approved liability release form.
- F. Tech inspection normally opens and closes with registration. The following items, at a minimum, will be checked:
  - 1. Class Letters and Numbers must be positioned to be clearly legible for timing and course workers, preferably with Class Letters before Numbers and Class Letters and Numbers together. Each car must carry at least an 8 inch high number(s) and 4 inch class indication on the left and right sides and also be of contrasting color to car. Numbers may not exceed three digits. If two entrants compete in the same car, both numbers may appear on the car, but the number of the entrant not driving must be covered. It is the entrant's responsibility to see that his car number is correct when he/she arrives at the staging line. Class Letters and Numbers are not to be placed on windows or pillars. Kart Letters and Numbers will be in accordance with Article 13 and Article 14.
  - 2. Seat belts in good condition and properly installed. At least a lap belt is required. Shoulder belts are encouraged.
  - 3. Snap-on hubcaps or wheel covers removed. All lug nuts or other wheel retainers must be present and tight.
  - 4. No excessive steering and suspension free play.
  - 5. Condition of wheels and tires. Stock, Street Touring and Street Prepared tires must have visible tread showing at tech inspection. Cord may not show in any class prior to a run.
  - 6. Reasonable noise level. The definition of noise level may be specified or modified by the club Board of Directors.
  - 7. No excessive fluid leaks.
  - 8. Brake function. Firm pedal when fully depressed, before reaching the stop or floor. No pumping required. The Tech inspector may require a panic stop from approximately 20 mph, with hands off the steering wheel, to confirm brake function.
  - 9. Battery securely fastened.
  - 10. No loose objects inside the car.
- G. The Tech inspector shall disqualify any car he/she considers unsafe, or not complying with paragraph F of this article, at any time during the event. If corrections can be made, the car may be resubmitted to Tech before the close of inspections. The Tech Inspectors' decision may be appealed to the Eventmaster, whose decision will be final. Entry fees will be refunded for failure to pass Tech inspection, but for no other reason.

### **ARTICLE 4 - DUTIES AND RESPONSIBILITIES OF THE EVENTMASTER AND OFFICER OF THE DAY**

- The Eventmaster must be a member of Equipe Rapide Sports Car Club and have participated in two events in the previous 12 months.
  - The Officer of the Day must be an Officer or Board member and will assist the Eventmaster.
- A. Read the rules from front to back before the day of the event.
  - B. Arrange to meet the trailer at the event site no later than 7:00 a.m.
  - C. Non-replenishable supplies stored in the trailer:
    - 1. Pylons
    - 2. Fire Extinguisher
    - 3. Flags
    - 4. P.A. System
    - 5. Generator
    - 6. Printers
    - 7. U.P.S.
    - 8. Helmets
  - D. Replenishable supplies normally stored in the trailer:
    - 1. Dry Wall Strips or other method for marking pylons
    - 2. Tape (Masking, Duct, Painters...)
    - 3. Gasoline
    - 4. Trophies
    - 5. Forms, Paperwork, Pens, etc...
    - 6. Flour
  - E. Check for trophies, a minimum of 20 first and 24 non-denominational trophies.
  - F. Design a proper course. The design must comply with the spirit and course design guidelines issued by the club. Course design should be complete before the day of the event. A pre-event inspection of the site to determine size, shape, and safety requirements is almost always necessary. Merely having driven at a site before is not an adequate familiarization for course design. The new Eventmaster should review his/her course design with the Board prior to timed competition runs. The start and finish of the course to be designed to insure the intended entrance and exit are followed. The finish after the lights should be straight.

## **ARTICLE 4 (continued)**

- G. Arrive at the event site no later than 7:00 a.m. to begin setting up the course. Arrange for several volunteers to arrive early to assist you. The course should be set up and marked before 8:30 a.m.
- H. Plan to hold the drivers' meeting at or before 9:30 a.m.
- I. Discuss the following at the drivers' meeting:
  - 1. Class order and number of runs.
  - 2. When workers take their runs.
  - 3. Novice class.
  - 4. Pylon penalties, definition of displaced pylon.
  - 5. DNF definition.
  - 6. Red flag. Driver will stop and wait for direction from course worker.
  - 7. What to do if you encounter a downed pylon.
  - 8. Rerun for timer failure.
  - 9. Corner worker duties.
  - 10. Helmet and seatbelt requirement.
  - 11. Loaner helmets available.
  - 12. Corner worker duties.
  - 13. Any specific features of today's course that may not be clear.
  - 14. Safety emphasis on and off course. Pit speed limit of 10 mph. No "tire warm-ups" in adjacent lots or streets.
  - 15. Noise restrictions.
  - 16. Be a good neighbor, preserve our sites. Pick up trash. Be nice to spectators and customers of nearby businesses.
  - 17. No alcohol or drugs may be used by anyone at the event site.
  - 18. Upcoming events.
  - 19. Status of passengers.
  - 20. Anything else unique to this event, supplemental rules.
  - 21. Encourage others to volunteer to be Eventmaster; need not be a Board member.
  - 22. Discuss procedures for supplemental series and additional rule concerns.
  - 23. Responsibility for your own actions.
  - 24. Appropriate footwear.
  - 25. Karts can run after the car on course but no car can follow a Kart till it exits the course.
- J. After the drivers' meeting, start the event. Throughout the event, the Eventmaster is responsible for the safe and orderly conduct of the event. The Eventmaster is also responsible for several specific duties and decisions as stated elsewhere in the rules.
- K. The first driver to run at each event will be the Eventmaster. This will be a test run in addition to regular runs in the event. The time for this run will be recorded, but will not count in scoring. Competition runs will begin after the Eventmaster run is completed and he/she has approved the course.

## **ARTICLE 5 - CONDUCT OF THE EVENT**

- A. Supplementary rules may be announced at each individual event.
- B. The course will be closed until it has been laid out and properly marked by the Eventmaster. Only then will it be open for entrants to walk. The course will be closed during the drivers meeting.
- C. Entrants must attend the official drivers meeting which is held before runs begin.
- D. There will be a mandatory low speed drive through or walk through, depending on the course. In the event of a late entry, the late entrant will be required to drive through or walk through the course during the worker change before the next run begins. No wheeled conveyances may be used by any entrant during walk-through. (These requirements may be waived by the Eventmaster if it poses no safety threat.)
- E. Entrants permitted to register during or after the close of registration may run in "clean-up" at the end of the run in progress. If any run has been entirely completed, the late entrant will receive only the number of runs remaining in the event.
- F. All entrants are required to work an event worker position at each event. Entrants' worker position may be changed at the discretion of the worker chief, which is the club Vice President or their delegate. An entrant may provide a qualified substitute to fulfill their worker position requirement. Failure to comply with worker requirement may, as determined by a majority vote of the Board of Directors, result in disqualification from the event.
- G. The course shall not be changed, including entrance and exit lanes and "pointer" pylons, after the Eventmasters test run and approval. If a change is required (for example due to damage to the course surface or for safety reasons) the Board of Directors may or may not, at their discretion, allow an additional walk/drive thru after the change.
- H. A pointer pylon shall not be placed in front of a course pylon.

## ARTICLE 5 (continued)

- I. Practice runs may be held at some events, at the discretion of the Eventmaster. Times may be recorded for information, but may not be counted in scoring.
- J. Each entrant will receive a minimum of two runs (except for late entrants). Special accommodations may be allowed at the discretion of the Eventmaster, with the approval of the competitors in his/her class. Entrants may not take more than twice the number of non-PAX runs scheduled in a heat.
- K. Any change in the number of timed runs will be announced prior to beginning the second heat.
- L. When all drivers, except DNF or DNS (did not start), have completed two runs, these runs will be official regardless of later changes to course condition or layout.
- M. Drivers may enter only once. An entrant may change cars during the event, in the case of a demonstrated mechanical failure, with the approval of the Eventmaster. In addition, an entrant may change cars within the same class with the approval of all the other drivers in the same class.
- N. A car may be entered by multiple drivers. Cars may not take more than twice the number of runs scheduled in a heat. This does not include re-runs. Special accommodations may be allowed at the discretion of the Eventmaster, with the approval of the board of directors.
- O. No car or driver may take a run on the course within 5 minutes of their previous run for any reason.
- P. Sound will be measured at 50 feet and 90 degrees from the direction of travel using equipment and procedures as detailed in the SCCA sound policy. The sound meter shall be moved during the event to monitor both sides of the cars. If a car exceeds 100 dBa then the run is DNF. The entrant would be asked to bring the car into compliance. If the car exceeds 100 dBa on any subsequent run then the event is forfeit and no more runs will be allowed. No season points, Rapide Pax points, or Rapide Pax payout will be allocated. The entrant must submit documented evidence of significant modifications prior to being allowed to register for any future events. The evidence is to be submitted at a board of directors meeting in person or by other means. Refunds will not be given for failure to meet sound policy. The sound policy, monitoring, and enforcement shall not be subjected to protest for any reason.
- Q. For the purpose of driver development, passengers will be allowed during competition runs. Passengers may ride with whomever they want, as many times as they want, at the discretion of the driver. But they must not delay the event. Any non-competitor over the age of 18 can be a passenger and must comply with Article 3, Section C. This rule can be waived at the discretion of the Board of Directors at any time, if deemed necessary.
- R. The event must be conducted in compliance with all requirements of insurance policies in effect at the event.

## ARTICLE 6 - SAFETY

- A. Each entrant must participate in a safe and sportsmanlike manner at all times during an event, arriving and leaving included. If during the course of an event an entrant is continually or flagrantly guilty of unsportsmanlike conduct, the entrant may be disqualified at the discretion of the Eventmaster. If the entrant is disqualified under this rule at two events, future admission to an Equipe Rapide event shall be allowed only by majority vote of the Board of Directors.
- B. Anyone considered by the Eventmaster or a Board member to be under the influence of alcohol or drugs will be barred from the event and site.
- C. Seat belts must be worn. At least a lap belt is required. Shoulder belts are encouraged. In order for a Torso type strap (i.e. "Turner Strap") or Shoulder Harness to be worn by the competitor or any passenger in an open top car (convertible), a functional roll bar must be properly installed in the vehicle. A "Style Bar" or "Decorative Bar" will not be acceptable as a functional roll bar.
- D. Safety helmets are mandatory for both practice and timed runs for drivers and passengers. Helmets must meet the current or two immediately preceding Snell Foundation standards (SA or M). For 2014 this includes Snell 2010, 2005, and 2000.
- E. Vehicles with rear swing axles are prohibited, unless they are decambered to zero or negative camber, or have rear axle limit straps or stops, or have a "camber compensator". Stock pre-1968 VW "Beetle" limit straps are not considered sufficient. Formula Vee's shall comply to SCCA GCR Requirements.
- F. Drivers must wear shoes while competing. Shoes must cover the top of the feet. Sandals and similar footwear do not satisfy this requirement.
- G. All appendages (driver and passenger) must remain inside the vehicle while on course.
- H. Only fix-mounted camera's will be allowed in a vehicle while on course.
- I. Photographers, approved by the Eventmaster or a Board member, will be allowed on course only if accompanied by a spotter.
- J. Course workers must remain standing while course is hot. No chairs allowed on course.

## ARTICLE 7 - TROPHIES

- A. Trophies will be awarded as soon as possible after completion of the event. The minimum number of trophies to be awarded are:

NUMBER OF ENTRANTS	NUMBER OF TROPHIES
1 to 3 in class	first place only
-----	
4 to 6 in class	first and second
-----	
7 to 9 in class	first, second, and third
-----	
10 or more	first, second, third, and fourth
-----	

- B. In Jr. Kart, each participant will receive an award.

## ARTICLE 8 - FEES

- A. Entry fee is normally \$35.00 for Equipe Rapide members and \$40.00 for non-members, but may be set higher for individual events to pay such expenses as track rental. Late entry (after the Drivers Meeting) will be an additional \$15.00 over regular entry fee.
- B. Entry fees will be refunded for failure to pass Tech, or at Eventmaster's or Board members discretion.
- C. Online registration payments are not refundable.
- D. Season Pre-Pay entry may be offered to members prior to the first event of the season. Pre-Pay is not refundable after the first event of the season.

## ARTICLE 9 - SERIES AWARDS

- A. Drivers compete for series awards based on their performance during the year. Points will be awarded at each event, in each class, by the following method:
- | PLACE  | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> | 4 <sup>th</sup> | 5 <sup>th</sup> | 6 <sup>th</sup> | 7 <sup>th</sup> | 8 <sup>th</sup> | 9 <sup>th</sup> | 10 <sup>th</sup> |
|--------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| POINTS | 10              | 9               | 8               | 7               | 6               | 5               | 4               | 3               | 2               | 1                |
- B. Points will be recorded for all classes.
- C. Drivers must compete in at least six series events, in the same class, to qualify for series award.
- D. A DNF or DNS on all runs or a disqualification will count toward the six event entry requirement, but no points will be awarded.
- E. No points may be transferred between classes.
- F. Series awards are determined by total points scored in each driver's best seven events.
- G. Ties, if any, for series awards will be resolved in favor of the driver having the largest number of first place finishes. If a tie still exists, second places, thirds, etc., will be used until the tie is broken. If this method does not resolve the tie, then duplicate awards will be given.
- H. Year End Trophies will normally be awarded to all competitors scoring at least 50% of the class winner's points. However, the Board of Directors may alter this method based on total trophies available, budget, or other reasonable cause.
- I. A driver may receive only one series award. The highest finishing position will be the one awarded. If finishing positions are the same, then the class with the highest number of points will be awarded.
- J. Additional Series Awards shall be awarded at the discretion of the Board of Directors.
- K. All Jr. Kart participants who have competed in a minimum of 6 events will receive a Year End Trophy.
- L. The Rothermich/Franzoni Award may be awarded annually at the discretion of the Board, meeting the following recommended criteria. The award may be \$100 and/or a trophy.
1. Participation in all seasonal events.
  2. Highest total points of all seasonal events.
  3. FJ. Karts are excluded from eligibility.
  4. Board recommendation.

## ARTICLE 10 - PROTESTS

- A. The President, Vice-President or Eventmaster will appoint a Protest Committee for each event as any protest occurs. The Protest Committee will consist of three members not competing in the protested class, and having no other potential conflict of interest, such as a spouse in the protested class.
- B. Protests must be submitted in writing to the Eventmaster or the Chairman of the Protest Committee before trophy presentation begins. All decisions of protest and appeals will be reviewed for the spirit of intent of the rules. Each protest will be accompanied by a \$10.00 fee, which will be refunded if the protest is upheld. Otherwise the fee is forfeited to the club treasury.
- C. If the Protest Committee feels that it cannot come to a fair decision, the protest will be referred to the Board of Directors.
- D. Decisions of the Protest Committee may be appealed to the Board of Directors by written notice and payment of an additional \$10.00 fee. Appeals (or at least the intent to appeal) must be filed at the event. Additional facts may be introduced at the Board meeting. Board members with a conflict of interest will abstain from voting on that appeal.
- E. When protests or appeals are referred to the Board, trophies will be awarded after the next Board meeting.

## ARTICLE 11 - CLASSES

- A. Except as amended below, classes and car preparation rules will be the same as those current at the time of the first event and published by the Sports Car Club of America for Solo II. Mid year changes by SCCA will apply only if approved by the Equipe Rapide Board of Directors.
- B. Ladies Classes:
  - 1. Ladies Classes are defined the same as open classes.
  - 2. Ladies classes will be designated by the open class name followed by an "L". For example: ASL, CSPL, DML, etc.
  - 3. Only eligible female drivers may enter the Ladies classes.
- C. Novice Class:
  - 1. Novice class is intended for drivers with limited Autocross experience.
  - 2. Novice class drivers run times will be multiplied by an index factor based on their cars appropriate regular car class. Final placing will be determined using these factored times. The index factor will be defined by the current Challenge Cup Rules & Regulations, as defined by Article 1.
  - 3. A driver may compete in Novice class until he/she has won six Challenge Cup trophies at which time they should move to the regular Challenge Cup classes the following season.
  - 4. As an aid to scoring, Novice drivers must add an "N" in front of their car's class on the registration card and on both sides of the car itself. For example: NAS, NCSP, NDM, etc.
  - 5. Novice classing prefix will not apply to Street Tire class or the R.P.C. series.
  - 6. Novice class no longer allows autocross compound race tires, as described in the street tire class.
- D. Street Tire Class:
  - 1. Street Tire class is intended for entrants with cars having non "R" compound tires. Entrants are not required to be in this class if they do not have "R" compound tires on their vehicles. The Street Tire class is available to any car on street tires.
  - 2. Street Tire class drivers run times will be multiplied by an index factor based on their published RTP PAX index. Final placing will be determined using these factored times. The index factor will be defined by the current Challenge Cup Rules & Regulations, as defined by Article 1.
  - 3. As an aid to scoring, Street Tire class drivers must add a letter "T" prefix in front of their car's class on the event registration card and on both sides of the car itself. For example: TAS, TCSP, TDM, etc.
  - 4. Street Tire classing prefix will not apply to the Novice, Karting classes, and Street Touring (ST, STS, STR, STX, etc...), or the R.P.C. series.
  - 5. Tires must be D.O.T. approved and must comply with Article 3, Section F, item 5.
  - 6. Tires considered as street tires must have a UTQG tread wear rating of 180 or higher.
  - 7. Tire class entrants may change wheel diameter by 1" but width and offset must comply with open class rules.
  - 8. Trophies for tire class entrants are awarded based on Article 7.
- E. X-PAX Class:
  - 1. X-PAX class is intended to allow experienced drivers in different classes to compete against each other.
  - 2. X-PAX is open to all drivers and cars.

**ARTICLE 11 (continued)**

- 3. X-PAX drivers run times will be multiplied by an index factor based on their cars appropriate regular car class. Final placing will be determined using these factored times. The index factor will be defined by the current Challenge Cup Rules & Regulations, as defined by Article 1.
- 4. As an aid to scoring, X-PAX drivers must add an "X" in front of their car's class on the registration card and on both sides of the car itself. For example: XAS, XCSP, XDM, etc...

F. Jr. Karts:

- 1. Jr. Karts will be classed per Article 14.

**ARTICLE 12 - RAPIDE PAX CHALLENGE SERIES**

- A. The Rapide PAX Challenge will further be referred to as R.P.C. The R.P.C. will be held in conjunction with a regular Challenge Cup Event.
- B. The R.P.C. will be divided into 2 separate classes. Open R.P.C. and Women's R.P.C. Open class R.P.C. is open to all eligible entrants. The Women's R.P.C. is only open to eligible female drivers. If there are not the minimum number of women competing in women's R.P.C. for awards then they will automatically be placed in the Open R.P.C. class.
- C. The drivers R.P.C. run times will be multiplied by an index factor of the corresponding car class, to determine placing of the participating entrants. This index factor will be defined in the current Challenge Cup Rules & Regulations, as defined by Article 1.
- D. Points for the R.P.C. series will be awarded in a similar manner as the regular Challenge Cup Series as stated in Article 9. Except it will be based on a 25 point scale for the first 25 places. In addition, 50 bonus points will be awarded to competitors who run 6 or more events.
- E. All safety, timing, scoring, driver sportsmanship and protest rules & regulations previously stated for the regular Challenge Cup Series shall also apply for the R.P.C. series.
- F. All Jr. Karts are prohibited from competing in the R.P.C. series

G. Awards:

- 1. Year End Series R.P.C. awards.
  - a.) There will be no Year End R.P.C. Series Awards unless a title sponsor is obtained during the season.
  - b.) Year End R.P.C. awards will be determined by the Board of Directors if a series sponsor is obtained during the season.
- 2. Per-event R.P.C. Awards.

- a) Open R.P.C. per event awards will be based on the following table:

Number of Entrants	Number of Awards
-----	
1 to 4 entrants .....	No awards
5 to 9 entrants .....	First, Second, and Third place.
10 to 29 entrants .....	First, Second, Third, Fourth, and Fifth place.
30 to 49 entrants .....	First through Tenth place.
50 or more entrants .....	First through Twentieth place.
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- b) Women's R.P.C. per event awards will be based on the following table:

Number of Entrants	Number of Awards
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1 to 4 entrants .....	No awards
5 to 9 entrants .....	First, Second, and Third place.
10 to 29 entrants .....	First, Second, Third, Fourth, and Fifth place.
30 to 49 entrants .....	First through Tenth place.
50 or more entrants .....	First through Twentieth place.
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**ARTICLE 12 (continued)**

c) R.P.C. class place winners will be awarded as follows:

First Place.....	\$40.00
Second Place .....	\$35.00
Third Place.....	\$30.00
Fourth Place .....	\$25.00
Fifth Place.....	\$20.00
Sixth Place.....	\$15.00
Seventh Place.....	\$15.00
Eighth Place.....	\$15.00
Ninth Place .....	\$15.00
Tenth Place.....	\$15.00
Eleventh Place.....	\$10.00
Twelfth Place .....	\$10.00
Thirteenth Place .....	\$10.00
Fourteenth Place .....	\$10.00
Fifteenth Place.....	\$10.00
Sixteenth Place.....	\$5.00
Seventeenth Place .....	\$5.00
Eighteenth Place .....	\$5.00
Nineteenth Place .....	\$5.00
Twentieth Place .....	\$5.00

d) Additional class place awards past Twentieth may be determined/changed by a Board of Directors majority vote during the season.

e) You or your representative must be present to collect the money on the day of the event. No checks will be mailed.

**ARTICLE 13 – F125 KARTS**

A. Except as amended below, class and Kart preparation rules will be the same as those current and published by the Sports Car Club of America for Solo II. Mid year changes by the SCCA will apply only if approved by a majority vote of the Equipe Rapide Board of Directors. Classification of Karts is amended as listed at the end of these rules.

B. An entrant to this class must be at least 18 years of age or meet the requirements as stated in Article 3, Section C of the current Challenge Cup Rules & Regulations. No deviation from these mentioned requirements will be allowed!

C. All Karts must have class letters and numbers on both sides. As an aid to scoring, Kart drivers shall add a letter "F" prefix on the registration card and on the Kart itself. The class letters on the side of the kart must be at least 2" high. All numbers on the side of the kart must be at least 6" high.

D. All other Articles in the current Challenge Cup Series Rules and Regulations not amended by Article 13 shall apply in full.

E. Rules supplementing the current SCCA Solo I & II Rule Book.

1. CLASSES:

a.) Equipe Rapide will accept kart-based entries, providing the design and construction of these vehicles meets at least one of the following rule sets:

- i.) SCCA guidelines for F125 class.
- ii.) IKF classes for 125cc and smaller single-engine karts.
- iii.) WKA classes for 125cc and smaller single-engine karts.

b.) Karts must be produced for the purpose of racing, as approved by one of the rule sets listed above.

c.) It is up to the kart entrant to provide the rules to which their kart is eligible and prepared.

d.) Self-built yard karts, Mini GP cars, or "fun karts" are specifically prohibited.

e.) All karts legal under these supplemental regulations will compete in a class designated "Formula 125" ("F"), with a parallel Ladies class, they may also compete in the R.P.C. classes.

2. PADDOCK AREA:

a.) Driving or starting karts by means of pushing them in the paddock (pit) area is prohibited. Violators will be disqualified and ejected from the event!



## **ARTICLE 13 (continued)**

- b.) Karts may be idled or started in the paddock only if on a safe and stable kart stand, or on the ground, by use of an auxiliary starter.
  - c.) Any driverless kart started on the ground should be aimed at a stationary object that can arrest its travel, in case it should inadvertently run away.
  - d.) A separate area from the paddock may be setup for push starting karts.
  - e.) Karts may not be driven or pushed with the engine idling from this area to the paddock or to the grid.
  - f.) The paddock is the only place a kart may be refueled; refueling karts in grid is strictly forbidden!
3. TECH/SAFETY INSPECTION:
- a.) All karts must pass a technical/safety inspection by a knowledgeable Kart Inspector prior to competition.
  - b.) In addition to complying with one of the rule sets identified in Section 1 above, karts must also conform to the current SCCA Solo I & II Rules (SIIR) as they pertain to safety. Your attention is brought to the SIIR requirement for front body work (nose cone) due to this being a non-universal requirement in kart racing. The purpose being in Autocrossing (Solo II) is to deflect course cones.
  - c.) All competing karts must be outfitted with an engine kill switch or alternative method of stopping the engine.
  - d.) Article 3, Section F of the current Challenge Cup Rules & Regulations shall apply.
4. DRIVER SAFETY EQUIPMENT:
- a.) Required driver safety items include, but are not limited to:
    - i.) A full-face helmet; gloves.
    - ii.) Suitable driving attire; leather, full coverage shoes; and a neck-brace. Suitable driving attire is as specified by the current SCCA, WKF or the IKF rule set and includes abrasion-resistant, full-coverage clothing. Examples are a kart driving suit, jeans, leather jackets, denim jackets, motorcycling leathers, etc. Any driver found to have competed without any of the required safety items will be disqualified and ejected from the event.
5. GRID AND EVENT PROCEDURES:
- a.) The kart grid will be marked as a separate area from the regular car grid.
  - b.) The kart grid area will be large enough to permit push-starting of karts, and idling.
  - c.) Karts may be driven from the kart grid area to the staging area, and from the finish back to the grid. A separate return lane from the end of the course to the grid to avoid the karts driving through the paddock may be necessary for safety reasons.
  - d.) The kart grid, staging area, and the course are the only areas where a kart may be driven.
  - e.) Karts should try to run with other open wheeled modified cars. Karts and cars cannot be on course at the same time.
  - f.) If the kart stalls on the course and the driver cannot restart the kart, it should be pushed off to a safe location, preferably a corner station. Corner Workers may not aid in the restarting of a stalled kart.
  - g.) If a "Street Autocross" type event should ever be run (i.e. a "Rabbit Fest" type event), karts will be allowed only if approved by a majority Board of Directors vote.

## **ARTICLE 14 – FJ KARTS**

- A. Except as amended below, class and FJ Kart preparation rules will be the same as those current and published by the Sports Car Club of America for Solo II. Mid year changes by the SCCA will apply only if approved by a majority vote of the Equipe Rapide Board of Directors. Classification of FJ Karts is amended as listed at the end of these rules.
- B. FJ Kart entrants are required to register online or notify a member of the board of directors at least 1 week in advance of the event date.
- C. All entrants to this class must have new minor waivers signed by BOTH parents or legal guardians of each kid. Even with this done, at LEAST ONE parent or legal guardian must attend the event with the kid in order for the kid to participate. All entrants must also be at least 8 years of age and must have previous experience and ability, as a general guideline usually 6 previous SCCA events competed and completed in or Solo 2 equivalent experience. For pre-approval contact the Jr. Kart Chairman. No deviation from these mentioned requirements will be allowed!
- D. All Karts must have class letters and numbers on both sides. As an aid to scoring, FJ Kart drivers shall add the letters "FJ" prefix on the registration card and on the kart itself. The class letters on the side of the kart must be at least 2" high. All numbers on the side of the kart must be at least 6" high. No FJ Karts will have the same number. Each FJ Kart must have their own number, no duplicate numbers. (This makes it easier to identify for timing and scoring)
- E. All other Articles in the current Challenge Cup Series Rules and Regulations not amended by Article 14 shall apply in full.

## ARTICLE 14 (continued)

### F. Rules supplementing the current SCCA Solo I & II Rule Book.

#### 1. CLASSES:

- a.) Equipe Rapide will accept kart-based entries, providing the design and construction of these vehicles meets at least one of the following rule sets:
  - i.) IKF classes for kid karts and smaller single-engine karts
  - ii.) WKA classes for kid karts and smaller single-engine karts.
- b.) Karts must be produced for the purpose of racing, as approved by one of the rule sets listed above.
- c.) It is up to the kart entrant to provide the rules to which their kart is eligible and prepared.
- d.) Self-built yard karts, Mini GP cars, or "fun karts" are specifically prohibited.
- e.) All karts legal under these supplemental regulations will compete in a class designated "Formula Jr" ("FJ"). They cannot compete in the R.P.C.
- f.) FJ Kart Class Breakdown
  - i.) FJ1 Age 13-15
  - ii.) FJ2 Age 11-12
  - iii.) FJ3 Age 08-10
  - iiii.) FJ4 Age 05-07
    - a.) The Formula Jr Chief at any event site has, at his discretion, the ability to modify the course for these entrants.
  - v.) FJS Special 80cc
    - a.) They must be an Equipe Rapide member.
    - b.) They must be 12 years of age and up.
    - c.) They must have run Equipe Rapide or SCCA for a year prior to switching to 80cc.
    - d.) The Formula Jr Chief makes all final decisions.
    - e.) All kids must be voted on by the Board of Directors before racing an 80cc shifter.

#### 2. PADDOCK AREA:

- a.) Driving or starting karts by means of pushing them in the paddock (pit) area is prohibited. Violators will be disqualified and ejected from the event!
- b.) Karts may be idled or started in the paddock only if on a safe and stable kart stand, or on the ground, by use of an auxiliary starter.
- c.) Any driverless kart started on the ground must have the drive wheels elevated and should be aimed at a stationary object that can arrest its travel, in case it should inadvertently run away.
- d.) A separate area from the paddock may be setup for push starting karts.
- e.) Karts may not be driven or pushed with the engine idling from this area to the paddock or to the grid.
- f.) The paddock is the only place a kart may be refueled; refueling karts in grid is strictly forbidden!

#### 3. TECH/SAFETY INSPECTION:

- a.) All Karts must pass a technical/safety inspection by a knowledgeable Kart Inspector prior to competition.
- b.) In addition to complying with one of the rule sets identified in Section 1 above, Karts must also conform to current SCCA Solo I & II Rules (SIIR) as they pertain to safety. Your attention is brought to the SIIR requirement for front bodywork (nose cone) due to this being a non-universal requirement in Kart racing. The purpose being in Autocrossing (Solo II) is to deflect course cones.
- c.) All competing karts must be outfitted with an engine kill switch or alternative method of stopping the engine.
- d.) Article 3, Section E of the current Challenge Cup Rules and Regulations shall apply.

#### 4. DRIVER SAFETY EQUIPMENT:

- a.) Required driver safety items include, but are not limited to:
  - i.) A full-face helmet; gloves.
  - ii.) Suitable driving attire; leather, full coverage shoes; and a neck-brace. Suitable driving attire is as specified by the current SCCA, WKF or the IKF rule set and includes abrasion-resistant, full-coverage clothing. Examples are a kart driving suit, jeans, leather jackets, denim jackets, motorcycling leathers, etc. Any driver found to have competed without any of the required safety items will be disqualified and ejected from the event.

**ARTICLE 14** (continued)

5. GRID AND EVENT PROCEDURES:

- a.) The FJ Kart grid will be marked as a separate area from the regular car grid.
- b.) The FJ Kart grid area will be large enough to permit push-starting of karts, and idling.
- c.) Karts may be driven from the Kart grid area to the staging area, and from the finish back to the grid. A separate return lane from the end of the course to the grid to avoid the Karts driving through the paddock may be necessary for safety reasons.
- d.) The Kart grid, staging area, and the course are the only areas where a kart may be driven.
- e.) Karts and cars cannot be on course at the same time.
- f.) If the kart stalls on the course and the driver cannot restart the kart, it should be pushed off to a safe location, preferably a corner station. Corner Workers may not aid in the restarting of a stalled kart.