

HOW TO PLAY...

1. **SAFETY** is always a concern in autocross. The entire grid area is designated a parking area (not staging) and guests, including children, may be present. Drive very slowly within this area!
2. **PRACTICE**. Two practice runs will be given preceding official runs.
3. **TECH INSPECTION** is done in the pre-staging lane before your first run. An inspector will meet you before you reach the head of the line.
4. **THE EVENT** will be run as a double-elimination tournament. An attempt will be made to seed the tournament brackets based on prior autocross results so that drivers/cars within the same class or with similar potential compete against each other in the early rounds.
5. **GRID** for the group currently running will be in the parking area near the garage door on the main building and separated from general parking. Parking for inactive competitors will be available on the unused track area to the south of the grid area. Please leave the limited parking area just inside the gate for guests and other non-competitors.
6. A **RUN** is a tour of the full 360 degree loop of the course, returning to your own starting line. The winner is the one who gets back "home" first.
7. **PRELIMINARY ROUNDS** will be done in four groups of multiple classes. Each group will complete all preliminary rounds leaving only the four final competitors to move on to the final rounds.
8. **FINAL ROUNDS** will be run immediately after the last group of preliminary rounds. **VOLUNTEER WORKERS** will be needed for the final rounds. These are usually the most exciting rounds to watch, and what better place to watch than from the course? If time permits, group winners will do a single-elimination run-off for final bragging rights!
9. **RUN ORDER** will be set after all cars are registered and final class groupings are determined.
10. **CLASSES** will be run together if at all possible. If it becomes necessary to split a class, points assessments provided by the driver on their entry form will be used to define the split.
11. **PRE-STAGING**. Pairs of cars will be called from the grid and sent to the pre-staging area where they must be ready to proceed onto course immediately.
12. **LANE CHOICE**. On first runs lane choice is by mutual agreement or coin toss. Do this in the grid area! On subsequent runs, swap lanes from that in which you started last time, if you both started from the same lane last time, then it's by mutual agreement or coin toss. Reruns, if needed, will tee from opposite lanes.
13. **STAGING** should be done as quickly and safely as possible. Bypass sections of the course that can be bypassed. Drive briskly, but not flat-out. "Tire warming" is okay, burnouts are not. Do not blur that line!
14. **HANDICAPPING** in extreme cases where small classes are grouped with a higher class, a driver may be granted a handicap to allow them to start 25 or 50 feet (specified before the event) ahead of opponents not in their original class. Any driver may voluntarily offer their competition a handicap at any time if they feel generous! (just let your starter know)
15. **THE START**. After both cars are staged, the starter will point at each driver and wait for a response (big wave if you are ready). When both drivers are ready, the starter will raise his hand; then he will drop his hand. Start your run as soon as the starter's hand begins to drop.
16. **THE WINNER** will be by decision of two judges stationed at the finish line. Each judge will indicate the winner by arm signal. They must agree without consultation. If the judges cannot determine a winner, the match will be rerun from opposite starting lanes.
17. **AFTER THE FINISH**, exit the course quickly (as you did when staging), then carefully and slowly return to the grid. Be aware of other

cars on course. Note that while you are not required to negotiate the course properly AFTER your finish (for example, you can drive straight through the slalom), any cones that you hit will still be counted against you.

18. **DNF's**. If both drivers DNF (Did Not Finish) a run, then worst offender is the loser. Judges should watch for DNF's, each watching the car that started from their side. If a DNF occurs, they must radio the nature of each DNF to control so that a winner can be determined. If both drivers commit the same DNF (or combination of DNF's), the match will be rerun from opposite starting lanes. There are six ways to DNF They are, starting with the worst:

- a. **Passing**. **NO PASSING ALLOWED!** Should you catch up to your opponent (e.g., if he or she should spin out), stop if they are stopped, or motor along behind at safe distance if they are moving. Obviously, if you've caught up to them, you will finish before them, so take it easy and finish your run. You've already won.
- b. **Not Running**. Missing a round is a DNF for the round only (but see BYES and SINGLES below).
- c. **Not Finishing**. Failing to complete the circuit
- d. **Jumping the Start**. If the starter and/or judge agree that you have obviously jumped the start.
- e. **Off Course**. If you take a gate the wrong way (the slalom is the only place you can do this), or drive two or more wheels off track.
- f. **Pylons**. You get "two for free" the third one is a DNF. And three pylons beats four pylons, etc.

19. **DISQUALIFICATION**. Any unsportsman-like conduct or blatant disregard for safety or the event rules may result in disqualification from the event. Missing your work assignment will result in a disqualification. Driving four wheels off the track will result in a warning the first time and immediate disqualification the second time. Keep your car under control and on the track!

20. **CO DRIVERS** will be separated in so far as possible. Should they eventually be paired, they will take single runs against a watch, each driver starting from opposite lanes.

21. **BYES** are single runs designed into the brackets to equalize run opportunities for drivers in preliminary rounds. A driver may elect not to drive a bye and still will move into the next round.

22. **SINGLES** are matches in which one driver doesn't show or is unable to run. The other driver may elect not to run it (but must be able to) and will be scored as a win for that round. Where possible, byes and singles will be run together as non-competitive pairs to save time.

23. **OVERHEATING** may result if a car is called upon to make frequent runs. In such cases, any driver may request a 5-minute cool-down period between runs after which they must be ready to compete.

24. **WORKERS** are needed throughout the event. Each driver will be given a specific work/run assignment. Pauses to recruit workers or locate missing workers seriously delay the event.

25. **RESULTS** will be posted in the grid area during the event, and published to the club website within 24 hours after the event.

26. **AWARDS**. NASA-X Tampa awards will be presented to group winners at the end of the event. This event will not count toward the season championship points.

27. **HAVE FUN**. Next to safety, this is the most important rule. Good luck, and we hope to see you again for **Battle-X 2007!**

28. **THANKS**. This event is based on Salina Region SCCA's Mirror Khana, which was run annually in Salina Kansas for 30 years. Special thanks to Rocky Enriken for the basic idea and most of the details used in running of this event.

FREQUENTLY ASKED QUESTIONS:

Where is the track? The Primus Racing test track is located at 10101 US Hwy 41 in Palmetto, FL. From I-275 (South of the Skyway Bridge), go North on 41 for about 1.5 miles. The track entrance is just past the big cell tower on the left.

When is this event? January 14, 2006. Driver's meeting at 8:00am, BE EARLY. Expect to be there all day until at least 5:00pm.

Can I register at the event? NO!

How do I register? Go to <http://www.nasaproring.com> and find the event listed under "Florida Autocross Region" in the "Event Registration" section. You can register via credit card right there. This is the preferred method. If you must use a different form of payment, contact the event chairman to make arrangements. Remember, pre-registration and pre-payment are required for this event. If you're not using the convenient credit card option on the website, it's up to you to get your payment to us before the final entry deadline. If you act early enough, mailing a check is not a problem.

What is the registration deadline? All registrations must be received by January 7, 2006. No excuses, no exceptions.

Can anyone enter this event? Due to the nature and location of the event, we must exclude novice autocrossers. We'd like all entrants to have an autocross history of at least three events. Absolutely no first timers will be accepted. Initial pre-registration will be open for NASA members only for the first two weeks or so. (starting December 1) If slots are still open, registration will be opened to non-members.

How much does it cost? Entry fees are \$35 for NASA members and \$45 for non-members.

How can I become a NASA member? See "How do I register" above. If you try to register as a Member, and you're not a member, the website will add your membership fee (\$40 per year) to the event registration and process your membership at the same time. Remember, NASA membership gets you a \$10 discount to all of our autocross events, so it easily pays for itself with four events just based on that. But, it also includes a subscription to Grassroots Motorsports magazine, which is a great read and about a \$20 value in itself. Not to mention that you'll be eligible to participate in NASA track events and racing!

What about lunch? Lunch is provided with your entry fee. If you have guests, we'll feed them for an additional \$5 fee per person.

Can I bring children? It is preferred that children under age 8 not attend this event. Spectator space is limited and there are no fixed barriers between that area and the track. Children MUST be supervised by an adult at ALL times.

Where can I find the latest info?

NASA-X Florida website address: <http://www.nasaxflorida.com/>

NASA-X Florida discussion form: <http://www.sunriders.com/forums>

If I have questions that aren't already answered somewhere else, and I really did look everywhere else, who can I ask?

Event Chairman:

Loren Williams

lwilliams@drivenasa.com (email is preferred and answered promptly)

Cell: 727-642-0879 (leave a message, I won't answer if I don't recognize your number or name)