

# TYPICAL EVENT DAY

- 8 - 9 AM ARRIVAL & REGISTRATION
- 8.30-9.30AM TECH INSPECTION
- 9.30AM ROOKIE WALK-THROUGH
- 9.45AM DRIVER'S MEETING
- 10AM DRIVE! (TIMED RUNS)
- 1.30PM FUN RUNS (NON-TIMED)
- 2.30PM AWARDS
- 3PM CLEAN-UP

All participants are required to work the course throughout the day, in an effort to keep driving time for everyone at a maximum. Rookie and first-time participants will be placed with experienced members.

## EVENT REGISTRATION & FCSCC MEMBERSHIP

Our events are \$40/member and \$50/non-member. Annual membership is \$50. Drivers can register online at [motorsportreg.com](http://motorsportreg.com) in advance or in person, from 8am-9am on any event day. All participants must check-in for each event at the timing van. Your work assignment will also be given at the registration table.

## MAKE SURE YOUR CAR IS READY

The first tip we can give you may seem obvious, but is often overlooked by newcomers: **MAKE SURE YOUR CAR IS READY.** Are you absolutely confident in the condition of your vehicle? Ask yourself and be honest. Will that noisy water pump stand up to high revs? Is your battery securely mounted? Have you checked your car's suspension and wheel bearings for excessive play? How about the condition of the belts in the engine compartment? Brakes? Brake fluid? Need we say more?

The safety inspectors will check some of these items and others you may not expect. Remember – you are responsible for the condition of your vehicle. If you are confident in the condition and preparation of your car, you will be able to concentrate on the course and your driving. Watch the people who win. You will see that most of them are fanatics about preparation.



Note, no intoxicants of ANY kind are allowed in the pits by drivers AND spectators.



The Fairfield County Sports Car Club, Inc. (FCSCC), established in 1956, is a 501(c)4 non-profit organization and one of the oldest continuously-operating independent motorsports clubs in the country.

FCSCC provides an outlet for automobile enthusiasts to train and test their limits behind the wheel in a safe environment through an annual autocross rookie school and a series of autocross events. The club also hosts a teen driver training program; the past several have been a Tire Rack Street Survival school.

FCSCC's 100+ members have a long-standing history of supporting the local community through education for young drivers and financial support of local charities, including the Special Olympics of Connecticut.

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## YOUR FIRST EVENT



# WHAT IS AUTOCROSS?

An autocross is a skill driving event in which a car negotiates a prescribed course, using traffic cones to define a variety of turns. The sites are usually laid out on huge, open parking lots, or on sections of airport runways. The course is set up so that you are operating in lower gears, with a top speed of no more than 60 mph or so, depending on the car. The average time of a run on the course is approximately one minute, plus a penalty of two seconds for each rubber cone (pylon) hit. During each run you operate your car at it's limit of acceleration, turning, and braking...and yours. You maintain complete control of your car while maneuvering through the course in the lowest possible time.

## THE CAR

Events are open to any make of car, from an economy commuter car to racing only formula cars according to SCCA National and Regional classes for autocross competition.

## THE DRIVER

Autocross events are open to anyone who has a valid state drivers license. Drivers under 18 must have parental permission.

You bought your car to enjoy driving it, didn't you?  
So – come to an event and enjoy!



## ARRIVAL

Our events begin at 8am. Please be on time.

At the gate, you will sign an insurance waiver and be given a colored wristband that must be worn or attached to you so that it is visible. All people entering the premises will have to sign and wear the bands. If you have children, you will have to sign a SCCA Minor Competitor waiver for them also. If you are under age, there is a special waiver form that must be signed by your official guardian.

## FIRST TIMERS

As a novice, you are allowed to have an instructor ride with you. This is a valuable learning experience. Try to use different instructors as everyone brings different perspectives and experiences. We also allow the instructors to drive your car, but you should never feel pressured to let that happen unless you want them to.

We also offer a Rookie School every Spring, and a Rookie Class for our competitions. This means you will run against other newer drivers. Many with different cars. The focus of this class is less on competition and more on improvement.

## WALKING THE COURSE

One of the greatest challenges of autocross competition is the fact that all of the courses are different. All drivers can walk through the course, as often as they wish, until the competition begins. Study the course as you walk it. You may wish to jot down notes or draw your own map. Walk the course until you have it memorized. One former National Champion has taught other drivers that you must be able to mentally follow the course with your eyes closed before you are ready to make your run. *You will never drive the course fast if you don't know where you are and where you should be going at all times.*

A rookie/first-timer walk-through is usually led around 930am. When you are walking the course, try to look at the course from the perspective of the driver's seat of the car. Remember that you will be driving off center in your car. Most novices can judge how



close objects are to the driver's side of the car but are usually a poor judge of distance to the passenger side of the car. Watch experienced drivers put their tires within inches of each pylon.

As you are walking the course, consider the fastest way to get through each corner. Although the first several events that you run will probably be driven 'gate to gate', the goal should be to drive the course in smooth, flowing lines. Your line on one turn should leave you set up to plan the next turn. You should be looking several gates ahead. Try to plan times when you will be able to accelerate and when you will want to brake. Remember – time spent planning your run is time spent reducing your times in competition.

## DRIVER SAFETY

Wear your helmet with the chin strap fastened during each run. Be alert. Use your safety belts.

If you 'get lost' or go off course don't give up and drive to the pits. Figure out where you should be and complete your run. This will help you remember the course on your next run. This is also an important safety measure – there may be another car on the course behind you. You can ask for help from the course workers.

Learning how to see and negotiate cones is a skill that we all learned. It is not easy. Almost all of us veterans have gotten lost on course. Don't just drive if you are no longer sure where the course goes.

The red flag means STOP NOW (in a safe and controlled manner). If you should spin or lose control of your car, bring the car to a complete stop, gather your wits, and proceed safely through the remainder of the course.

## DRIVING TECHNIQUES

Drive smooth and controlled at all times. It isn't easy to do, but it is the way to win. Those cars you see going through turns in 'four wheel drifts' are not being smooth and have lost some control. They may be able to regain control, but they have lost valuable time. The drivers that know how to win don't always look like



they are going fast – they know how to drive smoothly and maintain control of their cars.

All your inputs to the car – steering, braking, and shifting should be smooth, controlled, and well timed. All sudden and abrupt inputs to the car will cause it to be unbalanced on the suspension, lose cornering speed, and cost you valuable time.

Smooth driving is a skill gained with experience and practice. Some people learn sooner than others. Start learning today.

## TECHNICAL INSPECTION

### What You Must Do

- Remove everything moveable from the car and trunk; coats, coolers, tapes, tools, etc. The spare tire and jack must also be removed if they are not securely tied down.
- Take convertible tops down or remove 'T' tops (these may remain up in inclement weather).
- Remove wheel trim rings, decorative center caps, hub caps, wheel covers, and any other wheel trim.
- Seat belts and helmets must be displayed for inspection. Helmets starting for the 2014 season must meet at least Snell 2000 (M or SA) or ANSI Z2000. If you do not have a helmet we have loaners available at the start line. Return the helmet as soon as you finish your runs – others may need to use it.
- Put numbers/tape on your car.

### What We Will Check

- Battery brackets must be secure.
- Wheel bearings, shock absorbers, steering and suspension shall be in good operating condition.
- Fuel, oil, and brake fluid lines and fittings should be checked for leaks.
- Proper helmet.
- Number and class letters on vehicle.
- Tires showing proper tread (no cord).

After tech is complete and you have passed, they will place a sticker authorizing you to run. If there is a co-driver they too will get a sticker. Take your car back to your spot.

