

## 2010 NWACC SPEED EVENT GUIDELINES

### Section A - General Requirements

1. A safety/technical inspection of all cars is mandatory for all Speed Events.
2. Each entrant is responsible for classifying his/her own car. The tech committee can only make recommendations. Each car shall have identifying numbers on the windshield or highly visible numbers on the car.
3. Staging and starting procedures can be accomplished smoothly and with minimum confusion if a pre-staged grid is utilized. Cars should line up by class in pre-staging lanes then proceed to final staging as directed by officials until called to the start line. Each car, upon completion of its run, should proceed back to the same lane and position in grid until all runs have been completed.
4. At events where more than 50 entries are anticipated, "Run Groups" should be used to ease the traffic and staging problems, with one group making its timed runs in the morning and the others in the afternoon.
5. Times must be posted as soon as possible after each participant's run. A diagram showing direction, pylon location, start and finish should be posted for entrants to see.
- R91 6. Course must be a minimum of 15 feet wide, inside radius of turns a minimum of 30 feet, fixed objects should be a minimum of 50 feet clear if possible. (Square, acute, 180 or 360 degree turns may be used if a course conforming to the above could be laid out completely within its boundaries).  
SEE INSURANCE REQUIREMENTS FOR AUTOCROSS QUALIFICATIONS.
- R94 7. A minimum of two 10-pound fire extinguishers must be available on the course during Speed Events. A red flag or flags must be available at each course workstation.
8. There will not be any practice runs for any competitor unless every competitor has an opportunity for a practice run.
- R05 9. Each entrant must possess a valid driver's license at the time of registration along with proof of automobile liability insurance as required by the entrant's state or Canadian province. It is strongly recommended that the event registration form include space for the entrant's driver's license number, state of issue, and name of his/her insurance company.
- R94 10. Once a driver starts a run, he/she shall be safely flagged down if there is a safety hazard on the track. Safety procedures and the use of flags will be presented at the Driver's Meeting.
11. While making a timed run, if a driver comes upon a pylon that is knocked down, he/she must stop and return to the start for a rerun.
- R09 12. The host club may, at its discretion, determine the frequency of timed runs based on course design, safety, or other considerations.
- R09 13. Reruns shall be conducted at the end of each session. Entrants receiving a rerun shall be notified by an event official as soon as reasonably possible. Entrants should be prepared for their reruns when announced by the host club.

14. In the interest of safety, all courses should be designed to be as safe as possible. At any event, should a majority of drivers feel that a course is not safe, they should bring it to the attention of the Event Chairperson no later than the Driver's Meeting. It is the Event Chairperson's responsibility to alter the course in such a manner as to provide a safe event.
- R94 15. There will be a maximum of two drivers of the same sex per car with a maximum of 3 drivers per car (excluding exhibition drivers).
- R94 16. It is encouraged that all course finishes shall be constructed in the form of a box such that a competitor must come to a full stop before leaving the course. This finish must be constructed so that at least one marker must be removed to allow the competitor leave the stop box. Some sites may be allowed a "slow-down lane" in lieu of a stop box. Upon final course inspection, the Competition Committee has the right to require any course utilizing a "slow-down lane" to be changed to one utilizing a stop box. Either type of finish area must be pointed away from all spectators, parking, and staging areas. The end of the course shall be a straight line from the last gate on the course to the stop box/slow-down lane, with a minimum of 60 feet from the last gate to the timing lights. The end cone of a stop box should be a minimum of 75 feet from the timing light if possible.
- R93 17. In a course application utilizing a stop box, all competitors must come to a complete stop within the stop box at the end of each run, before leaving the course. In a course application utilizing a slow-down lane, all competitors must reduce the speed of their vehicles to a SAFE speed that would be acceptable anywhere off course at that event site, and this speed reduction must be accomplished before leaving the course. All competitors must leave the course through the stop box/slow-down lane. Failure to comply with these conditions will result in competitor disqualification for that event, and forfeiture of any further runs that day.
18. It is highly recommended that all autocross courses provide a minimum of 60 seconds of racing per run for all competitors.
- R94 19. Entrants who are late for an autocross event will be given a technical inspection if and when the Event Chairperson can accommodate them. Late competitors will forfeit any run(s) that have already started.
- R94 20. Pylons used for speed events are to be a minimum of 12" (18" is recommended) high. Those of different shapes and colors may be used in locations that assist entrants in negotiating the course.
- R98 21. Drivers will not be allowed to preview the course on roller skates, roller blades, skateboards or bicycles as this could provide an unfair advantage to that driver.
- R07 22. No competitor (driver) who has entered in any of the Stock, Prepared, Super Stock, or Race Prepared classes may ride as a passenger in any other car during timed competition runs.

A Novice Class competitor (driver) shall be allowed to ride as a passenger in any car entered in any of the NWACC car classes during timed competition runs.

Any person, who is not a competitor (driver) and otherwise meets the minimum age requirements as defined in the Competition Code, may ride as a passenger during timed competitive runs or during any "fun runs" after the timed competitive runs are completed.

- R02 23. For the purposes of any NWACC Sanctioned Competitive Speed Event, our insurance guidelines require that all open cockpit automobiles (convertibles) must have a roll bar installed if racing (non-DOT approved) tires are used. The use of DOT approved tires removes this roll bar requirement. Regardless of the tires being used, a roll bar is encouraged.
- R05 24. Seat belts are required for all competing vehicles and all entrants are required to use either a seat belt or multi-point safety harness. The use of a lap belt as the only restraint is permitted only if the vehicle was not originally equipped with shoulder belts. Shoulder belts or "safety harness" belts are recommended in all cars. However a multi-point safety harness that would hold a driver upright during a rollover are not recommended in convertibles without a roll bar or hardtop.
- R07 25. If a timing equipment failure or any other problem occurs that results in the early termination of a sanctioned autocross event where some competitors in a class do not have an opportunity to complete the same number of runs as others in the same class, the last run times already recorded for that class shall be withdrawn for scoring and position placement.
- If the last entrant in a given class is responsible for a failure resulting in event termination, all recorded times in those classes shall be deemed to be complete.
- If all entrants in a class have completed a run prior to a failure resulting in event termination, all recorded times in those classes shall be deemed to be complete.
- R07 26. A host club may, at its discretion, take any appropriate action against an entrant who damages equipment or property during the event. The host club must notify NWACC within 72 hours of such action giving details of the incident and the action taken.
- R07 27. Any entrant or entrants who damages equipment or property used in the operation of the event may be held financially responsible for the replacement of that equipment at the discretion of the owner of such equipment or property.
- NWACC shall have no financial responsibility or any other obligation whatsoever to replace equipment or property damaged at an event.
- R06 28. An entrant at any sanctioned event may appeal for an exception or variance to any of the items in the Classification Sections on a case-by-case basis. The decision of the Competition Committee is final and binding for the specific event only.

## Section B – Safety Inspections for Speed Events.

All vehicles shall undergo a Technical Inspection prior to entering grid.

**Vehicles that do not meet minimum standards will not be allowed to compete**

1. BRAKES – Entrants must sign a statement on the Tech Inspection Form that the vehicle brakes are in good working order and will withstand the stress of autocross competition
2. SEAT BELTS – Must be present and fastened in all cars in all classes.
- R10 3. HELMETS – Required in all speed events, all classes. Must be Snell SA-00 or M-00 or later. Any helmet with only a “DOT” rating shall not be approved for NWACC competition use. All helmets will be inspected at each event for excessive wear to the inside liner and neck strap, and for any excessive damage to the outer shell. Any helmet deemed damaged to the point where it may not provide protection shall be permanently rejected for NWACC-sanctioned speed events.

NOTE: This change to the minimum certification year shall be implemented with the beginning of the **2011** competition season. Current SA90/M90 helmets may be used for 2010. This will allow NWACC competitors one year to upgrade their helmets as necessary (this note to be removed at the end of the 2010 season).

4. LOOSE OBJECTS – All loose objects MUST be removed from car.
- R03 5. TIRES –  
For Stock Class, the following shall apply in addition to Prepared (b) through (g) below:
  - (a) Minimum tread depth of 2/32” or, all the tread wear indicators on the tire must not be exposed across more than 50% of the tire face.
  - (b) No tire designed expressly for competition use (i.e. R-compound, autocross, track, drag race) will be allowed.

For Prepared Class, the following shall apply:

- (a) Any tire designed for competition use is allowed, EXCEPT no non-DOT (racing slicks) tires allowed.
- (b) All tires must be DOT approved.
- (c) No studs.
- (d) No recaps.
- (e) Tire air pressure is discretionary.
- (f) Any tire that has excessive sidewall or tread scuffing may be rejected subject to a final decision by the Competition Committee.
- (g) Any tires with internal cords visible or with any structural damage (bulges) may be rejected.

### DEFINITION OF COMPETITION USE ONLY TIRES

A “competition use only” tire is one that is described by a manufacturer either in advertisements or on the manufacturer’s website as being for competition use only, race use only, or not suitable for street use. Tread wear ratings (even if they are shown on a tire or listed by the manufacturer) is not a factor in considering whether or not the tire is for competition use. Some examples of “competition use only” tires are:

- (a) Hoosier A3S04, A3S05, (or R-versions), A6, R6, DOT Radial Wet, Drag Radials
- (b) Kumho V700, V70A, V710, W710, VictoRacer V700
- (c) Nitto NT555R, NT555R11, NT01, and any drag radial
- (d) BF Goodrich g-Force R1
- (e) Pirelli P-Zero Corsa
- (f) Yokohama ADVAN A048
- (g) Hankook Z214

Any new tires determined to be “competition use only” shall be added to this list as necessary. There may be other tires that fit the description of a “competition use only” tire besides those listed above. If there are any questions or concerns on the part of a competitor, he/she should bring those concerns to the Chair of the Competition Committee or a member of the Executive Board.

Those competitors using a “competition use only” tire when entered in a Stock Class will be reclassified to the appropriate Prepared Class when the event results are compiled and posted.

6. HUB CAPS – All wheel covers, center caps, and beauty rings must be removed.
- R93 7. FIRE EXTINGUISHERS – Must be carried on cars running without air cleaner and must be securely mounted. Dry chemical, CO-2, or Halon/Halotron extinguishers are acceptable. All fire extinguishers must carry a minimum NFPA rating of 5:BC and must be readily accessible to the driver.
- R94 8. LUG NUTS – Must be flush with lug bolts or a minimum of 9 turns. Appropriate approval or certification of adapters and/or wheel spacers is highly recommended.
- R92 9. SCATTERSHIELD – Scattershield or transmission blanket is recommended for all classes.
10. Threaded rod shall not allowed for any suspension component.
- R94 11. All vehicles with carburetors must have at least 2 working throttle return springs. Vehicles with EFI (Electronic Fuel Injection) must have a method of closing the throttle body.

## Section C – Scoring for Speed Events

1. Pylon penalties will be charged only if a pylon is upset or the base is moved completely outside of its outline box on the course during a timed lap.
- R93 2. Any pylons in the start box will be treated the same as pylons on the course as far as penalties are concerned. Any pylons touched in the stop box/slow-down lane will count 5 seconds each against the timed run.
3. If a person has to have more than one rerun, only those pylons hit on the first and last runs will count against the timed run.
4. An entrant will receive a ten (10) second penalty if he/she makes a 3-wheel off-course deviation on a timed lap. (No rerun in the event of clock failure.)
- R93 5. Course pylon penalties will be 2 seconds each.
6. Pylon positions must be clearly marked.
7. The timed run is deemed to have started when the car is staged. (Stops at a pre-determined line before breaking the start beam.)
- R94 8. The timed run is deemed to have finished when the end pylon in the stop box is removed to allow the competitor to leave the stop box, or when the competitor has completely exited the slow-down lane, whichever is applicable to the particular course.

## Section D – Speed Event Classes

- It is the entrant's responsibility to provide substantiating evidence that he/she does in fact have those items that he/she claims to have in the car.
- Any new parts or changes not covered by the following rules should be submitted to the Competition Committee for approval or rejection.
- A Women' Division will be included for all Stock, Prepared, and Novice classes. Women competitors are not required to enter in the Woman's Division.

- R05 1. **STOCK**  
S-1 1953 through 1964  
S-2 1965 through 1982  
S-3 1984 through 1988  
S-4 1989 through 1996  
S-5 1997 through 2004  
S-6 2005 through current model year  
SS See Super Stock below

- R05 2. **PREPARED**  
P-1 1953 through 1964  
P-2 1965 through 1982  
P-3 1984 through 1988  
P-4 1989 through 1996  
P-5 1997 through 2004  
P-6 2005 through current model year  
P-SS See Super Stock Below

- R04 3. **SUPER STOCK**  
SS 1990 through 1995 model ZR-1 (LT5 engine),  
1996 models with LT4 engine, and  
2001 through current year Z06.

- R03 4. **RACE PREPARED**  
R-P Any year Corvette with any one of the following:
- A permanently-affixed roll bar or cage of 4 or more attaching points to the frame.
  - 25% or more of the stock interior removed.
  - Any Corvette with lightened body or frame. (Lightening of stock body panels or replacing with lightweight counter parts; i.e., hood, doors, inner or outer fenders, etc.) Do not count bumpers, spare tires and/or carrier, roof panels, hardtop, soft-top, or removable back window.
  - Any Corvette with stock windshield removed.

For all pre-1984 Corvettes weighing less than 2449 lbs., the following are highly recommended:

- Roll bar – at least 1-1/2" in diameter and 1/8" wall thickness. Must be front and back braced and at least as high as the top of the driver's helmet.
- Seat belts – 3" wide and approved. Shoulder harness - 2" wide and approved.
- Mounted fire extinguisher (minimum 2-1/2 lbs.) readily accessible to the driver.
- Scattershield or safety blanket.
- Full windscreen or helmet facemask.
- Gas tank and battery must be covered.

Any Race Prepared car may run in any of the lower classes provided it does not weigh less than 2949 lbs., and it conforms to all the other requirements of the class it is going to run in.

R05

5.

**NOVICE CLASS**

A Novice Class shall be provided at each autocross event for new or relatively inexperienced drivers wanting to try or otherwise experience autocross competition. This class shall be considered to be a learning classification and may allow experienced drivers or instructors to ride as passengers with Novice competitors. Seasonal Championship Points for Year-End awards shall be awarded in Novice Class.

- (a) There shall be no separate car classifications in the Novice class. All drivers compete against each other without regard to the vehicle being used. All vehicles entered in the Novice class are required to pass the NWACC tech inspection and Novice drivers must meet all age, licensing, and insurance entry requirements.
- (b) Novice competitors shall be limited to two (2) consecutive competition seasons. Should a driver win a Novice Seasonal Class Championship Award, that driver shall no longer be eligible for entry into a Novice class.

6. No entrant may "bump" into another class except in the cases where:

- (a) The entrant's car breaks down, and the entrant is able to run in another competitor's car which is in a lower class, the run(s) in the lower-class car will be recorded in the class the entrant's broken-down car is in.
- (b) Where, because of possible safety consideration, (rain, etc.) a competitor chooses to run his/her car modified down into a lower class (tires, etc.), the run time(s) will be recorded in the class in which the entrant's car normally competes.

## Section E – Vehicle Classification

### STOCK CLASSES

No backdating or updating (previous year or later year components) is allowed in Stock classes unless otherwise specifically stated. All components must be correct for model year unless otherwise specifically stated.

1.     **ENGINE**  
Must be correct for model year. Replacement of all engine components for OEM (Original Equipment Manufacture) or NOS (New Old Stock) or functional equivalent of correct type, size, and material is allowed. Engine size displacement must not exceed OEM size for model year except a maximum of .060 inches overbore is allowed. Cylinder heads, camshaft, valvetrain and other components must be OEM, NOS, or functional equivalent replacement for any engine correct for model year. Any OEM or equivalent or aftermarket air intake system is allowed.
2.     **SUSPENSION**  
All Corvettes in STOCK classes may use any OEM, NOS, or functional equivalent replacement parts of correct size, type, and material for model year. Stock class cars may have any OEM optional suspension components or equipment that was available for that model year.
3.     **BRAKES**  
Any type drum brake shoe/lining or disk brake pads are allowed. Any flexible brake hose is allowed. Brake drum or rotor diameter/width may not exceed correct base or optional equipment size available for model year. Disk brake calipers must be Corvette specific – no aftermarket equipment (i.e. multi-piston lightweight calipers).
4.     **TIRES**  
Any DOT-approved street tire in any OEM size available for correct model year. Non-DOT tires or any tire designed expressly for competition use are prohibited. Tread depth must be “street-legal” for event location. See Section B, Rule 5 for Stock class tire requirements.
5.     **WHEELS**  
Wheel size (diameter and width) may not exceed any OEM available size correct for model year (EXCEPTION: front wheel width may not exceed *widest front wheel* width available for model year. Updating and backdating of OEM wheels are allowed if wheel size is the same as correct for model year. Any aftermarket wheel is allowed but must meet the OEM dimensions correct for model year.
6.     **EXHAUST**  
Any closed exhaust system is allowed except for aftermarket headers. Any aftermarket dual exhaust systems or cat-back systems are allowed. Mufflers may be required where event site noise restrictions are in effect.

## **PREPARED CLASSES**

Backdating and updating of components is allowed unless specifically noted.

1.     **ENGINE**  
Internal and external modifications are permitted. Engine size displacement may not be increased beyond 16% of OEM displacement correct for model year. Operating nitrous oxide systems are not permitted (NOTE: nitrous systems may be installed in the car, but they must be adequately shown by the owner/driver that they are disabled for competition/timed runs). Nitrous systems may be used for "Fun Runs" after class competition is completed. Any GM or aftermarket intake, cylinder heads, camshaft, valvetrain components or ignition systems are allowed. Corvette-specific engine swaps are permitted. Any air intake system is allowed.
  
2.     **SUSPENSION**  
Any OEM, NOS or functional equivalent replacement part or aftermarket part is allowed for model year.
  
3.     **BRAKES**  
Any OEM or aftermarket brake system is allowed.
  
4.     **TIRES**  
Any size DOT-approved tire is allowed. Autocross-specific tires are allowed. No non-DOT (racing slicks) tires are allowed. See Section B, Rule 5 for Prepared class tire requirements.
  
5.     **WHEELS**  
Any size OEM or aftermarket wheel diameter and/or width is allowed.
  
6.     **EXHAUST**  
Any exhaust system is allowed. Headers and any aftermarket dual and/or cat-back systems are allowed. Mufflers may be required where event site noise restrictions are in effect.