

# **2017 NWACC SPEED EVENT POLICIES AND PROCEDURES**

## **Section A - General Requirements**

- R11
1. A safety/technical inspection of all cars is mandatory prior to all Speed Events. An Annual Tech Inspection process shall be available to NWACC entrants who frequently enter autocross events. Refer to Section D for specific requirements and procedures. A separate Annual Tech Inspection Form shall be used for annual tech inspections.
  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.
- R12
7. A minimum of five (5) 5-pound or larger fire extinguishers must be available at or near course worker stations during Speed Events. The specific locations of the extinguishers may be determined by the Event Chair or the Autocross Committee at each Speed Event. 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.
- R16
11. Smoking is prohibited anywhere on the event site. This includes vapor e-cigarettes and similar products.

- 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.
- R17 The NWACC Course Approval Form must be completed prior to the start of the event runs. This form shall be made available by the Event Chair or his/her designee at the morning Driver's Meeting for signature approvals. The completed form shall be retained with all other event-specific documents.
- R17 15. There shall be a maximum of two drivers per car. Dual drivers are required to drive in separate run groups.
- R12 16. 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 to leave the stop box. The end of the course shall be a straight line from the last gate on the course to the stop box 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 40 feet from the timing light if possible.
- R12 17. All competitors must come to a complete stop within the stop box at the end of each run, before leaving the course. All competitors must leave the course through the stop box.
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.
- R14 22. Any competitor (driver) may ride as a passenger in any car entered in any of the NWACC classes. The competitor (driver) must be in the same run group. Changing run groups/work responsibilities will not be allowed once competition starts. The competitor (driver) must insure that he/she will allow sufficient time to be able to move his/her car quickly in grid as necessary so as not to slow the progress of the run group.

Non-competitors may be allowed as passengers during all runs provided they meet the age requirements of this Code.

- 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.
- R17 29. No person who has paid an entry fee at an event shall be allowed to pay a second entry fee where that entry would effectively allow additional runs using the same vehicle or a second vehicle. All entrants must be available to work and a second entry by a single person would keep them from this requirement. An entrant may pay the entry fee for a second driver using the same car.

R12

## Section B – Safety Policies for Autocross Events

1. In the interests of safety, under no circumstances shall any entrant at an NWACC-sanctioned or NWACC-hosted autocross event deliberately drive in such a manner as to cause loss of control of his/her car that would directly result in or the potential for damage to equipment or injury to persons anywhere on or near the course.
  2. Any entrant who loses control of his/her car and spins completely off the course (i.e. into a grassy area, spectator areas, or any area designated as not part of the course) during a run shall forfeit that run. Spins that result in the car staying within the designated course or boundaries shall be penalized as defined in Section E – Scoring for Speed Events, Rule 4.
  3. No entrant shall drive at a speed off the marked course that could endanger other entrants or spectators. Failure to comply may result in forfeiture of all subsequent available runs.
  4. Any entrant losing control of his/her car that results in damage to any component of the timing equipment and/or spinning after the finish line shall be deemed to be disqualified for the day.
  5. If an entrant violates any of these rules during his/her last run of the day, the entrant may be declared to be disqualified for the day.
  6. The Competition Committee and/or the Event Chair shall have the obligation to warn any competitor of any observed rules violation and to inform them of any penalties the entrant may face.
  7. Disqualification, for the purposes of this section, shall mean that the event is considered to not count for the purpose of attendance and/or qualification for earning Year-End points. No Year-End points shall be awarded for the event.
  8. The NWACC Competition Committee shall meet with the Event Chair as soon as possible after a violation occurs in order to make a final decision regarding any and all penalties that may be levied against an entrant who violates any portion of this section. The entrant involved shall be given an opportunity to explain the circumstances but no appeal or protest shall be allowed after a final decision is made by the Competition Committee.
- R13 9. Once competition begins, no minors under 15 years of age shall be allowed in the defined Grid area, near the Start/Finish lines, or other locations where moving vehicles would be encountered. No minors shall be allowed within 30 feet of these areas once competition runs begin. The Event Chair shall inform the Competition Committee of the edges/boundaries of the areas based upon the site and course design being used.
- R13 10. No minors may ride in any vehicle moving in the Grid area (note that there are specific rules in the Competition Code for certain minors riding as passengers during timed runs).
- R13 11. Once competition starts, pets shall not be allowed in the Grid area, near the Start/Finish lines or other locations where moving vehicles can be encountered. Pets must be kept on a leash. Pet owners are also responsible for all cleanup.

- R13 12. Parents of minor children shall be cautioned if their children continue to be in an area that can be dangerous to them. The Event Chair shall reserve the right to ask parents to leave the event if potentially dangerous instances continue without a resolution. There shall be no set number of "violations".
- R13 13. Any occurrence of an entrant (parent of minor) being asked to leave shall result in the forfeiture of entry fees. However, any runs completed by the entrant shall be recorded and NWACC points will be awarded based on the order of finish.
- R13 14. Minor children 15 years and older may be allowed (on a case-by-case basis) to work at various course positions. These minors must first work with an experienced competitor or course worker before being allowed to work without adult supervision.

## Section C – Safety Inspections for Speed Events.

All vehicles shall have either a current-year Annual Tech sticker or 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.
- R11 3. HELMETS – Required in all speed events, all classes. *Must be Snell SA2000 or M2000 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.
4. LOOSE OBJECTS – All loose objects MUST be removed from car.
- R15 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 with a Uniform Tire Quality Grade (UTQG) tread wear rating of 140 or less will be allowed.  
For Prepared Class, the following shall apply:
  - (a) Any tire with a UTQG tread wear rating of 140 or less, or any tires designated by the manufacturer as being for competition use only (racing slicks).
  - (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.

If there are any questions or concerns by a competitor regarding tires, he/she should bring those concerns to the Chair of the Competition Committee or a member of the Executive Board.

Those competitors using a tire having a UTQG tread wear rating of 140 or less when entered in a Stock Class will be reclassified to the appropriate Prepared Class when the event results are compiled. The entrant shall be notified of the class change.

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 D – Annual Tech Inspection for Speed Events

1. NWACC shall allow member clubs to perform their own annual tech inspections provided that club members do not perform tech inspections on their own cars. A club may invite other clubs for a tech day. The annual tech inspection shall be completed prior to the first autocross event of the competition season. The annual inspection is good only for the calendar year competition season. A club's NWACC representative shall be present at the inspection site to oversee the inspection process. It is highly recommended that the persons doing the inspection have a working knowledge of the NWACC tech inspection procedure and a good understanding of the vehicle components listed on the form.
2. Annual tech inspections are provided for the convenience of those NWACC club members who attend the majority of scheduled NWACC-hosted and NWACC-sanctioned events. It is highly recommended that cars that have passed the annual tech also have or be provided with a NWACC permanent car number. NWACC Members-At-Large in good standing shall be eligible for annual tech inspection.
3. The Annual Tech Inspection Form and procedures shall be more detailed and only the NWACC-approved form shall be used. This form shall become part of the Speed Event Policies and Procedures.
4. Cars that have passed an SCCA annual inspection and have an appropriate current-year sticker displayed or approval documents for the current season shall be considered to have passed the NWACC inspection. Note the sanctioning body name and date on the tech form and have the form signed by the vehicle owner. An NWACC tech inspection sticker is optional for these cars.
5. Cars presented for an annual inspection need not be in a "ready to race" condition (i.e. race tires need not be installed) but the form shall have a paragraph that states the entrant stipulates the car shall be in such condition upon registration at an event and be signed by the vehicle owner or entrant.
6. Annual tech forms must be signed by the vehicle owner and/or driver as well as the person performing the inspection. The vehicle owner/driver cannot inspect his/her own vehicle or helmet. The form will be dated and the appropriate current-year stickers applied to the vehicle and helmet(s). It is highly recommended that both the vehicle and helmet sticker be placed on the left side so that the event Starter can see both stickers. Multi-driver cars will only be inspected once, but each driver should present their own helmet for approval at the time the car is inspected. Any entrant that replaces his/her helmet during the season shall have a new sticker attached.
7. All completed and signed forms will be delivered to the Autocross Committee Chair. A detailed master list of cars that pass inspection shall be kept and provided to all clubs hosting an autocross.
8. The entrant shall have the responsibility to inform registration that their car has passed an annual tech and is identified by the current-year sticker. The entrant must have their time card initialed by the event Tech Inspectors before moving to grid. It is the entrant's responsibility to remove loose objects from the interior, remove hubcaps, trim rings, etc. before moving to grid.



9. Cars that have passed an annual tech may be re-inspected at any event at the request of the event Chair. Any car that fails any re-inspection will be dropped from the annual program for the remainder of the competition season. The annual tech inspection sticker shall be removed from the vehicle at that time and the car shall be removed from the master list.
10. Tech inspection at regular NWACC hosted or sanctioned autocross events will continue as usual for those that choose to not take part in the annual program or are a one-time or occasional entrant.

## **Section E – Scoring for Speed Events**

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| R14 | 1. Pylon penalties will be assessed only if a pylon is upset or the base is moved completely outside of its outline box on the course during a timed run.  |
| R14 | 2. Any pylons upset or moved out of their outline in the start box will be treated the same as pylons on the course as far as penalties are concerned. Any pylons upset or moved out of their outline box in the stop box area shall be considered a DNF (did not finish). |
|     | 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.   |
| R14 | 4. An entrant will receive a ten (10) second penalty if he/she makes a 3-wheel off-course deviation on a timed lap. A car that makes a complete off-course deviation shall be assessed a DNF.  |
| R14 | 5. Course pylon penalties shall be two (2) seconds for each cone upset or moved completely out of its outline box.   |

A penalty of ten (10) seconds shall be assessed for missing a gate. A gate penalty is assessed when a car deviates from the intended course as follows:

The car is driven completely around a 2-cone gate. Note: One set of tires passing through the gate and displacing one of the cones shall be assessed as a cone penalty.

One gate penalty shall be assessed for each slalom cone skipped or passed on the incorrect side.

Failure to drive on the side of a cone opposite the pointer cone.

Displaced pointer cones moved out of their outlined boxes do not count as a penalty.

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| R14 | 6. Course 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.)   |
| R14 | 8. The timed run is deemed to have finished when the car has come to a complete stop and the Stop Cone pylon in the stop box is removed to allow the competitor to exit the course. |

## Section F – 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 2013
S-7	2014 through current 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 2013
P-7	2014 through current year
P-SS	See Super Stock Below

R15

3. **SUPER STOCK**

SS	1990 through 1995 model ZR-1 (LT5 engine), 1996 Grand Sport and 1996 LT4-powered C4 2001 through 2013 Z06.
SS+	2009 through 2013 model ZR-1 2015 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.

R11

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 to NWACC Members (in good standing only) 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.

R11

7.

All Non-NWACC drivers shall be classed as Time Only.

## Section G – 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, valve train 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).
- R15 4. **TIRES**  
Any DOT approved street tire in any OEM size available correct for model year. Non-DOT approved tires, or any tire with a UTQG tread wear rating of 140 or less, or any tire designated by the manufacturer as being for competition use only are prohibited. Tread depth must be “street-legal” for event location. See Section C, 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, valve train 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.
- R15 4.     **TIRES**  
Any size DOT approved tire is allowed. Autocross-specific tires are allowed. No non-DOT (racing slicks) tires are allowed. See Section C, 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.