

Western Washington Sports Car Council



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DRAFT

2016 AUTOSLALOM STANDARDS

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Table Of Contents

Section 1	INTRODUCTION	6
1.1	PURPOSE	6
1.2	DEFINITIONS	6
1.3	ADMINISTRATIVE AUTHORITY	6
1.4	FINAL AUTHORITY FOR INTERPRETATIONS	7
1.5	AMENDMENTS	7
Section 2	EVENT ADMINISTRATION	9
2.1	EVENT SPONSORSHIP REQUIREMENTS	9
2.2	EVENT PLAN AND APPROVAL	10
2.3	EVENT STEWARD - APPOINTMENT*	12
2.4	EVENT PUBLICITY*	12
2.5	EVENT CONDUCT*	12
Section 3	PROTESTS AND APPEALS	27
3.1	PROTESTS	27
3.2	DISCIPLINARY APPEALS	28
Section 4	MODIFICATION STANDARDS	30
4.1	GENERAL	30
4.2	STOCK CLASSES	31
4.3	IMPROVED CLASSES	34
4.4	PREPARED CLASSES	38
4.5	MODIFIED CLASSES	43
4.6	OPEN STREET CLASS	43
Section 5	FEES AND PENALTIES	48
5.1	ANNUAL TROPHY FEE	48
5.2	LATE PLAN SUBMITTAL	48
5.3	RESULTS	48
5.4	CHAMPIONSHIP STATUS WITHDRAWAL	48
5.5	PROBATION	48
5.6	RELEASE AND WAIVER FORMS*	48
5.7	PAYMENT OF FEES AND FINES	48
5.8	INSURANCE FEES	48
5.9	INSURANCE COVERAGE	49
Section 6	ANNUAL & EVENT SCORING & AWARDS	50
6.1	ELIGIBILITY	50
6.2	NUMBER OF EVENTS	50
6.3	POINTS	50
6.4	CLASS AWARDS	50

6.5	AWARD POLICY	51
6.6	MULTIPLE AWARDS	51
6.7	AWARDS PRESENTATION	51
6.8	INDIVIDUAL EVENT AWARDS	51
Section 7	CAR CLASSIFICATIONS	52
7.1	STOCK CLASSES	52
7.2	IMPROVED CLASSES	56
7.3	PREPARED CLASSES	59
7.4	MODIFIED CLASSES	61
7.5	WOMEN'S CLASSES	61
7.6	NOVICE CLASSES	61
7.7	PRO CLASSES	62
7.8	CLUB CLASSES	62
7.9	STREET TIRE CLASSES (STx and WSTx)	62
7.10	VINTAGE CLASSES	63
Section 8	SAFETY INSPECTION REQUIREMENTS	64
8.1	ENGINE COMPARTMENT CHECKLIST	64
8.2	SUSPENSION CHECKLIST	64
8.3	WHEEL & TIRE CHECKLIST	64
8.4	INTERIOR CHECKLIST	65
8.5	MISCELLANEOUS	65
8.6	RESTRICTIONS	65
8.7	GO-KARTS AND MOTORCYCLES	66
8.8	VEHICLE EXCLUSIONS	66
Appendix A	Event Conduct Documents	67

2016 WWSCC Schedule

<u>Date</u>	<u>Club</u>	<u>Event</u>	<u>Location</u>
4/2	TS	Series Event #1	Emerald Downs
4/3	TS	Series Event #2	Emerald Downs
4/10	UWFSAE	Dawg Dash (#3)	Shelton
6/11	TS	Understeer (#4)	Packwood
6/12	TS	Oversteer (#5)	Packwood
6/18	BEAC	Autopilot (#6)	Shelton
7/30	BEAC	Enduro Lite (#7)	Shelton
8/13	WWSCC	Coneheads Practice	Shelton
8/14	WWSCC	Sports Car Spectacular (#8)	Shelton
10/23	UWFSAE	DawgtoberFast (#9)	Shelton

WWSCC Clubs

Boeing Employees' Autosports Club (BEAC)

www.beac-online.org

Bremerton Sports Car Club (BSCC)

www.bscc.net

Chuckanut Sports Car Club (CSCC)

www.chuckanutsc.org

Northwest Datsun Enthusiasts (NWDE)

www.nwde.org

Northwest Region SCCA (NWR-SCCA)

www.nwr-scca.org

Puget Sound Miata Club (PSMC)

www.pugetsoundmiataclub.org

Torque Steerers (TS)

www.torquesteerers.org

University of Washington FSAE (UWFSAE)

www.uwashingtonfsae.com

Section 1 INTRODUCTION

1.1 PURPOSE

The purpose of this code is to provide requirements and information pertinent to the conducting of safe Autoslaloms, both practice events and points events in the Western Washington Sports Car Council (WWSCC) Championship Series.

1.2 DEFINITIONS

1.2.1 AUTOSLALOM

A low-speed, all forward motion driving skill contest in which each car is separately timed over a short, clearly defined course with the elapsed time and penalties for course deviations being the determining factors for awards. The event is generally held on a paved, flat surface wherein the course consists of straight sections and connecting turns or corners, generally resembling a miniaturized road course. The course layout should be such as to emphasize driver skill, and car handling and maneuverability rather than power. Generally, the course is well enough defined so that memory is not required to remain on course.

1.2.2 CHAMPIONSHIP EVENT

An event held in Western Washington sanctioned through the WWSCC in which a driver may earn points counting toward a year-end trophy or award.

1.2.3 INSURANCE / LIABILITY

All individuals (participant or observer) entering an event site for an Autoslalom conducted per these Standards must sign a release of liability waiver (see Sections 2.1.2 and 2.5.12.4). All individuals (participant or observer) are also personally responsible (liable) for any injuries they cause to themselves or others, and/or for repair of damage they cause to their own or other people's cars or property. Proper caution is strongly encouraged.

1.3 ADMINISTRATIVE AUTHORITY

1.3.1 WWSCC SANCTIONED CHAMPIONSHIP EVENTS

All WWSCC sanctioned Championships shall be administered according to WWSCC standards stated herein. All vehicles competing in a Championship sanctioned Autoslalom shall be classified and runs scored according to the WWSCC Standards. Clubs sponsoring open practices or non-championship events will adhere to all the points listed herein where indicated by the asterisks(*)).

1.3.2 CHAMPIONSHIP SERIES ADMINISTRATION

The WWSCC Championship Autoslalom Series will be administered by the WWSCC. The Council will attempt to make available a published Championship schedule for the March meeting.

1.4 FINAL AUTHORITY FOR INTERPRETATIONS

In all interpretations of the standards, the WWSCC decisions will take precedence over a sponsoring club's interpretation.

1.5 AMENDMENTS

This code may be amended by proposing the amendment to the WWSCC, who after study, will reject or incorporate it into the Standards on the basis of a two-thirds majority council vote. The WWSCC will hold a general meeting to determine the feelings of the competitors on such matters. Although this code is normally changed once a year before the beginning of the competitive season, it may be changed at any time at the discretion of the Council. Changes for 2016 are shown in *italics*.

Northwest Region SCCA



www.nwr-scca.org



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Thank you to the Northwest autocross community for your support. The UW Formula SAE program depends on your generous contributions.



The University of Washington Formula SAE program is dedicated to promoting education and personal growth through the development of a vehicle for the Formula SAE series, and the related organization to aid that development. We maintain that the maximum benefit is obtained by striving to win every event entered through an emphasis on learning, collaboration, leadership, innovation, and excellence in all aspects of team operation.

Section 2 EVENT ADMINISTRATION

The WWSCC Championship Autoslalom Series events will be administered by the WWSCC.

2.1 EVENT SPONSORSHIP REQUIREMENTS

Failure to comply with the requirements of the subsections of 2.1 and 2.2, particularly 2.2.1, shall result in the cancellation of the event.

2.1.1 WWSCC MEMBERSHIP*

All clubs sponsoring WWSCC Championship Autoslalom Series events must be members in good standing of the WWSCC, adhere to the WWSCC Autoslalom Standards and agree to pay all the fees related to participation in this series.

2.1.2 INSURANCE*

Member clubs who wish to sponsor Championship events, and/or open practice or non-championship events, must provide adequate personal injury and property damage insurance. All event entrants must sign a waiver of release which includes the site, the WWSCC and its officers, as well as the sponsoring club.

2.1.3 TIMELY REQUEST - CHAMPIONSHIP SCHEDULE

All clubs wishing to sponsor a Championship Autoslalom must request dates at a Council meeting at least one month prior to the requested date. If a site has not been confirmed for a planned event, the Club may specify a tentative date. A confirmed date must be provided by the Club to the Council, and its insurance carrier, no less than 10 days prior to the occurrence of the event. At the time of the date request, no less than one-half of the insurance fee for the event must be paid to the WWSCC in order to secure the date.

2.1.4 EXPERIENCE OF THE SPONSORING CLUB

The sponsoring club must demonstrate the capability to conduct a Championship caliber event by conducting a non-championship event in accordance with the WWSCC Autoslalom Standards, or by having conducted a satisfactory Championship Autoslalom within the past three seasons. Hereinafter the sponsoring club(s) shall be referred to as the "Club".

2.1.5 ATTENDANCE AT WWSCC MEETINGS*

A Club representative shall miss no more than three meetings held during a calendar year, and must attend the two consecutive meetings prior to the club's event date.

2.1.6 ROSTERS

Each club covered under the WWSCC's insurance policy may not schedule or conduct any event unless it has submitted its current roster and count of memberships to the Treasurer or insurance coordinator. A fine of \$15 will be levied against clubs failing to complete this requirement by February 28th. Per-member insurance fees will be billed to covered clubs per the roster headcounts.

2.1.7 STANDARD FEES

The sponsoring Club shall be responsible for computation and payment of "standard" fees and costs as follows: trophy (sanction) fees based on numbers of regular and novice/club class entrants as per Section 7.6 and 7.8. Payment must be submitted to the Council no later than 45 days following the event.

2.1.8 ENTRY CAPS

WWSCC Clubs have the right to enforce an event cap according to site/event conditions. Priority shall be given to WWSCC club members. If an event cap is to be used, it must be listed on all event advertisements as described in Section 2.4.

2.2 EVENT PLAN AND APPROVAL

2.2.1 PLAN APPROVAL*

At least 30 days prior to the event, the Club will submit complete plans for the proposed event to the Council at the regularly scheduled WWSCC meeting. The Plan must include the following:

A) An event map showing the locations of registration, tech, pits, pre-grid, timing, course layout (including cone locations and start and finish lines), hazards and work stations.

B) Location of the nearest telephone.

C) Location and/or phone numbers of the police and fire departments, ambulance and hospital.

D) For Championship events, the following additional items must be addressed in the Plan submittal:

- Registration and Tech hours and procedures
- Timing & Scoring procedures
- Tech Inspection procedures
- Posting procedures
- Worker training procedures for Novices
- Run/work group plans
- Trophy presentation plans

For events to be conducted at sites which have not been used by the Club in the past three years, the Plan must also include the following:

- E) A drawing of the site and its surrounding streets, showing all entrance/exit paths and the Club's plans for controlling vehicle access.
- F) Details of the Club's plans for controlling pedestrian access, including (but not limited to) locations of boundaries, materials to be used such as flagging, stanchions, etc.
- G) Details of the Club's plans for ensuring that all needed equipment (cones, red flags, extinguishers, flagging, scoreboard, etc.) will be transported to the site and returned to its proper storage location(s).
- H) Details of the Club's plans for post-event cleanup including litter removal.

The Council will review the plan to ensure that the event meets the requirements of the WWSCC Standards. See Section 5.2 for late submittal penalty.

2.2.2 COURSE SAFETY*

All courses must be designed so that bad judgement or loss of control will not put the car into a dangerous situation. Unobstructed spinout areas or escape roads should be provided of a size proportional to the highest speeds attainable. Course safety for the autosloms shall be the same as that required for races, as much as possible.

The course shall be designed so that all hazards are of a minimum of twenty-five (25) feet from the edge of the course and an additional distance relative to the speed attainable except as specifically exempted by the WWSCC.

2.2.3 GATE WIDTH*

Minimum gate width shall be established at fifteen (15) feet, measured inside the pylon bases. A minimum gate width of ten (10) feet may be used for short, primarily straight stretches when needed to comply with insurance distance-to-solid-object requirements. Approval of such a usage is at the discretion of the Council, and must be noted on the official course map as submitted for review per 2.2.1.A. Three (3) cone gates (a.k.a. "3-cone 90's"), when used, shall be established at twenty (20) feet measured at the cone bases. Slalom cones shall be separated by a minimum of forty-five (45) feet measured at the cone bases

2.2.3.1 COURSE DEFINITION*

Standard roadway pylons will be used to define the course. A mark will be made on the course, around the base of each pylon, contiguous

with the pylon base. Pylon positions will be inspected periodically during the event and always after a cone is suspected of being hit. Nothing shall be used as a course marker which could either be injurious or tend to put the car out of control.

2.2.4 EQUAL OPPORTUNITY

All competitors shall have an equal chance to win. There shall be no gimmicks wherein luck shall be a factor in winning.

2.2.5 RUN DURATION

It is recommended that the minimum time to complete one (1) run of the course be forty-five (45) seconds. Each entrant shall be allowed at least two (2) timed runs through the course. Where timed runs are consecutive, the combined minimum recommended duration shall be ninety (90) seconds.

2.3 EVENT STEWARD - APPOINTMENT*

Before the event plan will be approved the sponsoring club must provide at least two people who will be appointed as Stewards to observe the event conduct and represent the WWSCC at the event. The Stewards are responsible, on the day of the event, for the duties enumerated in sections 2.5.5 and 2.5.6. A member of a club sponsoring a WWSCC event may serve as a steward for that club's event, provided that the member has no other official duties pertaining to the event's administration.

2.4 EVENT PUBLICITY*

Pre-event publicity will indicate the event is a WWSCC autoslalom, championship or non-championship; the club's name listed as co-sponsor of the event; date, place, entry fee; time for open and close of registration; first car run time; chairman's name and phone number; specific noise limitations (if any); whether or not trophies will be awarded; whether run groups or car class groups are to be used with approximate start times, and any supplementary technical requirements approved by the WWSCC review.

2.5 EVENT CONDUCT*

2.5.1 RESPONSIBILITY FOR EVENT CONDUCT*

During the autoslalom, the sponsoring club is responsible for the conduct of the event in accordance with the WWSCC Autoslalom Standards. All discrepancies should be called to the attention of the sponsoring club.

2.5.2 PROTESTS OF EVENT CONDUCT ALLOWED

A contestant may submit a written protest to the Event Chair.

All protests shall be filed within 30 minutes after the closure of the competitor's run group and in accordance with Section 3.2.

2.5.3 AUTHORITY TO DISCIPLINE PARTICIPANTS*

A Club sponsoring a WWSCC sanctioned autoslalom has the authority to discipline any participant who exhibits dangerous or unsportsmanlike conduct.

2.5.4 APPEAL OF DISCIPLINARY ACTION ALLOWED

The participant has the right to appeal to the WWSCC as provided in Section 3.2.

2.5.5 STEWARDS' RESPONSIBILITIES

2.5.5.1 ON-SITE REVIEW BY STEWARDS*

On the day of the event, 30 minutes prior to the published starting time, the event stewards must examine the course and give final approval before the event begins.

2.5.5.2 STEWARDS' OTHER DUTIES

During a WWSCC autoslalom, the event stewards may make recommendations to the sponsoring club if necessary for safety or to ensure compliance with the WWSCC Autoslalom Standards. Serious violations of the Standards may constitute grounds for withdrawal of the Championship status of the event, if applicable.

2.5.5.3 MULTIPLE EVENT STEWARDS PER SESSION

The sponsoring club may appoint a secondary Steward for a specific event session (e.g. morning and afternoon sessions.) Except where specified below, the role of the secondary Steward is to perform the responsibilities of the primary Steward during the heat in which the primary Steward is participating (as driver or passenger). Decisions made by the secondary Steward regarding this heat may not be overruled by the primary Steward. The secondary Steward must not be participating in the same heat as the primary Steward.

The primary Steward remains responsible for all decisions and duties during the complete session, except during the heat in which the secondary Steward serves. The secondary Steward is not responsible for the performing the duties listed in sections 2.5.5.1 and 2.5.5.4, or for performing any other Steward duties not relating directly to competition during the served heat.

2.5.5.4 TIMING AND BACKUP TIMING EQUIPMENT*

The event Stewards will examine the timing equipment prior to the start of the event to verify accuracy.

2.5.6 NON-PARTICIPANT SAFETY

2.5.6.1 NON-PARTICIPANT CONTROL*

All persons, except those authorized by the event administrators, shall be a least seventy-five (75) feet from the course and an additional distance from corners relative to the speed attainable.

2.5.6.2 COURSE ACCESS*

A safe path to enter and leave the course and the event shall be provided.

2.5.6.3 ENFORCEMENT AND STAFFING*

Adequate personnel shall be provided to enforce Sections 2.5.6, 2.5.7 and 2.5.8.

2.5.6.3.1 COMPETITOR WORK ASSIGNMENT*

The sponsoring club may request the competitor to fulfill a work assignment at the event. A competitor's failure to comply with a Club's work assignment requirement may subject that competitor to disciplinary action as provided by Section 2.5.3. The WWSCC and its clubs may additionally discipline a competitor who repeatedly violates Club event work assignment requirements through measures including, but not limited to, revocation of Championship series points and/or refusal to permit entry at future events.

2.5.6.3.2 DRIVERS' MEETING

There will be a drivers' meeting before each grouping of classes, as described in Section 2.5.14, with a minimum of two drivers' meetings per event. The drivers' meeting is mandatory, and must be attended by all competitors. Any absences must be pre-approved by the event chair. Failure to attend the drivers' meeting will result in dismissal from the event; the driver will not be allowed to compete at that event. All competitors must attend the entire driver's meeting, early dismissal is not allowed.

2.5.7 ALCOHOL AND DRUGS*

Consumption of alcohol or drugs by contestants or non-contestants will not be allowed. Infractions of this rule shall be reported immediately to the President of the WWSCC (if in attendance) and/or the event Stewards. The WWSCC President and the event Stewards shall keep each other informed of these infractions so that action may be taken against repeat offenders. Further information is contained in sections 2.5.12.6 and 3.2.1.

2.5.8 FIRE EXTINGUISHERS

A minimum of four (4) fire extinguishers (each 10-BC minimum rating) must be readily available at the course. One must be located at

Start/Finish.

2.5.9 EMERGENCY AID*

The following information must be clearly posted: (1) Location of nearest telephone, (2) Location of emergency medical facility, (3) Phone number of ambulance, fire department and police.

2.5.10 COURSE MAP*

An official course map shall be posted at the event and be accessible to all competitors. This map shall be true to scale and shall show the information required by 2.2.1.A. It is required that individual maps showing the course layout be distributed to the competitors. NOTE: Last minute course modifications will be reflected only on the official map. The size of the official course map shall be a minimum of 8-1/2 x 11 inches.

2.5.11 RULE CHANGES

For a Championship event, the sponsoring club must reference any rule changes made at the last WWSCC meeting on the official course map.

2.5.12 INDIVIDUAL ENTRY REQUIREMENTS

2.5.12.1 DRIVER'S LICENSE*

An entrant/competitor must have a driver's license which is valid in the State of Washington and shall present it to members of the club or WWSCC upon request. An entrant/competitor must also be a Participant Member of the WWSCC, as defined herein and in the Council By-Laws.

2.5.12.2 OFFICIAL RUNS

Only one (1) official entry per driver shall be allowed.

2.5.12.3 STANDARDS

Each driver of each car entering a Championship event will be provided a copy of the current official WWSCC Standards, when he/she pays the annual Insurance Processing Fee (5.8). A rule book Supplement may be published annually to include such items as a schedule of events, pertinent rule/car classification changes and space to record pertinent data relating to the entered car for each Championship Autoslalom. Each driver is responsible for knowing his/her WWSCC Standards book and using it correctly at Championship events.

2.5.12.3.1 CAR CLASSIFICATION AND NUMBER

A competitor may choose (if the number is available) or be assigned a car number within a class which will remain reserved for the duration of the entire current season and subsequent seasons. If the number is not used for one full season, it shall become available to other competitors. Each driver is responsible for knowing his/her WWSCC Car classification

and number and using it correctly at Championship events.

2.5.12.3.2 REGISTRATION FORM; TECH INSPECTION VERIFICATION

A club holding an event shall provide each participant a hardcopy registration form or timing card that shall be required to be filled out prior to competing in the event. Hardcopy timing records are also required, to ensure that competition runs are recorded and retained regardless of potential computing equipment failures. For Championship events this form or card shall be retained by the Club, along with the timing records if they are separate, after the event until at least two weeks after the event results have been distributed (see 2.5.21). The form shall include as a minimum the driver's name, the vehicle information (make/model/year/color), and a clear indicator of Technical Inspection pass/fail and signoff. The Tech Inspection signoff must be performed by Tech personnel.

For Championship events, the following information must appear on the registration form or timing card:

- Driver's name
- Driver's mailing address and telephone number
- Driver's car number and class
- Car make, model, year, color
- Tech Inspection signoff

If the registration form is also the timing card, it must contain areas for recording scratch time, penalty seconds, and total corrected time for at least four runs. Other data may accompany the form, and the form may serve other purposes. A sample of this type of form is shown in Figure 2.5.12.3.2-1.



Tech Inspection:	Club Name		
Pass: _____	Event Title and Date		
Fail: _____			
CompetitorName _____ Class: _____ Number: _____			
Address: _____			
Number	Street		

City	State/Province	ZIP/Postal Code	Phone Number

Email Address			

CarMake: _____	Model: _____	Color: _____	Year: _____
Member of WWSCC club(s) : _____			
Scratch Time	Penalties	Total Time	
Run 1	_____		
Run 2	_____		
Run 3	_____		
Run 4	_____		

Figure 2.5.12.3.2-1 Timing/Registration Form

2.5.12.3.3 RULE BOOK DISTRIBUTION

The sponsoring club shall provide the WWSCC Autoslalom Standards at any Championship event. A Standards book will be provided to each entrant who pays the Insurance Fee (5.8). It is also recommended that the Standards be available for distribution at non-championship events.

2.5.12.4 RELEASE OF LIABILITY*

Everyone on site must sign a waiver of release which includes the site, the WWSCC and its officers, as well as the sponsoring club. The signed waivers will be submitted the WWSCC Insurance Focal at the critique meeting. Section 5.6 specifies late submittal penalties.

2.5.12.5 DRIVER/CAR LIMITATIONS

A vehicle will be allowed to be driven by no more than 2 drivers in a run group. Multiple driver cars must comply with Section 2.5.12.2 (Official Runs). Vehicles need only pass the “safety inspection” once and

evidence of successful completion presented for the other drivers.

2.5.12.6 DRINKING AND DRUGS*

Obvious influence or consumption of alcohol and drugs by competitors will result in both disqualification and forfeiture of the entry fee. Infractions of this rule will be reported to the President of WWSCC (if in attendance) and/or event stewards. The WWSCC President and the event Stewards shall keep each other informed of these infractions so that action may be taken against repeat offenders. See Section 2.5.7 and 3.2.1.

2.5.12.7 PRERUNS

Any individual who drives or runs the course of any Championship event in a wheeled vehicle prior to competition will not be eligible to receive Championship points for the event. The competitor's runs for that event will be changed to a time-only status. An exception to this is that a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the event officials, use a wheelchair or similar aid (which does not include a bicycle) traveling at normal course-walking speed to accomplish his/her course walk-throughs. Competitors in Pro and Women's Pro classes may serve as instructors under Section 2.5.19.9 before they compete, with no penalty. Pre-runs are allowed in events when all competitors in a class are given the same opportunity to pre-run the course. For example, enduro type events or events that may consist of 5 runs with the last 4 being official.

2.5.12.8 PAYMENT OF ENTRY FEE

Acceptable forms of payment for entry in events are cash or personal check. No credit cards, promises to pay, IOU's, or other forms of payment will be accepted unless specifically announced and publicized by the sponsoring club. If a competitor wishes to write a check, the check must have imprinted the name and address of the competitor. No temporary checks will be accepted. The competitor's phone number and driver's license number with expiration date shall be written on the check.

If the check is returned to the sponsoring club as dishonored, the competitor must pay the original amount plus a \$30 fee to the sponsoring club. If the sponsoring club does not receive the monies due within 15 days of notifying the competitor, that competitor's results/points from that event will be permanently excluded from the cumulative total for the season. "Notifying the competitor" is considered two documented phone contact attempts or notification via certified mail from the sponsoring club to the phone number or address on the dishonored check.

Writers of dishonored checks should not be allowed to compete in future WWSCC events until they have settled up for any event(s) for which they wrote the bad check(s).

2.5.14 CLASS RUN SEQUENCE

Championship Autosloms will be conducted using the following two groupings of classes: Group 1, all Stock and ProStockST classes; Group 2, All Improved, OS, ST, Prepared, Modified, and ProNonStock classes. These groups shall be rotated in succession from event to event such that in each Championship event the first group to run shall be the group which ran second at the previous event. Competitors who run out of their class group/division will not run for Championship points unless they comply with Section 2.5.14.1. Competitors in the Novice classes shall be allowed to run in any run group. These groupings may be adjusted to address the need for run group size balancing.

2.5.14.1 OUT OF CLASS/ORDER RUNS

If a competitor cannot, for a pre-determined reason, make their run group, an out-of-order run may be requested. This request will be limited to a maximum of three occurrences per year by a competitor. In cases where requests to run out of order are due to a mandatory employment schedule, it will be exempt from the limitation on maximum number per year.

This request must be posted prior to the start of the event, and shall state the following to be acceptable: (1) Class, (2) approximate run time of the class, (3) approximate time entrant expects to run, (4) reason for not making class run, (5) event chairman's signature. The run will be subject to protest if weather conditions favor the alternate run time.

If a competitor takes out-of-order/out-of-class runs for points in the morning half of the day, he/she is not eligible for a second entry in the afternoon half.

2.5.14.2 MULTIPLE DRIVER CARS*

The sponsoring club shall establish a separate grid procedure for all multiple driver cars. The purpose of said procedure shall be to ensure that each driver receives his/her runs in a reasonably spaced time within the class, but, at the same time, will preclude the possibility that any given driver/car receives back-to-back runs.

2.5.15 CLASSIFICATION

Competitors are responsible for determining their correct class. The event chair or other officials are not responsible for a competitor's correct classification unless someone questions the classification. Then the officials will assist the competitor in determining and applying a correct classification.

A competitor's class cannot be changed for any reason without notifying the competitor.

If a competitor misclassifies their car, the results must be changed as follows:

- If misclassified in an indexed class:

- for which the car can qualify, the car will be reclassified to any correct classification for the car in the same indexed class (for example, if a BS car in ST2 could be reclassified as BSP).

- for which the car cannot qualify, the car will be reclassified to any correct indexed class and classification for the car that the competitor chooses (for example, if a BS car in ST3 could not be reclassified in ST3).

- If misclassified in a non-indexed class:

- the car will be reclassified to any correct non-indexed class.

If the car can fit more than one classification, the competitor chooses the classification from the possibilities above.

If the reclassification of a car results in the competitor having run out of class (in a different run group), and there is an advantage gained by having run out of class (for example, the weather was more favorable when the vehicle ran than when the correct class ran), the car will be reclassified and will be assigned a time of slowest car in the destination class plus 1 second or the actual time, whichever is less favorable.

Event trophies will not be redistributed after they are presented at the event.

In any one event, if a car is correctly classified, the driver's results will stand as classified and may not be changed to another class that might also be correct after one or more runs are completed. For example, if a vehicle that would be correctly classified as IB was correctly classified and runs in PB, the classification cannot be changed to IB for any completed runs.

Results can be changed until 30 days after the first posting of the event results on the WWSCC website. After this 30-day window for changes, the results become final and unchangeable.

The official responsible for the application of this rule at an individual event is the Event Chair, Event Steward, or any necessary Protest Committee. If the application of this rule involves past or multiple events, the WWSCC will make all final decisions.

2.5.16 SAFETY INSPECTION REQUIREMENTS*

The Site Representative, Event Chair, or Chief of Tech may determine which vehicles they do not consider safe for the event and/or venue. The vehicles must be accepted by unanimous approval of the Site Representative, Event Chair, and Chief of Tech.

Supplementary regulations may be imposed by the sponsoring club only if approved in advance by the WWSCC and publicized to all competitors. All cars must pass the safety inspection requirements in Section 8.0.

2.5.17 IDENTIFICATION*

It is the competitor's responsibility to ensure that their car is identified during its run by affixing the proper car number and class identification to both sides of the car. The letters and numbers should contrast with the background and be large enough for easy identification while on course. It is the competitor's responsibility to ensure a number and WWSCC class are affixed to their car. If a car does not have a number and WWSCC class affixed to it, the competitor's runs will be designated as time-only. See Section 2.5.12.3.1. (or 2.5.12.3.15).

2.5.18 DO OR CHECK BEFORE STARTING RUN

2.5.18.1 INSTRUCTIONS*

Each competitor must be informed of the start and finish line location, course path, run procedure and special provisions or penalties before being permitted to run.

2.5.18.2 SAFETY HELMETS*

Helmets meeting the following standards must be worn while on course: All helmets meeting the current or two immediately preceding Snell Foundation standards (SA, K, or M), or SFI standards 31.1A, 31.2A, 41.1A, or 41.2A are acceptable. Helmets meeting British spec BS6658-85 type A/FR are also acceptable. For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened. Loaner helmets should be available to vehicle occupants not having their own.

2.5.18.2.1 OPEN CARS*

The drivers of all open cars which do not have a windscreen which extends above the top of the driver's head must have adequate eye protection.

2.5.18.3 PASSENGERS*

A single passenger may be permitted on a run, subject to the discretion of the Event Chair and/or WWSCC Stewards, with the following restrictions:

a) The vehicle must have passed Technical Inspection and be properly equipped for both driver and passenger as defined in these rules, particularly in (but not limited to) such areas as, seating, restraints, helmets, rollover protection (if required), etc.

b) Any passenger must meet all requirements of an entrant (e.g. driver's license, waiver), as described in these rules. Children and learner's- permit drivers are not permitted as passengers (or drivers) at any time.

c) Either the driver or the passenger must have driven in no less than ten (10) events. No driver-passenger combination is permitted (on any run at any event) which involves two Novice drivers, or two Minor drivers.

d) Passengers are not permitted on competition runs during any Championship event, unless explicitly permitted via action of the Event Chair with WWSCC approval.

e) In a driving school situation, either the driver or the passenger must be an experienced driver functioning in an instructor capacity.

f) No more than two(2) persons may be in any car during any run. This does not preclude low-speed "parade laps," provided for course familiarization, from being taken with more than one qualified passenger in the vehicle, provided the vehicle meets all equipment requirements for all passengers.

2.5.18.4 SAFETY CHECK*

Competitors must be checked immediately prior to running for safety helmets on and seat belts tightened. This is typically checked by the starter.

2.5.18.5 START LOCATION*

Cars shall be positioned on a specific reference line such that all cars get the same run at the start line.

2.5.19 TIMING, SCORING, STOPS, RERUNS

2.5.19.1 PRIMARY TIMING REQUIREMENTS

It is required that electronic timing be used at all Championship events. This timing equipment should have an accuracy of 0.01 seconds over a ten (10) minute period and be repeatable after a six (6) hour operation period. Sufficient batteries and spare parts should be available to provide reliable operation of the electronic timing. This timing equipment must be automatically started and stopped by the competing car.

2.5.19.2 BACKUP TIMING

The sponsoring club must have backup timing equipment available. This may include an additional functioning electronic timer. To back up the electronic timing equipment, three (3) hand-held watches should be available of such accuracy that each hand-held watch should not differ from the electronic timing by more than one second in ten minutes. The three (3) watches will be operated by separate individuals. The times measured by the hand-held watches will all be recorded and the correct time will be the average of the closest two (2) watches. In this event, the times taken by the electronic timing will be truncated to the accuracy of the stopwatches (e.g., and electronic time of 45.478 would be truncated to 45.47 if watches are accurate to 0.01 and to 45.4 if accurate to 0.1).

2.5.19.3 TIMING ACCESSIBILITY

The operation of timing equipment must be open for scrutiny by the WWSCC Stewards. The timing equipment shall be off limits to everyone except the operators and the WWSCC Stewards, and should be placed in such a manner as to preclude easy access by competitors or spectators.

Two (2) seconds shall be charged if a pylon is “upset” by the car, its accessories, or the driver. A cone is upset if it is either permanently knocked over on its side or permanently moved so that its outside edge lies entirely outside the marked square required by 2.2.3.1 (see Figure 2.5.19.4-1). Ten (10) seconds shall be charged for each gate missed. Additional penalties may be assessed, as previously approved by the WWSCC, at the discretion of the event officials.

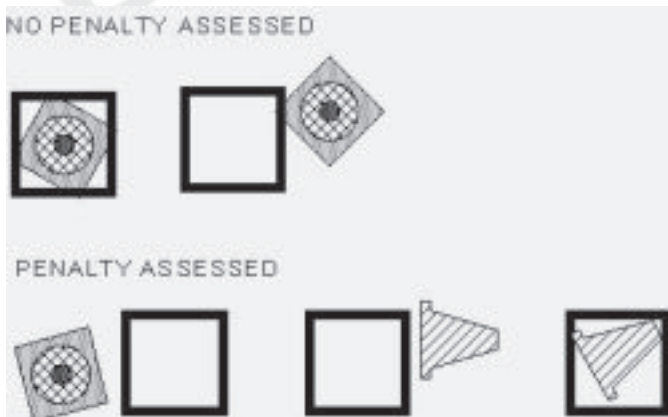


Figure 2.5.19.4-1 Cone Displacement Penalty Determination

2.5.19.5 DID NOT FINISH*

A single run shall be scored DNF (Did Not Finish) when a contestant

does not complete his run, incurs penalties too numerous to count, or makes course deviations endangering persons or property. Failure to complete the stop box will be scored as a DNF.

2.5.19.6 RED FLAG POLICY

Obvious complete loss of control or inability to negotiate the course which could cause a safety hazard will result in immediate red-flagging. Common sense is a good guide when deciding to allow a car or person to either run or continue to run. In an autoslalom, the basic rule is this: If there is a question, they should not continue.

2.5.19.7 RERUNS

An official rerun counting for points and trophies will be allowed due to the timing failure or if the driver did not receive a fair run based on the decision of the sponsoring club. Reruns will not be granted for mechanical failure. In the case of timer failure the following will take place:

- 1) The car will be red-flagged as soon as possible.
- 2) The car will be regripped such that it enters to course for its rerun no sooner than three (3) minutes after its return to the grid.
- 3) Pylon and gate penalties incurred on the red-flagged run will not be carried over to the rerun.

2.5.19.8 TIES

In the case of a tie between two or more entrants, the entrant's next fastest run(s) will be used as a tiebreaker for event trophies only. All entrants who have tie runs will receive equal points for the WWSCC Championship series based on that run.

2.5.19.9 INSTRUCTIONAL ASSISTANCE

If a competitor is unable to find the correct route through the course after one or more attempts, he/she may be accompanied by an instructor, as approved by the Event Chair, on a subsequent run. The instructor must have completed all of his/her timed runs prior to riding with the "lost" competitor, unless the instructor is competing in the Open Pro or Women's Pro classes as described in Section 2.5.12.7. If the competitor is a Novice, no penalty will be incurred for taking an instructor on a run. This allowance is subject to amendment at any time according to the requirements of the WWSCC Insurance Provider.

2.5.19.10 VEHICLE RE-STARTS, COURSE WORKING

Course workers are not required to push-start vehicles which stall on course. If a competitor's vehicle is pushed, their time will be designated DNF.

2.5.19.11 MECHANICAL FAILURE

A competitor can call for a ten (10) minute mechanical delay if they

are unable to present their car as available to start. The time starts from when the car would have started the run. Grid personnel should be notified immediately. Failure to present the car as available to start within the ten (10) minute time limit will result in the competitor's run being designated a DNS (did not start). A mechanical delay may not be called for in order to gain a competitive advantage. If a competitor calls for a mechanical it must be verified by the Event Chair or Rules Steward.

2.5.19.12 CHANGING CARS MID-EVENT

If a competitor changes cars during the course of an event, it must be due to mechanical problems with their car and verified by the Event Chair or Rules Steward. The verification must occur within ten (10) minutes of completion of the competitor's previous run. If the competitor changes cars, Grid and Starter must be notified before the competitor makes a run in the different car. Grid/Start will communicate this change to Timing & Scoring. If a competitor makes one or more runs in an indexed class, and finishes an event in a differently indexed car, the more difficult index will be used to calculate all of their times for that event.

2.5.19.13 POSTING OF RUN RESULTS

Unaudited 1st run results should be posted prior to start of 3rd runs, 2nd run results before the 4th runs, etc. The posting location must be announced at the Driver's Meeting. Use of a posting board is strongly recommended. A person walking around grid with the results and/or putting the results in a cone is not considered "posting the results".

2.5.20 UNSCORED RUNS

Unscored runs will be permitted only after the last driver in a run group has completed all his/her runs for points. Unscored runs will be allowed for the driver/cars of completed run groups during the event so long as runs for points are always given precedence. Trophies should be awarded as soon as possible after all class runs are complete.

2.5.21 RESULTS

2.5.21.1 RESULTS SOURCE

If a Results Source volunteer has been designated by the Council, all clubs sponsoring Championship events must use this source for their official results, must provide the hardcopy timing records and event forms required by 2.5.12.3.2 to that source no more than one week following the event, and must provide a volunteer to audit the results once the Results Source has completed them.

2.5.21.2 RESULTS DISTRIBUTION

No later than 21 days after a Championship autoslalom, the complete results of the event must be available to all contestants. This

may be achieved by posting of the results to the WWSCC website. This deadline may be extended by explicit approval of the Council under circumstances in which a Results Source is being used, event timing records were provided to the Results Source as per 2.5.21.1, and the Results Source cannot complete his/her processing of the results within 14 days of the event.

2.5.21.3 RESULTS CONTENT

The results shall designate the event, sponsoring club, date and location. The results shall list by class and position in class (in order of best total time) the driver's name, number, car make, model and year, class, and run time, which includes all penalties charged (with an indication of the number of penalty seconds charged accompanying each affected total time). All run times should be listed in the order in which they were completed for each competitor. The results shall also include decisions on all protests.

2.5.22 CRITIQUE

At the next meeting of the WWSCC, the conduct of the event will be reviewed. The sponsoring club shall attend this critique. If the Championship status of an autoslalom is to be withdrawn, or the sponsoring club placed on probation, the WWSCC must notify the sponsoring club within 45 days of the event, see Section 5.0.

Section 3 PROTESTS AND APPEALS

3.1 PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that WWSCC events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best; that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition. It is expected that protests will be reasonable, logical and based on sound evidence, thus well-founded.

3.1.1 FORMAT

All protests must be written showing the protestor and protestee's name, car number, car make and model. The protest shall cite the section of the standards violated, the specific protest, and the action desired. Protests may be filed only by drivers in the protested car's class or the event officials.

3.1.2 PROTEST SUBMITTAL

All protests shall be filed within the 30 minutes after the closure of the competitor's run group. A \$5.00 cash fee shall accompany the protest, to be returned if the protest is upheld. If the protest is denied, the fee will be forwarded to the WWSCC treasury.

3.1.3 PROTEST COMMITTEE

The sponsoring club shall provide a three (3) person protest committee.

3.1.4 PROTEST COMMITTEE ACTION

All actions of the protest committee must be kept on record, one copy of which shall be provided to WWSCC. The decisions reached on protests shall be included with the results sent to the contestants. The protestor(s) shall be notified of the decision the day of the event or within 48 hours. In the event the protestee leaves the site before a decision can be made, the protest generally shall be allowed.

3.1.5 APPEALS OF PROTESTS

Appeals of the decisions of the protest committee must be presented in writing to the President of the WWSCC, within the 96 hours of the end of the event. The protestor(s) and protestee(s) shall be notified of the appeal by the WWSCC President, and of the date/place at which time it will be considered by the WWSCC. The decision of the Council will be final.

3.2 DISCIPLINARY APPEALS

3.2.1 DRINKING OR DRUGS*

Consumption of alcoholic beverages or drugs at an event will be cause for disqualification of the driver and forfeiture of Championship points earned. Further penalties may be levied by the WWSCC upon review of the incident. Infractions of this rule shall be reported to the President of the WWSCC (if in attendance) and/or the event stewards. The WWSCC President and the event stewards shall keep each other informed of these infractions so that action can be taken against repeat offenders. See Sections 2.5.7 and 2.5.12.6.

3.2.2 DISCIPLINE*

A club sponsoring a WWSCC sanctioned autoslalom has the authority to discipline any participant who exhibits dangerous or unsportsmanlike conduct. The participant has the right to appeal to the WWSCC. Return of fees is entirely at the discretion of the Event Chair.

3.2.3 CONDUCT OF DISCIPLINARY HEARING

At the hearing, the WWSCC may discipline or ban the driver from WWSCC Championship events. When such action is proposed, the driver will be notified in advance of the time and place of the hearing on the proposed action. The driver will have the right to appear at the hearing and present a defense of his/her action, including testimony of witnesses and submission of evidence.

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Section 4 MODIFICATION STANDARDS

4.1 GENERAL

4.1.1 PRODUCTION REQUIREMENTS

In the event a car has been homologated for competition, the car may be placed in the appropriate class. Vehicles must satisfy production requirements for the appropriate class, as defined in later sections, unless the vehicle has been specifically assigned or limited to particular classes by the WWSCC, in which case noted requirements would not necessarily apply. So called "foreign" models or cars not normally sold in the U. S., or cars utilizing components of the models which were not normally available on the equivalent "American" versions, will be allowed to compete for Championship points only if that car has been reviewed by the WWSCC and specifically classified. This may be accomplished "on-site" by the WWSCC Stewards, if necessary.

4.1.2 REPAIRS

The replacement or rebuilding of any standard components of the vehicle for reason of normal wear or accidental damage is allowable, as long as the replacement part or component is the same as the original or meets qualifications described in Sections 4.1.3 and 4.1.4.

4.1.3 UPDATING/BACKDATING

Replacement parts or components may be updated (or backdated) to incorporate improvements or revisions made by the manufacturer in later (or earlier) versions of the same basic model, subject to the following restriction:

A)The replacement part or component must be (or have been) available as factory installed equipment on other versions of the same basic model or be available as a factory option (as defined in section 4.1.4).

B)The updated/backdated component from the later/earlier version also competes in the same class as the vehicle to which the component is being added. If one basic model is modified to the extent it is made indistinguishable (discounting items of ornamental trim) from other basic models, the car should be allowed to run as if it were the later/earlier model.

C)A basic model is defined as all cars of the same marque that are listed as one entry in the car classifications, Section 7.

4.1.4 STANDARD EQUIPMENT

Those items of equipment that could have been ordered with the specific make and model, installed by the manufacturer in his facility and delivered through a dealer in the United States. Dealer installed equipment, no matter how common, is not included in this definition.

4.1.5 OPTIONAL EQUIPMENT

Those items of equipment, or components, not available from an authorized dealer in the U.S. and which are listed in the U.S. factory parts list for that basic model.

4.1.6 VEHICLE NOISE LIMITATION

4.1.6.1 EXCESSIVE NOISE

No vehicle in competition shall be allowed to generate excessive noise such that the health and/or comfort of the workers, competitors or spectators is endangered. Any vehicle may be required to demonstrate compliance with this section at the discretion of the event chairman.

4.1.6.2 LIMITATION

If a sound level measurement device is available, “excessive noise” shall be defined as any noise in excess of 102 dB(A) as measured in accordance with Section 4.1.6.3. In the absence of sound level measuring equipment, “excessive noise” shall be determined by a majority decision of the following people: the protest committee, the event stewards and the event chairman.

4.1.6.3 CONTROLLED MEASUREMENT CONDITIONS

The sound emission of a vehicle shall be measured at a distance of 25 feet from the vehicle while the engine is accelerating at full throttle to an engine speed of not less than 4,000 RPM. Measurements shall be taken from each side of the vehicle and from directly behind the vehicle. If a noise level of 102 dB(A) is exceeded at any one of these locations, the vehicle shall be considered to be in violation of the noise limitation standard.

4.1.6.4 PENALTY FOR EXCESSIVE NOISE

Any vehicle that violates the noise limitation standard while on the course shall be declared a DNF for that run and must be presented to the officials for inspection. This vehicle shall be prohibited from making further runs until such time as the vehicle is judged acceptable by not exceeding the limitations of Section 4.1.6.2.

4.2 STOCK CLASSES

Stock category automobiles must have been series-produced with normal road touring equipment in quantities of at least 1000 in a 12 month period. They must be slalomed as they are normally delivered to the public in the United States, with only Standard Equipment (as defined by Section 4.1.4). Stock cars are intended to be representative of this definition with no changes or alterations that materially improve car performance or driver control of the vehicle. Those cars which have been modified according to the current SCCA (Sports Car Club of America) Solo Street rules (only) may compete in their corresponding

WWSCC classes within the Stock Category. Such cars may NOT be additionally modified to the authorizations below.

NOTE : NO MODIFICATIONS EXCEPT AS AUTHORIZED BELOW ARE ALLOWED

4.2.1 GENERAL

4.2.1.1 UPDATING/BACKDATING

The following standard components cannot be separately updated or backdated:

Block	Heads
Bumpers	Pollution/Emission Equipment
Carburetors (including internal components)	

4.2.1.2 SUBSTITUTIONS/ADDITIONS

Any substitution or addition of these items may be made:

Air Dams and Spoiler	Generators or Alternators
Normally Expendable Items	RPM Limiting Devices
Brake Lines	Thermostats
Brake Line Damper-Safety Braker	Steering Wheels
Air Filter Elements	Oil Filters/Coolers
(but not holder/body)	Oil Pans
External Crankshaft Vibration Damper	Fuel Lines, Fuel Pumps
	Vents, Breathers, Catch Tanks

4.2.1.3 EXHAUST SYSTEMS

Headers are not allowed unless they are standard equipment on that particular make and model. The exhaust system must be utilized and must be street legal, per current State of Washington vehicle codes.

4.2.1.4 AUTOMATIC TRANSMISSIONS

The use of heavy-duty, aftermarket rebuild parts is allowed. This includes shift kits.

4.2.2 BODYWORK

4.2.2.1 LIGHTS AND SIGNALS

The presence of rally lights, the number of additional lights or the ability of lighting and signaling devices to function properly shall not be a factor in a protest.

4.2.2.2 ACCESSORIES

The installation of any accessories, gauges or indicators and interior modifications for the comfort and convenience of the driver

or passengers are allowed. This includes safety equipment, minor customizing, sun roofs, air conditioning, headrest, padding or other interior trim.

4.2.2.3 SEATS

Seats may not be substituted. A seat belt for the driver is required.

4.2.2.4 REMOVABLE ITEMS

The following items may be removed from the car: Spare tire and spare tire cover, jack, optional lights, tools, sun roofs and hardtops on open cars. Removal of the following items is required: Hubcaps, trim rings, fender skirts, all loose items and tonneau covers (except on cars with a roll bar installed.)

4.2.3 CHASSIS

4.2.3.1 TIRES

Only non-recapped tires designed for street use and bearing a DOT identification number may be used. Tires must have a UTQG treadwear rating of 200 or higher (this is intended to mirror current year SCCA Street category requirements). A tire is not legal when there is no measurable tread at two points on the tire which are 180 degrees apart around its circumference, and which are within one inch of the centerline of the tread.

4.2.3.2 WHEELS

The wheels must be standard equipment as defined herein or equivalents authorized below:

A) Substitute Wheels of any material and appearance are allowed provided the diameter is identical and offset is not more that +/- .25 inch from the standard wheel for that car. Rim width is limited to that of a standard wheel for that car or the following, whichever is greater:

1. For 12 inch or less diameter wheels, up to 5.0 inch width.
2. For 13 inch diameter wheels, up to 5.5 inch width.
3. For 14 inch or greater diameter wheels, up to 6.0 inch width.

Section 4.2.3.3 must still be complied with.

B) All cars in classes SS and SA which were manufactured in the U.S. prior to 1980 may use any wheel with a rim width of eight inches or less, unless the car came with a larger wheel size from the factory, provided that Section 4.2.3.3 is complied with.

C) Wheel spacers are permitted, provided the resultant combination complies with any applicable dimension requirements of these rules. Wheel studs or bolt length may be changed. Sufficient thread engagement is required.

4.2.3.3 SHOCK ABSORBERS

Any make of shock absorber may be used provided the same

Brake Line Dampers	Normally Expendable	Valve Springs,
“Safety Brake”	Parts	Retainers, or
Camshaft(s)	Oil Filter/Coolers	Lifters
Clutch/Flywheel	Oil Pans	Velocity Stacks
Cooling Fans	Oil Pumps	Vents, Breather or
Exhaust System	Pollution/Emission	Catch Tanks
External Crankshaft	Equipment	Water Injection
Vibration Damper	Pulleys	Water Pumps
Final Drive Ratios	Push Rods	
Fuel Lines	Rocker Arms of Stock Ratios	

4.3.1.3 DIFFERENTIALS

Any type of limited slip or locker differential is allowed.

4.3.1.4 MANIFOLD

Any intake manifold and velocity stack may be used provided no modifications to the standard or optional bodywork are made.

4.3.1.5 CARBURETORS

Carburetor, fuel injection, and intake manifolds are unrestricted. Turbochargers may not be substituted or modified.

4.3.1.6 OVERBORE

Any standard overbore is permitted.

4.3.1.7 PISTONS

Pistons of any origin and material are permitted as long as their weight is no less than that of the stock pistons, and the compression ratio remains standard.

4.3.1.8 TRANSMISSION RATIOS

Transmission ratios must correspond to the gear sets normally furnished in the vehicle. Individual ratios may not be updated or backdated separately.

4.3.1.9 AUTOMATIC TRANSMISSION

The use of heavy-duty, aftermarket rebuilt parts is allowed. This includes shift kits and high stall speed torque converters.

4.3.2 BODYWORK

4.3.2.1 LIGHTS AND SIGNALS

The make and number of lighting and signaling devices (including driving lights) may be changed. The presence of rally lights or the ability of the lighting or signaling devices to function properly shall not be a factor in a protest.

4.3.2.2 ACCESSORIES

The installation of any accessories, gauges or indicators and

interior modifications for the comfort and convenience of the driver or passengers are allowed. This includes safety equipment, minor customizing, sunroofs, air conditioning, headrests, padding or other interior trim.

4.3.2.3 BODY PANELS

Body panels cannot be removed, altered or repositioned except as previously qualified by Section 4.1. Optional lightweight body panels are not allowed. The use of any front air dam, spoiler or rear spoiler is permitted.

4.3.2.4 REMOVABLE AND RELOCATABLE ITEMS

A) The following items may be removed:

- | | |
|------------------------------|-----------------------|
| Air Cleaners | Rear Seats |
| Floor Mats (loose only) | RPM Limiting Devices |
| Hard Tops | Soft Tops |
| Jacks | Spare Tires and Cover |
| Optional Lights | Tools |
| Outside/Inside Mirrors | Window Washers |
| Pollution/Emission Equipment | |

B) The following items may be relocated:

- | | |
|------------------------|--------------------|
| Battery | Radio |
| Instruments | Spare Tires/Covers |
| Outside/Inside Mirrors | Window Washers |
| Optional Lights | |

C) The removal of the following items is required:

- | | |
|-----------------|-------------------------------|
| All Loose Items | Tonneau Covers (except on |
| Fender Skirts | cars with roll bar installed) |
| Hubcaps | |

D) Sedans may remove the front passenger seat when a full roll cage is installed.

4.3.2.5 WHEEL WELLS

The exterior contour of the fenders may not be altered. Non-stock or non-optional fender flares are permitted for some cosmetic or practical reasons only if the wheels and tires actually being used would clear a standard opening and could be fully operated without damaging a tire. The interior fender panels may altered but not substituted with an alternate material in order to provide clearance for tires and wheels. The authorized modifications may not result in any additional openings between the wheel well and the engine, passenger or luggage compartments.

4.3.2.6 RADIATORS

Any radiator may be used provided there are no changes to the body, chassis or internal structure to accommodate its use.

4.3.2.7 MUFFLERS/EXHAUST SYSTEM

Headers may be used, but the car must utilize a legal exhaust system meeting current State of Washington standards. Open dump pipes or other bypass or cutout systems are not allowed.

4.3.2.8 SEATS

The front seats may be substituted or modified, but not lightened.

4.3.3 CHASSIS

4.3.3.1 TIRES

Only tires designed for street use and bearing a DOT identification number may be used. A tire is not legal when there is no measurable tread at two points on the tire which are 180 degrees apart around its circumference, and which are within one inch of the centerline of the tread.

4.3.3.2 WHEELS

Any wheel complying with Section 8.3 may be used, provided the rims are no more than 1.5 inches wider than stock. All cars over 3000 cc which were manufactured in the U.S. prior to 1980 may use a rim width of up to eight inches if this exceeds the stock width plus 1.5 inches. Front and rear pairs of wheels may not differ in diameter from each other or from the stock diameter by more than one inch.

4.3.3.3 SHOCK ABSORBERS

Any make of shock absorber may be used provided the same number, system of operation and points of attachment are used. Lever action shocks may be replaced by tube type shocks as long as original attaching points are retained using conversion brackets furnished by the shock manufacturer or by the dealer for standard installation.

4.3.3.4 SUSPENSION IMPROVEMENTS

Any type of anti-roll bar, anti-axle wind-up device, axle locating device, or camber compensator is permitted. Camber compensators are required on swing-axle cars to comply with Section 8.6. Suspension bushings from any origin are allowed. Sedans and pickups are permitted the following modifications: On McPherson strut type front suspension, the strut attachment point at the chassis may be changed, or the attachment point at the steering knuckle may be modified; for A-arm type front suspension, the control arm mounting location at the chassis may be changed.

4.3.3.5 SPRINGS

Springs or torsion bars of unrestricted origin may be used provided they can be fitted without alterations to the original supports and points of attachment.

4.3.3.6 CAMBER SETTING

Suspension settings which increase the positive camber of either front or rear wheels will not be allowed. Negative increases are allowed.

4.3.3.7 LOWERING BLOCKS

Lowering blocks and spring wedges can be used.

4.3.3.8 TRACK

Changes in track resulting from the above modifications may not exceed 2.0 inches from the standard dimension.

4.4 PREPARED CLASSES

Prepared category automobiles must meet the same requirements of vehicle eligibility and safety previously specified for Improved and Stock category, except as noted below. Certain cars which may not satisfy these requirements may run in this category if they are explicitly listed in the Prepared classes. Cars which have been modified according to the current SCCA Solo II Prepared Category rules (only) may compete in their corresponding WWSCC classes within the Prepared category. Such cars may not additionally be modified to the authorizations below. Only standard equipment, as specified in Section 4.1.4, and optional equipment, as specified in Section 4.1.5 may be used, except as authorized below.

NOTE: NO MODIFICATIONS EXCEPT AS AUTHORIZED BELOW ARE ALLOWED

4.4.1 GENERAL

4.4.1.1 UPDATING/BACKDATING

The following standard components cannot be separately updated or backdated:

Block	Head(s)
-------	---------

4.4.1.2 SUBSTITUTIONS/ADDITIONS/REMOVALS

Any substitution, addition or removal of these items may be made:

Air Dams/Spoilers	Water Pumps
Air Cleaners	Oil Filters/Coolers
Brake Lines	Steering Wheels
Brake Line Damper	Oil Pan
Camshafts	Oil Pumps
Clutch/Flywheel	Offset Steering Rack Bushings
Cooling Fan	Pulleys
Control Arms and Bushings	Push Rods
Exhaust System	Pollution Equipment

External Crankshaft Damper	Rocker Arms
Final Drive Ratio	RPM Limiting Devices
Fuel Lines and Pumps	Side Windows, Frame and Mech.
Generator/Alternators	Thermostats
Ignition System	Valve Springs, Retainers,
Normally Expendable Parts	Valve Lifters
Velocity Stacks	Vent Breathers
Water Injection	Catch Tanks
Subframe Connectors	

4.4.1.3 DIFFERENTIALS

Any type of limited slip or locker differential is permitted.

4.4.1.4 MANIFOLDS

Any intake manifold and velocity stack may be used provided no modifications to the standard or optional bodywork are made.

4.4.1.5 CARBURETORS

Carburetors, fuel injection, and intake manifolds are unrestricted.

4.4.1.6 SUPERCHARGER/TURBOCHARGER

A vehicle originally equipped with a supercharger/turbocharger may replace that supercharger/turbocharger with another model of unrestricted origin. The number of superchargers/turbochargers may not be increased. Cars so equipped shall run in the same class as the original vehicle, as specified in Section 7.3.

A single supercharger/turbocharger may be added to vehicles not originally equipped with one. Cars so equipped shall run in Prepared A unless the supercharged/turbocharged version is specifically listed in Section 7.3.

4.4.1.7 COMPRESSION RATIO

The compression ratio may be changed by machining, using a different gasket, or by doing without one.

4.4.1.8 OVERBORE

Any standard overbore is permitted.

4.4.1.9 PISTONS

Pistons of any origin, material and compression ratio are permitted.

4.4.1.10 MACHINING

In general, the modifications of a standard part by removing material by means of machining, cutting, or filing is permissible. However, the addition of material by welding, bonding or other means of attachment is not permitted, except as pertains to ornamental plating.

4.4.1.11 TRANSMISSION RATIOS

Transmission ratios must correspond to the standard or optional

gear set (as defined by Section 4.1.5) normally available for the vehicle. Individual ratios cannot be updated/backdated separately.

4.4.1.12 AUTOMATIC TRANSMISSION

The use of heavy-duty, aftermarket rebuild parts is allowed. This includes shift kits and high stall speed torque converters.

4.4.1.13 TRANSMISSIONS

Any transmission available from the factory is allowed.

4.4.1.14 CRANKSHAFT

Crankshafts of any origin or material are permitted.

4.4.1.15 VALVES

Valves of unrestricted size and origin are allowed.

4.4.2 BODYWORK

4.4.2.1 LIGHTS AND SIGNALS

The make and number of lighting and signaling devices (including driving lights) may be changed. The presence of rally lights or the ability of the lighting or signaling devices to function properly shall not be a factor in a protest.

4.4.2.2 ACCESSORIES

The installation of any accessories, gauges or indicators and interior modifications for the comfort and convenience of the driver or passengers are allowed. This includes safety equipment, minor customizing, sun roofs, air conditioning, headrests, padding or other interior trim.

4.4.2.3 BODY PANELS

Body panels cannot be removed, altered or repositioned except as previously qualified by Section 4.1. Optional lightweight fenders and stock replicas of engine cover (no extensive air scoops) are allowed. The use of any front air dam, spoiler or rear spoiler is permitted.

4.4.2.4 REMOVABLE AND RELOCATABLE ITEMS

A) The following items may be removed:

Air Cleaners	Jacks
Bumpers (B)	Optional Lights
Carpeting	Pollution Equipment
Gas Tanks (when fuel cell is added)	Outside/Inside Mirrors
Grilles	Radios
Hard and Soft Tops	RPM Limiting Devices
Headlight & Marker Assembly	Passenger Seats
Heaters	Side Window, Frame and Mech.
Horns	Spare Tire & Covers
	Tools

Instruments

Window Washers

Interior Trim Panels

Windshield Wipers & Mech.

B) Bumpers may be removed only if all projecting supports or attaching structures are removed, if removable or a safety hazard.

C) The driver's seat may be substituted or modified.

D) THE FOLLOWING ITEMS MAY BE RELOCATED:

Battery

Optional Lights

Bumpers

Pollution Equipment

Grilles

Mirrors

Headlight & Marker Assembly

Radios

Heaters

Spare Tire & Covers

Instruments

Tools

Jacks

E) THE FOLLOWING ITEMS MUST BE REMOVED:

All loose items

Tonneau (except on cars
with a roll bar installed)

Fender Skirts

Hubcaps

Trim Rings

4.4.2.5 WHEEL WELLS

The exterior contour of the fenders may be altered to provide for tire clearance, provided that the fender opening profile (size, location, shape), viewed from the side of the automobile, is not changed. The use of alternate material is permitted. The interior fender panels may be altered but not substituted with an alternate material in order to provide clearance for tires and wheels. The authorized modifications may not result in any additional openings between the wheel well and the engine, passenger, or luggage compartments.

4.4.2.6 RADIATORS

Any radiator may be used provided there are not changes to the body, chassis or internal structure to accommodate its use.

4.4.2.7 ROLL-OVER BARS

Roll-over bars or cages are strongly recommended for all cars.

4.4.2.8 MUFFLERS

Mufflers are strongly recommended for all cars.

4.4.3 CHASSIS

4.4.3.1 TIRES

Any tire may be used.

4.4.3.2 TREAD COVERAGE

When viewed from directly above, the entire tread must be completely within the wheel well. Tread is defined as that part of a new

tire which touches the ground when rolling in the straight-ahead position, with the manufacturer's recommended inflation pressure.

4.4.3.3 WHEELS

Any wheel complying with Section 8.3 may be used, provided the rims are no more than 1.5 inches wider than stock. All cars over 3000 cc which were manufactured in the U.S. prior to 1980 may use a rim width of up to 10 inches if this exceeds the stock width plus 1.5 inches. Front and rear pairs of wheels may not differ in diameter by more than one inch. All cars in PA are exempt from Section 4.4.3.10, but must not exceed a track width of 68 inches.

4.4.3.4 SHOCK ABSORBERS

Any make of shock absorber may be used provided the same number, system of operation and points of attachment are used. Lever action shocks may be replaced by tube shocks as long as original attaching points are retained using conversion brackets furnished by the shock manufacturer or by the dealer for standard installation.

4.4.3.5 SUSPENSION IMPROVEMENTS

Any type of anti-roll bar, anti-axle wind-up device, axle locating device or camber compensator is permitted. Camber compensators are required on swing-axle cars to comply with Section 8.6. Suspension bushings of any origin are allowed. All cars are permitted the following modifications: On MacPherson strut type front suspension, the strut attachment point at the chassis may be changed and/or the attachment point at the steering knuckle may be modified; for A-arm type suspension, the control arm mounting location at the chassis may be changed.

4.4.3.6 SPRINGS

Springs or torsion bars of unrestricted origin may be used provided they can be fitted without alterations to the original supports and points of attachment.

4.4.3.7 CAMBER SETTINGS

Suspension settings which increase the positive camber of either front or rear wheels will not be allowed. Negative increases are allowed.

4.4.3.8 LOWERING BLOCKS

Lowering blocks, spring clamps and spring wedges can be used.

4.4.3.9 STEERING

"Quick Steering" arms and steering boxes of any origin are allowed as long as the method of actuation (i.e. rack and pinion cannot be adapted to vehicles with recirculating ball steering) and points of attachment remain unchanged.

4.4.3.10 TRACK

Changes in track resulting from the above modifications may not exceed 2.0 inches from the standard dimension.

4.4.3.11 WINDSHIELDS

The windshield on open cars may be folded or removed provided all brackets and mounting fixtures are removed. Open and closed cars may use polycarbonate replacement windshields.

4.5 MODIFIED CLASSES

These classes are comprised of vehicles which exceed the allowances of Sections 4.1 through 4.4 and meet the safety requirements outlined in Section 8.0.

4.5.1 SPECIALS

Specials must meet or exceed the following specifications:

- A) Wheelbase of 72 inches
- B) Track of 42 inches front and 42 inches rear.
- C) Wheel diameter of 10 inches
- D) Have pedal actuated hydraulic brakes.

4.5.2 SUSPENSION

The following “systems” must be discrete components of such vehicle’s overall suspension:

- A) Chassis
- B) Steering
- C) Springing
- D) Damping
- E) Wheel/Tire

4.5.3 KART PROCEDURES

Karts will not be allowed to be driven under power through the paddock; they must be pushed either on the ground or on a portable stand. Karts will be safety inspected; particular attention must be paid to brakes, throttle action, and steering components. An area of the existing grid will be marked out for both gridding and push-starting of karts. All karts will be run as a group and not intermixed on course with other types of cars.

4.5.4 FORMULA SAE

Cars of this type must meet applicable Formula SAE standards.

4.6 OPEN STREET CLASS

This class is comprised of vehicles which do not necessarily meet the requirements of Sections 4. 1 through Section 4.4, but meet the

safety requirements outlined in Section 8.0, and is intended to allow these street driven vehicles an opportunity to compete against one another, rather than being required to compete against cars which are rarely street-driven and utilize race tires.

4.6.1 TIRES

Only tires designed for street use and bearing a DOT identification number may be used. A tire is not legal when there is no measurable tread at two points on the tire which are 180 degrees apart around its circumference, and which are within one inch of the centerline of the tread.

4.6.2 WHEELS

Wheels of any width, diameter, offset and origin are allowed.

4.6.3 STREET REGISTRATION

The vehicle must be licensed for street use and carry current registration.

4.6.4 ENGINE

The engine may be modified or changed completely. Engine swaps are allowed. The use of mufflers is required.

4.6.5 DRIVETRAIN

The type of transmission/differential may be changed. Transmission may be from any source.

4.6.6 BODYWORK

The exterior of the vehicle is unrestricted regarding shape and material except as follows: No bodywork required for street use may be removed for competition (e.g. doors, hoods, fenders, etc.)

4.6.7 CHASSIS

The modification of suspension and frame is allowed subject to safety requirements.

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Do you wish you had a coach riding in your car on every run?

Having a personal coach is important in every form of sports. Why not get a coach who will tell you everything that you did right, and where you can improve.

AXAnalyst is designed to be your personal driving coach. Add AXAnalyst to an existing data acquisition system, and you'll learn where you can go faster, even between runs!

Most data systems are designed for the engineer and require extensive experience and knowledge in data acquisition and analysis. AXAnalyst is designed to replace the generic data analysis software that comes with most data acquisition systems, and show you within two minutes where you can go faster. It's like having your own personal coach!

Don't just take our word for it that AXAnalyst works, here's a comment from one of our customers:

I had my first autocross event this weekend with your software. It all works GREAT! For around \$400. I have a top notch data logger. What great software product. If anyone is serious about autocrossing they should get your software. The thing I like most about your software is how easy it is to use and it runs on a Mac

*-Keith Scala
1985 B Stock National Champion
2008 B Stock Devens National Tour winner*

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Section 5 FEES AND PENALTIES

5.1 ANNUAL TROPHY FEE

The sponsoring club of a Championship Autoslalom will be assessed a trophy fee of \$2.00 per entry in all classes excluding the Novice, Club, and Time-only classes--where the fee will be 50% less--to support the annual awards.

5.2 LATE PLAN SUBMITTAL

A fine of one dollar (\$1.00) shall be levied against a sponsoring club for each day the club is late in submitting the event plan. A fine of five dollars (\$5.00) shall be levied if the plan format is incorrect.

5.3 RESULTS

A fine of one dollar (\$1.00) shall be levied against a sponsoring club for each day the club is late in mailing the event results. A fine of five dollars (\$5.00) shall be levied if the results format is incorrect.

5.4 CHAMPIONSHIP STATUS WITHDRAWAL

A fine of \$25.00 shall be levied against a sponsoring club if Championship status is withdrawn after the event.

5.5 PROBATION

A fine of \$15.00 shall be levied against a sponsoring club if the club is placed on probation arising from the conduct of their event. Said club will remain on probation until such time as all fines are paid and will not be considered a member in good standing of the WWSCC.

5.6 RELEASE AND WAIVER FORMS*

A fine of \$50.00 shall be levied against a sponsoring club for not returning the signed "Release and Waiver of Liability and Indemnity Agreement" forms to the WWSCC Insurance Focal within 45 days of the event.

5.7 PAYMENT OF FEES AND FINES

All fees/fines levied by the WWSCC must be paid within 45 days to the WWSCC treasurer. Notice of fees/fines will be submitted in writing to the appropriate sponsoring club representative or office (if representative is not available). If the above fines or fees are not paid within the prescribed period, all members of the delinquent club shall have their WWSCC points withheld until such time as the fees/fines are paid in full.

5.8 INSURANCE FEES

Clubs are required to submit insurance fees per the cost to the WWSCC of obtaining the coverage. At least one-half of this fee must be submitted in advance, when the club requests the event date. The fine

for late submittal of insurance fees is \$5.00.

An annual insurance processing fee of \$5.00 will be assessed each competitor who enters his/her first WWSCC event of the season. A copy of the WWSCC Autoslalom Standards will be provided to the entrant at the time this fee is paid. For the purposes of registration, event sponsoring clubs are responsible for determining who has already paid this fee for the current year, for recording each additional person who pays the fee at the club's event(s), and for providing that data to the Council.

5.9 INSURANCE COVERAGE

All clubs are required to be covered by a policy administered by the Council's designated agent. Unless determined otherwise by the Council, that agent is K&K Insurance of Fort Wayne, Indiana.

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Section 6 ANNUAL & EVENT SCORING & AWARDS

6.1 ELIGIBILITY

Only persons who are Participant Members of the WWSCC and are also individual members of WWSCC member clubs shall be eligible for the annual awards. Eligibility will be based on membership in a WWSCC club as of the last Championship Autoslalom of the Series. A Participant Member is defined as someone who has entered at least one WWSCC event during the current calendar year, and has paid the insurance processing fee (see Section 5.8). See also: Section 5.7.

6.2 NUMBER OF EVENTS

There will be a minimum of five (5) autoslaloms in the WWSCC Championship Series.

6.3 POINTS

6.3.1 PERFORMANCE INDEX SCORING

Championship points will be awarded using the Performance Index as follows:

Points = $\frac{\text{Best Time in Class}}{\text{Competitor's Time}} \times 100$, rounded off to three decimal places

6.3.2 WOMEN'S MODIFIED HANDICAP

For the purpose of determining event class awards, and computing Championship points for the season, a handicap of 5% shall be applied to the times of all competitors driving MOD A cars in the class WMOD. This handicap shall be employed as follows:

COMPETITOR'S TIME = (Actual Scratch X 1.05) + Penalties

This handicap shall not be used in the determination of top time winners.

6.4 CLASS AWARDS

The top drivers in each class will receive annual WWSCC Championship awards based on points received for the best placement of each driver by the following schedule:

<u># OF EVENTS</u>	<u>EVENTS TO BE DROPPED</u>
1 - 3	0
4 - 5	1
6 - 8	2
9 - 11	3
12 - 14	4
15 - 17	5

If a non-member of a WWSCC club places in an annual award position, the next qualified WWSCC club member will be eligible for the award. Novice class drivers are not eligible for year end trophies except earned in other classes.

6.5 AWARD POLICY

Annual awards will be awarded to the winners in all classes, provided that each winner has participated in at least 70% of the number of events (rounded to the nearest integer) counted for the series per the schedule shown in 6.4. Additional awards will be awarded if the average participation in the class for the season equals or exceeds the levels below:

<u>PLACE</u>	<u>PARTICIPATION</u>
2nd	5
3rd	8
4th	11
5th	14
6th	17

Funds for the annual awards are collected according to Section 5.1.

6.6 MULTIPLE AWARDS

An individual need not drive the same car nor enter in the same class during the season to be eligible to receive annual Championship Autoslalom awards. Points cannot be transferred between classes towards annual awards.

6.7 AWARDS PRESENTATION

Championship Autoslalom series awards shall be presented at the annual WWSCC banquet.

6.8 INDIVIDUAL EVENT AWARDS

The sponsoring club(s) shall provide, at a minimum, awards for first place in all individual classes. It is recommended that awards be given according to the levels of participation as shown in Section 6.5.

Section 7 CAR CLASSIFICATIONS

Each driver shall be responsible for determining his/her appropriate class. Errors will be corrected in accordance with Section 1.5. Supercharged or turbocharged cars not specifically listed shall use actual engine displacement multiplied by a factor of 1.4 to determine car classification. "NOC" indicates Not Otherwise Classified.

7.1 STOCK CLASSES

The stock classes (SS, SA, SB, SC, SD, SE) are comprised of the following cars:

Super Stock

Audi	Porsche
R8	911 GT3
Chevrolet	911 997 chassis
C5 Z06	Boxster S ('09+)
Corvette C6 ('05+)	Cayman S ('09+)
Corvette C6 ZR-1	911 turbo 2WD
Lotus	911 AWD
Exige	Tesla
Elise	Tesla
	All NOC sports cars 3200cc and over

Stock A

Acura	Mitsubishi
NSX	Lancer Evolution VIII
Audi	Lancer Evo RS, MR
RS4, RS6	Pontiac
S5, S8	Solstice GXP
BMW	Porsche
M3 E90	Boxster S (NOC)
Z4 M Coupe & Roadster	Cayman S (NOC)
Chevrolet	Boxster ('09+)
Corvette C4 ('84-'97)	Cayman
C4 ZR-1	911 996 chassis (NOC)
Corvette C5 ('98-'04)	Saturn
Camaro ZL1 ('12+)	Sky Redline
Ford	Shelby
[Mustang] Shelby GT500 ('07+)	Cobra (all)
Mustang Boss 302 ('12+)	[Mustang] GT350 ('11+)
Ford/deTomaso	Subaru
Pantera	WRX STi
Honda	Toyota
S2000	Supra turbo ('93+)
Mazda	All NOC sports cars 2200cc to 3200cc
Rx-7 turbo ('93+)	All NOC rotary engined sports cars

Stock B

BMW

Z3 (6 Cyl)
Z3 M Coupe & Roadster
Z4
M3 (E30, E36, E46)
M5
M6

Chevrolet

Corvette C1, C2, C3
Camaro V6 & V8 (NOC)

Cadillac

CTS

Dodge

Stealth turbo 4WD

Ford

Mustang V8 (NOC)
Mustang V6 ('11+)

Lotus

Elan (All)
Europa (all)
Seven (All)

Mazda

Miata NB
MX-5 Miata NC
Mazdaspeed Miata
Rx7 turbo (pre-'93)
RX-8

Nissan

300ZX ('90+ all)
350Z, 370Z

Pontiac

Solstice (NOC)
Firebird (V8 and turbo)
GTO ('04+)

Porsche

Boxster (non-S)
911 (NOC)
914-6
928, 968
944 turbo, S, S2

Saturn

Sky (NOC)

Shelby

[Mustang] GT350 ('65-'70)
[Mustang] GT500 ('67-'70)

Toyota

MR2 Spyder
MR2 Supercharged
MR2 Turbo

All NOC sedans and pickups 3000cc and over

Stock C

BMW

Z3 (4 Cyl)

Datsun/Nissan

240Z, 260Z, 280Z
280ZX, 300ZX (pre-'90)

Fiat

Spider 2000 (all)
X-1/9
124 Spider & Coupe (NOC)

Mazda

Rx7, all non-turbo
Miata NA

Pontiac

Fiero 6 cyl

Porsche

914 (NOC)
924S, 924 turbo
944 (8v)

Toyota

MR2 (NOC)

All NOC sports cars 1600cc to 2200cc

All NOC rotary engine sedans

Stock D

Acura

Legend
Integra Type R

Alfa Romeo

All

Audi

Quattro, 4000, 5000
A4, A5, A6, A8
S4, S6
TT

BMW

2002, ti, tii
318ti ('95+)
3 series 6 cyl (E30, E36, E46)
5 series 6 cyl (NOC)
135
335
6 Series
7 series

Chevrolet

Cobalt SS

Chrysler

Lazer turbo
PT Cruiser and PT Turbo

Dodge/Chrysler

Colt turbo
Daytona turbo
Neon (ACR & DOHC)
Shelby (Chrysler, NOC)
Conquest turbo (all)
SRT-4
Stealth 2WD
GLH turbo

Eagle

Talon turbo

Ford

Escort GT
Mustang/Capri 2300 turbo
Mustang V6 ('05-'10)
Mustang SVO
Probe
Taurus (All)
Thunderbird (All)

Honda

Civic Si ('06+)
CRX Si

Hyundai

Genesis

Lexus

IS300, IS250, IS350
ES (All)

Mazda

Mazdaspeed 3
Mazdaspeed 6
Mazdaspeed Protégé

Merkur

XR4Ti

MINI

Cooper S
Clubman S

Mitsubishi

3000GT 2WD
Starion turbo
Eclipse turbo
Mirage turbo

Nissan

240SX
Maxima SE ('92+)
Sentra SE-R
Sentra Spec-V
NX2000

Pontiac

Grand Prix turbo
Grand Prix non-turbo
Vibe

Porsche

912, 924

Saab

9-2X
9-3
9-5

Saturn

ION and ION Redline

Shelby

GLH-S

Subaru

Impreza 2.5 RS
Legacy
SVX
WRX (NOC)

Suzuki

Swift Gti

Toyota

Celica ('00+)
Celica Supra (pre-'85)
Corolla FX-16
Corolla SR5, GTS

Matrix	Passat VR6 or Turbo
Supra ('86-'92)	R32
Volkswagen	
Corrado	All NOC sports cars up to 1600cc
Golf/GTI, VR6 or turbo	All NOC sedans and pickups 1800cc to
Jetta VR6 or Turbo	3000cc
New Beetle VR6 or turbo	

Stock E

Acura	Rotary pickup
Integra	323
BMW	323 GT
1600, 1800, 2000	323 GTX
3 series 4cyl (NOC)	Mx-3
Chevrolet	Mx-6, 626
Cosworth Vega	Mazda 3
Vega (NOC)	Mazda 6
Chrysler	Protege
Lazer non-turbo	MG
Datsun	All
510	Mini
Dodge	Cooper
Colt non-turbo	Clubman
Daytona (NOC)	Mitsubishi
Neon (SOHC non-ACR)	Eclipse non-turbo
Eagle	Mirage non-turbo
Talon (non-turbo)	Nissan
Fiat	Maxima (NOC)
Spider & Coupe (NOC)	Pontiac
Ford	Fiero 4 cyl
Escort (NOC)	Saturn
Focus	all NOC
Focus SVT	Scion
Pinto, Bobcat	xA, xB, tC
Honda	Subaru
Civic	4 cyl NOC
CRX	Toyota
del Sol	Celica (all NOC)
Insight	Starlet
Accord	Tercel
Civic Si (NOC)	Xrunner
Prelude	Triumph
Isuzu	TR-6, TR-7
Impulse	Volkswagen
Mazda	All air-cooled
R-100, Rx-2, Rx-3, Rx-4	Dasher, Fox
Cosmo	Golf/GTI (NOC)
	Golf TDI

Jetta (NOC)
Jetta TDI
New Beetle (NOC)
New Beetle TDI
Rabbit pickup
Rabbit (all)

Scirocco (all)
Passat (NOC)
Quantum
Yugo
All

All NOC sedans and pickups up to 1800cc

7.2 IMPROVED CLASSES

The Improved classes (IA, IB, IC) are comprised of the following cars:

Improved A

Acura

NSX

Audi

S4 V8

BMW

Z3 (all)

M3 (E46+)

5, 6, and 7 series

Chevrolet

Corvette (84+)

Chrysler

Conquest turbo

Dodge

Stealth turbo 4WD

Viper

Ford/deTomaso

Pantera

Jaguar

E-type

Lotus

Elise

Exige

Mazda

Rx7 turbo (93+)

Mitsubishi

3000GT turbo 4WD

Eclipse turbo

Lancer EVO

Starion turbo

Nissan

300ZX (90+)

Porsche

Boxster

911

911 turbo

911 4WD

914-6

944, 16V and turbo

968

Shelby

Cobra

GT350

Subaru

WRX STi

Toyota

MR2 Turbo

Supra turbo (93+)

All NOC sports cars 3000cc and over

Improved B

Audi

S4 non-V8

BMW

M3

Chevrolet

Camaro/Firebird V8 (93+)

Camaro/Firebird V8 (NOC)

Camaro/Firebird V6

Corvaire (all)

Corvette (53-62)

Corvette (63-82)

Datsun

Roadster (all)

Datsun/Nissan

240Z, 260Z, 280Z

Fiat

X-1/9 1500

Ford

Mustang V8 (94+)

Mustang/Capri V8 & SVO (NOC)

Mustang/Capri 2.3 turbo

Jensen-Healey

(all)

Lancia

Scorpion

Lotus

Elan

Elite

Europa (all)

7, 7A

Super 7

Mazda

Miata (all)

Rx7 (all non-turbo)

MINI

Cooper S & JCW ('02+)

Mitsubishi/Eagle/Chrysler

Eclipse, Talon, Laser

Lancer Evolution VIII

Morgan

+8

+4

Nissan

240SX

Pontiac

Fiero 6 cyl

Porsche

914 2.0

944

924S

356 S-90

356 4-cam

Subaru

WRX

Sunbeam

Tiger 260, 289

Toyota

MR2 (normally aspirated)

Supra non-turbo (86+)

Triumph

TR-8

All NOC sports cars over 2000cc and under 3000cc

All NOC sedans and pickups over 3000cc

Improved C

Acura

Integra

Legend

Alfa Romeo

Giulia Sprint

Spider 1600

Zagato GTV

All NOC

Audi

A3

A4

A6

All NOC

Quattro

4000

5000

Austin Healey

3000

100-6

Sprite

BMW

1600GT

2002ti & tii

All 3 series

Chevrolet

Chevette

Sprint

Vega	Mazda
Chrysler	Mx-3
Laser turbo	R-100
Laser non-turbo	Rx-2
Datsun	Rx-3
SPL	Rx-4
510 (all)	Mx-6 (all)
Dodge	626 turbo
Colt 1600	Merkur
Colt turbo	XR4Ti
Colt (NOC)	MG
Charger	B, G-GT
Omni	Midget
Daytona turbo	Mini (Austin)
Neon	Cooper S 970, 1071, 1275
Eagle	MINI
Talon turbo	Cooper ('02+)
Talon non-turbo	Mitsubishi
Fiat	Cordia
Spider, Coupe	Eclipse non-turbo
X-1/9 1300	Mirage turbo
Ford	Mirage 1600
Escort GT, turbo	Mirage (NOC)
Escort (NOC)	Starion non-turbo
Festiva	Tredia
Fiesta	Morgan 4/4
Mustang II 2.3, 2.8	Nissan
Pinto/Bobcat	NX1600, NX2000
Probe turbo	Opel
Thunderbird (3.0, 3.8)	GT
Thunderbird SC	Pontiac
Taurus 3.0, 3.8	Fiero (4-cyl)
Honda	Porsche
Accord	356 N/S/C
Civic Si	912
Civic 1500, 1300	914 1.7, 1.8
CRX Si	924 (NOC)
CRX 1500 (non-Si), 1300	Saturn
del Sol	(all)
Prelude	Shelby
Hyundai	(all Chrysler)
(all)	Toyota
Isuzu	Celica Supra (pre-85)
Impulse turbo	Corolla SR5, GTS
Jaguar	FX-16
XK120	Tercel
140, 150	Volkswagen
Lancia	Corrado
Beta Coupe	Golf
	GTI

Jetta
Rabbit
Scirocco

All NOC sports cars up to 2000cc

All NOC sedans and pickups up to 3000cc

7.3 PREPARED CLASSES

The Prepared classes (PA, PB, PC) are comprised of the following cars:

Prepared A

American Motors

AMX

Javelin

BMW

5 Series

Chevrolet

Camaro incl. Z28 & IROC

Corvaire (all)

Corvette (53-62)

Ford

Mustang SVO

Mustang (all V8's)

Shelby 350GT

Taurus SHO

Taurus & Thunderbird 3.0 & 3.8

Pontiac

Firebird incl. TransAm

Grand Prix (all)

All NOC sedans and pickups over 3000cc

Prepared B

Acura

NSX

Alfa Romeo

Giulia Sprint GT,

Speciale

Giulia Spider Veloce

2600 Sprint

Spider Duetto

Chevrolet

Corvette (63-82)

Corvette (84+)

Cobra

(all including replicas)

Datsun

2000

Datsun/Nissan

Z cars (all)

Dodge

Conquest turbo

Stealth turbo 4WD

Ford/deTomaso

Pantera

Jaguar

XK1 (all)

Jensen-Healey

(all)

Lancia

Scorpion

Monte Carlo

Beta Coupe

Lotus

Elan

Elan (91+)

Elite

Europa

7, 7A

Super 7

Mazda

Rx-7

Rx-7 turbo

MG

A, B, C, Midget

Mini

(all)

Mitsubishi

3000GT turbo 4WD

Morgan
+8
Nissan
300ZX
Pontiac
Fiero (all)
Porsche
Carrera 4
911, 930, 914, 944 (all)
Sunbeam
Tiger 260, 289

Toyota
MR2
Supra (86+)
Supra turbo (all)
Triumph
TR7, TR8
All NOC sports cars 2000cc and over

The following vehicles from Prepared C will compete in Prepared B if an additional supercharger/turbocharger is added: Acura Integra, Chrysler Neon, Honda Civic, Honda CRX, Honda del Sol, Mazda Miata.

Prepared C

Acura
Integra
Austin Healey
(all)
Alfa Romeo
Alfetta
GTV, GTA, GTM
BMW
Mini Cooper, Mini Cooper S (02+)
Chevrolet
Camaro V6
Chevette 1500, 1600
Cosworth Vega
Chrysler
Neon
Dodge
Colt (all)
Charger
Daytona turbo
Fiat
850 Spider/Coupe
1500 Spider DOHC
124 Spider/Coupe
X-1/9
Ford/Mercury
Capri 2.0, 2.6, & 2.8
Escort
Mustang II 2.3 & 2.8
Probe turbo
Geo
Metro
Storm

MG
(all)
Honda
5/600
CRX, Civic
Civic
del Sol
Mazda
Mx3
Mx5 Miata
Mx6 (all)
R100, Rx2, Rx3, Rx4, Cosmo
Mini
(all)
Mitsubishi
Mirage turbo
Starion turbo
Nissan
NX1600, NX2000
240SX
Porsche
912, 924, 356 (all)
Renault
Gordini
Saab
Sonett
Suzuki
Swift
Toyota
SR-5
Celica, GTS, Supra (pre-85)
Triumph
Spitfire, GT6

TR4, TR250, TR6
Volkswagen
Beetle, Baja Bug
Corrado
Golf
Jetta

Rabbit
Scirocco
Volvo
P1800, P1800E

All NOC sports cars up to 2000cc
All NOC sedans and pickups up to 3000cc

7.4 MODIFIED CLASSES

The Modified classes (MA, MB) are comprised of the following cars:

Modified A

Dune Buggies, Specials, Sports Racers, and Formula Cars

Modified B

All production based vehicles which do not meet (i.e., they exceed) the Stock, Improved, or Prepared class preparation standards.

7.5 WOMEN'S CLASSES

The women's classes are comprised of cars from the following classes:

WSS	Cars from SS	WST2	Cars from ST2
WSA	Cars from SA	WST3	Cars from ST3
WSB	Cars from SB	WST4	Cars from ST4
WSC	Cars from SC		
WSD	Cars from SD		
WSE	Cars from SE		
WIA	Cars from IA		
WIB	Cars from IB		
WIC	Cars from IC		
WP	Cars from PA, PB, PC		
WM	Cars from MA, MB		

7.6 NOVICE CLASSES

Two novices classes are composed of the following:

CLASS NOVICE OPEN: Any car on non-R compound tires. See Section 4.7.3.1 regarding tires.

CLASS NOVICE WOMEN: Any car, driven by a woman, on non-R compound tires. See Section 4.7.3.1 regarding tires.

7.6.1 NOVICE CLASS DEFINITION

A novice is an individual competitor who has not competed in more than three (3) WWSCC Championship events in the current and preceding year combined.

7.7 PRO CLASSES

- a) Women's ProOpen
- b) Women's ProNonStock
- c) Open ProOpen
- d) Open ProNonStock

These classes are made up of drivers using a handicapping index. This index can be evaluated and adjusted as deemed appropriate by the Council. Unless decided otherwise, cars will be handicapped using the current year PAX/RTP indexes and each car's SCCA Solo II classification. Open and Women's ProOpen are made up of drivers running cars classified in any of the SCCA categories. Open and Womens' ProNonStock are made up of drivers running in cars classified in any SCCA Solo class not categorized as Stock or ST.

7.8 CLUB CLASSES

Sponsoring clubs may, at their option, offer special classes for their own members, based upon the following guidelines:

a) Entrants compete only against each other in the designated Club class

b) The Club classes typically run in the afternoon and work first

c) The sponsoring club provides trophies for Club classes as for "regular" classes.

d) Club classes may be separated into Open/Women's and/or Stock/Modified, and/or street tire/R-tire, or according to similar criteria established by the participating club.

e) Club classes will not be eligible for year-end awards unless the specific class is predefined and approved by the Council prior to the beginning of the Championship season, and is offered at all Championship events.

7.9 INDEXED CLASSES

7.9.1 STREET TIRE CLASSES (STx and WSTx)

- a. Street Tire – SCCA Solo Non-Stock Cars – Open (ST2)
- b. Street Tire – SCCA Solo Non-Stock Cars - Women's (WST2)
- c. SCCA Solo Street Touring Class - Open (ST3) (STU, STR, STP)
- d. SCCA Solo Street Touring Class - Women's (WST3)
- e. SCCA Solo Street Touring Class 4 - Open (ST4) (STS, STF, STX)
- f. SCCA Solo Street Touring Class 4 - Women's (STS, SFT, STX)

These are indexed classes made up of male and female drivers

as follows; the class designations are ST2, WST2, ST3 or WST3, *ST4* or *WST4* followed by the name of the SCCA Solo class from which the National PAX/RTP index is to be taken for competitor scoring (e.g. ST2 FSP or WST4 STX). These classes are for Stock and Improved cars using non-autocross DOT-approved tires. See section 4.2.3.1 for a description of allowed tires. The current National PAX/RTP indexes will be used to compute adjusted times for scoring,

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Section 8 SAFETY INSPECTION REQUIREMENTS

Individual clubs in all cases may determine which cars they do not consider safe for the event. Supplementary regulations may be imposed by the sponsoring club only if approved in advance by the WWSCC and publicized to all competitors. All must pass these safety inspection requirements and have them signed off on the safety checklist. Confirmations that the participant's assigned number is displayed on the vehicle will occur at this time.

8.1 ENGINE COMPARTMENT CHECKLIST

- A) No oil, water or fuel leaks
- B) Fan belt in good condition & tight enough to operate
- C) Battery secured
- D) Wiring in good condition
- E) Throttle springs safe and functioning properly
- F) No excessive grease accumulation
- G) Exhaust system leak-free and in good condition

8.2 SUSPENSION CHECKLIST

- A) Shock absorbers in serviceable condition
- B) Wheel bearings tight
- C) Steering gear tight

8.3 WHEEL & TIRE CHECKLIST

A) Tires shall show tread as required by Sections 4.2.3.1 and 4.3.3.1. Racing recaps in new condition and racing slicks are exempt from this rule. For safety, no cord shall be showing at any time during competition, even if the tire was previously approved at Safety Inspection. Snow tires are acceptable, but studded tires are unacceptable.

B) Wire wheels shall have no more than two adjacent & three total loose spokes.

- C) Disk wheels shall show no evidence of cracking
- D) Hubcaps and wheel trim must be removed

E) Cars equipped with tubeless tires, except those rated as "racing tubeless" by the manufacturer, shall maintain a minimum tire pressure of 30 lbs in all four tires, or 32lbs if the car weight is over 2500 lbs.

F) The reversing of normal wheels is not permitted

G) Chrome reversed or chrome stamped steel wheels, will be allowed only if a special safety inspection is performed to look for potential flaws or surface cracks & the Tech chairman specifically signs

off that they have passed.

- H) All lug nuts, knock-off, studs & bolts must be present and tight.
- I) Single plate wheel spacer only can be used. The depth of the threads engaged on the studs must be at least equal to the diameter of the stud or bolt.

8.4 INTERIOR CHECKLIST

- A) All loose objects shall be removed (including items in the luggage compartments)
- B) Two inch minimum seat belts with metal-to-metal buckles shall be required. The passenger & back seat shall be secured when practical
- C) Check brake pedal for height and firmness
- D) Non-factory upper body restraints may be worn only in closed vehicles or those with adequate roll bars. When wearing a non-factory upper body restraint, the top of the driver's helmet may not be higher than the highest point of the vehicle.
- E) All cars must have a firewall between the engine & the passenger compartment. No opening from the suspension & running gear to the passenger compartment is permitted.
- F) Driver's side auxiliary floor mats shall be removed.

8.5 MISCELLANEOUS

- A) A driver's-hands-off brake test may be performed from 20 mph, with as rapid a stop as possible without locking the wheels
- B) If fuel filler is prone to leakage, the filler neck shall be plugged if it is a safety hazard
- C) Tonneau covers shall be removed except on cars with roll bars
- D) All entrants will be checked for possession of a valid standards booklet and appropriate entries will be made for each event
- E) Check the helmet for compliance with Snell '95 or later
- F) The use of nitrous oxide shall not be allowed. Nitrous bottles must be removed during runs.

8.6 RESTRICTIONS

The following cars* and any other swing axle** cars must have some type of camber limiting device, or negative rear wheel camber when the car is unladen and a rear wheel sway bar is fitted:

- VW BEETLE with swing axle rear suspension
(all pre 1969 except 1968 automatic)
- FIAT 500 (*pre 1976*), 600, 850 sedans, coups, Spider
- TRIUMPH SPITFIRE

* Other cars may be added if found necessary

** Swing axle rear suspension is defined as being independent suspension having not more than one universal type joint per axle.

8.7 GO-KARTS AND MOTORCYCLES

Go-Karts and motorcycles are prohibited unless specifically approved by the Council and its insurer.

8.8 VEHICLE EXCLUSIONS

The Site Representative, Event Chair, or Chief of Tech may determine which vehicles they do not consider safe for the event and/or venue. The vehicle must be accepted by unanimous approval of the Site Representative, Event Chair, and Chief of Tech. Vehicles having high centers of gravity and/or a relatively narrow track may be excluded from competition. Such vehicles may include sport utility vehicles, trucks, off-road vehicles, vans, or any vehicle deemed incapable of safely executing typical autocross maneuvers at speed.

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Appendix A Event Conduct Documents

This Appendix contains various documents pertaining to the conduct of WWSCC Autoslalom events. These are as follows:

- Drivers' Meeting Notes
- Event Chair Checklist
- Chief of Registration Checklist
- Chief of Timing Checklist
- Chief of Tech Checklist
- Chief of Workers Checklist
- Chief of Teardown Checklist
- Course Designer Checklist

Copies of these and other administrative documents may be found on the Council's website, www.wwscc.org

WWSCC Driver's Meeting Notes

Introduction:

Welcome to WWSCC Event # _____, hosted by _____

(Mention series sponsor(s) if applicable)

Introduce yourself + key people that helped put on this event (Course, Grid, Registration, Tech, Timing, Trophies, Waivers, Workers)

Introduce Event Stewards

Site and Safety Basics:

- Everyone on site needs to sign the waiver (and wear a wristband if applicable)
- All minors must have a signed minor waiver by a parent or guardian (both sides if driving, riding, working)
- Obey speed limits on the roads leading to this site and drive slow on site – 10mph or slower
- Respect this property and the property of your competitors
- Pick up your trash and other trash you see
- No alcohol or drugs on site
- Viewing areas - Don't jump over any fences
- Timing vehicle is off limits
- No children or pets in grid
- Pets must be leashed at all times
- No skates, skateboards, bicycles, scooters or running in grid

Racing Rules:

- If you go out of bounds, put 4 wheels off, or hit a hard object (i.e. light pole, curb, fence, etc) you will receive a DSQ from the event and will no longer be allowed to run that day
- Be prepared to pay if you run over the timing equipment (including cords): \$100 flat fee
- Novices can NOT ride with novices
- If you are a novice and would like some help during your runs, please ask
- If you are entered in a regular open class you can NOT ride with anyone until after you have completed your competition runs
- If you are running in PAX, you MAY ride with any novice at any time for instructional purposes
- If you are running in Time Only, you MAY ride with anyone at any time
- No hand-held cameras in the car (cameras must be mounted)
- If you have a dual-driver car, line up in the far left lane of grid
- Worker check-in: promptly report to your work assignment so the event can stay on time

Course Working Basics and Penalties:

- No sitting down, talking on cell phones or taking pictures on course. Turn phones off.
- Watch the cones, not the cars
- (Go over cone penalties and penalty signals)
- If the cone wiggles, check it and make sure it's centered in the box. Signal to your station's radio person (cone, gate, or no penalty gesture) and make sure he/she sees you (go over hand signals; safe, 1 arm = cone, touchdown = gate)
- Familiarize yourself with the cones and where they are supposed to go when you go out to work course
- Radios – how to use them. Call in your station, the car, and the penalty, and make sure you get an acknowledgement from course control
- Go over red flag procedure: hold it furled, not rolled, flag cars if there's anything dangerous going on; make sure they see you (but don't get in front of the car!), go tell the driver what's up and what to do

Post-Event Social Any Questions?

WWSCC Event Chair Checklist

Friday, 01 January 2010 21:58

Event Chair Checklist		
DONE	TASK	DONE BY
<i>BEFORE EVENT</i>		
	Arrange for an event site. Contact BEAC for Boeing sites.	
	Obtain insurance from your own source, or through WWSCC's K&K Policy by contacting Karen Babb at 425-226-1053. To apply for event insurance through the WWSCC, please complete the Insurance Application Form and submit to Karen Babb. Send copy of Insurance Certificate & Hold Harmless to Boeing when applicable.	
	Arrange for WWSCC Rule Books and Insurance Waivers ("Blue Box") to be available onsite by contacting Karen Babb at 425-226-1053.	
	Arrange for timing equipment rental or use your own if you have it.	
	Present your Event Plan (see rule book for more information about Event Plans) at the WWSCC Meeting at least 2 weeks before event for approval.	
	Arrange for Event Information and Pre-Registration to be posted on the WWSCC Website at least one week in advance by completing the Event Info Form and e-mailing it to webmaster@wwsc.org .	
	Recruit experienced people for the following positions and make sure they have a copy of their checklist of duties:	
	<ul style="list-style-type: none"> • Course Designer 	
	<ul style="list-style-type: none"> • Chief of Registration 	
	<ul style="list-style-type: none"> • Chief of Tech 	
	<ul style="list-style-type: none"> • Chief of Workers 	
	<ul style="list-style-type: none"> • Chief of Grid 	
	<ul style="list-style-type: none"> • Chief of Timing & Scoring 	
	<ul style="list-style-type: none"> • Rules Stewards 	
	<ul style="list-style-type: none"> • Chief of Teardown 	
	Arrange for use of a timing vehicle, generator, and autocross supplies. Make sure your vehicle will be able to run your timing equipment. Bring gasoline for the generator.	
	Arrange for onsite concessions if desired.	

	Make sure restrooms or port-a-potties are available onsite and rent them if necessary. Be sure to rent a wheelchair accessible port-a-potty.	
	Order dash plaques and/or trophies. (Victory Awards 425-883-7907)	
	Reserve a location for the after-event social. It's a good idea to call a week ahead so that the venue can be sure they have enough staff on hand.	
AT EVENT		
	Keep your checklist with you. Delegate responsibilities to others as appropriate.	
	At the Driver's Meeting, be sure to cover the following items: Introduce the WWSCC Rules Stewards No alcohol or drugs Viewing areas and off-limit areas Speed limit on site and in the vicinity of the site Timing vehicle is off limits Respect property If the event is held at a Boeing site then announce that no pets are allowed on Boeing property No children or pets in grid No skates, skateboards, bicycles, scooters or running in grid No jumping over the fence If you go out of bounds (hit a curb or spin into an area marked as "out of bounds" on the course map) you will be DSQ'd for the day Everyone on site needs to sign the waiver (define site boundary) Introduce all chiefs Post-event social	
	Audit timing, or delegate responsibility (be sure to apply indexes for Pro and Street Tire class calculations before applying any penalties). If possible, audit after each heat in preparation for the trophy presentation.	
	Conduct the trophy presentation: AM: 15 minutes prior to PM driver's meeting (approx 12:45). PM: At conclusion of event and always prior to any fun runs. Remind everyone of post-event social at trophy presentation.	
	Try to complete event and all cleanup by 5:00 p.m.	
AFTER EVENT		
	Follow up with each Chief regarding post-event duties, particularly the Chief of Registration.	
	Make sure that supplies and equipment that were borrowed or rented are packed neatly and according to any instructions, and returned to the owners.	
	Make sure the "Blue Box" is returned to Karen Babb. Count rulebooks sold to complete Event Invoice Form. Make waivers are completed and signed. Make sure Blue Box is in order.	
	Make sure the results are accurate when posted.	
	Complete Event Invoice Form and mail payment to WWSCC Treasurer.	

Chief of Registration Checklist

DONE	TASK	DONE BY
BEFORE EVENT		
	Recruit a minimum of two registration workers per shift and tell them to arrive at least 15 minutes before registration is scheduled to open. Give Chief of Workers your list of volunteers. AM 1 _____ 2 _____ PM 1 _____ 2 _____	
	Obtain supplies: Pre-printed registration/time cards Blank registration/time cards, 200 or more Blue Box from Event Chair or Karen Babb: Check Blue Box for waivers, minor waivers, and minor competitor waivers. Count rule books. You will be responsible for paying \$5 per rule book that you sell or misplace. Clipboards Pens Table and chairs Assigned numbers list (from Scott Chytil or Kelley Picasso) \$150 in change Cash box Dash plaques if applicable Course maps (from Course Designer)	
AT EVENT		
	Show up early and set up registration in a conspicuous location.	
	Instruct and assign registration workers.	
	Smile and: Collect money Check Drivers License for expiration date and age (minor competitors must have Minor Competitor Waiver signed by parents) Have entrant sign waiver NOTE: Minors (under 18) require minor waiver to be on site, signed by parent/guardian. Give entrant: Registration/time card Course map Dash plaque if applicable Remind them to: Go to Worker Assignments and Tech, and put car in grid if running in Run Group 1 BEFORE walking the course.	
AFTER EVENT		
	Give money to your Event Chair or Club Treasurer.	
	Return all registration supplies and equipment to where they belong.	
	Count rule books and determine how many you sold. Tell your Event Chair. Return remaining rule books to the Blue Box.	
	Complete and sign all waiver forms and return to Blue Box. (Waiver forms are kept for 7 years and are subject to audit by our insurance company.)	
	Make sure Blue Box is tidy and everything is in order. Ensure that it is returned to Karen Babb as soon as possible in preparation for the next event.	

WWSCC Chief of Workers Checklist

Friday, 01 January 2010 22:15

Chief of Workers Checklist		
Done	Task	Done By
BEFORE EVENT		
	Recruit worker assignment workers to hand out work assignments and fill out posting sheets at registration.	
	Prepare worker assignment and posting sheets according to pre-determined run groups.	
	Get names of workers who have already volunteered for setup, registration, tech, timing & scoring, and teardown from the other event chiefs. Fill in their names on the worker assignment sheet.	
AT THE EVENT		
	Set up Worker Assignment area near Registration.	
	Assign and instruct your volunteers	
	Using the run group list, assign each person to a work assignment in their work group. Try to assign more challenging jobs to people with experience in that job. Ideally, novices should be assigned as course workers (not radio). Write each person's name down on the worker assignment list and give him/her a note with the run/work group and work assignment information. Keep track of entries by class and place novices as needed to even out the run groups.	
	Fill in posting sheets.	
	Tell workers to report to check in with you near the timing vehicle before they go to their work assignments.	
	Remind people to get their cars teched and put them in grid if running in the next run group before walking the course.	
	Check in workers before each run group. Make sure course workers know where they are going.	
AFTER EVENT		
	Return all supplies to where they belong.	
	Audit worker check in and report those who did not complete their work assignments to the Event Chair.	

Chief of Timing Checklist

DONE	TASK	DONE BY
BEFORE EVENT		
	<p>Recruit volunteers for each position:</p> <p>AM Heat 1 Announcer _____ Recorder _____ Data Entry _____ Course Control _____ Posting Board (weather permitting) _____</p> <p>AM Heat 2 Announcer _____ Recorder _____ Data Entry _____ Course Control _____ Posting Board (weather permitting) _____</p> <p>AM Heat 3 (if applicable) Announcer _____ Recorder _____ Data Entry _____ Course Control _____ Posting Board (weather permitting) _____</p> <p>PM Heat 1 Announcer _____ Recorder _____ Data Entry _____ Course Control _____ Posting Board (weather permitting) _____</p> <p>PM Heat 2 Announcer _____ Recorder _____ Data Entry _____ Course Control _____ Posting Board (weather permitting) _____</p> <p>PM Heat 3 (if applicable) Announcer _____ Recorder _____ Data Entry _____ Course Control _____ Posting Board (weather permitting) _____</p> <p>NOTE: It is preferable to use experienced people who you know can do a good job in each of these positions. At least one person each shift, preferably the Announcer, should be familiar enough with the timing equipment to handle DNF's, workers running through the lights, false trips, etc.</p>	
	<p>Make arrangements for the following supplies and equipment:</p> <ol style="list-style-type: none"> 1. Timing equipment, including timing lights, timing cables, timing box/readout, PA system, microphone, speakers, and posting board. Consult BEAC for rental fees and an potential equipment malfunctions. 2. WWSCC laptop and printer for onsite, real-time data entry of scoring (highly recommended as really speeds up score posting online). Alternately, e-mail webmaster@wwsc.org for a timing entry spreadsheet. 3. Generator for running laptop and printer (some clubs have them for rent if your club 	

	<p>doesn't own one). Also be sure to have additional fuel and maybe even an extra sparkplug on hand.</p> <ol style="list-style-type: none"> 4. Power strip and extension cord for generator to laptop and printer. 5. Clipboard and pens for Timing Card Recorder. 6. Handheld radios and lots of spare batteries (BEAC supplies radios if using their van, but bring own AA batteries). 	
	Provide list of timing & scoring workers to the Chief of Workers.	
AT EVENT		
	Set up timers/lights and PA system. Test to make sure everything is working. Set up scoreboard. Make sure there are pens and clipboards in the timing vehicle. Make sure there are pens for the posting person.	
	Make sure laptop and printer are set up and working.	
	Make sure your volunteers show up and are ready to go before the heat starts. Provide them with instructions or training as needed. When you are not running, be available to help or fill in as needed.	
AFTER EVENT		
	Give timing cards to the Event Chair.	
	Make sure WWSCC laptop and printer are returned to the WWSCC Secretary.	
	Coordinate with Event Chair to make sure results have been properly audited and Results Report is sent to webmaster@wwsc.org .	
	Tear down and put away all equipment you installed and neatly return it to its place of origin.	
	Make sure trash is removed from the timing vehicle.	

WWSCC Course Designer Checklist

Friday, 01 January 2010 22:13

Course Designer Checklist

DONE	TASK	DONE BY
	BEFORE EVENT	
	Design Course. Allow safety margins, solid object margins, good second-car overlap, 3-5 worker stations. Consult applicable references and experienced course designers as needed.	
	Submit map to WWSCC Meeting, and BEAC meeting (if the event is to be held at a Boeing site) at least a week prior to the event date. Get blanks here.	
	Obtain supplies: Lumber crayons for cone marking (Dixon yellow or white, no paint crayons, get at least a dozen; twenty is better) Dolomite for lining the course (if needed)	
	Make at least 200 copies of the final course maps (8-1/2 x 11) for registration. Print extras to use as course station coverage area maps. If you are setting up the course the day before the event, it is a good idea to wait until after course setup to copy the maps, as you will most likely end up making changes.	
	Recruit workers to help set up the course the day prior. A WWSCC steward should be there too. Mark all cones when satisfied. If necessary, knock over or pick up and leave cones near lamp posts.	
	If necessary, recruiter workers to set up final course at least one hour prior to the opening of registration.	
	AT EVENT	
	Set up course and get final approval from WWSCC Event Stewards. Re-mark cones if necessary.	
	Post official map by Registration.	
	Post a small course map showing defined areas of coverage at each course work station, and provide copies to the Chief of Workers.	
	Place fire extinguisher, red flag, minimum of three spare cones, and garbage bag (if possible) at each work station.	
	Course Designer should be available all day to handle course degradations, changes, issues, etc.	
	AFTER EVENT	
	Use blowers to remove dolomite lines, if applicable.	
	NOTE: If your event chair has done their job, you should not have to do the "teardown." There is a Chief of Teardown job description!	

WWSCC Chief of Tech Checklist

Friday, 01 January 2010 22:16

Chief of Tech Checklist		
Done	Task	Done By
BEFORE EVENT		
	Recruit a minimum of three tech workers per shift and tell them to arrive at least 15 minutes before tech is scheduled to open. Give Chief of Workers your list of volunteers. AM 1 _____ 2 _____ 3 _____ PM 1 _____ 2 _____ 3 _____	
	Obtain supplies: Shoe polish or glass markers for numbers Water-proof pens Rule books (for reference)	
	Review the Safety Inspection Requirements in the Rule Book and make sure you understand them. Ask your volunteers to do the same.	
AT EVENT		
	Set up Tech in an appropriate area.	
	Instruct Tech Workers on how to conduct a safety inspection. See Rule Book for complete instructions. No oil, water, or fuel leaks Fan belt in good condition and tight enough Battery secured Wiring in good condition Throttle springs safe and functioning properly No excessive grease accumulation Exhaust system leak-free and in good condition Shock absorbers in serviceable condition Wheel bearings tight Steering gear tight Acceptable tire condition (enough tread, no cord showing) Hub caps and wheel trims removed Tight lug nuts All loose objects removed from interior and trunk Adequate seat belts Brake pedal height and firmness Make sure helmet is rated Snell 95 or higher Make sure number and class are visible on both sides of the car (this is required for accurate timing)	
AFTER EVENT		
	Make sure all supplies and equipment are returned neatly to place of origin.	

WWSCC Chief of Teardown Checklist

Friday, 01 January 2010 22:22

Chief of Tear Down Checklist		
DONE	TASK	DONE BY
	BEFORE EVENT	
	Recruit Tear Down workers if you'd like to be proactive. Let the Chief of Workers know who you recruited.	
	AT EVENT	
	If you didn't recruit enough people before the event, check in with the Chief of Workers during PM registration and have him/her assign you some help.	
	AFTER EVENT	
	Assign one of your workers to be in charge of picking up and bagging all garbage. Dispose of properly depending on arrangements made with the site owners.	
	Have workers pick up cones, red flags, fire extinguishers, registration supplies, scoreboard, bunting reels, loaner helmets, sawhorses, rope, garbage cans, etc. and return them to the supply vehicle.	
	Pack the supply vehicle neatly and according to instructions provided by the club who rented it to you (or your own club). Be sure not to pack supplies that do not belong in the supply vehicle. For example, the Blue Box needs to be returned to Karen Babb. The WWSCC laptop and printer need to be returned to Kelley Picasso. Any other equipment that was borrowed or rented needs to be returned to the owner. Check with the Event Chair and other Chiefs when in doubt.	
	Clean out any garbage from the supply and timing vehicles.	
	Make sure site is in good shape before you leave.	

WWSCC Course Station Radio Operator Instructions

Friday, 01 January 2010 22:18



Course Station Radio Operator Instructions

1. You are the "station chief." If you are not comfortable with this, hand off the radio and red flag to someone else at the station who is.
2. Know how to operate the radio (frequency selection, volume, squelch, push-to-talk, as applicable). If you don't know, ask Penalty Call-in, the Worker Chief or the Equipment focal (if available), as you get the radio. Be sure that you have pushed the TALK button firmly and hold for a second **before** starting to speak.
3. Make sure you can hear the radio. When Penalty Call-in asks you to check in, verify that he/she can also hear you.
4. Know your coverage area. Normally the course designer should have provided station maps to show this.
5. Have your station colleagues check the cones to be sure they are on spot, before the first car runs.
6. Hold the red flag furled (not rolled up). Hold the radio in your other hand.
7. Let your course station colleagues chase cones. Your first responsibility is to watch the backs of your station workers; watch for potential red-flag situations, especially when there are multiple cars on course; and communicate with Penalty Call-in/Course Control.
8. Tell your station colleagues to spread out; watch the cones and not the cars; and make sure they communicate penalties to you so that you can call them in.
9. Call in total penalties on a car as it leaves your coverage area for the last time. Quickly relay your station number, the penalties, and enough information to uniquely identify the car (e.g. "Station Three, 2 cones on red Rx-7 #45").
10. If Penalty Call-in does not acknowledge your call, ask them if they heard it. Keep calling until they properly acknowledge.
11. If you hear a call for a red flag on the radio, look around for approaching cars first. Then unfurl the flag, step toward the course, and wave the flag at the nearest car. Don't just stand there and hold the flag out; your job at that point is to get the driver's attention. Don't step out into the path of the car, or close enough to it to jeopardize your safety.
12. Inform a red-flagged driver that they probably get a re-run (unless they were flagged for their own mechanical failure, or because they were so far off course as to be creating a safety hazard involving another car), and that they should return to the Grid and contact Grid personnel about where to line up. Tell them to drive off the course, or through the remainder of the route, at a low but not crawling speed (about 20 mph) on their way to Grid.

Course Worker Instructions

1. Come prepared for changing weather while on station. Take a bathroom break if needed *before* you go on course.
2. Check in with the Chief of Workers at the beginning of your work assignment.
3. Make sure you know which station you are working and where it is.
4. Make sure you know your area of responsibility and the location of your radio person.
5. Make sure your station has adequate supplies: extra cones, fire extinguishers, radio, and red flag.
6. Make sure all the cones in your area are in their proper place when you first come on station and periodically check them all during your work shift.
7. Spread out to cover your area. Don't cluster together and talk.
8. SAFETY FIRST! DON'T TURN YOUR BACK ON A CAR IN YOUR AREA!!!
9. Do not use cameras while on a corner station.
10. Do not sit down or wander away from your station.
11. Do not pick up hot parts dropped on course because of the risk of burns. Kick them off of the course and pick them up after they have cooled.
12. Cars may come as quickly as 15-20 seconds. Be alert!! Hustle!
13. Watch the cones, not the car. As soon as safely possible, check any cone that moved. Reset or replace any cone that moves and indicate penalty or not to your radio person.
14. Use "safe" signal for no penalty; "touchdown" signal for missed gate; hold up penalty cone(s) or fingers for number of penalty cones. Cone penalty for "down or out" cone (see below). "Gate" penalty for going outside course (and not returning at the exit point)—driving over a line is OK. "DNF" (Did Not Finish) for missing significant portion of the course. (Note: Each cone not correctly negotiated in a slalom is a gate.)
15. Explain to any red-flagged car why they were stopped. They can exit the course either directly or by driving SLOWLY through the remainder of the course. If red flag was NOT because of anything they did, they get a rerun.
16. Do not litter. Take garbage with you when you are done.

Cone Penalties (see illustrations below):

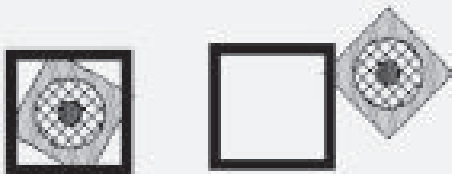
A penalty is assessed if:

- Cone is knocked over (either touching box or not)
- If a cone is standing but not touching the chalk box

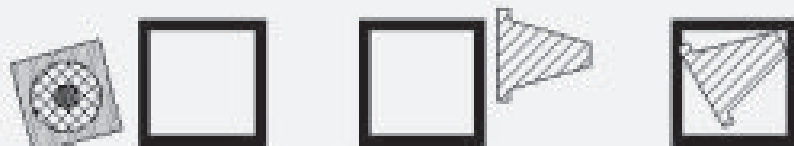
No penalty is assessed if:

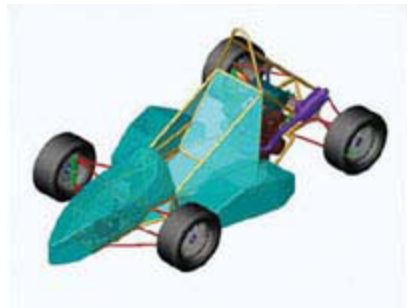
- Cone is standing and touching box
- Cone is a pointer or directional cone

NO PENALTY ASSESSED

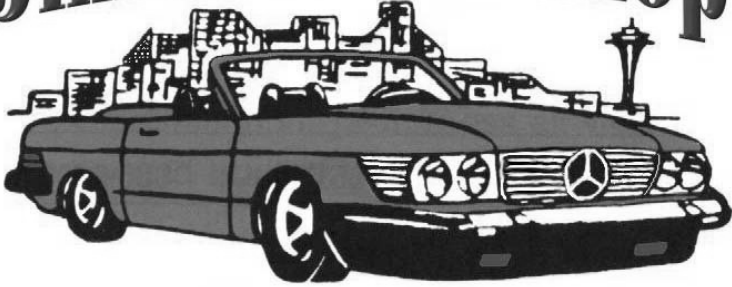


PENALTY ASSESSED





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