

Willamette Motor Club

2011



Rule Book

2011 Event Schedule

1. March 27 th	Autocross - McKay HS
2. May 21 st & 22 nd	Autocross - Fairgrounds
3. June 11 th & 12 th	Autocross - Fairgrounds
4. July 30 th & 31 st	Autocross - Fairgrounds
5. August 19, 20, 21	Bible Creek Hill Climb
6. September 23, 24, 25	Maryhill Hill Climb
7. TBA	Autocross - TBA

For more information on autocross locations please visit our website at:

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1. GENERAL RULES

1.1 Insurance Waiver – All participants must sign the current waiver form. Participants who have not yet reached 18 (may not be under 16) must have parent(s) or legal guardian(s) sign, at the event, a “Minor Release and Waiver of Liability and Indemnity Agreement”.

1.2 Driver Licensing – All drivers must have a valid driver’s license. Any license or permit which requires another licensed driver in the vehicle, is not acceptable. Minor drivers must be able to show that they have permission to operate the vehicle in the event.

1.3 Driver Safety Equipment -- All drivers must wear at minimum, a D.O.T. approved helmet in good condition (no dings, dents, cracks, or scarring), enclosed shoes, and must use seat belts. It is **STRONGLY RECOMMENDED** that a Snell rated helmet is used, preferably Snell 95 or newer as most other autocross clubs use that standard, as well as all N.H.A. sanctioned hill climb events. The Tech Inspector will have final say on any helmet, shoes, or belts in question.

1.4 Passengers – Passengers are permitted under the following conditions.

- 1.4.1 Novice drivers will be permitted passengers with autocross experience at any time.
- 1.4.2. The vehicle must be properly equipped to carry a passenger.
- 1.4.3. The vehicle and driver must have previously

- registered and run the day of the event.
- 1.4.4. The passenger must have signed a waiver, and must wear a seat belt and approved helmet.
 - 1.4.5. The passenger must be at least 12 years old and if under 18, must have a parent or legal guardian signature on the Minor Waiver.
 - 1.4.6. Competitors may NOT RIDE as a passenger until all of their competition runs are completed.

1.5 Consecutive Runs in Same Vehicle – There will be a minimum of 5 minutes waiting period between competition runs for any vehicle, be it a multiple driver car or a rerun.

1.6 Run Schedule – All drivers will run with their respective class during their scheduled run group time, regardless of whether they are running for points or not, so as to facilitate event efficiencies. Time only runs will occur after the completion of the session (a.m. or p.m.) and as time allows.

1.7 Driving of Multiple Vehicles – A competitor may drive 2 cars in an autocross with the following stipulations:

- 1.7.1. If time allows. Per discretion of Event chair.
- 1.7.2. Driver must declare prior to running which car will be driven for trophy runs.
- 1.7.3. Declared vehicle must be driven first, in proper run group, with all runs completed before the 2nd car is run for no trophy consideration.
- 1.7.4 Each car must be registered and have cleared tech.
- 1.7.5 If the competitor's original car becomes inoperable, the competitor may complete the session runs with a car that is from the same class.

1.8 Impaired Drivers – Any competitor considered, in the judgment of the Event Chairman, to be under the influence of alcohol or drugs of any form, or otherwise impaired, shall be disqualified. Further, any entry fee paid by the disqualified competitor shall be forfeited.

- 1.8.1 Competitors will be held responsible and accountable for the actions of his/her crew and spectators.

1.9 Unsafe Drivers – Any competitor who, in the judgment of the Event Chairman, displays unsportsmanlike conduct or drives in an unsafe manner at or around the event site, may be disqualified; further, any entry fee paid by the disqualified competitor shall be forfeited. Hard cornering at or around the event site for the purpose of warming tires shall be considered unsafe driving.

2. VEHICLE CATEGORIES AND CLASSIFICATIONS

2.1 WMC will use SCCA Solo II classifications with the exception of an additional Over Street Prepared-Under (OSP-U) and Over Street Prepared-Over (OSP-O) are defined on page 6.



2.2 Over Street Prepared category – To be eligible for the Over Street Prepared (OSP) category, a vehicle must be street legal and run on street (DOT approved) tires. The vehicle must be capable of being licensed. It must have a glass windshield and both front seats. Door panels are required, but need not be stock.

2.2.1. Over Street Prepared-Under 2.5L (OSP-U) – OSP cars with an engine displacement of 2.5 liters. (2500 c.c.) or less.

2.2.2. Over Street Prepared-Over 2.5L (OSP-O) – OSP cars with an engine displacement over 2.5 liters.

3. VEHICLE CLASSIFICATIONS

3.1 Responsibility for Vehicle Classification – The entrant is charged with the duty of properly placing the vehicle in its category and class of competition. However, any obvious misclassification can be corrected at the discretion of the technical inspector and/or the Event Chairman.

3.1.1. A Driver may compete in a class with a car that is not classified in that class provided that the car would be classified in a class with a lower PAX number than the class in which the driver is competing for points.

3.2 Open Classes – All categories of competition classes are open to both men and women for competition purposes.

3.3 Ladies Classes – Women are free to compete in the open class in which their car is legal; however, Ladies' classes may be established if there is enough participatory interest in doing so.

3.3.1. Ladies classes would be based on the complete set of parallel classes corresponding to the Open classes and using the same preparation and scoring system as in the Open classes.

3.4 Novice Classes – A Novice class will be set up for each event for competitors who have never autocrossed. You may only run as a novice once. Novice runs are not scored

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4. VEHICLE PREPARATION FOR COMPETITION

4.1 Safety – Each vehicle will receive and must pass a technical safety inspection prior to competition. Each competing vehicle shall maintain a safe operating condition throughout the event or it will be excluded from competition until the condition has been rectified. The main purpose of a technical inspection is to identify any safety deficiencies and not to determine vehicle conformance to class rules. Each vehicle must comply with the following points covered in 4.2 through 4.14.

4.2 Seat Belts – Seat Belts are required for all competing vehicles. The use of a lap belt as the only restraint is permitted only if the vehicle was not originally equipped with driver restraints or if the vehicle was originally fitted only with lap belts. Shoulder belts are highly recommended in all cars; however, shoulder belts having two straps which would confine the driver to an upright position in the event of a roll-over are not permitted in vehicles having open tops and no roll-over protection.

4.3 Car Contents – No loose items shall be carried in or on the car.

4.4 Wheels – Wheels must be mounted in a safe manner. Wheel covers, trim rings, or any other cosmetic pieces not bolted or welded to the wheel shall be removed. No cracks or broken spokes shall be permitted. All lug nuts and or studs must be used.

4.5 Suspension – All suspension components shall be in proper operating condition. No excessive play shall be present in steering components or wheel bearings.

4.6 Fluid Leaks – No excessive fluid leaks will be allowed under any operating conditions.

4.7 Tires – All tires must be in good condition. All D.O.T. approved tires must have visible tread. It is not permitted to begin a competition run with tires worn down to the cords or belts. No temporary spares or studded snow tires are allowed.

4.8 Roll Over protection Roll bars are recommended for all cars and required for all formula cars, all sports racers and all open cars using non D.O.T. tires.

4.9 Throttle Linkage – The throttle linkage shall operate smoothly throughout it's travel. The linkage shall be fitted with an external spring-loaded return mechanism, which will rapidly return the throttle to the closed position when the throttle is released from any and all open positions. All non-stock vehicles must have 2 throttle return springs.

4.10 Brakes – Each vehicle must be equipped with a fully operational brake system. All brakes must be actuated using a single common brake pedal. With the brake system pressurized, no fluid leaks shall be allowed in the system. The fluid in the master cylinder shall be above the minimum level mark with the brakes released.

4.11 Battery – Batteries shall be mounted securely. No bungee cords. If the battery is located in the passenger compartment, it must be in a sealed marine container. If the battery is located in the trunk, the positive terminal shall be covered with a non-conductive material such as a rubber boot or electrical tape.

4.12 Swing Axles – Swing axle suspensions must exhibit negative camber, or have installed a camber compensator or wheel droop limiting straps. If, in the judgment of the Event Chairman, a swing-axle equipped vehicle appears unstable during competition, the vehicle may be barred from further competition, regardless of compliance with the above stated rules.



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4.13 Exhaust Noise Level – The exhaust noise level shall not be excessive for the locale in which the event is being run. If the run exceeds the published noise level, the run will get a DNF. If the next run also exceeds the published noise level, you are disqualified for the event. In the absence of sound level measuring devices, the acceptable level of exhaust noise may be determined by the Event Chairman; the Event Chairman may bar any unacceptably loud vehicle from competition.

4.14 Vehicle Markings and Appearance – All vehicles shall have their assigned competition numbers and their class of competition clearly marked on the vehicle. Competition numbers shall be large enough so as to be seen clearly from the timing booth, and of a color that contrasts with the surface on which they are mounted. It is the responsibility of the entrant to assure that the correct car number and class are marked on the vehicle before the vehicle approaches the starting line.

5. PROTESTING

5.1 Protests – Protests must be made by individuals in direct competition with the competitor being protested. The protester must put up a \$100 fee which will be forfeited if the protested vehicle is found to be legal. Tear down protests will include the protester putting up the entire tear down cost in advance. The Tech inspector and Event Chairman can at their discretion determine that the protest has not been made in good faith, or is considered frivolous, thereby disallowing the protest and returning the protest fee. The protestor must prove illegality by supporting documents from legitimate sources.

5.1.1 All protests must occur prior to the close of the event.

6. TIMING, SCORING, AND TROPHIES

6.1 No Work-No Trophy or Points – You are disqualified if you are assigned work and you don't work, unless prior arrangements are made with the Event Chairman prior to your scheduled work assignment.

6.2 Scoring – Scoring shall be determined using a competitor's lowest single time obtained.

6.3 Ties – Ties shall be broken by a comparison of the next quickest time of each competitor.

6.4 Timer Resolution – The resolution of the timer shall be no less than one-thousandth of a second. Times for competition runs shall be recorded to the nearest one-thousandth of a second.

6.5 Reruns – Reruns shall be given only in the event of a timer malfunction, an object blocking the course, or if the competitor encounters a course marker that is already displaced or knocked down. Should any of these situations occur, the competitor will be flagged off course as soon as possible. Course marker penalties shall not be carried over to the rerun. If the competitor receives a DNF at a point on the course prior to encountering any of these irregularities, the DNF will stand, and no rerun shall be allowed.



6.6 Already Downed Pylons – A competitor encountering a displaced or knocked down pylon (unless the competitor was the one to displace the cone) has the option of completing the run or stopping in the vicinity of the pylon in question. If the competitor continues the run, the resulting time shall stand, unless in the opinion of the Timing and Scoring personnel the pylon irregularity has provided an advantage. If the irregularity is determined to be to the competitor's advantage, a rerun shall be required.

6.7 Off Course – A competitor who deviates from the course shall receive a ten (10) second penalty for each course deviation executed. A course deviation occurs when a competitor completely misses a section of the course or fails to pass through all sections of the course in the order intended by the course designer. If the vehicle contacts a pylon of a gate or slalom, it is considered on course.

6.8 Time Onlys or Fun Runs – Time Only will be allowed only at the discretion of the Event Chairman. All runs for trophy, must first be completed within the session before any Time Only or Fun Runs will be allowed to run.

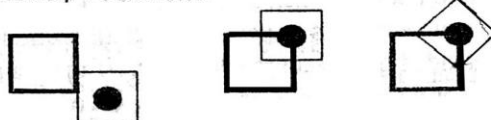
6.9 Pylon Penalties – The position of a course marker shall be identified by a line marked on the road surface completely around the base of the marker. A two (2) second penalty shall be added to a competitor's time if a pylon is either knocked down or displaced completely beyond the edges of the marker location lines. If the pylon remains upright while any portion of its base remains in contact with the outermost edge of the course marker lines, no penalty shall be assessed. As a clarification of WMC practices, slalom cone and "spin" cone penalties are two (2) seconds and not five (5) seconds each and a pointer cone that is knocked down, displaced, or missed does not result in a penalty to the competitor.

Cone Penalty Illustration

Penalty Assessed



No Penalty Assessed



6.10 Did Not Finish (DNF) – A competitor may be assigned a DNF rather than a time for a run that is not completed as determined by the person (s) conducting timing, the event chairpersons(s), or a club executive. Examples include mechanical breakdown, a competitor who has become lost on course, or driving off of the designated course area such as driving onto the grass bordering the course or unsafe driving per

rule 1.9. Multiple of course deviations, as in missing several gates in a row, may not always result in a DNF.

7. POINTS

7.1 Year End Trophies – To be eligible for year end Championship trophies, you must attend more than 50% of the Championship Series events. Points will be tallied at year end as follows:

7.1.1. If you run the full Championship series, you will receive one throw away event for example if there are 7 Championship series events the points for your best 6 events will determine your trophy position.

NOTE: If WMC holds a hillclimb during the Season, it will be part of the Championship Series Events and earns an additional 4 bonus points.

7.2 Points – Points will be awarded on the following basis:

1 st = 20	5 th = 13	9 th = 9	13 th = 5
2 nd = 17	6 th = 12	10 th = 8	14 th = 4
3 rd = 15	7 th = 11	11 th = 7	15 th = 3
4 th = 14	8 th = 10	12 th = 6	16 th = 2
	17 th and below = 1 point		

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