

# New Car # / Class Identification Requirements

**\*\*\*\* Please read if you want to race \*\*\*\***

Will be required by August 2005!!

If you have been coming to our events for the past few years you might have noticed that the number of drivers has increased to around **150 per event!** At Icebreaker this year we had 195 drivers! WOW, Timing was seeing cars around every 15 seconds!! When cars are starting that fast, Timing must be able to read your car # and class on your car at a glance. If you don't do your part in helping Timing identifying your car on the course then we will have to reduce the numbers of drivers at an event. I'm 100% against restricting the number of drivers at an event BUT if Timing has to stop events to figure out who is on course and the event doesn't finish until early evening ... you get my point.

Before I get into the requirements that will be in effect for our August event @ Willamette Pass on August 13<sup>th</sup> & 14<sup>th</sup> let me give you a quick lesson on how our timing procedure works in the timing trailer during an event.

1. We get the cards from the Grid Monster. IF you are working on the grid PLEASE make sure the **cards stay in order** AND divide the number of single driver cars in half and hand it to timing in two separate groups. Also put the dual driver cars in order with the 1<sup>st</sup> driver on top of the 2<sup>nd</sup> driver of the dual driver car and keep that group of cards separate from the single driver cars. We run the drivers in this order: 1<sup>st</sup> driver of the dual driver cars, then the 1<sup>st</sup> half of the single driver cars, then the 2<sup>nd</sup> driver of the dual driver cars, then the 2<sup>nd</sup> half of the single driver cars, we then repeat this process for 3 or 4 complete cycles (1 cycle for each run).
2. Then a car goes on course and it should match the first driver card we have (the 1<sup>st</sup> driver is usually driving a dual driver car). We look at the car's # and class and see if it matches the card we have in hand if so we enter the car's # and class in the computer. Assuming that matches what has been entered into the computer from the registration sheet ... we are happy campers and our job is pretty smooth sailing from then on. The computer does the rest automatically, unless the driver hits a cone or misses a gate then we manually enter in the penalty cones into the computer and the computer figures your adjusted time automatically. **We continue this procedure every 20 seconds or so for about 600 times an event!!** Yes we are very busy in timing and that's when everything goes smooth but when we have problems (see below) it's real exciting in the timing trailer.

The major problems that we have that you as a driver can eliminate are:

1. The car # and class on your car and the run card does NOT match the registration sheet at registration. At the registration window tell the registration person what your car # and class will be for this event EVEN IF it is the same as the previous events. ESPECIALLY if you are NOT running the same car # and class ALL year!
2. The car # and class on the car does not match the driver that is driving the car for that run. CHANGE your #'s!! I'm a dual driver myself and Peggy and I have a routine that the non-driver changes the numbers AS SOON AS the run is over and checks the tire pressure and the driver just finished the run put the next driver's helmet in the car. Or you can have one driver always change the number and the other driver checks the tire pressure.
3. There are two #'s on the car at the same time. How does timing know which driver is really driving and which number is for that driver? Only have one number on the car at one time. Yes, either switch numbers or cross one out so we can tell which one is running. See below for solutions. You say you use shoe polish? Don't worry about that because shoe polish will NOT be allowed by the August event. NO MORE SHOE POLISH.
4. We can't read the # and class on the car. The number may be on the car but it is too small to read from the timing trailer or we can't read your hand writing either on the card or on your car. The other factor is the contrast of the number and / or position of the number is not legible from the timing trailer.
5. One last major problem ... there is NO number or class on your car!!

# We have a solution!!

As of our August events ALL cars will be REQUIRED to have LEGIBLE #'s and classes on their car to run!! If you don't you WILL NOT RUN!!

Here are the requirements:

- **Shoe polish will NOT be allowed.** No writing on car or windows will be accepted.
- All #'s and class must be in a simple font (Arial is a good one) and style. NO FANCY SCRIPT formats will be accepted.
- #'s must be at least 5" high with a  $\frac{3}{4}$ " stroke (width)
- Class letters must be at least 4" high with a  $\frac{1}{2}$ " stroke
- NOTE: If you plan to run any SCCA events these sizes ARE NOT LEGAL they MUST be larger ( $8" / 1.25"$  for #'s and  $4" / .75"$  for letters), check your 2005 SCCA rule book for exact specifications on page 29.
- Must have a good contrast against the car color. Light colored cars use black or other very dark color. Dark colored cars use white, yellow or other light bright color.
- May use any material or type of lettering. Magnetic, static cling or even paper!
  - You may print your numbers from your computer's printer BUT remember the size requirements. Use one sheet for your number and one sheet for your class. Make the sheet landscape, margins of .25, use the Arial font with a font size of 350 for 3 letters or numbers and a font size of 500 for 2 letters or numbers. These font sizes are possible in most word processing programs, just type in the font size in the font size window. Even though this does not match the size requirements if you use white paper with black ink and the Arial font and fill the landscape page it will be legible and acceptable.
  - Or you can PRINT them in very square block lettering just fill one page with you class and one page with your number.
  - If your class has 4 letters or possibility 5 letters then put the 4<sup>th</sup> and 5<sup>th</sup> letters on a second sheet with the same font size and "tape" them together.
- EESCC plans to have blank paper and black magic markers so you can make you #'s and class sheet at the event BUT do NOT plan on it. It is YOUR RESPONSIBILITY to have your NUMBERS and CLASS legible on YOUR CAR and RUN CARD.
- If you are a dual driver and you print your #'s from your computer you can "tape" both numbers and both classes (assuming one is an "L" class) at the same time. BUT you must cover up the number of the driver that is NOT running. A suggestion: Tape the #'s sheet on both sides and bottom BUT leave the top open then slip a blank paper in the "pocket" of the number that is not running and it will be covered. This assumes you taped the numbers on the inside of the car's windows. It protects them from the rain!!
- Put the car # to the left or on top of the class.

\*\*\* All decisions on legibility will be decided by the Chief of Timing!!