

**NATIONAL COUNCIL OF CORVETTE CLUBS
SANCTIONED COMPETITION PROGRAM
2022-2023**



This competition manual (aka Rulebook) includes the rules for putting on National Council of Corvette Clubs (NCCC) competitive events. These rules are approved for the year 2022-2023. The only changes that may be made to these rules are for the sake of safety, where specific reservation has been made in the Rulebook or those specifically spelled out pertaining to the 2021 and up - Corvettes (Classes may be added or changes may be made to Class Regulations to accommodate new design features). Additional Changes the National Competition Committee agrees will be for the betterment of the rulebook will take effect the following year. Such changes can only be made by the National Competition Committee with the approval of the Board of Governors. The new Rulebook supersedes any previous Rulebook or clarifications.

PREFACE

INTRODUCTION

A unique breed of individuals is symbolic of the Corvette drivers. The Corvette will transform even the meekest of men and women into competitors thirsting for challenge and striving for perfection so beautifully portrayed in the design and operation of their machine. A feeling of pride is every Corvette owner's reward.

In 1965 National Council of Corvette Clubs Sanctioned Competition Program was initiated. The Competition Program has grown vastly since then. This book will help you to understand the Competition Program as set out by the members of the National Council of Corvette Clubs. You, as a member, are the one that makes the Competition Program a success, so read it carefully. As a member, you are responsible to see that the program is carried out to its fullest capacity.

PURPOSE

The purpose of the Sanctioned Competition Program is to encourage interactivity between individual Corvette Clubs within the National Council of Corvette Clubs (NCCC). The National Council of Corvette Clubs is operating the Sanctioned Competition Program to provide uniform and fair standards under which competition events may be sponsored by individual Corvette Clubs.

The program depends entirely on voluntary participation by clubs and individual club members. This set of rules will be made available to every member of the National Council of Corvette Clubs. The rules and regulations herein stated must be complied with in order for an event to be sanctioned by the National Council of Corvette Clubs. Any local and regional rules that conflict with the rules herein will be null and void.

SPORTSMANSHIP

Participants should remember that National Council of Corvette Clubs 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 to do their best; that the competitors may expect some imperfections of the organizers and of their fellow competitors; and that, to a reasonable extent, these things are a part of the chance they take in entering competition in the events.

DISCLAIMER

"The rules and/or regulations set forth herein are designed to provide for the orderly conduct of competition events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all National Council of Corvette Clubs, Inc. events and by participating in these events, all National Council of Corvette Clubs, Inc. members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others."

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ACKNOWLEDGEMENT

This Rulebook is a compilation of rules that have evolved over the years since the NCCC Sanctioned Competition Program was first established in 1965. Many NCCC members assisted in the preparation of this Rulebook. A special "thanks" to them and to the following Regional Competition Directors who devoted many long hours:

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East Ohio Region:	Ray Valentine
Florida Region:	Denny Murphy
Indiana Region:	Michael Godfrey
Michigan Region:	Dave Waters
Midwest Region:	Ray Bair; Chris Milewski
Northeast Region:	Andrej Balanc
Roadrunner Region	Robert Johnson
Rocky Mountain Region:	Lorren Loewen
Southeast Region:	Jack Alexander
Southwest Region:	Mike Sears; Johnny Gann
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2020-2021 Vice President Competition

National Council of Corvette Clubs

[Rulebook Online Copy and Forms](#)

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REGIONS

The National Council of Corvette Clubs consists of sixteen (16) Regions within the United States of America plus two (2) additional Regions (all Regions may or may not be actively functioning). The geographical area of each Region and the number of Regions is controlled by the National Membership Committee, subject to the approval of the Board of Governors, and is included in this Rulebook for reference only. The following are the Regions of the National Council of Corvette Clubs and the geographical areas that they encompass:

Atlantic Region:	All countries except Canada and United States of America.
Canada Region:	All of Canada.
Carolina Region:	States of North Carolina and South Carolina.
East Region:	State of Pennsylvania east of Route 219, Maryland, Delaware, New Jersey, Washington, D.C. and Virginia.
East Ohio Region:	Cities of Sandusky, Marion, Columbus, Portsmouth and all Ohio cities east of this imaginary line, in Pennsylvania all cities west of Route 219, and all of West Virginia.
Florida Region:	State of Florida except those Clubs that are in cities west of the Apalachicola River.
Indiana Region:	State of Indiana and all cities in Kentucky west of I-75.
Michigan Region:	State of Michigan.
Midwest Region:	States of Wisconsin, Illinois and Minnesota.
Northeast Region:	States of Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut and New York.
Northwest Region:	States of Washington, Oregon, Idaho and Alaska.
Roadrunner: Region	States of Arizona and New Mexico
Rocky Mountain Region:	States of Colorado, Utah, Wyoming and Montana.
Southeast Region:	States of Mississippi, Alabama, Tennessee and Georgia plus the Clubs in Florida cities that are west of the Apalachicola River.
Southwest Region:	States of Texas, Oklahoma, Arkansas, and Louisiana.
West Region:	States of Iowa, Nebraska, Kansas, Missouri, North Dakota and South Dakota.
West Coast Region:	States of California, Nevada, and Hawaii.
West Ohio Region:	All cities in Ohio west of an imaginary line through the cities of Sandusky, Marion, Columbus and Portsmouth plus all of Kentucky east of I-75.

REGIONS



1. GENERAL INFORMATION

1.1. EVENT SAFETY – ALL TYPES OF EVENTS

Safety at all NCCC events, sanctioned or otherwise, must be of primary concern and consideration to event planners, event staff, event participants, and event spectators. Safety is everyone's responsibility. However, certain individuals have very specific safety responsibilities for all types of events: (01/15)

1.1.1. EVENT CHAIRPERSON/CO-CHAIRPERSON

Primary responsibility for safety at the event, including safety of spectator areas, vendor areas, event staff, event participants, and all vehicles and/or displays.

1. Responsible for conducting a briefing on applicable safety procedures and policies for the event. This should be a part of the driver's meeting.
2. Responsible for annotating event flyers with the following statement: "Safety and/or NCCC Rulebook infractions may result in disqualification or ejection from current and future event participation. No refunds will be made in this instance"

1.1.2. HOST CLUB GOVERNOR

Ultimate responsibility to oversee all club events and to ensure that safety is a primary consideration during events. Responsible for providing guidance to the Event Chair/Co-chair regarding event safety. Responsible for rapid response to all safety issues and for gathering information regarding any situation that involves personal injury or property damage.

1. Responsible for filling out and submitting applicable incident report forms to the current NCCC insurance carrier to document all incidents that involve personal injury or property damage.
2. Responsible for providing copies of incident reports to the RCD, NCCC business manager, and the VP of Competition within 48 hours of the incident.
3. Responsible for ensuring that event staff and participants do not discuss any incidents involving personal injury or property damage until cleared to do so by a representative of the current NCCC insurance carrier.
4. Host Club Governor is responsible for having a current copy of the NCCC Rulebook on site at every NCCC Sanctioned event.

1.1.3. REGIONAL COMPETITION DIRECTOR

The RCD has final responsibility to ensure that every region event is conducted within the guidelines of the current NCCC Rulebook and that all aspects of the event comply with applicable safety rules.

1. The RCD may override the event chair/co-chair or host club governor on all issues of safety.
2. If requested, the RCD shall provide the host club governor with a written explanation of any changes to the event mandated by the RCD because of safety issues. Response will be within 72 hours of receiving the request.
3. If the host club event chair/co-chair or governor refuses to comply with safety requests of the RCD, the RCD must cancel the event. Prior to cancelling the event, the RCD should attempt to contact the VP of competition by telephone so that the VP of competition can discuss the issues with the host club representative. If the RCD proceeds with event cancellation after the host club representative talks to the VP of competition, the RCD will provide written notice of an event cancellation because of safety issues to the host club and the VP of competition within 48 hours of the event cancellation.
4. In the RCD's absence, a RCD-designated RCD-proxy will fulfill the responsibilities of the RCD. The RCD making a RCD-proxy delegation will notify the host club prior to the start of the event.

1.1.4. 1ST VICE PRESIDENT OF COMPETITION

The VP of competition will guide RCDs in performing their safety-related responsibilities in order to ensure that all NCCC events are operated in a safety-oriented environment.

1.2. COMPETITION SEASON

The Competition Season for Sanctioned Events is from January 1st through December 15th. The last day a Club may hold a Sanctioned Event is December 15th.

1. DOCUMENTATION: This rulebook and all documents for the competition season identified in this rulebook formerly sent USPS should be sent by email if possible. If not, then send USPS. (01/09)
2. Insurance coverage, forms, & instructions packet are annually provided to NCCC and published on the NCCC Website and are to be followed. (01/15)

1.3. TYPES OF EVENTS

1.3.1. SANCTIONED EVENT TYPES

There are five (5) types of NCCC Sanctioned Events.

Event types may have multiple variants as described in the following sections. Rules for each type of event are covered in the individual chapters of this rulebook.

1.3.1.1. SPEED EVENTS

1. AUTOCROSS – Gymkhana, Solo, or Slalom. May be either High or Low Speed. Autocross is designed to test driving skills in a race against the clock, not wheel to wheel with other cars. The maximum allowable speed for Group-1 cars in a Low Speed Autocross is 80 MPH. Autocrosses are usually on a parking lot with the course defined with pylons (traffic cones.) They can also be on an established track using cones to manage speed in a low speed event. High speed events are normally held on a road course. All roadsters in a High Speed Autocross must be equipped with a roll bar meeting the requirements set forth in Chapter 2 of this Rulebook.
2. DRAG RACE – A wheel to wheel acceleration test between two (2) cars on a sanctioned drag strip at least one eighth (1/8) mile in length.
3. MATCHING TIMES (MT) – Acceleration test of at least one-eighth (1/8) mile (can be run side by side on sanctioned drag strip) or a timed run on an autocross course – for consistency.
4. TIME TRIAL – A Time Trial is an environment where NCCC competitors can participate in continuous lapping sessions on a defined road course in a controlled, non-racing situation.

1.3.1.2. FUNKHANA

Both a driver and navigator are required. A timed contest for automobiles designed to test the skills of the driver and navigator; gimmicks are used on an Autocross-like course. (NO EXCESSIVE SPEED)

1.3.1.3. RALLYE

Both a driver and navigator are required. A competitive automobile run over public roads and under ordinary traffic rules.

1.3.1.4. ECONOMY RUN

Run in teams (driver and navigator) following a prescribed route over public roads and under ordinary traffic rules. Similar to an easy Rallye except scoring is based on fuel mileage.

1.3.1.5. CONCOURS D'ELEGANCE AND PEOPLES CHOICE SHOWS

A showing of Corvettes in which the entries are judged for cleanliness and workmanship.

1.3.2. NON-SANCTIONED EVENTS

A Club may run regional or local competitive events ("Non-Sanctioned Events") under its own rules and be covered by NCCC insurance if: (01/11)

1. There is no conflict with NCCC safety guidelines as stated in this Rulebook.

GENERAL INFORMATION

2. The Club creates a Non-Sanctioned Event in the NCCC Competition Database at least fifteen (15) days prior to the event and it is approved by the RCD.
3. A copy of signed waivers is sent to the RCD postmarked within fifteen (15) days after the event. Club should keep originals.

1.3.3. NCCC NATIONAL CONVENTION

1. The competitive events held at the annual National Convention shall be Non-Sanctioned Events that are conducted according to the Rules for Sanctioned Events as defined in this Rulebook.
2. Unless otherwise specified, the Drag Race Event held at the annual National Convention shall be considered a Record Drag Race Event.
 - A Non-NCCC entrants cannot run against NCCC members. They must run in a separate Guest class or separate ET Bracket.

1.4. SANCTIONING OF EVENTS

1. Any recognized NCCC Club may request a sanction number to sponsor an event.
2. Chairperson and Co-Chairperson must be NCCC members of the Host Club. The Chairperson or Co-Chairperson, or the RCD (or his proxy) of the Sanctioning Region, or the V.P. of Competition must be present at the event for the event to be held.
3. A Club may sanction a maximum of ten (10) events per year with seven (7) events per day. (01/12)
4. There IS A MAXIMUM LIMIT OF 7 SANCTIONED EVENTS (SUM of all types) at the same location ON THE SAME DAY. A Maximum of three Concours D'Elegance may be held at the same location on the same day. (11/19)
5. There may be two (2) or more events of the same TYPE held on the same day in the same Region if: (No restrictions on events of different types except #4 above.)
 - A There is at least 150 miles between the Host Clubs' sites.
 - B The events are held within different Region Boundaries.
 - C The Home Region RCD does not have approved sanctions for that day by January 31 of the competition year.
 - D The Visiting Region has permission from the RCD of the Home Region to hold the event.
6. There may be a maximum of three (3) Record Drag Events (plus National Convention Record Drags) in a Region each year. Only two (2) of the three (3) may be held after Convention each year. Only one (1) Record Drag Event may be held within NCCC per day. Sanctions for Record Drags are to be coordinated with the Vice President-Competition. Sanction Requests for Record Drag Events will be accepted starting with the November Governors' Meeting of the year prior. Sanction priority will be given to the Club having a Record Drag Event on the same day of the prior year.
7. Events are to be held only on weekends (Saturday and Sunday), Memorial Day, 4th of July (only if it occurs on a Monday or a Friday) and Labor Day. There will be NO sanctions granted for Governors' Meeting weekends. There will be NO sanctions granted for the beginning weekend of the NCCC National Convention should the Convention begin on or prior to Monday nor will sanctions be granted on the ending weekend should the Convention end on or after Friday. (01/15)
8. A sanction can be granted for a two (2) day event. The same type event can be sanctioned by another Club in same Region for the second day of the weekend.
9. A Sanction Request MUST be entered into the NCCC Competition Database System and approved by the Regional Competition Director. A Sanction Request must be entered at least forty-five (45) days before the date of the scheduled event. (01/15)

GENERAL INFORMATION

10. Any sanction that is canceled within forty-five (45) days of the scheduled event cannot be re-applied or re-scheduled, except in the case of a rain date for Record Drags. In order to have a rain date for a Record Drags it must be specified on the flyer. Also see Rulebook Section 3.2.7.1 Record Drag Races, for rain date procedures and restrictions. (01/11)
11. When circumstances beyond the control of the host club or RCD require the event(s) to be cancelled within 45 days of the event, the sanctioning club may request rescheduling of those cancelled event(s). Requests must be made to the RCD and VP of Competition and postmarked within 5 days of cancellation. The date of the rescheduled event(s) must be 21 days or more from the original date of the cancelled event(s). However, in special circumstances, events may be rescheduled less than 21 days from the date of the cancelled event with the approval of the RCD and VP of Competition. (01/13)

1.5. FLYERS

1. Notification of a NCCC Sanctioned Event **MUST** be on an official announcement form (sample available on the [NCCC website](#) and includes the following): (01/15)
 - A Sanction Number
 - B Date (Including any rain date for Record Drags)
 - C Host Club or Clubs
 - D Registration Open and Closing Times
 - E Type of event (including Rallye Type)
 - F High or Low Speed Event
 - G Times (including Time Zone) for: Gates Open, Stop Clean/Start Judging, Tech Inspection, Driver's Meeting, or other significant time milestones for the event. (01/12)
 - H Event Location (including the city and state)
 - I Cost to enter the event (must be the same for all NCCC members). All entry cost options available to entrants must be clearly stated on the official NCCC flyer. This includes discounts for early registration, registration in multiple events, NCCC membership, lower competitive event costs when also participation in non-competitive events, etc. Late registration penalties must also be clearly stated on the flyer. (01/12)
 - J Map and/or Written Directions to the Location (including the location of major highways and roads) (01/15)
 - K Open or Closed Exhaust (Speed Events)
 - L Names, address, telephone numbers (E-Mail if available) of the Event Chairperson, and Governor.
 - M Special requirements and restrictions should be on the flyer and they must not violate this Rulebook (i.e. limit on number of entrants, entrants must work, pre-registration only, pets, children, etc.).
 - N Method of tear down for Record Drags.
3. Flyers **MUST** be uploaded to the NCCC Competition Database System for each Sanctioned Event. (01/15)
4. The FLYERS must be uploaded to the NCCC Competition Database System at least forty-five (45) days prior to the date of the event. If the flyers are not uploaded on time, the sanction will be canceled by the RCD. (01/15)
5. In the case of a cancellation or change in event location, the Host Club **MUST** notify all Clubs in their Region, all RCDs, early entrants, and the Vice President-Competition at least twenty-four (24) hours prior to the scheduled event.
6. It is recommended that, in the case of a change in event location, someone be stationed at the original location until the close of Registration. In the case of an event cancellation or change in event location within 24 hours, someone must be stationed at the original location until the close of Registration.

1.6. REPORTING EVENT RESULTS

1. The results of an event **MUST** be entered into the NCCC Competition Database System. (01/15)
2. If an entrant did not sign the waiver, all entrants in that person's class will move up in placement as if that person had not entered. That person will be placed in the last position in their class with 0 points and "no waiver" placed in the remark's column.
3. Official results are to include only NCCC entrants and workers. However, an overall result sheet of both NCCC and non-NCCC entrants may be included if the Host Club so desires.

GENERAL INFORMATION

4. All results **MUST** be entered into the NCCC Competition Database, and copies of completed waivers must be sent to the region's Regional Competition Director **WITHIN FIFTEEN (15) DAYS** after the event.
5. The RCD shall approve the provisional results in the NCCC Competition Database System within thirty (30) days after the event.
6. Provisional results of all competition **MUST** be available in the NCCC Competition Database System for review by each NCCC entrant within thirty (30) days after the event. If there are no protests concerning the accuracy of the results within the thirty (30) days period following the entering of the results in the NCCC Competition Database System, then it will be assumed that the results are accurate.
7. If a protest is upheld, a revised set of results **MUST** be entered within ten (10) days of the protest decision.
8. Any revisions to results **MUST** be entered into the NCCC Competition Database System.

1.7. PENALTIES FOR FAILURE TO ABIDE BY SANCTIONING RULES

1. The penalty for late results shall be the loss of sponsoring Club Points and individual points for the sponsoring Club's members.
2. Penalty for not abiding by guidelines set forth under "FLYERS" is cancellation of the sanction.
3. If results are not entered into the NCCC Competition Database System and available for review by the Regional Competition Director within thirty (30) days, the involved Club will not be allowed any Sanctioned Events from that event on until all results are turned in. (01/15)
4. If all time requirements regarding all phases of event paperwork are not met the Host Club, at the discretion of the Regional Competition Director, is subject to suspension of all NCCC sanctions. When all problems are resolved, the Regional Competition Director will lift the suspension.
5. The penalties for results being entered into the NCCC Competition Database System late shall be: (01/15)
 - A More than thirty (30) days after the event – the loss of National Championship Points by all entrants and workers from the Host Club.
 - B More than forty-five (45) days after the event – the loss of National Championship Points by all entrants and workers from the Sponsoring Region. (01/09)
 - C More than sixty (60) days after the event – the loss of National Championship Points by all entrants and workers and Host Club will not be allowed any future sanctions until this matter is resolved to the satisfaction of the RCD and VP of Competition. (01/09)

1.8. ELIGIBILITY TO COMPETE (PARTICIPATE)

1.8.1. GENERAL

1. All drivers **MUST** be at least sixteen (16) years old, carry and present at registration a currently valid driver's license to operate an automobile on the public streets. Any license or permit which requires another licensed driver in the car is not acceptable. Drivers younger than eighteen (18) years old may not enter High Speed Events. Drivers eighteen (18) years and older **MUST** be High Speed Certified to enter High Speed Events.
2. Navigators (Passengers) eligibility requirements are listed in [Section 2.2.8](#) (01/15).
3. All entrants **MUST** completely and truthfully fill out the registration form. All entrants, workers, and participants eighteen (18) years and older **MUST** also sign the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and any other release documents that may be required by NCCC. Entrants, workers and participants younger than eighteen (18) years old must have a parent or legal guardian present and submit a properly completed Parental Consent, Release and WAIVER OF Liability, Assumption of Risk, and Indemnity Agreement and a Minor's Assumption of Risk Acknowledgment and any other release documents that maybe required by NCCC. "Participants" means the drivers, "competition vehicle" owners and sponsors, mechanics, pit persons, actual officials of the event, announcers, ambulance crew, tow trucks or push car crews, news persons, photographers, pit gate workers and all other persons that have been granted permission to enter the "restricted area".
NOTE: Please refer to Club Governor and the insurance policy for coverages.
4. All entrants **MUST** have their cars thoroughly inspected and classified by the Technical Inspector(s).
5. All drivers must have an active NCCC membership number in the NCCC Membership Database to be awarded NCCC points. (01/15)
6. Points may be earned only by NCCC members using Chevrolet Corvettes.
7. A member may only enter 7 events per day for Points.
8. Before or during a NCCC Sanctioned Event, NO alcoholic beverages can be consumed either by entrants, workers, or spectators anywhere on the premises.
9. Entrants and passengers (if allowed) in Speed Events, Drag Races, and Funkhanas must wear shoes of closed construction. Closed construction means closed toe and heel, no sandals, etc. (01/15)
10. Anyone who is suspected of being under the influence of alcohol will not be allowed on the premises before or during a NCCC event.
11. Entrants will be disqualified if they have been drinking alcoholic beverages.
12. Any persons – including entrants, workers, and spectators – not complying with event safety procedures, the NCCC Competition Rulebook, or the NCCC Bylaws can be ejected from a NCCC event, subsequent events on the same day, and, potentially future events, on the decision of the Event Chairperson and/or the Host Club Governor and/or any other NCCC officer in attendance. (01/15)
 - A A written report of any such action taken against a NCCC member **MUST** be filed with the Vice President - Competition within seventy-two (72) hours for any later necessary reference.
 - B Any further disciplinary action **MUST** be followed up in accordance with Article III, Section 6.B. of the Constitution NCCC Bylaws entitled Preferring Charges (where written charges **MUST** be filed with the NCCC Secretary for further action by the Executive Board).

GENERAL INFORMATION

- C Ejection from an event or events results in automatic loss of points and awards for those Sanction Numbered Event(s) only, unless the Board of Governors (or Appeal Board, if set up) rules in favor of the person ejected and takes action against the Host Club and/or persons making the decision. This action does not bar this person from any future events as long as it is a different Sanction Number unless they have been “found guilty” by the Board of Governors and has been suspended, etc. as covered in the Constitution & NCCC Bylaws. (01/09)

- 13. The host club event Chairperson, Club Governor, host region RCD, or NCCC VPC at the event may deny or remove any person demonstrating unsafe performance or actions at that event from participating in any events for the balance of that day or weekend. Further, if a person has previously been formally documented as behaving in an unsafe manner which could endanger them or anyone else at the event/s, that person may be denied participation. (01/15)

1.8.2. HIGH SPEED CERTIFICATION

- 1. Applicant must compete in at least ten (10) low speed Autocrosses (Matching Times Events, MT do not count) within the preceding eighteen (18) months in order to obtain certification to compete in NCCC High Speed Events. The ten events must have taken place over a minimum of three (3) weekends.
- 2. Proof of completion of a recognized performance driving school within the preceding eighteen (18) months in lieu of ten (10) autocrosses would also satisfy certification requirements.
- 3. Any group, other than a professionally recognized performance driving school, must provide a copy of their detailed training to the RCD's for review and approval on an annual basis, utilizing the NCCC High Speed Driving School Recommended Guideline posted on the Competition Section of the NCCC Website. (01/10)
- 4. At the time of application for High Speed Certification, applicant must be a NCCC member in good standing. Proof of experience will be provided by the applicants to their Regional Competition Director. Proof does not have to be NCCC events only, may be events of any recognized sanctioning body.
- 5. The RCD or Vice President-Competition is authorized to approve certification. The approver will enter the High Speed certification date and provide a link to the requester.
- 6. Once obtained, the High Speed Certification shall be valid for a period of three (3) years. Proof of participation in at least one high speed event during the three-year period, or meeting the requirements stated above for a new certificate shall be presented to the applicable RCD for renewal. Renewal shall be for a period of three (3) years from the date of expiration.
- 7. The penalties for allowing a NCCC entrant without High Speed Certification or a Non-NCCC entrant without equivalent experience to compete in a High Speed Event is the loss of that entrant's points/awards and loss of Host Club's points.
- 8. The RCD and/or Vice President of Competition shall have the authority to deny or revoke a High Speed Certification if the applicant or holder does not demonstrate adequate skills for safe car control at High Speed. The RCD will document the reason for denial and forward to the Vice President of Competition. (01/12)

1.8.3. NOVICE LICENSE

The Novice Class is intended to provide new or inexperienced drivers an opportunity to participate in a autocross on a less competitive basis, specifically with other drivers who have little or no autocross experience. As the season progresses, they will gain knowledge and confidence. When they have entered eight events, they will be required to enter one of the regular classes.


As a Novice competitor, present your Novice license (available from your Club's Governor or Event Chairperson) when you register for an event. When the event is over pick up your license from the Event Chairperson. Make sure the back of the license is filled out completely. RCDs should monitor for accuracy and abuse.

- 1. The NCCC Novice license will be available from Club Governors and Event Chairpersons.

GENERAL INFORMATION

- Novice licenses will be valid only for low speed turning events. (Valid for low speed Autocrosses and low speed Matching Times except those on a Drag Strip. Not valid for other events including Drag Races).
- There will be a limit of eight events by any entrant as a novice.
- If you choose to compete in a regular class in Speed Events, or have entered eight events as a novice, you must surrender your Novice license to your Club Governor or RCD. Once you have left the Novice Class, you cannot return to it.
- A Novice Class entrant is awarded the same number of NCCC Points as an entrant in another class would receive (see Speed Event entrants' points in the [Championship Points Section](#) of Rulebook). Travel points shall be awarded.
- An entrant can no longer run in the Novice Class once they enter a High Speed Event.
- The penalties for entering an event as a Novice after completing eight events as a novice or after competing in a regular Speed Event Class (including Exhibition Class) will be the loss of all points and awards for that event.

SAMPLE CARD – FRONT SIDE

	
National Council of Corvette Clubs, Inc.	
NOVICE COMPETITION LICENSE	
Name _____	Issue Date _____
Club Affiliation _____	NCCC# _____
Issued by: _____ Club Governor	

SAMPLE CARD – REAR SIDE

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
Date	Club Event	Chairperson Signature

1.9. RULEBOOK CLARIFICATION PROCEDURE

- Rulebook clarification questions must be sent to the RCD (through the Club Governor except for a MAL) a minimum of fifteen (15) days in advance of the Competition Committee Meeting. The RCD shall forward the clarification to the other RCDs and the VP-Competition a minimum of ten (10) days in advance of the Competition meeting. The page and paragraph numbers questioned in the Rulebook, a brief explanation of why you want the clarification, the requester's name, the Governor's signature and the RCD's signature or initials must be included. A Clarification Request form is included in the Appendix.
- The decision of the Competition Committee shall take effect immediately.

1.10. RULEBOOK CHANGE REQUEST PROCEDURE (01/12)

A Rulebook Change Request form (Appendix) is designed to provide a formal process for submitting a change by April 1st of the year preceding the next effective Rulebook.

1. The form is to be filled out by an NCCC member by including current rulebook language, proposed rulebook language, and a detailed statement on why the rule should be changed.
2. The member will sign the form, include their NCCC number, Region name, and date.
3. Their RCD will sign, date, and electronically submit the form to the Vice President of Competition before April 1st.
4. The Competition Committee will review, discuss, and decide whether to include the change request in the list of proposed Rulebook changes to be presented to the Governors at the September meeting.
5. The Vice President Competition will fill out the section regarding the Competition Committee Decision and sent it to the submitting RCD who will provide a copy to the submitting member.
6. Decisions to incorporate the proposed change will take effect in the next Rulebook.

1.11. VICE PRESIDENT-COMPETITION

The Vice President-Competition shall have overall responsibility and authority for all matters relating to the NCCC Competition Program including ensuring that all competition rules are followed. The Vice President-Competition shall represent NCCC in a professional manner at all functions.

1.11.1. GENERAL

1. As controlled by the NCCC Bylaws, they are elected to a two (2) year term by the vote (one vote per Club) of Clubs in NCCC. There is a limit of two (2) consecutive terms.
2. They MUST be a member of good standing within NCCC.
3. They MUST be willing to work hard and devote the necessary time to this position.
4. They shall chair the National Competition Committee Meetings at the National Governors' Meetings and any special competition meetings that are called. (The time and place of such meetings are determined by the NCCC Vice President-Competition.)

1.11.2. DUTIES OF THE VP-COMPETITION

1. Chair Competition Committee – Prepare Competition Committee Meeting Agenda and preside over meeting to ensure all matters are handled. Present Committee Meeting results to the Executive Board and the Board of Governors. Provide minutes of Committee meetings to RCDs, NCCC Secretary and NCCC President.
2. NCCC Rulebook – Responsible for integrity of Rulebook. Responsible for preparation and publication of new Rulebook at time of expiration of old book.
3. Championship Points – Responsible for monitoring accuracy and timeliness of information (Sanction Requests, Flyers and Results) for all Sanctioned Events.
4. Drag Records – Coordinate schedule of Record Drag Events. Maintain and update current list of Drag Records. Provide requested patches and certificates for record holders. Verify teardown data on Record setting cars.
5. NCCC Convention – Support Host Clubs regarding competition matters in preparation for Convention. Provide support to Host Clubs in Tech Inspection and competition matters including protests and appeals. Be available at events to provide assistance such as answering questions and setting correct dial-in times at the Drag Event. Present prior year's National awards at the Banquet.
6. Blue Bars – Provide a Competition Report, a listing of new Clarifications and an updated list of Drag Records for each issue. Provide a listing of the top finishers in the Men's, Ladies' and Clubs' National Points Competition for the spring issue. Provide a schedule of Record Drag Races for the Winter issue.

GENERAL INFORMATION

7. Awards – Responsible for obtaining National awards and jacket patches for the top Clubs, men and ladies. Responsible for obtaining Regional jacket patches for Regions' top Clubs and competitors. Responsible for determining the Regional awards rebates.
8. Technical Specs – Compile and distribute data on new Corvettes for the purposes of teardowns and classification.
9. Source of competition information – Support RCDs directly or indirectly in answering questions on competition matters from NCCC members.
10. Miscellaneous – Maintain and provide necessary supplies of Novice Cards, High Speed Certification Cards, etc. Represent the Competition Committee on the Executive Board. Preside over the Board of Governors Meeting in the absence of the President.

1.12. REGIONAL COMPETITION DIRECTOR

1.12.1. GENERAL

1. Each Region is to have a Regional Competition Director (RCD).
2. They MUST be a member of good standing within NCCC.
3. They shall be responsible for the conduct of sanctioned competition events in their Region and MUST be willing to work hard and devote the necessary time to this position.
4. They are elected by the vote (one vote per Club) of Clubs in the Region. They MUST be elected each year prior to the November Governors' Meeting.
5. They MUST attend National Competition Committee Meetings at the National Governors' Meetings and any special meetings that are called. (The time and place of such meetings are determined by the NCCC Vice President - Competition.)

1.12.2. DUTIES OF THE RCD (01/15)

1. They shall administer the Region's Sanctioned Competition Program, grant requested sanctions for sanctioned and non-sanctioned events and approve event flyers.
2. They MUST review the NCCC Competition Database for accuracy of all official NCCC results and standings for the Region.
3. They MUST check all results to be sure they are accurate and complete.
4. They shall monitor the Region Novice Class points to prevent abuse.
5. They shall monitor Concours entrants in the Street Show and the Wash & Show Classes for abuse of required mileage. An optional form is provided in the Appendix to help with the monitoring.
6. They are to ensure the Regions calendar of events is up to date
7. They should attend as many Regional Sanctioned Events as possible. RCD or RCD's representative shall be at the Region's Record Drags.
8. They are responsible for seeing that Host Clubs follow NCCC rules.
9. They MUST be willing to assist in the running of an event, answer any questions about NCCC and help promote smooth and enjoyable events.
10. They are to handle all disputes at an event. Any questions regarding disputes will be discussed at the National Competition Meeting.
11. They have the power to correct or change an event to ensure the Host Club is following the NCCC Competition Rulebook rules for running an event and for safety as outlined in [Section 1.1.3](#). In the absence of the RCD, any out of Region RCD is also responsible for safety as outlined in [Section 1.1.3](#). If there are changes to be made, they should always use tact and common sense.
12. They MUST have a thorough knowledge and understanding of NCCC rules. They are responsible for forwarding in writing all rule changes and technical clarifications to the Governors in the Region.
13. They are the Chairperson of the Regional Competition Committee Meeting. They are to designate the time and place of the meeting and hold one at least quarterly. [At the Regional Competition Meeting, each NCCC Club in the Region has one (1) voting member.]

GENERAL INFORMATION

14. Rulebook Clarification Procedure – A minimum of fifteen (15) days in advance of the Competition Meeting, clarification questions must be sent to the RCD. The RCD shall forward a copy to each of the other RCDs and to the Vice President-Competition a minimum of ten (10) days in advance of the Competition Meeting.

1.13. CLUB GOVERNOR

You, as Governor, will find that through contact with other Clubs you can exchange many helpful hints on the operation of a Club. You are a reflection of your Club; by your actions other NCCC people form an image of your Club. You should be helpful in persuading other Corvette Clubs to join NCCC.

1.13.1. RECOMMENDED GUIDELINES FOR A GOVERNOR

1. Each Governor should attend National and Regional Governors' meetings. Currently NCCC Bylaws require attendance at a minimum of three (3) National meetings per year. Requirements may be met by sending an alternate from the Club or through proxy with the Regional Executive. A Governor is the Club's link with its governing body. It is their responsibility to know and understand the working mechanics of the National and Regional Organization and to maintain an open and informative dialogue between each level.
2. You are responsible for all paperwork (i.e. Sanction Requests, Flyers, Event Results, signed release waivers, etc.) regarding your Club's events, having your Club follow the Competition Rulebook, and all Governor safety-related responsibilities as outlined in [Section 1.1.2.](#)
3. Process all your Club's Membership renewals in the time and manner specified by the Regional Membership Director (RMD).
4. Report immediately to your RMD any additions or changes to NCCC membership names and/or addresses.
5. Keep National and Regional Officers informed of any changes of your Club's officers so that your Club will receive all correspondence from those officers.
6. Have membership forms on hand to sign up new members.
7. Present a summary of the Board of Governors' Meeting and Regional Meeting at the monthly Club meeting.
8. Announce upcoming Sanctioned Events and encourage your Club to participate as entrants or workers.
9. Obtain answers to questions that Club members have.
10. Correspond with National and Regional Officers as necessary.
11. At the start of each year, give to their Club a short history of NCCC, the National Convention, Blue Bars, the competition program, insurance coverage and other advantages of being a member of NCCC.
12. Urge all NCCC members to buy and display NCCC items.
13. Submit articles and photos to Blue Bars on your Sanctioned Events and/or any interesting information.
14. Introduce your members to the National and Regional Officers.

1.14. TERMINOLOGY

NON-SANCTIONED EVENT – An event or activity scheduled by one of the affiliated NCCC Corvette Clubs and approved by their RCD for which no National or Regional Competition Points are awarded. Upon approval, the RCD shall assign a Non-Sanction number to the event.

POSTMARK – Date stamp by the US Postal Service or date on an e-mail.

2. AUTOCROSS

2.1. WHAT IS AN AUTOCROSS?

An Autocross is an NCCC-regulated competition in which the Corvette driver has the opportunity to learn, improve, and demonstrate their skills on a course that is not subject to public traffic and associated rules. The rules of conducting the Autocross provide the NCCC member with a safe venue to enhance their driving ability, compete with group and class peers, and obtain enjoyment and competition thrills not otherwise available to the driving public. The Autocross is designed with safety as the primary factor and NCCC Autocross competition extends the safety envelope by the provision of competitive events that minimize risk to drivers and Corvettes through individual timed competition. Autocrosses are held on paved surfaces, regardless of whether they are on a permanent racetrack or road course site, or on a temporary autocross surface. The emphasis in all NCCC Autocross events is on driving skill in preference to absolute speed.

2.1.1. LOW SPEED EVENT VERSUS HIGH SPEED EVENT

1. A LOW SPEED Event is one in which the maximum obtainable speed by any Group 1S or Group 1 car is less than 80 mph. If the speeds can exceed 80 mph for those cars, the event becomes a High Speed Event and must comply with High Speed rules.
2. A High Speed Event is one in which speeds exceed 80 mph for Group-1S & 1. A High Speed event is normally held on a road course. All cars in High Speed event are required to have a fire extinguisher, all roadsters are required to have roll bars, all drivers are required to be High Speed Certified, and all Group 3 drivers are required to wear a fire suit. See Class Regulations and Speed Event Tech for details.

2.1.2. AUTOCROSS CATEGORIES

May be either a Low or a High Speed Event (does not apply to MT on a drag strip).

1. AUTOCROSS – A Low Speed Autocross is held on a paved surface, typically a parking lot or portions of a road course, where the route is defined by cones or pylons, not the track itself. A High Speed Autocross is held on a paved surface, typically a road course where the route is defined by the track layout. However, a High Speed Autocross may be held on any paved area large enough to safely manage the highest speed possible. Examples of such areas may be airport runways, or large vehicle testing areas.
2. MATCHING TIMES (MT) – Compares two or more timed runs for consistency where the winner is determined by the difference in timed runs, regardless of the overall speed through the course.

2.2. RULES FOR SETTING UP AN AUTOCROSS

2.2.1. GENERAL SETUP

1. All participants (workers and entrants) MUST sign an insurance waiver. A special waiver form is required for minors.
2. All children under twenty-one (21) years of age, or eighteen (18) where applicable, are the full responsibility of their parents and/or guardians.
3. Entrants, workers, or spectators are not to litter the grounds.
4. Cars can be required to close exhausts to comply with local noise restrictions.
5. Be aware of special insurance requirements and/or limitations that may be applicable for High Speed Events, property within 100 feet of racing surface, and events held at airports or on public streets.
6. A copy of this Rulebook must be available at every event. Any additional rules set up by the Host Club must not conflict with any portion of these rules and must apply uniformly to all entrants.

2.2.2. COURSE SETUP

1. Spectators and non-event staff should be located at least fifty (50) feet from course areas and appropriate means of identifying these limits must be implemented (i.e., ropes, safety tape, barriers, etc.).
2. No one in or on a wheeled vehicle is allowed on the course before or after an event except for parade laps, designated practice laps for the entrants or the course checker (a non-entrant).
Note: Special allowances, such as wheelchairs, should be made for persons with disabilities.
 - A Competitors who assist in course setup are specifically barred from driving any vehicle, including setup trucks or cars, through any portion of the actual course. This rule is mandatory to ensure that no one has an unfair course orientation advantage and that all competitors have an equal opportunity to learn the course through walking, official parade laps, etc.
 - B Due to other physical limitation that restricts an entrants ability to walk the course layout, and who is not disabled as described above, may ride a bicycle, scooter, golf cart, or ATV on the perimeter of the course, if the course safely allows, so they can get a general visual overview of the course layout. (01/11)
3. Courses **MUST** be laid out so that all cars can safely negotiate them. The following are provided as course set-up guidelines only and may not be applicable in all situations. See [Section 1.1](#) regarding specific safety-related responsibilities. (01/15)
 - A Pylons are used to define the course in a Low Speed Event. They should also be used to ensure that speeds are managed in accordance with this rulebook for a Low Speed event and to mark dangerous areas on or near the course.
 - B Signs should be avoided on an autocross course. However, if used, they must be of a construction that prevents or minimizes potential damage to Corvettes and spectators (i.e., no greater risk than hitting a pylon).
 - C Pylons should be large enough to be clearly visible well in advance. Pylons used in course setup should pose a minimum risk of damaging a vehicle if they are hit. Fifteen (15) to eighteen (18) inches are recommended maximum heights for pylons in critical course elements such as slaloms, gates, boxes, etc. Larger pylons are frequently used to designate timing light locations, etc.
 - D Sufficient pylons should be used to clearly identify all elements of the course.
 - E Directional pylons (lying down) should be used where appropriate.
 - F Excessive pylons should be avoided to preclude drivers being presented with a “sea of cones” view.
 - G The minimum distance from any course pylon to any obstacle (i.e., curb, wall, light pole, etc.; or the edge of course surface) should be twenty-five (25) feet.
 - H Autocross course sections should be kept as far from walls as possible. If an autocross course is being conducted on a venue that includes walls (using the straight portion of a drag strip, part of a road course or circle track, etc.), inclusion of elements to control speed (slaloms, gates, etc.) is recommended to ensure that there is an absolute minimum chance for a competitor to lose control in the direction of the wall, or walls.
 - I All driving paths on the course should be at least fifteen (15) feet wide. This applies to all course elements, including “Chicago Boxes,” gates, etc.
 - J Fifty (50) feet is a recommended minimum distance between pylons in a slalom.
 - K Turns and corners should be clearly identified with sufficient pylons to be clearly visible well in advance of entry.
 - L Gates should be clearly marked. Gate design (one cone on each side, two cones on each side, one upright and one pointer lying down, etc.) should be explained at the driver’s meeting, or on the course map.
 - M The exit of gates, slaloms, or other course elements should generally result in the Corvette headed toward the next course element rather than requiring a car to reverse direction on the same path.

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- N Sections of the course that require multiple passages (i.e., a loop, or section to be traversed in two directions) should be clearly marked.
 - O The mix of course elements should provide the competitor with driving challenges that are reasonably placed to preclude continuous, or overly lengthy, sections of acceleration, braking, or extremely slow passage.
 - P The start line should be clearly marked with at least a ten (10) foot lead-in to the starting timing lights.
 - Q The first turn should be no sooner than thirty (30) feet past the start timing lights. Greater distances are preferred.
 - R The finish line and lights should be set on a straight section of the course for safety purposes.
 - S The finish area should be angled away from the timing, grid, staging, and spectator areas, walls, and pit areas.
 - T A turn immediately preceding the finish should be avoided. If used, course design should take the turn into consideration and be such that speeds are reduced to a safe minimum before entering the turn and when exiting toward the finish area.
 - U A complete stop after the finish line is not recommended and should only be used if required for safety purposes. It is preferred that finishing cars be given sufficient space to safely slow to a maximum of five (5) miles per hour and that the finishing cars exit directly to the grid or staging area. A “shut down” area of sufficient space should be provided beyond the finish line to allow any competing car to safely slow or stop from the highest possible finish line speed without locking brakes or requiring emergency maneuvering.
 - V Grid, staging, and spectator areas should not be alongside or immediately beyond the finish line and shut down path.
 - W The Grid, Staging, Return Lane, or other specific areas for competitor vehicles should be clearly marked with chalk and/or pylons. These areas should be located near the course but located such that there is no danger presented by an “off course” competitor.
 - X Course layout should include specific Safety Station locations for Course Workers. The Safety Stations should be clearly marked and indicated as such on the Course Map.
 - Y Safety Stations at a turn should be positioned inside the turn where possible. If outside the turn, they should be located toward the turn entry and removed to a safe distance to accommodate a car going off course toward the outside of the turn.
 - Z Long straights should be designed such that a competing car has a safe amount of “overrun” space before encountering a barrier or the edge of the course area.
 - AA When two or more cars are allowed on the course simultaneously, course design and the rate of release of cars from the start should always preclude cars approaching each other on the same and/or adjacent paths that could pose a safety risk if one or more cars experienced a spin or course deviation.
4. All course pylons and directional pylons (including those before and after timed portion) **MUST** be marked by a line encircling the pylon.
 5. The course layout **MUST** be the same for all drivers.
 6. There **MUST** be an official course map showing direction to be run, placement of pylons, start/finish line and any other pertinent information. Entrants should study this map to avoid going off course. Sufficient course map copies should be available for each entrant. If the course design is changed from the general design of the course map, the host club should hold a special meeting to explain the changes and provide sufficient time for entrants to walk the course and, if they desire, make annotations of the changes on their copy of the course map.
 7. There **MUST** be sufficient workers to adequately cover all parts of the course.
 8. The course setup must be completed and reviewed for safety and rules compliance by the RCD (or his proxy), or in the RCD’s absence, the host club’s event Chairperson, prior to opening the course for walking by entrants. The course should be pre-run in a vehicle by a non-entrant from the host club, or a non-entrant RCD to validate the safety review and approval process as well as the proper functioning of the timing system.

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9. The course shall be set up early enough to allow for entrants to walk-through it prior to the Drivers' Meeting. A minimum of one-half hour is recommended.

2.2.3. ENTRANTS

1. No driver may enter more than one car for a timed run. If an additional car is to be run for exhibition, it MUST follow the contestant's timed runs. If a car eligible for another class is to be run, it MUST come after all the timed runs. The driver is not eligible for additional points or awards. The only exception is that if a car for the timed runs should break down during parade laps, practice, or the timed run, the driver may borrow a second car to complete their official timed runs. The borrowed car MUST qualify for the same class for that event (includes Matching Times).
2. Only two (2) drivers per car per class, with a maximum of two (2) male drivers and two (2) female drivers per car, will be allowed at a NCCC sanctioned event.
3. Once the first round is completed, entrants having to travel over two hundred (200) miles should be allowed to run early, if they are proceeding home after their runs.

2.2.4. PARADE LAPS

1. At all High Speed events, parade laps before the start of timed runs are MANDATORY. Parade laps are not required on consecutive days unless the course has been changed or the individual did not have a previous parade lap. Parade laps are at the host club's discretion for Low Speed events.
2. Passengers are allowed provided they meet the eligibility requirements for passengers per [Section 2.2.8](#) (01/15).
3. All entrants shall be provided with an equal number of parade laps.
4. No excessive speeds are allowed on parade laps.
5. No passing is allowed on parade laps.
6. No one is allowed on the track/course without wearing an approved helmet and seat belt.

2.2.5. OPERATION OF EVENT

1. An Autocross must offer a minimum of two runs to each driver. The total number of runs offered for the day must be at least twice the total number of Sanctioned Autocross Events (regardless of category). Example: One Autocross Event and one Matching Times Event would require four runs minimum. Each event could utilize two runs, three runs or all four runs. No more than one Matching Times Event can be combined with one Autocross.
 - A Multiple timers, split times, etc. cannot be used to reduce the effective number of runs.
 - B Multiple cars may be on course simultaneously, providing that they are separated by sufficient time to preclude overtaking or passing situations.
2. It is recommended that events be run by class.
3. The course conditions MUST be substantially the same for all drivers within a class. The RCD, Chairperson, and/or Host Governor may require drivers, to repeat a run due to changing conditions, such as a sudden rainstorm.
4. The course must be kept free of debris at all times. This is the responsibility of the workers at each designated Safety Station.
5. No visual or verbal instructions may be given to a driver during their run except in an emergency, or unless all drivers receive the same instructions. Refer to [Section 2.2.8](#) regarding passengers.
6. It is recommended that practice be given for long courses or tracks.
7. Cars MUST be teched for safety after an accident or off-track excursion.
8. No one is allowed on the track/course with a car without wearing an approved helmet and seat belt during parade laps, practice runs, or timed runs.
9. Except for cleanup, no car is allowed on the course after an event is over.
10. All runs including reruns will have a minimum of five (5) cars or equivalent time between runs. (01/10)
11. Ties will be broken by using the second fastest run time for that event. (01/10)

2.2.6. TIMING

1. Time **MUST** be posted for each driver prior to his next run. Times could be unofficial at this point. Include DNF times if available.
 - A In the event of any malfunction of the timing, except on a DNF, the driver shall be allowed a complete rerun without penalty.
2. The method of starting, timing, judging, and scoring an event **MUST** remain constant throughout the event. In the absence of automatic electronic timers, when using manual timers, three (3) stopwatches with 1/100 second graduations minimum must be used. The high and low times will be discarded with the middle time being used as the official time. It is recommended that the same individuals operate the timers for the entire run group.

2.2.7. “FUN (BUCK) RUNS”

In order to encourage future participation, or to raise money for a charity, sometimes it may be desirable to introduce people to the sport of autocross by allowing them to either drive or ride in a vehicle on an autocross course. NCCC allows this activity provided the following rules are adhered to:

1. Announced at the Drivers’ Meeting as being part of the event.
2. Restricted to Low Speed Events – No excessive speed!
3. Runs cannot be made until all timed runs for the day are completed.
4. All vehicles must pass a safety tech (see [NCCC Tech Inspection Form](#) – Speed Events and Drag Races, Online) prior to participating.
5. All participants must have signed the appropriate waivers.
6. No one is allowed on the track/course without wearing an approved helmet that fits properly and a seat belt.
7. All drivers are required to meet the eligibility requirements to compete as per the NCCC Rulebook [Section 1.8.1](#).
8. [Passengers](#) are allowed provided they meet the eligibility requirements for passengers per [Section 2.2.8](#).(01/15)
9. For safety, the track/course shall be manned with workers (except for timing officials) the same as during the timed runs.

2.2.8. PASSENGERS

In order to encourage future participation and to orient future drivers, passengers are encouraged to ride with competitors during Low Speed Autocross events. The following restrictions apply to passengers in autocross events:

1. Passengers are not allowed during High Speed events under any circumstances except during parade laps. (1/15)
2. Passenger minimum ages are as follows: (01/15)
 - A High Speed Autocross Parade Laps: 16 years old
 - B Low Speed Autocross: 12 years old
 - C Rallye (Navigator): 9 years old
 - D Funkhana (Navigator): 16 years old
3. Passengers under 18 years old **MUST** comply with all waiver requirements as indicated in [Section 1.8.1](#).
4. Passenger seat belts and seats must meet the same technical requirements as that of the driver. (01/09)
5. The entrant’s vehicle must pass event Technical Inspection.
6. If the passenger is not competing in the event, they may ride with anyone at any time.
7. If competing in the event, an entrant cannot be a passenger in another entrant’s vehicle unless the passenger has completed all competition runs on that course for that day, except they may ride with another entrant holding a valid NCCC Novice License as specified in [Section 1.8.3](#), and/or the other entrant holding a valid NCCC Novice License may ride with them. (01/15)

Note – The Host Club for an event may make the determination that no passengers are allowed under any circumstances, or further restrict passengers beyond the stipulations of this section of the Rulebook. This information may be published on the official event flyer and must be announced at the Driver's Meeting.

2.3. AUTOCROSS WORKERS AND OFFICIALS

All workers and officials should wear distinctive shirts, armbands, caps, or other easily identifiable articles of apparel. Depending on the type of Sanctioned Event, all the following listed officials may or may not be required. The National Convention speed events are required to use all the following workers and officials:

1. **EVENT CHAIRPERSON AND CO-CHAIRPERSON:** They must be NCCC members of the Host Club. The Chairperson, Co-Chairperson, or the RCD of the Sanctioning Region (RCD may appoint a proxy to represent him at an event) must be present at the event for the event to be held. The Chairperson and Co-Chairperson are the commanders of the event and are responsible for appointing officials to fill all positions necessary for organizing and running the event. They are to make all arrangements for insurance, emergency equipment, etc. **THEY ARE PERMITTED TO PARTICIPATE AS ENTRANTS PROVIDED, THEY DECLARE AT THE DRIVERS' MEETING THEIR INTENTIONS TO DO SO.** If they are entrants, they would only earn entrant's points. Extra practice runs and/or parade laps by the Chairperson or Co-Chairperson are prohibited. The event chairperson and/or co-chairperson may be different than stated on the flyer but must be declared prior to the beginning of the event. Chairperson or Co-Chairperson can only receive chairperson points once in the competition season. (01/09)
2. **EVENT SECRETARY:** They are responsible for all correspondence connected with pre-event arrangements including overnight accommodations for entrants, pre-registration, advertising, etc. They are also responsible for publishing and distributing results. Note: Host Club Governor and Chairperson must approve event results.
3. **CHIEF TECHNICAL INSPECTOR:** They are to recruit a staff of technical inspectors to ensure that the cars are examined thoroughly and quickly as specified under Rulebook [Section 2.8 Speed Event Tech](#). They are responsible for ensuring that all competing cars comply with the requirements of the NCCC Rule Book, as well as additional event rules or policies of the host club and/or the host site, as applicable. They are responsible for validating the classification of cars, the affixing of a technical inspection passed sign, and the entrant(s)' number(s) and class on the car.
4. **PADDOCK MARSHAL:** They are responsible for maintaining order and safety in the pit and paddock area, for controlling exits and entrances to the course and for marshalling the area. They are also to marshal cars for practice and timed runs.
5. **STARTER:** They are responsible for opening and closing the course between runs. They are responsible for cars entering the course for practice, parade laps, or timed runs. They **MUST** ensure that drivers are wearing required seat belts and/or harnesses, helmets, and fire suits if applicable. They are to attend the Drivers' Meeting and inform drivers of any peculiarities of the course and explain the flag signals. They signal the start and completion of practice and timed laps. They are responsible for the change or relief of Safety Station personnel.
6. **TIMEKEEPER:** They are responsible for recruiting enough assistants to ensure efficient and accurate time keeping of all entrants. They are to provide practice times if required and supply accurate times for all official timed runs.
7. **SCORER:** They are to record on a master record all official times as supplied by the timekeeper. They are responsible for posting times on a scoreboard.
8. **CROWD CONTROL MARSHAL:** They are responsible to enlist enough assistants to ensure that no unauthorized persons gain access either to the course or paddock.

9. **COURSE WORKERS:** Two workers are recommended at each course Safety Station. No one under the age of 16 years old can work a Safety Station and Minors must have a valid Minor Waiver filled out and signed. Minors must have an adult worker at the Safety Station with them. The number of stations should be commensurate with the difficulty and length of the course. The number of course sections and the number of workers assigned to each section should be sufficient to permit workers to restore normal pylon disruption without necessitating stoppage of the event under normal circumstances. They are responsible for overseeing and maintaining their assigned portion of the course and being familiar with fire extinguishers. They shall report any pylon penalties, replace any moved pylons, remove any debris on the track, red flag any cars that need to be stopped for safety reasons, and assist any entrants/cars in distress.

2.4. SAFETY PROCEDURES

2.4.1. SAFETY STATION EQUIPMENT

All Safety Stations **MUST** be equipped as follows:

1. A communication system (wireless radio is preferred) connecting with the Timing Station.
2. Control flags – Red flags, as a minimum, for each Safety Station.
3. **ADEQUATE** fire extinguishers, UL approved type, 10 BC minimum, at start, finish, and at **ALL** manned Safety Stations. Fire Extinguishers are **MANDATORY**. The event will not run without them.

2.4.2. MEDICAL OR FIRST AID

1. It is strongly recommended that Autocross and Drag Race organizers provide adequate medical or first aid services. (The services of Red Cross personnel and an ambulance can usually be secured by contacting the local Red Cross regional office.)
2. It is **MANDATORY** that all High Speed Autocross Events and Drag Race Events have an ambulance and a wrecker (vehicle specifically designed to retrieve and/or tow away wrecked or disabled cars). No exceptions! If the ambulance has to leave the track, the track will be shut down until another ambulance is available.

2.4.3. PYLONS

1. Pylons **MUST** be marked by a line encircling the pylon forming a box that shows course workers where a displaced pylon is to be placed.
2. Displaced pylons will be replaced before the next driver enters that portion of the course. Inevitably, there will be times (especially when there is more than one car on the course at a time) when a driver will come upon a displaced pylon from a previous run. In this case, the driver should come to a complete stop and indicate the downed or displaced pylon. The goal is to penalize the driver who displaced the pylon. However, if the corner worker has not yet seen the downed pylon, the wrong driver might receive the penalty if he does not stop and point out the downed pylon. If a driver passes a pylon that the corner workers already knew was displaced by a previous car, the driver should be directed to make a rerun. However, if a driver passes a downed pylon, the driver is accepting the risk of being penalized for a pylon downed by a previous driver. If a driver encounters their own displaced pylon(s), they are not entitled to a rerun.

2.4.4. FLAG SIGNALS

1. The safety of many people depends upon the instant obedience of flag signals. Competitors who do not obey flags will face disciplinary action.
2. Flag signals used to control NCCC Sanctioned Autocrosses are as follows:
 - A **RED** – (Required) Danger, stop at once in a safe position. Proceed when directed.
 - B **GREEN** – (Optional) Start of laps, course is clear.
 - C **WHITE** – (Optional for multiple lap situations) One (1) lap to go.
 - D **YELLOW** – (Optional) Proceed with caution.

2.5. AUTOCROSS ENTRANTS' REQUIREMENTS

Any persons not complying with the rules listed below are subject to disqualification from participation and their conduct will be brought to the attention of the RCD.

1. At no time before an event is anyone allowed on the track for practice runs unless they have permission from the Starter and/or event Chairperson.
2. All vehicles entering, leaving, or driving on any of the access roads **MUST** obey posted speed signs. Where there are no signs, the speed limit is five (5) miles per hour. When on a racetrack, other than during practice or a timed run, the speed limit is thirty-five (35) miles per hour.
3. All entrants **MUST** attend the Drivers' Meeting or risk disqualification.
4. When a driver is **RED FLAGGED** during a run, They **MUST** stop at once in a safe position and remain stopped until directed to proceed by a course safety worker. If they fail to stop after being flagged down, they will be disqualified from the event.
5. Any entrants who alter their car in any manner after tech inspection and classification will face disqualification and forfeiture of their fees. Note: Alterations do not include replacement of broken parts with an identical part, carb, fuel, idle adjustment, timing of valves, or changing tire pressure. Alterations do include reduction of tire pressure below minimum requirements and changing of engine parts, etc.
6. No one in a car is allowed on the track/course without wearing the safety equipment specified in [Section 2.8](#) during parade laps, practice runs or timed runs. All safety requirements **MUST** be met for both driver and passenger, if present.
7. Once a track is opened, no entrant is allowed on the track without official clearance from the Starter. When a driver is on the line, they **MUST** watch the Starter, or in the case of Drag Race, they must watch the staging lights.
8. If a vehicle should have a malfunction while on the course (unassisted engine restart by belted driver allowed), the driver shall receive a DNF for that run.
9. Except for clean-up, no car is allowed on the course after an event is over

2.6. SPEED EVENT GROUPS/CLASSES

1. The Groups and Classes defined in this Section are for entrants who are competing in Chevrolet Corvettes.
2. In the interest of providing a fair and competitive Speed Event program, NCCC has divided the Corvettes into separate Groups and Classes. First, the Corvettes are divided into four (4) separate Groups. Depending on the amount of modifications made from the Factory condition, the Corvette will be placed into one of the four (4) Groups starting with Group 1- Street and progressively moving to Group 1, Group 2 and Group 3 as the number of modifications increases. The Groups are then further divided into Classes. The proper Class will depend on the age (body style) of the Corvette and the engine being used. Group 3 includes classes for cars with modifications beyond Group 2. Depending upon the degree of modification, a car within Group 3 may be moved to the Race Prepared (RP) or Race Prepared Altered Frame (RPAF) Class. (01/12)
3. The entrant is responsible for declaring the appropriate and legal group and class in which their Corvette will be competing. The Technical Inspection Committee is responsible for verifying and validating the entrant's group and class selection as required. When Corvettes are classified by the Tech Committee, they **MUST** be placed in the Class with the least modifications for which they qualify. Example: If a Corvette is qualified for both Classes 1D and 2D, it **MUST** be placed in the 1D Class.
4. Once Tech has been closed by flyer or by announcement in Drivers' meeting, entrant cannot change class unless car breaks.

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5. Male and female entrants will be separated into separate Groups and Classes. The Ladies' Classes carry an "L" in front of the designation for the Group/Class. Examples: Men's: 1SE, 1E, 2E or 3E and Ladies: L1SE, L1E, L2E or L3E.
6. Refer to the Awards [Section 2.12](#) for award requirements.

2.6.1. ALL CATEGORIES EXCEPT MATCHING TIMES

The Competition Committee reserves the right to adjust engine classifications or create a new class as experience dictates.

1. GROUP-1S & GROUP-1 - MENS AND LADIES: (01/15)

CL	1953 through 1962 – All engines correct for year
A*	1965 through 1974 with 396, 427 or 454 CID
B*	1963 through 1972 with 327 or 350 CID over 300 hp or LT-1
C**	1963 through 1968 with 327 CID 250 or 300 hp 1969 through 1970 with 350 CID 300 hp 1973 through 1980 with 350 CID L-82
D**	1971 with 350 CID 270 hp 1972 through 1980 with 350 CID L-48 1980 with 305 CID LG4 1981 with 350 CID L-81 1982 with 350 CID L-83
E	1984 with 350 CID L-83 1985 through 1991 with 350 CID L-98
F***	1990 through 1995 ZR-1 with 350 CID LT5 1987 through 1991 RPO-B2K Callaway Twin Turbo Corvette
G***	1992 through 1996 with 350 CID LT1 1996 with 350 CID LT4
H	1997 through 2004 with 346 CID (5.7 liter) LS1
J****	2001 through 2004 with 346 CID (5.7 liter) LS6 (Z06)
K****	2005 through 2007 with 364 CID (6.0 liter) LS2 2008 through 2013 with 376 CID (6.2 liter) LS3
M	2006 through 2013 with 427 CID (7.0 liter) LS7 (Z06) 2010 through 2013 Grand Sport with 376 CID (6.2 liter) LS3 2011 through 2013 Z06 “Carbon Edition” with 427 CID (7.0 liter) LS7 2011 through 2013 Z06 with Z07 Package with 427 CID (7.0 liter) LS7 2014 and newer Stingray with 6.2 liter LT1
MM	2017 and new Grand Sport
N	2009 through 2013 ZR1 with 376 CID (6.2 liter) LS9. 2015 and newer Z06 (1/15) 2019 and newer ZR1(1/19)
P	2020 and newer Stingray

* Cars designated “A” and “B” shall be placed in a class designated “A/B” for purposes of competition, awards, and points.

** Cars designated “C” and “D” shall be placed in a class designated “C/D” for purposes of competition, awards, and points.

*** Cars designated “F” and “G” shall be placed in a class designated “F/G” for purposes of competition, awards, and points.

**** Cars designated “J” and “K” shall be placed in a class designated “J/K” for purposed of competition, awards, and points.

2. GROUP-2 - MENS & LADIES (01/15)

Note: See regulations, [Section 2.7.1.8](#), for allowable year/engine substitutions.

CL	1953 through 1962 – All engines correct for class
A*	1965 through 1974 with 396, 427 or 454 CID
B*	1963 through 1972 with 327 or 350 CID over 300 hp or LT-1 1973 through 1980 with 350 CID L-82
C**	1963 through 1968 with 327 CID 250 or 300 hp 1969 through 1970 with 350 CID 300 hp
D**	1971 with 350 CID 270 hp 1972 through 1980 with 350 CID L-48 1980 with 305 CID LG4 1981 with 350 CID L-81 1982 with 350 CID L-83
E	1984 through 1996 with 350 CID L-83 1985 through 1996 with 350 CID L-98
F***	1984 through 1996 ZR-1 with 350 CID LT5 1987 through 1991 RPO-B2K Callaway Twin Turbo Corvette
G***	1984 through 1996 with 350 CID LT1 or LT4
H	1997 through 2004 with 346 CID (5.7 liter) LS1
J****	2001 through 2004 with 346 CID (5.7 liter) LS6 (Z06)
K****	2005 through 2007 with 364 CID (6.0 liter) LS2. 2008 through 2013 with 376 CID (6.2 liter) LS3
M	2005 through 2013 with 427 CID (7.0 liter) LS7 (Z06). 2010 through 2013 Grand Sport with 376 CID (6.2 liter) LS3 2011 through 2013 Z06 “Carbon Edition” with 427 CID (7.0 liter) LS7. 2011 through 2013 Z06 with Z07 Package with 427 CID (7.0 liter) LS7. 2014 and newer Stingray with 6.2 liter LT1
MM	2017 and newer Grand Sport
N	2009 through 2013 ZR1 with 376 CID (6.2 liter) LS9. (01/09)2015 and newer Z06 (1/15) 2019 and newer ZR1 (1/19)
P	2020 and newer Stingray

* Cars designated “A” and “B” shall be placed in a class designated “A/B” for purposes of competition, awards, and points.

** Cars designated “C” and “D” shall be placed in a class designated “C/D” for purposes of competition, awards, and points.

*** Cars designated “F” and “G” shall be placed in a class designated “F/G” for purposes of competition, awards, and points.

**** Cars designated “J” and “K” shall be placed in a class designated “J/K” for purposes of competition, awards, and points.

3. GROUP-3 - MENS & LADIES (01/12)

CL	1953 through 1962 – All Small Block Classics
A*	1963 through 1982 – All Big Block
B*	1963 through 1982 – All Small Block
E	1984 through 1996 – All Small Block
H	1997 through 2004 – All Small Block
K	2005 and newer – All Small Block
N	All Supercharged/Turbocharged Corvettes (01/09)
P	2020 and newer Stingray
RP	1953 and newer – All Race Prepared All Big Block Classics and all Big Block 1984 and newer Corvettes
RPAF	All altered frame (not counting reinforcing) Corvettes.

* Cars designated “3A” and “3B” shall be placed in a class designated “3A/B” for purposes of competition, awards, and points.

4. EXHIBITION CLASS - MENS & LADIES
5. NOVICE CLASS – MENS & LADIES

M All men

L All ladies

2.6.2. CLASSES FOR MATCHING TIMES – MENS & LADIES

For MTs, Corvettes are divided into three Groups plus Novice and Exhibition Classes for both men and ladies for a total of ten (10) Classes.

1. Groups 1 and 1-S compete together in 1/1-S (men’s & ladies’)
2. Group 2 (men’s & ladies’)
3. Group 3 (men’s & ladies’)
4. Exhibition Class (men’s & ladies’)
5. Novice Class (men’s & ladies’)

2.6.3. GROUPS 1S AND 1 – CLASSIFICATION GUIDE

The Competition Committee reserves the right to adjust engine classifications or create a new class as experience dictates.

1. CLASSIFICATION GUIDE – GROUPS 1S, 1

YEAR	CID or Liters	RATED HP or ENG.	GROUP 1-S, 1
63	327	250/300	C
63	327	340/360	B
64	327	250/300	C
64	327	365/375	B
65	327	250/300	C
65	327	350/365/375	B
65	396	425	A
66	327	300	C
66	327	350	B
66	427	390	A, (AA-DRAGS)
66	427	425	A
67-68	327	300	C
67-68	327	350	B
67-68	427	390/400	A, (AA-DRAGS)
67-68	427	435/430	A
69	350	300	C
69	350	350	B
69	427	390/400	A, (AA-DRAGS)
69	427	435/430	A
70	350	300	C
70	350	350/370	B
70	454	390	A, (AA-DRAGS)
71	350	270	D
71-72	350	330/255	B
71	454	365	A, (AA-DRAGS)
71	454	425	A
72-80	350	L-48	D
80	305	LG4	D
73-80	350	L-82	C
72-74	454	270/275	A, (AA-DRAGS)
81	350	L-81	D
82	350	L-83	D

SPEED EVENTS

YEAR	CID or Liters	RATED HP or ENG.	GROUP 1-S, 1
84	350	L-83	E
85-91	350	L-98	E
87-91	350	RPO-B2K Callaway	F
90-95	350	LT-5 (ZR-1)	F
92-96	350	LT1	G
96	350	LT4	G
97-04	5.7L	LS1	H
97-04	5.7L	LS6 (Z06)	J
05-07	6.0L	LS2	K
08-13	6.2L	LS3	K
05-13	7.0L	LS7 (Z06)	M
10-13	6.2L	LS3 (Grand Sport)	M
11-13	7.0L	LS7 (Z06 Carbon Edition)	M
11-13	7.0L	LS7 (Z06 with Z07 Package)	M
09-13	6.2L	LS9 (ZR1)	N
2014 & newer	6.2L	LT1 (Stingray)	M
2015 & newer	6.2L	LT4 (Z06)	N
2017 & newer	6.2L	LT1 (Grand Sport)	MM
2019 & Newer	6.2L	LT5 (ZR1)	N
2020 & Newer	6.2L	LT2 (Stingray)	P

1953 through 1962 Corvettes in Groups 1-S, 1 or 2 go in CL.

1963 and newer Corvettes are classified by year and Factory rated horsepower as shown in the following table: (See [Section 2.6.1.2.](#) for allowable Group 2 year/engine update or backdate substitutions)

2.6.4. CARBURETORS & FUEL INJECTION

2.6.4.1. CARTER CARBURETORS

LIST NO. *	MODEL	CID	YEAR	HP	COMMENTS
2066-S	YH	235	53	150	6 Cyl. 1st design
2066-SA	YH	235	53-55	150, 155	6 Cylinder
2218-S	WCFB	265	55	195	1st design
2351-S	WCFB	265	55	195	2nd design
2366-SA	WCFB	265	56	210	
2419-S	WCFB	265	56	225, 240	2-4 Bbl. front
2419-S	WCFB	283	57	245	2-4 Bbl. front, 1st design
2362-S	WCFB	265	56	225, 240	2-4 Bbl. rear
2362-S	WCFB	283	57	245	2-4 Bbl. rear, 1st design
2366-SA	WCFB	283	57	220	1st design
2655-S	WCFB	283	57	220	2nd design
2626-S	WCFB	283	57-61	245	2-4 Bbl. front
2627-S	WCFB	283	57-61	245	2-4 Bbl. rear
2613-S	WCFB	283	57-61	270	2-4 Bbl. front
2614-S	WCFB	283	57-61	270	2-4 Bbl. rear
2669-S	WCFB	283	58	230	
2818-S	WCFB	283	59-60	230	
3059-S	WCFB	283	60-61	230	
3181-S	WCFB	283	61	245	2-4 Bbl. front, 2nd design
3182-S	WCFB	283	61	270	2-4 Bbl. front, 2nd design
3190-S	WCFB	327	62	250	Auto, early production
3191-S	WCFB	327	62	250	all
3269-S	AFB	327	62	300, 340	man. 300 & all 340
3310-S	AFB	327	62	300	auto
3500-S	WCFB	327	63	250	auto
3501-S	WCFB	327	63	250	man.
3460-S	AFB	327	63	300	auto
3461-S	AFB	327	63	300, 340	man. 300 & all 340
3696-S	WCFB	327	62-65	250	auto **
3697-S	WCFB	327	62-65	250	man. **
3720-S/SA/SB	AFB	327	62-65	300	auto ***
3721-S/SA/SB	AFB	327	62-65	300	man. ***

* Identification No. on WCFB on brass tag held by bowl screw.

** Original equipment on 1964-1965 models. Replacement for 1962-1963.

*** Original equipment on 1964-1965 models. Replacement for 1962-1963.

2.6.4.2. HOLLEY CARBURETORS

LIST NO. *	MODEL	CID	YEAR	HORSEPOWER	COMMENTS
2818A	4150	327	64-65	365	
2818A	4150	327	65	350	
3124A	4150	396	65	425	
3367A	4160	327	66	300, 350	
3605A	4160	327	66	300, 350	A.I.R.
3370A	4160	427	66	390	
3606A	4160	427	66	390	A.I.R.
3247A	4150	427	66	425 (450)	
3810A	4160	327	67	300, 350	
3814A	4160	327	67	300, 350	A.I.R.
3811A	4160	427	67	390	
3815A	4160	427	67	390	A.I.R.
3659A	2300	427	67-69	400, 435	Front. & Rear.
3660A	2300C	427	67	400, 435	Center, man.
3888A	2300C	427	67	400	Center, auto
3418A	4150	427	67	430	L-88
4055A	2300C	427	68 early	400, 435	Center, man.
4055-1A	2300C	427	late 68-69	400, 435	Center, man.
4056A	2300C	427	68 early	400	Center, auto
4056-1A	2300C	427	late 68-69	400	Center, auto
4054A	4150	427	68-69 early	430	L-88
4296A	4150	427	69 late	430	L-88
4489A	4150	350	70	370	ECS, man.
4555A	4150	350	70	370	man.
4801A	4150	350	71	330	LT-1
4802A	4150	454	71	425	LS-6, auto
4803A	4150	454	71	425	LS-6 man.
6239A	4150	350	72	255	LT-1

- * List Number stamped on air horn of carburetor.
 4150 series has a metering block on both primary and secondary bowls.
 4160 series has a metering block on primary side.
 A.I.R. – Air Injection Reactor (Built in 1966 and 1967 for California use).
 ECS – Evaporative Emission Control System for 1970 California use

2.6.4.3. ROCHESTER FUEL INJECTION

1. Sting Ray injection units (1963-1965) are readily identifiable by a large plenum chamber with the removable top and hot-air choke (manifold heated).
2. Classic (1957-1962) injection units have a small, one piece plenum and the electrically heated choke.

UNIT NUMBER	CID	YEAR	HORSEPOWER
7014360, 7014520, 7014800	283	57	250
7014360, 7014520, 7014800, 7014960	283	57	283
7014800, 7014900, 7017200	283	58	250
7014800-R, 7014900-R, 7014960	283	58	290
7014900, 7017200, 7017300-R	283	59	250
7014900-R, 7017250, 7017300	283	59	290
701200, 7017310	283	60	250
7017250, 7017300, 7017320	283	60	290
7017200, 7017310	283	61	275
7017320	283	61	315
7017355, 7017360	327	62	360
7017375	327	63	360
7017375-R, 7017380	327	64	375
7017380	327	65	375

2.7. GROUP & CLASS REGULATIONS

This section of the Rulebook deals with specific regulations that determine a Corvette's Group for competitive events. This section is written in a positive nature. i.e., if a change is allowed in a specific group, it will be stated in this section. Conversely, if a change is not specifically listed as being allowed for a group, IT IS NOT ALLOWED for that group. Refer to the definitions located in the Abbreviations, Terminology, and Definitions [Section 2.14](#) while reading the following Group and Class regulations.

2.7.1. AUTOCROSS & DRAG RACE REGULATIONS

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
2.7.1.1. UPDATING, BACKDATING & SUBSTITUTIONS								
Notes:	1. For updating/backdating C2 and C3 are considered the same Year Group “Any” implies updating/backdating BETWEEN Year Groups is allowed unless further restricted							
1	Updating/backdating (substitution) of individual parts, components, or entire systems WITHIN Year Group (C1, C2/C3, C4, C5, C6, C7.) EXCEPT where specifically addressed elsewhere in this chapter.	N	N	Y	Y	Y	Y	Y
2	Updating/backdating of individual parts, components, or entire systems BETWEEN Year Groups, EXCEPT where specifically addressed elsewhere in this chapter.	N	N	N	N	N	Y	Y
3	Factory parts superseded WITHIN a Year Group allowed if supported by a factory Recall or Service Bulletin. Factory parts discontinued without a superseded replacement available may be replaced with a similar non-performance aftermarket part. (01/12)	Y	Y	Y	Y	NA	NA	NA
4	Head, cam, transmission update or backdate allowed WITHIN Year Group - must compete in highest class that is source of components	N	N	Y	NA	NA	NA	NA
2.7.1.2. SAFETY REQUIREMENTS & SAFETY ITEMS								
Notes:	1. Drag Events are NOT considered “High Speed” events 2. Condition of equipment is part of Tech Inspection. Belts & all safety equipment must be in proper working order & good condition							
1	Fire Extinguisher - Low Speed Event - Minimum rating of 5BC using a gauge showing full charge. (01/11)	Y	Y	Y	REQ	REQ	REQ	REQ
2	Fire Extinguisher - High Speed Event - Minimum rating of 5BC using a gauge showing full charge. (01/10)	REQ	REQ	REQ	REQ	REQ	REQ	REQ
3	Fire Extinguisher, if present, mounting MUST BE bolted, screwed, or clamped securely within driver’s reach when belts or harnesses are released. Mounting bracket and strap MUST be metal. (01/10)	REQ	REQ	REQ	REQ	REQ	REQ	REQ
4	Functional onboard fire system satisfies fire extinguisher requirement	Y	Y	Y	Y	Y	Y	Y
5	Stock Seat Belts or better equivalent stock-type - MUST be in good condition. MUST use shoulder belt if equipped.	REQ	REQ	REQ	NA	NA	NA	NA
6	Low Speed Events Only: Stock Seat Belts if equipped with Stock Seats for Group 3 Modified	REQ	REQ	REQ	Y	NA	NA	NA

SPEED EVENTS

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
7	Shoulder & Lap Belts - minimum 3" wide - No age limit - Recommended for all groups in High Speed Events	Y	Y	Y	REQ	REQ	NA	NA
8	Harnesses - 5-point (or better) - Shoulder & Lap belt portion minimum 3" wide - No age limit	Y	Y	Y	Y	Y	REQ	REQ
9	Stock or STOCK-TYPE, back breakable, upholstered seats mounted securely & safely on stock seat mounting tracks	REQ	REQ	Y	Y	Y	NA	NA
10	Stock or STOCK-TYPE Seats with SECURE seat mount (01/09)	N	N	Y	Y	Y	NA	NA
11	Racing seat (non-back break) with lateral support & secure mounting - MUST use 5-point or better harness with lap & shoulder belts at least three (3) inches wide (no age limit)	N	N	Y	Y	Y	REQ	REQ
12	Roll Bar or Roll Cage required per Speed Event Tech Specs for Low Speed event (01/09)	N	N	N	N	N	REQ	NA
13	Roll Bar or Roll Cage required per Speed Event Tech Specs for High Speed event (01/09)	N	N	N	REQ	REQ	REQ	NA
14	Roadster in a High Speed Event (drags not considered a high speed event) - Roll Bar per specifications detailed in Speed Event Tech	REQ	REQ	REQ	REQ	REQ	NA	NA
15	Roll Bar or Roll Cage per specifications detailed in Speed Event Tech	Y	Y	Y	Y	Y	REQ	REQ
16	Roll Cage Installation - dash can be cut &/or inner fenders can be modified, made of non-stock material, or deleted to permit roll cage installation	N	N	N	N	Y	Y	Y
17	Transmission - SFI approved blanket RECOMMENDED	NA	NA	NA	Y	Y	Y	Y
18	Bell Housing - SFI approved blanket or Scatter Shield RECOMMENDED	NA	NA	NA	Y	Y	Y	Y
19	Bell Housing CAN be cut or welded	N	N	N	Y	Y	Y	Y
20	Traction Bars for Classics (1953- 1962)	Y	Y	Y	Y	Y	Y	Y
21	Drive Shaft Loops - STEEL (C1, C2, C3, C4 only)	Y	Y	Y	Y	Y	REQ	REQ
22	Windshield - stock or stock-type	REQ	REQ	REQ	REQ	Y	Y	Y
23	Windscreen if no stock-type windshield - must be height of driver OR driver must use approved helmet shield	N	N	N	N	REQ	REQ	REQ
24	Plastic throttle mounting bracket can be replaced with metal - stock mounting without shims	Y	Y	Y	Y	Y	Y	Y
25	Plastic throttle mounting bracket can be replaced with metal - mounting position can be adjusted with shims	N	N	Y	Y	Y	Y	Y
26	Working Brake Light (at least one)	REQ	REQ	REQ	REQ	REQ	REQ	REQ
27	Must have solid, sealed firewall	REQ	REQ	REQ	REQ	REQ	REQ	REQ

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
28	Fire suit (SFI 3.2A-1), gloves (SFI 3.2-1), socks (SFI 3.3-1), & shoes (SFI 3.3A/5) in High speed Event. (01/10)	Y	Y	Y	REQ	REQ	REQ	REQ
29	Drag Races for all cars with an ET of 9.99 or lower - Fire suit (SFI 3.2A-1), gloves (SFI 3.2-1), socks (SFI 3.3-1), & shoes (SFI 3.3A/5). (01/10)	REQ	REQ	REQ	REQ	REQ	REQ	REQ
2.7.1.3. FRAME								
Notes:	Transmission cross member is not considered part of frame							
1	Stock Frame	REQ	REQ	REQ	REQ	REQ	NA	NA
2	Stock frame - must be narrowed from forward rear spring mounting location in DPA/DPB 1953-1962	NA	NA	NA	NA	NA	NA	REQ
3	Modify front cross member in DPA/DPB 1953-1962	NA	NA	NA	NA	NA	NA	Y
4	Stock frame - may be narrowed from front pinion support cross member rearward in DPA/DPB 1963-1982	NA	NA	NA	NA	NA	NA	Y
5	Front pinion cross member may be lowered and/or boxed for proper drive shaft clearance in DPA/DPB 1963-1982	NA	NA	NA	NA	NA	NA	Y
6	Stock frame - may be narrowed from rear control arm frame bracket rearward in DPA/DPB 1984-newer	NA	NA	NA	NA	NA	NA	Y
7	Tube Frame, if used in DPC, must be NHRA or SCCA certified.	NA	NA	NA	NA	NA	NA	Y
8	Frame gusseting and/or seam welding	Y	Y	Y	Y	Y	Y	Y
9	Reinforcing allowed - bolt-on products (spreader bar, camber brace, cross frame, x-brace, etc.)	N	N	Y	Y	Y	Y	Y
10	Modify front cross member to permit air intake through license plate location	N	N	N	Y	Y	Y	Y
11	Remove or modify rear cross member (near bumper) for fuel cell	N	N	N	N	Y	Y	Y
12	Modify wheelbase (to any stock Corvette specification)	N	N	N	N	N	Y	Y
13	Modify track - other than using wider wheels) to a maximum of 70"	N	N	N	N	N	Y	Y
14	Engine/transmission setback with engine/trans is same general location	N	N	N	N	N	Y	Y
15	Mounting for suspension items can be reinforced but not modified	N	N	N	N	Y	NA	NA
16	Relocate rear suspension cross member higher than standard location	N	N	N	N	N	Y	Y
17	Bend/alter frame (for increased alignment or any other purpose other than damage repair)	N	N	N	N	N	Y	Y
18	Mounting can be reinforced, modified or relocated for drive train & suspension items (members, springs, shocks & sway bars)	N	N	N	N	N	Y	Y

REQ = Required Y-Allowed, but not required		N=Not Allowed		Year Group C1, C2, C3, etc.		N/A = Not Applicable		
		1S	1	2	3	RP	RPAF	DP
19	Any or all of frame can be reinforced, modified, or replaced with tube frame or other material of suitable construction	N	N	N	N	N	Y	NA
2.7.1.4. SUSPENSION								
1	Stock suspension members (control arms, sway bars, etc.)	REQ	REQ	NA	NA	NA	NA	NA
2	Notched trailing arms (pre-1984)	N	N	N	Y	Y	Y	Y
3	Adjustable Ball Joints	N	N	Y	Y	Y	Y	Y
4	Ball Joint Spacers	N	N	N	N	Y	Y	Y
5	Adjustable strut rods, trailing arms	N	N	Y	Y	Y	Y	Y
6	Any suspension members, except no updating or backdating between pre-84, 84-96, 97-04, and 05 and up	N	N	N	N	Y	NA	NA
7	Any suspension members front and/or rear, includes updating or backdating between Year Groups	N	N	N	N	N	Y	Y
8	Suspension members may be strengthened	N	N	N	N	Y	Y	Y
9	Replace ANY rubber suspension bushings with polyurethane	Y	Y	Y	Y	Y	Y	Y
10	Solid suspension bushings - stock configuration	N	N	Y	Y	Y	Y	Y
11	Suspension bushings - Any, including Offset	N	N	N	Y	Y	Y	Y
12	Aftermarket 5-link suspension bolted on without frame modifications	N	N	N	N	Y	Y	Y
13	Aftermarket 5-link suspension with frame modifications	N	N	N	N	N	Y	Y
14	All except C4 models - Alignment limited to adjustment range of unmodified stock components	REQ	REQ	Y	NA	NA	NA	NA
15	C4 only - Alignment limited to range available using unmodified stock components (EXCEPT upper control arm fat and thin positioning washers may be swapped front-to-rear) – C4 only	REQ	REQ	NA	NA	NA	NA	NA
16	C4 only - Fat/thin conical washers must be used but may be modified to adjust alignment. Conical surface must be retained	N	N	Y	Y	Y	Y	Y
17	Modify stock or allowed replacement components for alignment purposes without removing components or changing mounting points	N	N	N	Y	Y	Y	Y
18	Spacers under rear camber (strut) rod bracket. Applies to C2 & C3 only.	N	N	Y	Y	Y	Y	Y
19	Stock springs for class	REQ	REQ	NA	NA	NA	NA	NA
20	Change stock rear spring to stock for class fiberglass spring on any car in D class	Y	Y	NA	NA	NA	NA	NA

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
21	Factory or aftermarket non-adjustable spring of correct configuration for Year Group – C1, C2, C3, & C4 (C4 CANNOT use aftermarket adjustable spring, even with adjusters removed). Modify/remove spring mounting pads.	N	N	Y	Y	NA	NA	NA
22	Factory or aftermarket adjustable spring of correct configuration for Year Group – C5-Newer. Modify/remove spring mounting pads.	N	N	Y	Y	NA	NA	NA
23	Cut, shorten, collapse, or alter springs, or modify/remove spring mounting pads – Pre-'84 ONLY	N	N	Y	Y	Y	Y	Y
24	Any springs, including coil-over shock/springs. Note frame restrictions – no alteration in RP. (01/15)	N	N	N	Y	Y	Y	Y
25	Front and/or Rear springs - any leaf, coil, or coil-over shock type	NA	NA	NA	NA	NA	NA	Y
26	Correct size/length spring bolts & cannot cut pads/spring mounts	REQ	REQ	NA	NA	NA	NA	NA
27	Any size/length spring bolts or fasteners	N	N	Y	Y	Y	Y	Y
28	Any non-adjustable stock-type shock. Adjustable stock type shocks may be used if controlled by strictly stock Factory shock control system. Mounting hardware shall be stock type. Cannot alter mounting points, shock geometry, or bushings.	REQ	REQ	NA	NA	NA	NA	NA
29	Any type shock using stock mounting (see item 24)	N	N	REQ	REQ	Y	Y	Y
30	Any type shocks	N	N	N	N	N	Y	Y
31	Stock sway bars for CLASS	REQ	REQ	Y	Y	Y	Y	Y
32	Any diameter sway bar allowed. May be Heim jointed. May have adjustable sway bar end-links.	N	N	Y	Y	Y	Y	Y
33	Sway bar removal	N	N	N	Y	Y	Y	Y
34	Sway bar removal or use of any sway bar with non-stock location or mount	N	N	N	N	N	Y	Y
2.7.1.5. BRAKES								
1	Stock brake system for Class. Includes calipers, rotors, & master cylinder.	REQ	REQ	NA	NA	NA	NA	NA
2	Stock brake system for Year Group. Includes calipers, rotors, & master cylinder.	NA	NA	REQ	NA	NA	NA	NA
3	Brake Pads/Shoes - any compound	Y	Y	Y	Y	Y	Y	Y
4	Remove dust shield	Y	Y	Y	Y	Y	Y	Y
5	Steel braided brake lines from chassis mounting point to drum/caliper	Y	Y	Y	Y	Y	Y	Y
6	Brake cooling ducts (any type - front and/or rear)	Y	Y	Y	Y	Y	Y	Y

REQ = Required Y-Allowed, but not required		N=Not Allowed		Year Group C1, C2, C3, etc.		N/A = Not Applicable		
		1S	1	2	3	RP	RPAF	DP
7	1964 & older - Replace drum with stock C-2 Corvette disk brakes	Y	Y	Y	Y	Y	Y	Y
8	1982-OLDER - Update single pin to stock Corvette dual pin calipers	Y	Y	Y	NA	NA	NA	NA
9	Upgrade calipers with stainless steel or other compound pistons (01/15)	Y	Y	Y	Y	Y	Y	Y
10	Stock size steel rotors - slotted, dimpled, and/or drilled - must be commercially manufactured (01/09)	Y	Y	Y	Y	Y	Y	Y
11	Adjustable bias control or different m/c bias spring	N	N	Y	Y	Y	Y	Y
12	Two-piece rotors of same material, size, and weight as stock	Y	Y	Y	Y	Y	Y	Y
13	Larger steel rotors - slotted, dimpled, and/or drilled - commercially manufactured	N	N	N	Y	Y	Y	Y
14	Aftermarket or modified Corvette caliper mounting brackets	Y	Y	Y	Y	Y	Y	Y
15	Aftermarket calipers, or calipers from a different Year Group	N	N	N	Y	Y	Y	Y
16	Aftermarket anti-lock system	N	N	N	Y	Y	Y	Y
17	Aftermarket master cylinder or master cylinder from any Corvette	N	N	N	Y	Y	Y	Y
18	Any 4-wheel type at all four wheels	N	N	N	N	Y	Y	Y
19	Dual master cylinders	N	N	N	N	Y	Y	Y
20	Brake rotors manufactured from exotic (non-steel) materials	N	N	N	N	Y	Y	Y
21	Water Cooling	N	N	N	N	Y	Y	Y
22	Inboard brake system	N	N	N	N	N	Y	Y
2.7.1.6. STEERING								
Notes:	No up/backdating between pre-84, 84-96, 97-04, 05 & newer in Group-2 thru RP							
1	Stock steering system	REQ	REQ	REQ	NA	NA	NA	NA
2	Add stock for Class power steering if not originally equipped	Y	Y	Y	NA	NA	NA	NA
3	Replace stock steering wheel w/aftermarket or Corvette steering wheel w/minimum diameter of 14.5" - (1982-older)	Y	Y	Y	Y	Y	Y	Y
4	Stock steering wheel on 1984-newer	REQ	REQ	Y	Y	Y	Y	Y
5	Steering wheel no more than ½" smaller in diameter than stock (1984-newer)	N	N	Y	Y	Y	Y	Y
6	Any steering wheel	N	N	N	N	Y	Y	Y
7	Replace stock rag joint with u-joint coupling	N	N	Y	Y	Y	Y	Y
8	Stock operating type steering system (correct for Class)	NA	NA	NA	Y	Y	Y	Y
9	Any operating type steering system, including update to rack and pinion IF no frame modifications required (01/15)	N	N	N	Y	Y	NA	NA

REQ = Required Y-Allowed, but not required		N=Not Allowed		Year Group C1, C2, C3, etc.		N/A = Not Applicable		
		1S	1	2	3	RP	RPAF	DP
10	Any operating type steering system, including update to rack and pinion – frame modifications allowed	N	N	N	N	N	Y	Y
11	Add power steering cooler if not stock equipment (01/15)	Y	Y	Y	Y	Y	Y	Y
12	Bump steer correction allowed – Pre-'84 ONLY	N	N	Y	Y	Y	Y	Y
13	Removal of air bag	N	N	Y	Y	Y	Y	Y
14	Quick release steering wheel (Can modify column to install)	N	N	N	Y	Y	Y	Y
2.7.1.7. BODY								
1	Stock body	REQ	REQ	REQ	REQ	Y	Y	Y
2	Stock type body, any materials, intact body understructure, completely enclosed driver's compartment segregated from drive train, must have fenders	NA	NA	NA	NA	Y	NA	NA
3	Recognizable as a Corvette - any materials, fully enclosed driver's compartment with the upper edge of the sides at least eighteen (18) inches above the bottom of the driver's seat, intact firewall & floor, must have fenders	NA	NA	NA	NA	NA	Y	Y
4	Stock Corvette non-adjustable spoiler on 1982-older	Y	Y	Y	Y	Y	Y	Y
5	Stock spoiler for class.	Y	Y	Y	Y	Y	Y	Y
6	Aftermarket air dam to add brake cooling ducts in place of stock air dam (1984-newer)	Y	Y	Y	Y	Y	Y	Y
7	Add Z06 brake ducts to any C5	Y	Y	Y	Y	Y	Y	Y
8	Custom body panels of approximately stock weight or heavier - includes hoods, wings, spoilers, fender flares, ground effects, etc. Group 1 & 1S: Allowed for Low Speed Events only. (01/15)	Y	Y	Y	Y	Y	Y	Y
9	Kevlar, carbon fiber, or similar light materials (unless factory stock)	N	N	N	N	Y	Y	Y
10	Removable front end – fiberglass, plastic, sheet metal, aluminum, or other solid material	N	N	N	N	Y	Y	Y
11	Remove inner fenders	N	N	N	N	Y	Y	Y
12	Add functional intake air scoops	N	N	Y	Y	Y	Y	Y
13	Replace stock hood latch with hood pins	N	N	Y	Y	Y	Y	Y
14	Replace interior components with approximately stock or heavier weight aftermarket equivalent components (i.e., gauges, stereos, upholstery, etc.)	Y	Y	Y	Y	Y	Y	Y
15	Remove interior components - including passenger seat.	N	N	N	N	Y	Y	Y
16	Targa Truss in place of the Targa Top on C4	Y	Y	Y	Y	Y	Y	Y

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable		1S	1	2	3	RP	RPAF	DP
2.7.1.8. ENGINE								
Notes:	1. For Group 1 & 1S, 1984 cars with the Cross-Fire injection are allowed to update the complete fuel injection system to the Tuned-Port system used from 1985 – 1991. (01/14) 2. For 1982 With Cross-Fire injection, a backdate to a stock Corvette intake manifold (cast iron or aluminum), and Quadrajets carb is allowed. (01/14)							
1	Engine strictly stock for year & class EXCEPT as noted below in the Engine section.	REQ	REQ	REQ	NA	NA	NA	NA
2	May be updated or backdated within Year Group (C1, C2, C3, C4, C5, C6, etc.). Car must compete in the class correct for the Corvette engine used.	N	N	Y	Y	NA	NA	NA
3	Class A (65-74 big block engines) in any 63-82 body	N	N	Y	NA	NA	NA	NA
4	Class B (63-80 high compression small block) in any 63-82 body	N	N	Y	NA	NA	NA	NA
5	Class C (63-70 low compression small block) in any 63-82 body	N	N	Y	NA	NA	NA	NA
6	Class D (71-82 low compression small block) in any 63-82 body	N	N	Y	NA	NA	NA	NA
7	Any Chevrolet or Corvette design engine. Must run Class correct for year of body/chassis. Note, 3A, DPA, and DPC are the only classes in which Big Blocks are allowed. 3CL, 3E, 3H, and 3K must be small blocks. (01/09)	N	N	N	Y	NA	NA	NA
8	Any Chevrolet or Corvette design engine with any Corvette body style. May mix parts from any Chevrolet or Corvette engine. Must run correct class for engine in drag races.	N	N	N	N	Y	Y	Y
Engine Maintenance/Tune Ups:								
9	Normal tune-up items can be stock type or performance type replacement items - i.e. plugs, plug wires, points, condenser, distributor rotor and cap, coil, carb jets & metering rods, filter elements, etc. Must fit in stock location & use stock brackets if applicable. This list is not all inclusive.	Y	Y	Y	Y	Y	Y	Y
10	Wear components may be OEM replacements - i.e., water pump, alternator, fuel pump, battery, starter, hoses, belts, etc. This list is not all inclusive.	Y	Y	Y	Y	Y	Y	Y
Engine Mechanical – General								
11	Corvette engine parts may be replaced with GM authorized superseded parts (Burden of proof on entrant)	Y	Y	Y	NA	NA	NA	NA
12	Cosmetic engine trim items with no performance advantage	Y	Y	Y	NA	NA	NA	NA
13	Engine mechanical parts must be Chevrolet, except cosmetic items and replacement tune-up or reliability items	REQ	REQ	REQ	NA	NA	NA	NA

SPEED EVENTS

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
14	Reliability items can be added- Flex fan, AccuSump, Aftermarket Oil Pan, etc. This list is not all-inclusive. (01/15)	Y	Y	Y	Y	Y	Y	Y
15	ALL engine parts may be performance parts, including manifolds and heads, unless specified otherwise	N	N	N	Y	Y	Y	Y
16	Performance pulleys	N	N	Y	Y	Y	Y	Y
17	Gasoline must be used. (See section 2.8 para. 9. line L. Item 3.)	Y	Y	Y	Y	Y	Y	Y
Engine Mechanical – Block								
18	Stock block (including material)	REQ	REQ	NA	NA	NA	NA	NA
19	Any Chevrolet or Corvette block with stock for class material, dimensions & components	N	N	Y	Y	NA	NA	NA
20	Any Chevrolet or Corvette design type block - steel or aluminum	N	N	N	Y	Y	Y	Y
21	Cylinder bore cannot exceed .070 beyond stock	REQ	REQ	REQ	NA	NA	NA	NA
22	Stock stroke	REQ	REQ	REQ	NA	NA	NA	NA
23	Any bore &/or stroke	N	N	N	Y	Y	Y	Y
Engine Mechanical - Top End								
24	Stock intake manifold for engine and class	REQ	REQ	REQ	NA	NA	NA	NA
25	Performance type Intake manifold allowed	N	N	N	Y	Y	Y	Y
26	Lifter galley splash pan allowed	N	N	Y	Y	Y	Y	Y
27	Stock cylinder heads for engine and class	REQ	REQ	REQ	NA	NA	NA	NA
28	Performance Chevrolet type cylinder heads allowed - steel or aluminum	N	N	N	Y	Y	Y	Y
29	Port matching to a depth of ¼ inch	N	N	Y	Y	Y	Y	Y
30	Port matching to any depth	N	N	N	Y	Y	Y	Y
31	Change press fit to screw-in rocker studs (with or without guide plates) and/or add stud girdles	N	N	Y	Y	Y	Y	Y
32	Stock type rocker arms, pushrods & lifters	REQ	REQ	REQ	NA	NA	NA	NA
33	Performance type rocker arms, push rods & lifters allowed	N	N	N	Y	Y	Y	Y
34	Double nuts or polylocks on rocker arms	Y	Y	Y	Y	Y	Y	Y
35	Stock type valves	REQ	REQ	REQ	NA	NA	NA	NA
36	Performance type valves allowed	N	N	N	Y	Y	Y	Y
37	Stock valve springs, retainers, & keepers	REQ	REQ	NA	NA	NA	NA	NA
38	Any valve springs, retainers, & keepers	N	N	Y	Y	Y	Y	Y

REQ = Required Y-Allowed, but not required		N=Not Allowed		Year Group C1, C2, C3, etc.		N/A = Not Applicable		
		1S	1	2	3	RP	RPAF	DP
Engine Mechanical - Bottom End								
39	Stock crankshaft, connecting rods, & rod bolts	REQ	REQ	REQ	NA	NA	NA	NA
40	Performance crankshaft and connecting rods allowed	N	N	N	Y	Y	Y	Y
41	Pistons, rings, & bearings - stock or stock type OEM with same weight, dimensions & configuration (dome, dome height, flycuts and dish)	REQ	REQ	REQ	NA	NA	NA	NA
42	Compression lowering allowed for Group 1S & 1 to run on pump gas. (01/09)	Y	Y	NA	NA	NA	NA	NA
43	Balancing of pistons, connecting rods, and crankshaft. Blueprinting and/or indexing of crankshaft.	N	N	Y	Y	Y	Y	Y
44	Performance type pistons, rings & bearings allowed	N	N	N	Y	Y	Y	Y
45	Full floating wrist pins allowed if stock piston can support wrist pin locks	N	N	Y	NA	NA	NA	NA
46	Stock harmonic balancer	REQ	REQ	NA	NA	NA	NA	NA
47	Aftermarket harmonic balancer of any type	N	N	Y	Y	Y	Y	Y
48	Stock timing chain & gears for class	REQ	REQ	Y	Y	Y	Y	Y
49	Double roller or performance type timing chain and gears	N	N	Y	Y	Y	Y	Y
50	Stock camshaft	REQ	REQ	NA	NA	NA	NA	NA
51	Aftermarket camshaft that meets GM production specifications for lift, duration, and overlap for the class	N	N	Y	NA	NA	NA	NA
52	Performance type camshafts allowed	N	N	N	Y	Y	Y	Y
53	Stock or stock type oil pump	REQ	REQ	REQ	NA	NA	NA	NA
54	Dry sump oiling system (not original equipment – i.e., add-on or aftermarket). Note, if factory stock, this is allowed in all groups.	N	N	N	Y	Y	Y	Y
55	Oil cooler as reliability item for all groups. (01/09)	Y	Y	Y	Y	Y	Y	Y
Engine Fuel & Air Intake Systems								
56	Fuel system (pump, regulator, lines, etc.) strictly stock (cool cans may not be used)	REQ	REQ	NA	NA	NA	NA	NA
57	1981-OLDER - Any Quadrajet that fits stock manifold and uses stock choke assembly	Y	Y	NA	NA	NA	NA	NA
58	Holley or Carter carburetor within Year Group (C1, C2, C3) - proof of up/backdating required if applicable	Y	Y	NA	NA	NA	NA	NA
59	1953-82 - Any carburetor or mechanical Rochester FI unit that will fit stock manifold. Spacer between manifold & carburetor not allowed Class C limited to 600 CFM with Holley carburetor. Class D limited to Rochester Quadrajet only	N	N	Y	NA	NA	NA	NA

REQ = Required Y-Allowed, but not required		N=Not Allowed		Year Group C1, C2, C3, etc.		N/A = Not Applicable		
		1S	1	2	3	RP	RPAF	DP
60	1984-NEWER - Stock for class throttle body	REQ	REQ	REQ	NA	NA	NA	NA
61	Remove MAF screens, allow aftermarket fuel injectors, aftermarket airfoils (01/15)	Y	Y	Y	NA	NA	NA	NA
62	Any type carburetion or fuel injection	N	N	N	Y	Y	Y	Y
63	Any fuel pump	N	N	Y	Y	Y	Y	Y
64	Any fuel pressure regulator, including adjustable &/or shimming stock	N	N	Y	Y	Y	Y	Y
65	Wrap fuel lines	N	N	Y	Y	Y	Y	Y
66	Wrap intake runners or plenum	N	N	N	Y	Y	Y	Y
67	Nitrous Oxide plumbing & fittings allowed IF capped close at supply fitting AND Nitrous Oxide supply removed from car.	N	N	N	Y	Y	Y	Y
68	Fuel Cell	N	N	Y	Y	Y	REQ	REQ
69	Any air cleaner and/or performance air intake system before carburetor or throttle body. Air cleaner housing & filter MUST be in place (01/15)	Y	Y	Y	Y	Y	Y	Y
70	Emissions equipment can be removed/bypassed - '82 & older	Y	Y	Y	Y	Y	Y	Y
71	Emissions equipment can be removed/bypassed - '84 & newer	N	N	Y	Y	Y	Y	Y
72	Modify stock brackets or add aftermarket brackets and pulley to replace emissions pump and/or air conditioning	N	N	Y	Y	Y	Y	Y
73	Non-Stock Turbocharged or Supercharged induction system (01/10)	N	N	N	Y	Y	Y	Y
Engine Electrical								
74	Strictly stock computer, sensors, accessories and connections except that any PROM or PROM program is allowed	REQ	REQ	Y	NA	NA	NA	NA
75	MAT sensor may be relocated from stock location (01/15)	Y	Y	Y	Y	Y	Y	Y
76	Any aftermarket and/or add-on computer system controller and/or sensors; none required	N	N	N	Y	Y	Y	Y
77	Remove ignition shielding	Y	Y	Y	Y	Y	Y	Y
78	Ignition must be strictly stock	REQ	REQ	NA	NA	NA	NA	NA
79	1953-1981 ONLY - Ignition may be any battery operated	N	N	Y	NA	NA	NA	NA
80	1982-NEWER Ignition must be controlled by ECU Computer	REQ	REQ	REQ	NA	NA	NA	NA
81	Any type Ignition except magneto	N	N	N	Y	NA	NA	NA
82	Any type ignition system including magneto	N	N	N	N	Y	Y	Y
83	Battery in stock location	REQ	REQ	NA	NA	NA	NA	NA
84	Battery may be relocated if securely mounted. If in passenger compartment, must be in an externally vented box or a Gel Cell type battery	N	N	Y	Y	Y	Y	Y

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
85	Charging system strictly stock	REQ	REQ	REQ	NA	NA	NA	NA
86	Charging system (stock or aftermarket)	N	N	N	REQ	NA	NA	NA
87	Eliminate charging system	N	N	N	N	Y	Y	Y
88	Stock starter, or OEM replacement of equivalent design, size, & weight	REQ	REQ	REQ	NA	NA	NA	NA
89	Performance type starter	N	N	N	Y	Y	Y	Y
Engine Cooling								
90	Alter control of engine cooling fans or add external fan regulation	Y	Y	Y	Y	Y	Y	Y
91	1953-1982 - Add supplemental electric cooling fan in addition to stock belt-driven fan	Y	Y	Y	NA	NA	NA	NA
92	May use electrical fan(s) instead of engine driven fan	N	N	N	Y	Y	Y	Y
93	Stock water pump for engine and class	REQ	REQ	REQ	NA	NA	NA	NA
94	Any water pump, including electric	N	N	N	Y	Y	Y	Y
95	Radiator - stock or aftermarket of essentially same or size & weight or heavier	Y	Y	Y	Y	NA	NA	NA
96	Any type radiator allowed	N	N	N	N	Y	Y	Y
2.7.1.9. CLUTCH AND FLYWHEEL								
1	Stock or OEM Replacement	REQ	REQ	NA	NA	NA	NA	NA
2	Stock operating type - no aluminum, no clutchflite	N	N	Y	Y	Y	Y	Y
3	Stock operating type - aluminum allowed	N	N	N	Y	Y	Y	Y
4	Any type allowed	N	N	N	N	Y	Y	Y
2.7.1.10. TRANSMISSION								
1	Stock, including ratios, for year, model & option	REQ	REQ	NA	NA	NA	NA	NA
2	Any transmission factory available for Class	N	N	Y	NA	NA	NA	NA
3	Any type transmission	N	N	N	Y	Y	Y	Y
5	Aftermarket transmission cooler	Y	Y	Y	Y	Y	Y	Y
2.7.1.11. DRIVE AXLE								
1	Stock with correct ratios for year/engine/transmission combination	REQ	REQ	NA	NA	NA	NA	NA
2	Stock for class - any ratio that fits in stock housing allowed	N	N	Y	Y	NA	NA	NA
3	Stock type, any ratio that fits in stock housing allowed. Any Hotchkiss type is allowed in CLM	N	N	NA	Y	NA	NA	NA
4	Stock type, stock location, any ratio	N	N	NA	NA	Y	Y	Y

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
5	Any type, any ratio, rear wheel drive only	NA	NA	NA	NA	NA	Y	Y
2.7.1.12. EXHAUST								
Notes:	1 - All must comply with event requirements & noise restrictions							
1	Stock or OEM replacement correct for year, model & option Except muffler can be any replacement mounted in stock location Except a complete “cat back” system can be used on 1984-newer if diameter is within ¼” of stock. (01/09)	REQ	REQ	NA	NA	NA	NA	NA
2	Catalytic converter and Pre-converter Except - may be removed/bypassed only on 1982-older	REQ	REQ	NA	NA	NA	NA	NA
3	Add-on or replace balance tube, cross-over, h-pipe, etc.	Y	Y	NA	NA	NA	NA	NA
4	Update/backdate complete under car exhaust system (except manifolds) on 1963-1982 only No cutting allowed except for muffler installation. Muffler can be welded in place	Y	Y	NA	NA	NA	NA	NA
5	Transmission cross member can be replaced with stock Corvette cross member from an earlier model to allow installation of dual exhaust only on 1982-older	Y	Y	NA	NA	NA	NA	NA
6	Factory or OEM replacement side pipes allowed on 1963-1982. Side pipes MUST fit to stock manifolds for engine claimed without cutting/welding. Must use covers stock for body type covers (reproductions, including fiberglass) allowed	Y	Y	NA	NA	NA	NA	NA
7	Any exhaust system that meets the site noise restrictions. Headers allowed.	N	N	Y	Y	Y	Y	Y
8	H-Pipe and Oxygen Sensors must be exact factory location.	REQ	REQ	NA	NA	NA	NA	NA
2.7.1.13. WHEELS								
Notes	1 - Space Saver spare wheels cannot be used 2 - Refer to the Stock Wheel and Tire Size Chart posted on the Competition Section of the NCCC Website. (01/11)							
1	1982-OLDER - Any type wheel available according to the Stock Wheel and Tire Chart; Wheels +/- 1” width, +1” Diameter for class, adapters allowed	REQ	REQ	NA	NA	NA	NA	NA
2	1984-NEWER - Any type wheel available according to the Stock Wheel and Tire Chart; For class & axle, Wheels +/- 1” width, +/- 1” diameter-16” minimum adapters allowed	REQ	REQ	NA	NA	NA	NA	NA
3	1982-OLDER - any width wheel with minimum diameter of 15”, adapters allowed	NA	NA	REQ	NA	NA	NA	NA

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
4	1984-NEWER - any width wheel with minimum diameter of 16", adapters allowed	NA	NA	REQ	NA	NA	NA	NA
5	Any width with a minimum diameter of 15" – See note #1	N	N	N	Y	Y	Y	Y
6	Any – see note #1	NA	NA	NA	NA	NA	NA	Y
2.7.1.14. TIRES								
Notes:	1 - Cannot use recapped or Space Saver Spare tires. 2 - Cannot have cords showing. 3 - Refer to the Stock Wheel and Tire Size Chart posted on the Competition Section of the NCCC Website. (01/11)							
1	STREET tires with MINIMUM DOT wear rating of 110 & HAVING 2/32" or more tread remaining (i.e., tread must be ABOVE wear bars). (01/13) Any size that safely fits wheel.	REQ	NA	NA	NA	NA	NA	NA
2	Street tires with less than 2/32" tread; street tires originally manufactured with a DOT wear rating of less than 110, and DOT approved radial or bias ply construction race tires. (01/13) Any size that safely fits the wheel. Note: Street tires maybe used for safety purposes if it rains during an event until the course becomes dry.	N	REQ	NA	NA	NA	NA	NA
3	Any size that safely fits wheel. Must be DOT approved (01/10)	NA	NA	Y	NA	NA	NA	NA
4	Any size that safely fits wheel. Any construction, tread depth, or compound (01/10)	NA	NA	NA	Y	Y	Y	Y
5	Screws permitted to hold tire to rim – Drag Races ONLY	N	N	Y	Y	Y	Y	Y
2.7.1.15. DISABLE, DISCONNECT, OR REMOVE STOCK PARTS, SYSTEMS, OR COMPONENTS								
Notes:	1 - Generally, removal of systems/components to lighten the car can only occur in RP/RPAF groups, except as indicated in this section. 2 - The Competition Committee STRONGLY recommends that tops be retained in place during all high speed events.							
1	Remove spare tire & entire spare tire carrier if originally equipped.	Y	Y	Y	Y	Y	Y	Y
2	Remove fan shroud and splash panels	N	N	Y	Y	Y	Y	Y
3	Remove convertible top & top mechanism (1982 and older only)	Y	Y	Y	Y	Y	Y	Y
4	Remove convertible top & top mechanism (1984 and newer)	N	N	Y	Y	Y	Y	Y
5	Convertible top can be down during competition	Y	Y	Y	Y	Y	Y	Y
6	Remove t-tops, targa tops, hard tops, & removable rear window	Y	Y	Y	Y	Y	Y	Y

SPEED EVENTS

REQ = Required Y-Allowed, but not required N=Not Allowed Year Group C1, C2, C3, etc. N/A = Not Applicable								
		1S	1	2	3	RP	RPAF	DP
7	Remove air conditioning - firewall penetrations must be sealed	N	N	Y	Y	Y	Y	Y
8	Remove air conditioning - all there or none - removal must include including interior controls & components - '79 & older. All firewall penetrations must be sealed. (01/09)	Y	Y	NA	NA	NA	NA	NA
9	Remove emissions systems/components - '82 & older	Y	Y	Y	Y	Y	Y	Y
10	Remove emissions systems/components - '84 & newer	N	N	Y	Y	Y	Y	Y
11	Remove front license plate bracket (requires stock-type filler if originally factory equipped on the model)	Y	Y	Y	Y	Y	Y	Y
12	Remove steering column lock, or install factory or aftermarket steering column lock bypass	Y	Y	Y	Y	Y	Y	Y
13	Remove exhaust system - if event site permits	N	N	Y	Y	Y	Y	Y
14	Remove grille	N	N	Y	Y	Y	Y	Y
15	Remove rocker panels	N	N	Y	Y	Y	Y	Y
16	Remove ignition shielding	Y	Y	Y	Y	Y	Y	Y
17	Remove engine driven belts - Note that belts still required on crank, water pump (IF BELT-DRIVEN), alternator/generator	N	N	Y	Y	Y	Y	Y
18	Remove heater - only on 1953-1968 cars - Note that firewall penetrations must be sealed, and factory covers must be in place over dash holes	N	N	Y	Y	Y	Y	Y
19	Remove heater hoses	N	N	Y	Y	Y	Y	Y
20	Remove front &/or rear bumpers and brackets - Note that facia(s) must remain in place	N	N	Y	Y	Y	Y	Y
21	Remove miscellaneous engine and exterior trim items	N	N	Y	Y	Y	Y	Y
22	Lighten by removing components, systems, or equipment not listed as required	N	N	N	N	Y	Y	Y
23	Remove passenger seat	N	N	N	N	Y	Y	Y
24	Aftermarket radio.	Y	Y	Y	Y	Y	Y	Y
25	Remove radio.	N	N	N	N	Y	Y	Y

2.7.2. EXHIBITION CLASS

The Exhibition Class is for those Corvettes that do not meet the requirements of any other NCCC Class.

1. The Exhibition Class is limited to low speed events. (Valid for Low Speed Autocrosses and Low Speed Matching Times. Not valid for other event types including Drag Races or Matching Times on a Drag Strip).
2. In order for the vehicle to be placed in the Exhibition Class, it MUST not be legal for any other NCCC Class.
3. MUST use DOT street tires that are legal in Groups 1-Street or 1.
4. MUST pass a Safety Tech (see [NCCC Tech Inspection Form](#) – Speed Events and Drag Races, Online.).
5. MUST meet Group-II Safety and Equipment Requirements.

2.7.3. NOVICE CLASS

1. A driver MUST have a valid Novice license to compete in the Novice Class. See [Section 1.8.3](#) (Novice License) of this Rulebook for eligibility requirements.
2. There will be only two Novice Classes, M (Men) and L (Ladies). Corvette type is irrelevant.
3. Safety Equipment - The safety equipment required in this Class shall be the same as the safety equipment requirements of the Group (Group with the least modifications) that the vehicle's tires fit into (i.e. vehicles with tires that are legal in Group 1 and up shall meet the safety requirements of Group 1, etc.). (01/15)

2.7.4. GUESTS AND GUEST CLASS

1. Entrants that are not NCCC members driving Corvettes that meet the safety and classification requirements of a NCCC Class may participate in that Class for trophies.
2. They will not be awarded points, nor affect member's points.
3. Entrants that are not driving Corvettes may compete in Guest Class(es) provided:
4. They meet the safety requirements of Group 2 if using any DOT approved tires or meet the safety requirements of the equivalent Group 3 Class if using tires not approved by DOT.
5. Non-NCCC drivers may compete in Sanctioned High Speed Events provided they supply the RCD the same proof of experience as required for a NCCC High Speed Certification although they shall not be given a Certification Card.

2.8. AUTOCROSS TECH (TECHNICAL) & SAFETY INSPECTION

1. The Tech Committee led by the Chief Technical Inspector is responsible for inspecting and validating the classification of all competing vehicles.
2. All vehicles MUST pass a safety inspection prior to competing. Any vehicles judged unsafe by the Tech Committee MUST NOT be permitted to run. Entry fees MUST be refunded if the car fails to pass the inspection.
3. A vehicle MUST tech for only one class (men's and ladies) at any given event. Using the vehicle for Novice Class in addition to the Class above is allowed.
4. Upon passing inspection, a vehicle shall be marked with a visible check or sign, the vehicle number(s) and, preferably, the class(es).
5. The vehicle number and, preferably, the class MUST be always visible on the vehicle.
6. Cars MUST be teched for safety after an accident or off-track excursion.
7. It is recommended that class winners at major events (NCCC Convention) be re-teched for correct classification at the end of class competition.

SPEED EVENTS

8. At the discretion of the RCD or event Chairperson, all cars are subject to re-tech at any time. Cars can be spot-checked during practice, timed, or elimination runs. Cars failing re-tech will be disqualified and receive no points or awards. No second chances will be given.
9. Using the [NCCC Tech Inspection Form](#) available online, perform a safety/technical inspection and classification on all cars/equipment prior to permitting them to compete as follows:

A HELMETS

- 1 Helmets are REQUIRED IN ALL CLASSES at ALL Speed and Drag Race Events.
- 2 Helmets must be SNELL Foundation certified, either “SA” (Special Application), “SAH” (Special Application Helmets Configured for use with frontal head restraints), “M” (motorcycle), or “EA” (Elite Automotive Sports). A SNELL foundation rating of “K” (karting) is not allowed. A DOT approval is not sufficient without the SNELL certification.
- 3 SNELL ratings are updated every five (5) years (i.e., 2005, 2010, etc.). The rating dates for legal helmets must fall within the last two testing cycles.
- 4 A helmet from the second previous testing cycle is also allowed if it is SNELL certified and has a manufacture date less than ten (10) years old. e.g., in the year 2021, SNELL ratings of SA2015 or M2015 and SA2020 or M2020 will be legal. In addition, a SA2010 or M2010 helmet would be legal until they exceed 10 years of age. (01/12)
- 5 The Chief Technical Inspector reserves the right to prohibit any helmet because of excessive wear, damage, or improper fit.
- 6 It is the responsibility of the host club to ensure that all competitors use approved helmets.
- 7 When a competitor owns their helmet, it is suggested that the driver’s name, birthdate, blood type, allergies, date of last tetanus, and any other essential medical information be affixed to the back.

B SHOES - Entrants MUST wear shoes of closed construction. No sandals, etc.

C FIRE SUITS

- 1 Fire suits including gloves and foot socks are required for:
- 2 Drivers of all Group-3 vehicles at High Speed Events (recommended at Low Speed Events),
- 3 Drivers of all vehicles running an ET (Elapsed Time) of 10.00 seconds or less at Drag Race events, and
- 4 At all events for drivers of vehicles equipped with Blowers or Superchargers (not turbochargers). An exception to this rule is made for superchargers that are “accessory” mounted before the fuel source. As with turbochargers, fire suits are recommended, but not required, for accessory mounted superchargers before the fuel source. (01/10)
- 5 The suit MUST carry a minimum rating of SFI-3.2A-1.
- 6 The gloves and foot socks MUST carry a minimum rating of SFI 3.3-1.
- 7 Fire suits are recommended for Group 1 and Group 2 vehicles.

D FIRE EXTINGUISHERS – MUST be UL approved with a minimum rating of 5 BC, using a gauge showing full charge. (01/10)

- 1 Groups 1-Street, 1, and 2 – Recommended in all classes for Low Speed Events and REQUIRED at High Speed Events. (01/11)
- 2 Group 3 – Required in all classes. (01/11)

SPEED EVENTS

- 3 Fire extinguisher **MUST** be solidly mounted (sturdy bracket mounted with bolt, screw, or Roll Bar clamp). Mounting bracket and strap **MUST** be metal. (01/10)
- 4 Fire extinguisher **MUST** be accessible from the driver's seat when belts or harnesses are **RELEASED**.
- 5 Functional On-Board System will satisfy the Fire Extinguisher requirements.

E SEAT BELTS

- 1 Group 1-S, Group- 1 and Group-2:
 - a All vehicles **MUST** be equipped with a driver and passenger safety belts that can be quickly released under strain.
 - b Stock seat belts are acceptable if in good condition.
 - c If other than stock, the belts must be capable of quick release under strain and must be fastened in a manner to restrain the pelvic girdle at an angle of about forty-five (45) degrees to vertical.
 - d It is **MANDATORY** that seat belts have "metal to metal" buckles.
- 2 Group 3 - Stock Seat Belts allowed when equipped with stock seats for Low Speed events only. When not equipped with stock seats, **MUST** use either seat belt and shoulder harness at least three (3) inches wide and SFI approved; or SFI approved five (5) or six (6) point harness with lap and shoulder belts at least three (3) inches wide. It is **MANDATORY** that all belts have "metal to metal" buckles and can be quickly released under strain. It is recommended that all belts must be dated within the previous five years. Belts must be in good condition. (01/12)
- 3 Group 3 RP - **MUST** use either seat belt and shoulder harness at least three (3) inches wide and SFI approved; or SFI approved five (5) or six (6) point harness with lap and shoulder belts at least three (3) inches wide. It is **MANDATORY** that all belts have "metal to metal" buckles and are able to be quickly released under strain. It is recommended that all belts must be dated within the previous five years. Belts must be in good condition. (01/09)
- 4 Group 3 RPAF and DP – - **MUST** use SFI approved five (5) or six (6) point harness with lap and shoulder belts at least three (3) inches wide. It is **MANDATORY** that all belts have "metal to metal" buckles and can be quickly released under strain. It is recommended that all belts must be dated within the previous five years. Belts must be in good condition.

F BRAKES – Brakes will be checked for pedal travel, firmness, and fluid level.

G LOOSE OBJECTS - All loose objects **MUST** be removed from the vehicles before they go through tech inspection.

H TIRES

- 1 Recaps, space saver spares, and studded tires are not allowed for competition.
- 2 Tires **MUST NOT** touch body or frame at any time.
- 3 Tires **MUST NOT** have cords showing.
- 4 Street tires **MUST** show visible evidence of an original manufacturer's tread pattern full circle of tire.
- 5 All street tires **MUST** have a minimum of twenty-five (25) pounds pressure in speed events (not applicable to DOT autocross/race compound tires). Tires will be checked on a random basis at the start line to ensure pressures are no lower than the minimum pressure. Those that are too low will be disqualified. There are no minimum air pressure requirements for Drag Race events.
- 6 DOT autocross/race compound tires and drag slicks **MUST** have visible wear indicators.
- 7 In Drag Race events, screws may be used to hold tires in place on wheels of cars in Group-2 and above.

I HUBCAPS and TRIM RINGS - **MUST** be removed in all classes.

J LUG NUTS and WHEEL STUDS

SPEED EVENTS

- 1 MUST have all studs and lug nuts (NO broken or missing) on each wheel.
 - 2 Wheel Shims are legal.
 - 3 Lug nuts MUST be tight and have a minimum of six (6) turns on stud.
 - 4 ½" Minimum diameter studs are recommended on all Group 3 cars.
 - 5 ½" Minimum diameter studs are required on all Corvettes in the DP class, and for all six (6) inch and larger width wheels with spacers and running drag slicks or race tires (slicks) listed "for off road use only."
- K WHEEL BEARINGS – With the car jacked up, verify that there is no excess play in the wheel bearings, in accordance with factory specifications.
- L FUEL and FUEL lines
- 1 Fuel lines passing through the cockpit are not allowed.
 - 2 Mechanical fuel pressure gauges are not allowed in the cockpit.
 - 3 Fuel shall be restricted to gasoline, any grade, only. Gasolines consist entirely of hydrocarbon compounds, except that gasoline/ethanol mixtures that are sold to the public at retail outlets for highway use are also acceptable. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead.
 - a Octane booster and lead substitute additives are allowed.
 - b Oxygen and/or nitrogen bearing additives are prohibited; except for those originally present in service pump fuel.
 - c Nitrous Oxide is not allowed.
 - 4 Plumbing and/or fitting for Nitrous Oxide is not allowed in Groups-1S, 1, or 2.
 - 5 Plumbing and hardware for Nitrous Oxide injection is allowed in Group-III and DP ONLY IF capped closed at Nitrous Oxide supply fitting. The Nitrous Oxide supply MUST be removed from the car.
- M FIREWALLS – All vehicles competing MUST have a solid sealed firewall.
- N FRAME
- 1 Excluding the exceptions listed below, the frame MUST be Factory stock in all Classes but RPAF, DPA, DPB, and DPC.
 - 2 Reinforcing is allowed as per Group requirements.
 - 3 Transmission cross member is not considered part of the frame in Groups 2, 3, and DP. Group 1 and 1S (1953-1982) can substitute cross member from an earlier model to allow for dual exhausts.
 - 4 Refer to the Class Regulations for the allowable changes on rear cross members, differential carriers, and spacers under the rear camber brackets.
 - 5 In RPAF, DPA, DPB, and DPC: See [Section 2.7.1.3](#) for Frame Regulations. In these classes, frame modifications MUST be closely inspected for workmanship and safety.
- O ROLL BARS - See ROLL CAGES for required replacement with Roll Cage.
- 1 Required for all Group 3 Classes in High Speed events except RPAF and DP (See 2.8.9.P). (01/09)
 - 2 Required in all roadsters in High Speed Events.
 - 3 Recommended in all classes (Only required in RPAF for a low speed event). (01/10)
 - 4 Roll bar hoop MUST extend the full width of the driver/passenger compartment and be as high as possible within the clearance limitations of a coupe with top installed or a convertible with the top in the raised position.
 - 5 Roll bar MUST be front and rear braced in Race Prepared Class. It MUST be front or rear braced in other classes where bar is required.
 - 6 The brace(s) shall be attached to the hoop a maximum distance of six (6) inches from the top of the hoop and at an angle of at least thirty (30) degrees from vertical.
 - 7 All points MUST be securely bolted or welded directly to the frame in a manner as to make the roll bar functional and safe.

SPEED EVENTS

- 8 All tubing **MUST** be steel and at least 1 and ½" OD with a minimum wall thickness of 1/8" or at least 1 and ¾" OD with a minimum wall thickness of 0.095".
- 9 There **MUST** be a hole at least 1/8" diameter in an accessible location for wall thickness inspection.

P ROLL CAGES

- 1 Required in RPAF and DP cars and in all Race Prepared cars without original windshield and windshield frame.
- 2 Recommended in all Group 3 Classes.
- 3 No cutting of dash to make room for cage bars in Groups 1S, 1, 2 or 3.
- 4 As a minimum, a six-point cage is to be constructed in the following manner:
 - a Rear roll bar hoop **MUST** extend the full width of the driver/passenger compartment and be as high as possible within the clearance limitations of a coupe with "t" or "targa" top(s) installed or a convertible with the top in the raised position.
 - b Roll bar hoop **MUST** be rear braced. The brace(s) shall be attached to the hoop a maximum distance of six (6) inches from the top of the hoop and at an angle of at least thirty (30) degrees from vertical.
 - c A similar front roll bar hoop **MUST** be in front supporting the front pillars with a horizontal bar connecting the front hoop to the main (rear) hoop at each side of the top.
 - d All points **MUST** be securely bolted or welded directly to the frame in a manner as to make the roll cage functional and safe.
 - e All tubing **MUST** be steel. All tubing **MUST** be at least 1 and ½" OD with a minimum wall thickness of 1/8" or at least 1 and ¾" OD with a minimum wall thickness of 0.095".
 - f There **MUST** be a hole at least 1/8" diameter in an accessible location for wall thickness inspection.

Q BLOWERS and SUPERCHARGERS - Cars equipped with roots-type superchargers/blowers **MUST** have blower safety strap if fuel delivery is prior to the supercharger/blower. (01/09)

R STEERING LOCK - Any Corvette that utilizes a 1969 or newer steering column shall be required to either have a steering lock cable on and functional (stock set-up is OK) or have the steering lock bypassed so that the steering will not lock when the key is shut off.

S NEUTRAL SAFETY SWITCH - Corvettes with an automatic transmission must have a functioning neutral safety starter-interlock switch.

T PARACHUTES – At Drag Race events, parachutes are **REQUIRED** for all cars that run an ET of 9.50 or less, or a trap speed of 150 miles per hour or higher.

U ELECTRONIC DEVICES: Cameras (video or still) and other electronic devices (i.e., data loggers, computers, etc.) must be safely and securely mounted. (01/09)

V ANNUAL TECH: If a region chooses to use an annual tech, the RCD will organize a thorough tech inspection event or will perform the thorough tech inspection at the first event that an entrant attends. The entrant will receive a security sticker or an annual tech card with corvette vin #, & model. The entrant will still need to have their car's class verified at each event.

2.9. DRIVERS' MEETING

1. A Drivers' Meeting **MUST** be held before the event.
2. All drivers **MUST** attend. (01/10)
3. The event Chairperson/Co-Chairperson should verify that all entrants and workers have signed the appropriate waivers.

SPEED EVENTS

4. The event Chairperson/Co-Chairperson is to explain any rules or circumstances peculiar to the course – such as pylon penalties, etc.
5. At Drag Race events, the Chairperson is also to explain the method of determining Bye runs, method of determining pairing during Class/Bracket runs, pairing for Top and Overall Eliminator runs, staging assignments, etc.
6. The starter is to explain any peculiarities of the course or drag strip, flag signals, class running order, starting procedures, and for drag Race events, the INSIDE LANE EXIT PRIORITY.
7. The method of breaking tie scores shall be announced at the Drivers' Meeting.
8. A question/answer period should follow the Drivers' Meeting.
9. At High Speed Events, it is recommended that a second Drivers' Meeting be held after the parade lap.

2.10. PENALTIES

1. Each upright course pylon knocked down or displaced entirely from its outlined box (i.e., standing but not touching or partially within the outlined box) is a penalty added to the driver's run time. The amount of the penalty should generally be two (2) seconds, but this value may be changed at the discretion of the host club, if announced at the Drivers' Meeting.
2. Pylons displaced or knocked down before the start or after the finish are penalties counting against the timed run. This should be announced at the Driver's meeting. The host club may classify these pylons as a DNF for safety or other reasons.
3. Directional pylons (i.e., lying down and pointing) do not count as penalties if struck and/or displaced from their box, except at the discretion of the host club.
4. All entrants must successfully complete the entire course, including all elements (i.e., slaloms, gates, boxes, turns, etc.).
5. Course Deviations are scored as "DNF" or "Did Not Finish" and no time is given for that run.
 - A If an entrant in a Parking Lot or Skid Pad autocross exits the prescribed course and returns onto the course at, or before, the point of exit, the run is not counted as a Course Deviation, providing that the entrant does not leave the boundaries of the Parking Lot or Skip Pad.
 - B If an entrant in a Parking Lot or Skid pad autocross exits the prescribed course and returns to the course without successfully passing each pylon and/or course element in the prescribed sequence, the run is scored as DNF.
 - C If an entrant in an autocross held on a road course exits the prescribed course with three or more tires leaving the paved course surface (i.e., onto dirt or grass), the run is scored as DNF and the Corvette must be re-teched for safety prior to the next run.

2.11. SCORING

1. A driver **MUST** have an official timed run (DNF is acceptable) to receive points. A DNR does not count as an official run.
2. A driver who only starts and/or completes one (1) run in a Matching Time Trial event shall receive a DNF for the event.
3. The scoreboard **MUST** list the entrant's name, number, class and unofficial corrected times and penalties. Entrants and spectators should not distract the scorer or timekeepers by asking for times.
4. A Red Light does not count at Matching Time Trials held on a drag strip.

2.12. AWARD REQUIREMENTS

1. Minimum awards:
 - A An award **MUST** be given for every class that has participants.
 - B One (1) award – One (1) to six (6) car class.
 - C Two (2) awards – Seven (7) to eleven (11) car class.
 - D Three (3) awards – Twelve (12) to seventeen (17) car class.
 - E Four (4) awards – Eighteen (18) to twenty-four (24) car class.
 - F Five (5) awards – Twenty-five (25) to thirty-four (34) car class.
 - G One (1) additional award for every ten (10) cars thereafter.
2. A driver **MUST** have an official timed run (DNF is acceptable) to be eligible for awards.
3. A DNR does not count as an official run.
4. A reduced entry fee, meals, etc. may be offered in lieu of awards.

2.13. PROTESTS

See [Section 9](#) of this Rulebook for procedures.

2.14. ABBREVIATIONS, TERMINOLOGY, & DEFINITIONS

CL - Classic

DNF - Did Not Finish

DNR - Did Not Run

ECM - Engine Control Module (engine computer)

ET – Elapsed Time

MT - A Matching Times Event.

OEM - Original Equipment Manufacturer

RP - Race Prepared Class.

RPAF - Race Prepared with Altered Frame Class.

AFTERMARKET – Parts, components, or systems manufactured by other than the OEM.

AUTOCROSS - An automobile gymkhana. See [Section 2.1.2](#) for NCCC definition

BIG BLOCK – A Corvette engine originally displacing 396, 427, or 454 cubic inches. A block designated by GM as being a MK-IV (Mark 4) in Corvette production from 1965 through 1974. Big block evolution from the MK-IV includes MK-V and MK-VI factory replacement blocks manufactured in displacements from 396 through 572 cubic inches.

CHICANE - A series of tight turns that zigzag between a line of pylons (cones) in opposite directions in an otherwise straight stretch of an autocross course. See slalom.

CLASS - A class (H, J/K, etc.) is a subset of a group and is determined by year group (C1, C2, etc.), engine, suspension, or other significant difference between models. (01/11)

CLASSIC - A 1953 through 1962 Corvette.

COSMETIC - Done or made for the sake of appearance, with no performance advantage.

SPEED EVENTS

DNF - Did Not Finish. A classification given an entrant's competition run when They started but failed to complete the course correctly or failed to cross the finish line; or failed to complete the event in the proper manner.

DNR - Did Not Run. A classification given as a posted score for an entrant's run when the entrant was registered for the event but was not able to make any run for the event.

DIRECTIONAL PYLON - A pylon placed on its side such that the upper cone shaped end acts as an arrow indicating the direction of a turn or course layout.

FACTORY - As produced and/or installed by the General Motors Corvette assembly plant(s).

GATE - A specific location on an autocross course denoted by at least two pylons placed such that an entrant must drive their car between the pylons.

GROUP - A Group is a separation of cars determined by the degree of modification and/or relative competitive or performance enhancing advantage from stock through various levels of modifications. (01/11)

GYMKHANA – Another term for autocross.

HIGH SPEED EVENT - A unlimited Speed Event in which the layout or design of the course permits full throttle acceleration in some portion of the course where a Group-1S/1 Corvette can exceed 80 miles per hour.

LOW SPEED EVENT - A Speed Event in which the course is deliberately laid out or selected to keep the highest speed of any Group-1S/1 Corvette below 80 mph.

MATCHING TIMES – Low or high speed event where how close times are to each other and not fastest, determines winner.

MECHANICAL PART - Any fixed or moving part.

NEW OLD STOCK (NOS) – Replacement part, component, or system manufactured new, but designed to look original. Typically used during restoration projects.

OEM - Original Equipment Manufacturer, one that produces complex equipment (such as a Corvette) from components usually bought from other manufacturers.

OEM REPLACEMENT - A piece of equipment or part made for installation on a car with as much functionality (same specifications) as possible retained from the originally factory installed part.

PERFORMANCE TYPE - Commercially manufactured (aftermarket), replacement part designed to provide a performance advantage over “stock” (including weight reduction).

REPRODUCTION – OEM replacement part made to appear original. See New Old Stock.

RP - Corvette that meets the requirements for the Race Prepared class (stock frame).

RPAF - Corvette that meets the requirements for the Race Prepared Altered Frame class (modified or special built frame).

RUN - The timed portion of a Speed Event course. It is not possible to execute multiple runs simultaneously via the use of multiple timers, split times, etc. A maximum of one Matching Times Event can be combined with one Autocross provided a minimum total of four (4) runs are offered.

SPEED EVENTS

SAFETY STATION – A designated place on the course of a Speed Event where course workers are positioned to monitor the safety of the event for a segment of the course. These workers are responsible for using flags to control situations, communicating problems and course penalties to the Timing Station, and providing assistance to drivers in distress situations.

SLALOM - (a) Movement over a zigzag route. (b) See autocross. (c) A timed race (against the clock) over a winding or zigzag course past a series of flags or markers.

SMALL BLOCK - A Chevrolet or Corvette engine originally manufactured in displacements from 265 through 400 (427 for LS7) cubic inches. First Generation small blocks (265 – 400 cubic inches) were used in Corvettes from 1956 through 1971 and were limited to 350 cubic inches in the Corvette. Second Generation small blocks were all 350 cubic inches (and designated 5.7 liters) in the Corvette and were used from 1992 through 1996. Third Generation small blocks are an aluminum block with no parts interchangeable to generations one and two. However, third generation small blocks share similar external dimensions and the same cylinder bore spacing of 4.4 inches. In Corvettes, they include the 5.7 liter (346 cubic inches) LS1 and LS6 engines used between 1997 and 2004. Fourth Generation small blocks began as the LS2 in 2005 and include the LS7 of 2006 and LS3 of 2008. Fourth generation Corvette small blocks are the LS2 at 6.0 liters (or 364 cubic inches), LS3 (376 cubic inches), and LS7 at 7.0 liters (or 427 cubic inches). Fifth generation Corvette small block is the LT1 and LT4 at 6.2 liters. (01/15)

STOCK - Exactly as it came from the factory on that specific year and model Corvette or a direct replacement (superseded) as furnished by GM (OEM).

STOCK CHEVROLET - A type that came from the Factory on any Chevrolet (OEM).

STOCK CORVETTE - Exactly as it came from the factory on ANY Corvette or a direct replacement (superseded) as furnished by GM (OEM).

STOCK TYPE - Commercially manufactured (aftermarket), direct replacement with little or no performance advantage over “stock.”

STOCK OPERATING TYPE – A part, component, or system that uses the same operating principle as a stock part, component, or system; however, it may provide a performance improvement. E.g., a race clutch that uses a single disk but with an aluminum flywheel is “stock operating type.”

STRICTLY STOCK – Exactly as it came from the factory on that specific Corvette or a direct replacement (superseded) as furnished by GM (OEM).

STOCK FOR YEAR/CLASS - From the Factory on any Corvette of the same year and in the same Class.

SUB-GROUP - A sub-group is a combination of classes for the purpose of awarding bonus points in speed events. (01/11)

SUPERCHARGER (BLOWER) - A mechanically driven (i.e. belt, gear, chain, etc. directly driven, not exhaust gas driven) device for compressing the incoming air-fuel mixture thereby increasing the effective compression ratio of the engine.

ROOTS-TYPE – Mechanical blower mounted above engine using two or more rotary vanes to compress the incoming air-fuel mixture.

SPEED EVENTS

ACCESSORY MOUNTED – A centrifugal blower that is belt-driven and mounted at the front of the engine.

TIMING STATION – The area where a High Speed Event is controlled and coordinated. The Timing Station is manned by the official timers for the event, has the capability to communicate with all course workers and safety personnel, and controls when the Starter can release drivers onto the course.

TURBOCHARGER – An exhaust driven blower using a turbine in the exhaust system that is rotated by exhaust gases driving a connected turbine (thus, the prefix of “turbo”) in the intake system that compresses the incoming air-fuel mixture.

WRECKER - Vehicle specifically designed to retrieve and/or tow away wrecked or disabled cars.

3. DRAG RACES

3.1. WHAT ARE DRAG RACES

Drag Race is a competitive acceleration contest between two (2) cars on a sanctioned drag strip at least one eighth (1/8) mile in length. A Drag Race is a contest of nerves, skill and raw power. When two cars pull up to the staging line, the mental contest begins: who will stage first? Who will get the jump on the other driver without red-lighting (cut that perfect light)? Who will judge the right amount of throttle to get off the line without bogging or going up in smoke? Once the cars are under way, the contest becomes a question of horsepower and driver's skill in controlling the car. Sometimes the driver may want to run just fast enough to win but avoid breaking out or setting a record requiring a tear down. NCCC provides three forms of sanctioned drag racing: (1). Eliminations by Class which can be a Record Drag Event or a Non-Record Drag Event, (2). Eliminations by ET Bracket which can only be a Non-Record Drag Event, and (3) Matching Times which can only be a Non-Record Drag Event.

3.1.1. NON-RECORD DRAGS

Current NCCC Drag Records will be used for dial-in times for Top Eliminator runs in Elimination by Class Drags but no new records may be set. Also, it is not permissible to run more than 0.15 seconds under the current Class records in Non-Record Class Drags (more than 0.15 under is OK in ET Bracket Drags).

3.1.2. RECORD DRAGS

The VP-Competition maintains a current set of NCCC Drag Records for both ¼ and 1/8 mile drags for all Classes. Drag Records will be published on the NCCC website when changes occur. Persons wishing to set a new NCCC Drag Record can only do so at these events.

3.2. RULES FOR SETTING UP A DRAG RACE

3.2.1. GENERAL – ALL DRAG RACE EVENTS

1. Any special track rules that go beyond the normal NCCC Rules shall be noted on the Flyer. Examples: long pants, long sleeve shirts, etc.
2. Drag Races MUST be held on a drag strip that meets the sanctioning requirements of NHRA, IHRA, AHRA or AARA.
3. A Christmas Tree of 5 amber (2 1/2 second) lights or 3 amber (1 1/2 second) lights may be used. A "Pro-Tree" (1 amber then a green) is also permitted.
4. Be aware of special insurance requirements and/or limitations that may be applicable for Drag Race Events and property within 100 feet of racing surface.
5. All workers and entrants MUST sign an insurance waiver.
6. All children under twenty-one (21) years of age, or eighteen (18) where applicable, are the full responsibility of their parents and/or guardians.
7. It is suggested that all cars be able to close exhausts to comply with local laws.
8. A copy of this Rulebook must be available at every event. Any additional rules set up by the Host Club must not conflict with any portion of these rules and must apply uniformly to all entrants.
9. Prior to the event, use the procedure and chart in [Section 3.16](#). to correct all NCCC Drag Records to the actual elevation of the drag strip. At the end of the event, use the same procedure and chart to convert new records to sea level.
10. At the Drivers' meeting, all information regarding how bye runs and pairings must be stated. These guidelines must be adhered to throughout the day's events with no deviation.

3.2.2. ENTRANTS – ALL DRAG RACE EVENTS

1. Non-NCCC entrants **MUST** run in a separate Guest Class or separate ET Bracket. They cannot run against NCCC entrants.
2. Entrant may be required to demonstrate, to the Event Chairperson, their ability to handle their vehicle in an appropriate and safe manner.
3. Only one man driver and one lady driver is allowed per car. Once elimination runs have begun, a driver cannot change cars or Class/Bracket (No substituting for a broken car). If a car breaks during practice, a substitute car eligible for any class can be used provided it has been teched and classed.

3.2.3. PRACTICE – ALL DRAG EVENTS

It is recommended that the drivers be allowed to practice but only after they have been registered, signed the waivers and their car has been teched and classed. If a driver does not wish to practice, they do not have to.

3.2.4. OPERATION – ALL DRAG RACE EVENTS

1. No one is allowed on the track without wearing an approved helmet and seat belt during practice or elimination runs.
2. It is recommended that practice be given (no passengers).
3. It is recommended that events be run by Class or ET Bracket.
4. Bye runs – A random method of selection (luck of the draw, etc.) should be used to determine driver pairings and which drivers get a bye run. “First to the line gets a bye run” should not be permitted. Except in the cases of a broken car, a disqualified car, or a no-show, multiple bye runs by the same driver are not permitted.
5. Top Eliminator runs – After the Class or ET Bracket winners are determined, the winners will compete in a set of elimination runs to determine the Men’s Top Eliminator and the Ladies’ Top Eliminator. In Eliminations by Class Drags, each Class winner will run with a dial-in time equal to the NCCC record for their Class. In ET Bracket Drags, each Bracket winner will run based on their own dial-in time.
6. Overall Top Eliminator – Some Clubs may wish to pair the Men’s Top Eliminator and the Ladies’ Top Eliminator in a run to determine an Overall Top Eliminator. A run for Overall Top Eliminator is an unofficial run whose use to set a record or to back a record is at the entrant’s option. There are no extra points awarded for being Overall Top Eliminator.
7. If a car red lights on a bye run, it is not eliminated.
8. When two (2) cars are running, if one car red lights and the other car breaks, the car that broke is still in the competition if it can be repaired and return to the staging lane in time for his or her Class/Bracket runs. If both cars break, the car that proceeds the farthest without being physically pushed, is declared the winner of that run. If a car that is in a one car Class/Bracket breaks, the car is declared a winner of the Class/Bracket and can proceed to Top Eliminator runs, if repaired before Top Eliminator runs begin.
9. A car must physically start the timing lights to be considered a winner of the run. A car attempting to make a run but not starting the timing lights is considered a DNR for that run. No attempt at making a run is also a DNR.
10. Cars **MUST** be teched for safety after an accident or off-track excursion.

3.2.5. TIMING – ALL DRAG RACE EVENTS

1. In the event of any malfunction of the timing, except on a DNF, the driver(s) involved shall be allowed a complete restart without penalty.
2. The method of starting, timing and scoring an event **MUST** remain constant throughout the event.

3.2.6. NON-RECORD DRAG RACES

1. Cars must pass the same Safety Inspection and Class Regulations at Tech Inspection for ET Bracket Drags as is required when running drags by class.

DRAG RACES

2. At Non-Record Drags, there will be no teardowns except for protests.
3. For ET Bracket Drags the cars will run in brackets based on their own dialed-in times.
4. For ET Bracket Drags, entrants can change their dial-in times, as the events proceed, if they stay in the same ET Bracket for the entire event.
5. Except for #6 below, a driver shall be disqualified and eliminated from further competition and shall only receive points/awards earned prior to that point if:
 - A The driver runs more than 0.15 second under (breaks out) the current NCCC Drag Record/Standard for their Class during elimination or Top Eliminator runs in Elimination by Class Drag Event. If both cars in a run go more than 0.15 seconds under the record, the time closest to the record (least break out) is the winner of the run but cannot advance further.
 - B In ET Bracket Drags, the driver runs under (breaks out) their own dial-in time. If both cars breakout, the time closest to the dial-in is the winner of the run, is not disqualified, and advances to the next round.
6. When two (2) cars are running, if one car red lights and one car breaks out, the car that broke out is the winner of the run and advances to the next round.

3.2.7. RECORD DRAG RACES

3.2.7.1. SCHEDULING OF RECORD DRAG RACES

1. There may be a maximum of three (3) Record Drag Events in a Region per year plus the Drag Event at the National Convention. Only two of a Region's three Drag Events can be held after the National Convention. One (1/4 mile) Record Drag Event and one (1/8 mile) Record Drag Event will be allowed at the same location within all of NCCC per day. The schedule of Record Drag Events shall be coordinated by the VP-Competition.
2. Rain date – A Record Drag Race is the only NCCC event allowed to have a rain date. Only one rain date per Record Drags is allowed. A rain date is **ONLY ALLOWED** under the following conditions:
3. The rain date including all registration times, fees, etc. is listed on the flyer. Note: If rain date is not listed on the flyer, the event will be scored as it occurred with all entrants that did not run receiving a DNR and no points or awards. It is not required to refund entry fees.
4. The rain date shall be prior to the next scheduled Record Drag Event on an eligible competition day. If there is a Record Drags scheduled the next eligible competition day, a rain date is not possible.
5. If weather is threatening, it is recommended that ALL Class Eliminations (men's and ladies') be completed prior to starting Top Eliminator runs.
6. If both men's and ladies' Class Eliminations are not completed prior to the event being rained-out the event shall start over from the beginning on the rain date. If either men's or ladies' Class Eliminations were completed but not both, whichever was completed shall start with Top Eliminator runs. If ALL Class Elimination runs have been completed, but Top Eliminator runs have not, the event will be scored as it occurred.

3.2.7.2. OPERATION OF RECORD DRAG RACES

1. Record Drag Events **MUST** be run on Drag Strips whose timed portion is exactly 1320 feet long (1/4 mile) or 660 feet (1/8 mile).
2. Persons wishing to set a NCCC Drag Record can only do so at Record Drags.
3. A Record Drag Event **MUST** be run by Class Eliminations and the breakout rule does not apply.
4. An entrant in Top Eliminator rounds will run on the fastest of any new unofficial records (set and backed-up) for their Class. The record dial-in will change each time the record is lowered.
5. Drag Records may only be set at designated NCCC Record Events. These records must be set during Class Eliminations, Top Eliminator, or Overall Top Eliminator runs. Exception: any drivers running within 0.2 seconds of the NCCC Record during elimination rounds will be allowed 3 attempts, after the first time of running within 0.2 seconds, to set a new record. If needed these attempts will be run after Class Elimination and Top Eliminator runs are over.

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- A Record setting runs **MUST** be backed up within 0.5 percent to be an official record (fastest run backed up within 0.5 percent is the new record). A faster run can back up a slower run. Example: If a driver made 2 runs of 10.00 and 10.10 seconds that were both under the existing record, the new record would be 10.10 seconds. Example: If a driver made 2 runs of 10.00 and 10.05 seconds and either or both were under the existing record, the new record would be 10.00 seconds.
- B Examples of different scenarios:
- 1 If a driver sets a record and backs it up, they will be awarded one additional attempt to lower it further.
 - 2 If on the last run for Top Eliminator or Overall Top Eliminator They sets the record but has not backed it up, they may have three attempts to back it up. If they back it up on the first run, the second and third run will not be allowed.
 - 3 If a driver does not set a record during Class Elimination or Top or Overall Top Eliminator runs but has run within 0.2 seconds of the current record during those runs (not practice), they will be allowed three attempts, after the first time of running within 0.2 seconds, to set a record and back it up. If they set a record on the first run and backs it up on the second, the third run will not be allowed.
 - 4 If a driver runs within 0.2 seconds of the record established prior to the event and someone else lowers the record before the afore mentioned driver gets to make 3 attempts to set and back up a new record, the driver still gets to make their 3 attempts at setting and backing up a record in case the other entrant is found illegal in teardown.
 - 5 Cars running under their Class Record and after backing the time up **MUST** be impounded for the balance of the event.
 - 6 All Group 1 (includes Autocross Groups 1-S and 1) and 2 class record setters shall be required to follow the teardown procedures in Chapter 10 Teardown Procedures.
 - 7 Teardown shall check compression ratio, heads, valve size, cam lift, etc.
 - 8 At a Record Drag teardown, the only persons allowed will be vehicle owner, Driver, Teardown Officials, any RCDs in attendance, and any persons requested by the owner to assist in teardown.
 - 9 Any entrant refusing to tear down after setting a NCCC Drag Record will be disqualified and shall lose all points and awards for that event. Good Sportsmanship dictates an entrant not planning to teardown withdraw from competition as soon as possible after backing-up a new record time. If a class record is broken by more than one car, all cars in that class that are under the Record **MUST** remain in the teardown area until the fastest car is proven legal or illegal. In the event the fastest car does not pass the teardown, the next fastest car in line will be checked and so on until one car is found legal. Any entrants not abiding by the above shall lose all points and awards for that event.
 - 10 The RCD of the host Region shall notify all RCDs and the VP-Competition, in writing postmarked within five (5) days, of all new records or lack of new records. If a written notice is not received prior to the next Drag Event, the RCD of that Region and the VP-Competition **MUST** also be notified by telephone prior to that next Drag Event. If notification is not received within the proper time, and a record is set in the same class in another region and the notice for that record is received within the five (5) day limit the second record will stand and the first record will be disallowed.
 - 11 A new Drag Record is not official until the following items occur (but will be used temporarily until documentation can be reviewed):
 - a Record is backed up within 0.5 percent. See [Section 3.2.7.2](#), item 5.a.
 - b The car is found legal at teardown (Tech for Groups 3 and Drag Prepared) with the proper written documentation received and approved by the VP-Competition.

3.3. DRAG RACE WORKERS AND OFFICIALS

All workers and officials should wear distinctive armbands, caps or other easily identifiable articles of apparel. Depending on the particular Sanctioned Event, all of the following listed officials may or may not be required. The National Convention Drag Events are required to use all the following workers and officials:

1. **CHIEF TECHNICAL INSPECTOR:** They are to recruit a staff of technical inspectors to ensure that the cars are examined thoroughly and quickly as specified under Rulebook Section Drag Race Tech. They are responsible for seeing that all competing cars comply with the requirements as set down. They are responsible for the classification of cars, the affixing of a technical inspection passed sign and the entrant(s)' number(s) and class(es) on the car.
2. **SCORER:** They are to record on a master record all official times and placements as supplied by the timekeeper.
3. **PRE-STAGE WORKERS:** They are responsible for overseeing and maintaining their assigned portion of pre-staging. They shall ensure that the entrants are lined up in their proper pre-staging lanes and that cars running under the record for their class are impounded for the balance of the event until they are torn down.
4. Refer to [Section 2.3.](#), Autocross Workers and Officials, for the description of the Event Chairperson, Co-Chairperson and Starter.

3.4. SAFETY PROCEDURES

3.4.1. STAGING LINE EQUIPMENT

Pre-staging area and Staging line **MUST** be equipped as follows:

1. A communications system connecting with the timing tower.
2. **ADEQUATE** fire extinguishers, UL approved type, 10 BC minimum. Fire Extinguishers are **MANDATORY**. The event **WILL NOT** run without them.
3. Track **MUST** be kept free of debris at all times.

3.4.2. MEDICAL OR FIRST AID

See requirements in [Section 2.4.2.](#)

3.5. DRAG RACE ENTRANTS' REQUIREMENTS

See requirements at [Section 2.5.](#)

3.6. DRAG RACE GROUPS/ CLASSES**3.6.1. ELIMINATIONS BY CLASS**

1. The Groups and Classes defined in this Section are for entrants who are competing in Chevrolet Corvettes.
2. In the interest of providing a fair and competitive Drag Race Event program, NCCC has divided the Corvettes into separate Groups and Classes. First the Corvettes are divided into four (4) separate Groups. Depending on the amount of modifications made from the factory condition, the Corvette will be placed into one of the four (4) Groups starting with Group 1 (includes Speed Event Groups 1-Street and 1) and progressively moving to Group 2, Group 3 and Group Drag Prepared (DP) as the number of modifications increases. The Groups are then further divided into Classes. The proper Class will depend on the age (body style) of the Corvette and the engine being used. Groups 3 and DP include classes for cars with modifications beyond Group 2. Depending upon the degree of modification, a car within Group 3 may be moved to the Race Prepared (RP) or Race Prepared Altered Frame (RPAF) Class. Similarly, a car with modifications beyond the DPA or DPB would move to the DPC Class. (01/12)
3. When Corvettes are classified by the Tech Committee, they **MUST** be placed in the Class with the least modifications for which they qualify. Example: If a Corvette is qualified for both Classes 1D and 2D, it **MUST** be placed in the 1D Class.
4. Male and female entrants will be separated into separate Groups and Classes. The Ladies' Classes carry an "L" in front of the designation for the Group/Class. Examples: Men's: 1E, 2E or 3E and Ladies: L1E, L2E or L3E

DRAG RACES

3.6.1.1. GROUP 1: (MEN'S & LADIES')

Notes: See regulations, [Sections 2.7.1.8](#) – Engines MUST be correct for year and Class. Includes Speed Event Groups 1-Street and 1.

CLA	1953 through 1962 – All engines correct for year over 300 hp.
CL	1953 through 1962 – All engines correct for year 300 hp and under.
A	1965 through 1971 with 396, 427 or 454 CID with solid lifters.
AA	1966 through 1974 with 427 or 454 CID with hydraulic lifters
B	1963 through 1972 with 327 or 350 CID over 300 hp or LT-1
C	1963 through 1968 with 327 CID 250 or 300 hp 1969 through 1970 with 350 CID 300 hp 1973 through 1980 with 350 CID L-82
D	1971 with 350 CID 270 hp 1972 through 1980 with 350 CID L-48 1980 with 305 CID LG4 1981 with 350 CID L-81 1982 with 350 CID L-83
E	1984 with 350 CID L-83 1985 through 1991 with 350 CID L-98
F	1990 through 1995 ZR-1 with 350 CID LT5 1987 through 1991 RPO-B2K Callaway Twin Turbo Corvette
G	1992 through 1996 with 350 CID LT1 1996 with 350 CID LT4
H	1997 through 2004 with 5.7L LS1
J	2001 through 2004 with 5.7L LS6
K	2005 through 2007 with 6.0L LS2 2008 and Newer with 6.2L LS3 2014 and newer Stingray with 6.2L LT1 (01/15)
M	2006 through 2013 with 7.0L LS7 2011 through 2013 Z06 “Carbon Edition” with 427 CID (7.0 liter) LS7 2011 and newer Z06 with Z07 package with 427 CID (7.0 liter) LS7
N	2009 and newer ZR1 with 6.2L LS9 (01/09) 2015 and newer Z06 LT4 2019 and newer ZR1 LT5
P	2020 and newer Stingray 6.2L LT2

CID Cubic Inch Displacement

3.6.1.2. GROUP 2: (MEN'S & LADIES')

Note: See regulations, [Section 2.7.1.8.](#), for allowable year/engine substitutions

CLA	1953 through 1962 – All engines correct for Class over 300 hp
CL	1953 through 1962 – All engines correct for Class 300 hp and under.
A	1965 through 1974 with 396, 427 or 454 CID
B	1963 through 1972 with 327 or 350 CID over 300 hp or LT-1 1973 through 1980 with 350 CID L-82
C	1963 through 1968 with 327 CID 250 or 300 hp 1969 through 1970 with 350 CID 300 hp
D	1971 with 350 CID 270 hp 1972 through 1980 with 350 CID L-48 1980 with 305 CID LG4 1981 with 350 CID L-81 1982 with 350 CID L-83
E	1984 with 350 CID L-83 1985 through 1991 with 350 CID L-98
F	1990 through 1995 ZR-1 with 350 CID LT5 1987 through 1991 RPO-B2K Callaway Twin Turbo Corvette
G	1992 through 1996 with 350 CID LT1 1996 with 350 CID LT4
H	1997 through 2004 with 5.7L LS1
J	2001 through 2004 with 5.7L LS6
K	2005 through 2007 with 6.0L LS2 2008 and Newer with 6.2L LS3 2014 and newer Stingray with 6.2L LT1 (01/15)
M	2006 and Newer with 7.0L LS7 2011 and newer Z06 “Carbon Edition” with 427 CID (7.0 liter) LS7 2011 and newer Z06 with Z07 Package with 427 CID (7.0 liter) LS7
N	2009 and newer ZR1 with 6.2L LS9 (01/09) 2015 and newer Z06 LT4 (1/15)
P	2020 and newer Stingray 6.2L LT2

3.6.1.3. GROUP 3: (MEN'S & LADIES') (01/12)

CL	1953 through 1962 – All Small Block Classics
A	1963 through 1982 – All big block
B	1963 through 1982 – All small block.
E	1984 through 1996 – All small block
H	1997 through 2004 –All small block.
K	2005 and Newer –All small block
N	All Supercharged/Turbocharged Corvettes (01/09)
P	2020 and newer Stingray 6.2L LT2
RPA	All big block Race Prepared 1953 and newer.
RPB	All small block Race Prepared 1953 and newer.
RPAF	All altered frame (not counting reinforcing) Corvettes.

3.6.1.4. GROUP DRAG PREPARED (DP) (MEN'S & LADIES')

DPA – All big block 1953 and newer Corvettes with narrowed rear frame and straight rear drive axle or non-Corvette swing axle.

DPB – All small block 1953 and newer Corvettes with narrowed rear frame and straight rear drive axle or non-Corvette swing axle.

DPC – Any S.E.M.A. approved tube chassis Corvette with any Chevrolet type engine

3.6.2. ELIMINATIONS BY ET BRACKETS

Male and female entrants will be separated into separate ET Brackets. The Ladies' Brackets carry an "L" in front of the letter designation for the Brackets. The brackets below are illustrative. The event chairperson may use these brackets or change them before the event. The goal should be to choose ET Brackets that will provide balance to the numbers of vehicles across the brackets. ETs should be specified in advance on the event flyer. In addition, at the discretion of the event chairperson, there may be more than four Brackets.

3.6.2.1. QUARTER (1/4) MILE DRAGS

Bracket D: – 14.75 seconds and above: (men & ladies)
Bracket C: – 14.00 to 14.74 seconds: (men & ladies)
Bracket B: – 13.00 to 13.99 seconds: (men & ladies)
Bracket A: – 12.99 seconds and below: (men & ladies)

3.6.2.2. EIGHTH (1/8) MILE DRAGS

Bracket D: – 9.75 seconds and above: (men & ladies)
Bracket C: – 9.25 to 9.74 seconds: (men & ladies)
Bracket B: – 8.60 to 9.24 seconds: (men & ladies)
Bracket A: – 8.59 seconds and below: (men & ladies)

3.6.3. GROUP 1 CLASSIFICATION GUIDE

Use [Section 2.6.3](#) (Autocross Classification guide) for this information except 1953-62 Corvettes are separated into CL or CLA (over 300 hp). Note: All Group I and Group II 1960 315 hp Fuel Injection engines with 1959 cast iron heads (rated 290 hp) shall be placed in the appropriate CL Class.

3.6.4. CARBURETORS AND FUEL INJECTION

Use [Section 2.6.4](#) (Carburetors and Fuel Injection) for this information.

3.7. GROUP AND CLASS REGULATIONS

Electronic devices used for driver assist in reaction time, dial-in-time, etc. are not allowed in cars in NCCC Classes. Examples: throttle stops and ignition cutoffs.

3.7.1. GROUP 1 REGULATIONS

Cars that fit in Group 1 for Drag Race Events MUST meet the same regulations as cars in Group 1-Street or 1 for Autocross. Use Autocross Groups 1-Street and 1 regulations specified in [Section 2.7](#) of this Rulebook for Group 1 Drag Race regulations.

3.7.2. GROUP 2 REGULATIONS

Cars that fit in Group 2 for Drag Race Events MUST meet the same regulations as cars in Group 2 for Autocross. Use Autocross Group 2 regulations specified in [Section 2.7](#) of this Rulebook for Group 2 Drag Race regulations.

3.7.3. GROUP 3 REGULATIONS

Cars that fit in Group 3 for Drag Race Events MUST meet the same regulations as cars in Group 3 for Autocross. Use Autocross Group 3 regulations specified in [Section 2.7](#) of this Rulebook for Group 3 Drag Race regulations.

3.7.4. GROUP DRAG PREPARED (DP) REGULATIONS

Cars that fit in Group DP for Drag Race Events MUST meet the DP regulations specified in [Section 2.7](#) of this Rulebook for DP Drag Race regulations.

3.8. DRAG RACE TECH INSPECTION

See [Section 2.8](#) of this Rulebook for requirements.

3.9. DRIVERS MEETING

1. See [Section 2.9](#) of this Rulebook for requirements.
2. Entrants should be informed of drag strip exit priorities.

3.10. PENALTIES

1. A car must physically start the timing lights to be considered a winner of the run. A car attempting to make a run but not starting the timing lights is considered a DNR for that run. No attempt at making a run is a DNR.
2. Any driver crossing the drag strip centerline during Class or ET Bracket elimination or Top Eliminator runs shall be disqualified for that run and eliminated from further competition.
3. An entrant shall be disqualified and shall lose all points and awards for that event for the following: (a) refusing to tear down after setting a NCCC Drag Record or after being protested, (b) being found illegal in a teardown, (c) being another driver of the car involved in a or b.

3.11. SCORING

Event Results should indicate driver's time/score for their last Class/Bracket run. Drivers that DNR their last Class/Bracket run should be scored at the bottom of that run. Drivers that red light their last Class/Bracket run should be scored next above DNRs with fastest or closest to dial-in ranked highest. Drivers that DNF their last Class/Bracket run should be scored next above red lights.

3.11.1. ELIMINATIONS BY CLASS

1. Each Class winner and runner-up (second) is determined by elimination (last two drivers to run within the Class).
2. Third and lower finishing positions are determined by number of rounds won and then by elapsed time within last round run. Most rounds won and then fastest time within last round run ranks highest. In Non-Record Drags, a break-out run beats a DNF or red light run.

3.11.2. ELIMINATIONS BY ET BRACKETS

1. Each Bracket winner and runner-up (second) is determined by elimination (last two drivers to run within the Bracket).
2. Third and lower finishing positions are determined by number of rounds won and then by elapsed time closest to dial-in without breaking out in last round run. Most rounds won and then closest time within last round run ranks highest. A break-out run beats a DNF or red light run.

3.12. AWARDS

See [Section 2.12](#) of this Rulebook for requirements.

3.13. PROTESTS

See [Section 9](#) of this Rulebook for procedures. (01/11)

3.14. TERMINOLOGY

BACKED UP – In a Record Drags, a run is “backed up” when a second run is either slower by less than 0.5 percent or more than 0.5 percent faster.

BREAKOUT – A “breakout” is when a car runs more than 0.15 seconds under the NCCC record for their class in a Non-Record Eliminations by Class Drags or runs under their dial-in time in a ET Bracket Drags.

BYE RUN – When an odd number of cars remain in a Class or Bracket, one car is given a “bye run” where the car runs down the drag strip by itself.

DRAG RACES

CHRISTMAS TREE – A set of lights at the starting line that turn on in sequence to start the drag race.

DNF – Did Not Finish. A driver that breaks after starting the timing lights or is the first to break (goes least distance), if both cars break, after starting the timing lights shall be scored a DNF for that run. Note: different from Speed Event.

DNR – Did Not Run. Any driver not attempting to make a run when called to the staging line or one that breaks in staging (burn out, etc.) before starting the timing lights. Driver will be scored a DNR for the event if they don't start the timing lights for their first elimination run or a DNR for the run on the second or later runs.

ET BRACKET – A grouping of cars that have dialed-in their predicted finishing times within a given time range.

INDEX – When a NCCC Class record has not been broken in a pre-determined period of time it is retired and replaced with an "Index" time that is slower.

NON-RECORD DRAGS – A Drag Event where new NCCC Drag Records cannot be set. If Eliminations by Class, cannot run more than 0.15 seconds under record.

OVERALL TOP ELIMINATOR – The winner of an unofficial Drag Race between the Men's Top Eliminator and the Ladies' Top Eliminator.

RECORD DRAGS – A Drag Event where NCCC Class Drag Records can be exceeded or broken.

TEAR DOWN – If a car is protested or sets a Class record, a disassembly of the car maybe required to verify the car's legality. See [Section 10](#) – Teardown Procedures.

TOP ELIMINATOR – The men's and ladies' "Top Eliminators" are the winners of a set of eliminations runs where the Class or ET Bracket winners compete against each other.

3.15. SET/MAINTAIN/RETIRE DRAG RECORDS

1. The VP-Competition maintains a current set of NCCC Drag Records for all Drag Classes. Those Drag Records are published in each issue of Blue Bars. A NCCC Class Drag Record will stand until broken by a faster car or for a period of two (2) years. If a Class Drag Record is not broken within two (2) years, an Index time, which is 1% slower shall be established for the Class. If a new record is not set within one year the indexed record shall be increased an additional 1%. This indexed record will stand until a new record is established. (01/09)
2. The establishment of an Index time for new Classes shall be at the option of the VP-Competition with the advice of the Competition Committee. If, at the end of one year an actual record has not been established, the Index shall be raised by 1%. If at the end of the next year an actual record has not been established, the Competition Committee must review the index and adjust accordingly. (01/09)
3. If the record has not been broken within 5 years, the index will be raised 1% and continue every 5 years by 1% until broken. (01/11)

3.16. ALTITUDE CORRECTION OF DRAG RECORDS

1. The altitude correction chart below shall be used to determine actual elapsed times corrected to sea level elevation. Prior to each Drag event, all NCCC official drag records (which are corrected to sea level) are to be re-factored to the actual elevation of the drag strip where the event is being held. Those re-factored numbers shall be used to determine whether a participant has set a new record, broken out by running more than 0.15 second under the existing record in a non-record event and for class dial-ins during the Top Eliminator runs.
2. EXAMPLES:
 - A If you are running at a drag strip that has an altitude of 1763 feet and your elapsed time is 13.63 seconds, the actual corrected time would be $13.63 \times 0.9796 = 13.35$ seconds.
 - B To figure dial-in times for running top eliminator rounds or break out times in a non-record event at the same drag strip you would multiply the record for each class by the correction factor. If the record for the class is 12.63 seconds you would multiply by 1.0208 to get the dial-in or break out time of 12.89 seconds.

See Table on Next Page

Table 3-A Altitude Correction

ALTITUDE IN FEET	BACK TO SEA LEVEL	SEA LEVEL TO ALTITUDE	ALTITUDE IN FEET	BACK TO SEA LEVEL	SEA LEVEL TO ALTITUDE
0-49	1.0000	1.0000	3050-3149	0.9627	1.0387
50-149	0.9990	1.0010	3150-3249	0.9614	1.0401
150-249	0.9980	1.0020	3250-3349	0.9601	1.0416
250-349	0.9970	1.0030	3350-3449	0.9588	1.0430
350-449	0.9960	1.0040	3450-3549	0.9575	1.0444
450-549	0.9950	1.0050	3550-3649	0.9562	1.0458
550-649	0.9939	1.0060	3650-3749	0.9549	1.0472
650-749	0.9928	1.0072	3750-3849	0.9536	1.0487
750-849	0.9917	1.0084	3850-3949	0.9523	1.0501
850-949	0.9906	1.0095	3950-4049	0.9510	1.0515
950-1049	0.9895	1.0106	4050-4149	0.9497	1.0530
1050-1149	0.9884	1.0117	4150-4249	0.9484	1.0544
1150-1249	0.9873	1.0129	4250-4349	0.9471	1.0559
1250-1349	0.9861	1.0141	4350-4449	0.9458	1.0573
1350-1449	0.9848	1.0154	4450-4549	0.9445	1.0588
1450-1549	0.9835	1.0168	4550-4649	0.9432	1.0602
1550-1649	0.9822	1.0181	4650-4749	0.9419	1.0617
1650-1749	0.9809	1.0195	4750-4849	0.9406	1.0632
1750-1849	0.9796	1.0208	4850-4949	0.9393	1.0646
1850-1949	0.9783	1.0222	4950-5049	0.9380	1.0661
1950-2049	0.9770	1.0235	5050-5149	0.9367	1.0676
2050-2149	0.9757	1.0249	5150-5249	0.9354	1.0691
2150-2249	0.9744	1.0263	5250-5349	0.9341	1.0705
2250-2349	0.9731	1.0276	5350-5449	0.9328	1.0720
2350-2449	0.9718	1.0290	5450-5549	0.9315	1.0735
2450-2549	0.9705	1.0304	5550-5649	0.9302	1.0750
2550-2649	0.9692	1.0318	5650-5749	0.9289	1.0765
2650-2749	0.9679	1.0332	5750-5849	0.9276	1.0781
2750-2849	0.9666	1.0346	5850-5949	0.9263	1.0796
2850-2949	0.9653	1.0359	5950-6049	0.9250	1.0811
2950-3049	0.9640	1.0373	6050-6149	0.9237	1.0826

4. FUNKHANA

4.1. WHAT IS A FUNKHANA

Think of a Funkhana as a very low speed autocross-like event with the added features of a navigator to assist the driver and a variety of gimmicks that the driver and/or navigator must perform in order to successfully complete a run. The types of gimmicks that are included as parts of a timed run are only limited by the imagination of the Event Chairpersons if they are in good taste and done in the spirit of having fun (hence the name FUNKhana). A little friendly embarrassment of the entrants is okay and can make the Funkhana an exciting spectator event. The entrants may be required to start and stop the car, backup the car, turn the engine on and off, get in or out of the car, operate the seat belts and perform gimmicks in or out of the car while the car is stopped or in motion (safety first!). The gimmicks to be performed may require certain common physical or mental skills but should not favor entrants with a certain physical size/strength or occupation. The course should be set up as to not favor faster cars but rather to exercise the skills of the entrants.

4.2. RULES FOR SETTING UP A FUNKHANA

4.2.1. GENERAL SETUP

1. All participants (entrants, workers, etc.) **MUST** sign an insurance waiver.
2. All children under twenty-one (21) years of age, or eighteen (18) where applicable, are the full responsibility of their parents and/or guardians.
3. Entrants, workers or spectators are not to litter the grounds.
4. For the Funkhana to be a Sanctioned Event for NCCC points, **THE USE OF A CORVETTE DURING EACH TIMED RUN IS A REQUIREMENT.** The use of a car is not a requirement of a Non-Sanctioned Funkhana such as the NCCC Convention Funkhana.
5. It is suggested that all cars be able to close exhausts to comply with local laws.
6. A copy of this Rulebook must be available at every event. Any additional rules set up by the Host Club must not conflict with any portion of these rules and must apply uniformly to all entrants.

4.2.2. COURSE SETUP

1. All spectators and unauthorized persons must keep outside a fifty (50) foot perimeter of the course.
2. No one in or on a wheeled vehicle is allowed on the course before or after an event except for designated practice runs for the entrants or the course checkers (non-entrants). Note: **SPECIAL ALLOWANCES SUCH AS WHEELCHAIRS MAY BE MADE FOR THE HANDICAPPED.** Practice runs are at the option of the Event Chairperson.
3. The course **MUST** be setup so that there is **NO EXCESSIVE SPEED** by the cars.
4. The course should be setup so as not to provide a time advantage to teams using faster cars.
5. Courses **MUST** be laid out so that all cars can safely negotiate them.
6. Turns or corners **MUST** be clearly indicated with pylons or signs.
7. All course pylons **MUST** be marked by a line encircling the pylon.
8. The course layout **MUST** be the same for all entrants.
9. Timing equipment should be placed to prevent damage from an off-course car.
10. There **MUST** be an official course map showing direction to be run, placement of pylons, start/finish line, gimmicks to be performed and any other pertinent information. Entrants should study this map to avoid going off course.
11. There **MUST** be sufficient workers to adequately cover all parts of the course.

4.2.3. ENTRANTS

1. No driver or navigator may enter more than once for a timed run whether for points or not.
2. In a Funkhana, there is no limit to: the number of or types of two (2) person teams that may use the same car.
3. Once the first round is completed, entrants having to travel over two hundred (200) miles should be allowed to run early, if they are proceeding home after their runs.
4. A navigator **MUST** be used on all runs. Refer to [Section 2.2.8](#) of this Rulebook for age requirements. (01/15)

4.2.4. OPERATION OF EVENT

1. A Sanctioned Funkhana Event **MUST** offer a minimum of two runs to each team. The total number of runs offered for the day **MUST** be at least twice the total number of Sanctioned Funkhana Events.
2. It is recommended that events be run by class.
3. The course conditions **MUST** be substantially the same for all teams within a class. Some teams may be required to repeat a run due to changing conditions, such as a sudden rainstorm.
4. No visual or verbal instructions may be given to a team during their run except in an emergency or unless all teams receive the same instructions.
5. No one is allowed on the track/course with a car without wearing an approved helmet and seat belt (during practice runs or timed runs).
6. Displaced pylons and gimmicks will be replaced before the next team enters that portion of the course or they will be given a rerun. The only exception is: if a team encounters their own displaced pylon(s) they may not demand a rerun.
7. Cars **MUST** be teched for safety after an accident or off-track excursion.
8. Except for clean-up, no one is allowed on the course after an event is over.
9. If entrants are required to get out of the car, the engine **MUST** be turned off prior to exiting the car. Seat belts **MUST** be fastened and signaled (hands up) prior to re-starting the engine.

4.2.5. TIMING

1. Time **MUST** be posted for each team prior to their next run. These times could be unofficial at this point. Include DNF times if available.
2. In the event of any malfunction of the timing, except on a DNF, the team shall be allowed a complete restart without penalty.
3. The method of starting, timing, judging and scoring an event **MUST** remain constant throughout the event. Unless the teams are starting and stopping the timers themselves, in the absence of automatic electronic timers (using manual timers) three (3) stopwatches with 1/100 second graduations minimum must be used. The high and low times will be discarded with the middle time being used as the official time. It is recommended that the same individuals operate the timers for all teams for the entire run.

4.3. FUNKHANA WORKERS AND OFFICIALS

All workers and officials should wear distinctive armbands, caps or other easily identifiable articles of apparel. Depending on the type of Sanctioned Event, all of the following listed officials may or may not be required. The National Convention Funkhana Events are required to use all the following workers and officials:

1. **EVENT CHAIRPERSON AND CO-CHAIRPERSON:** They must be NCCC members of the Host Club. The Chairperson, Co-Chairperson, or host region RCD or his proxy must be present at the event for the event to be held. The Chairperson and Co-Chairperson are the commanders of the event and are responsible for appointing officials to fill all positions necessary for organizing and running the event. They are to make all arrangements for insurance, emergency equipment, etc. They are NOT permitted to participate as entrants.
2. **CHIEF TECHNICAL INSPECTOR:** They are to recruit a staff of technical inspectors to ensure that the cars are examined thoroughly and quickly as specified under Rulebook Section Funkhana Event Tech. They are responsible for ensuring that all competing cars comply with the requirements as set down. They are responsible for the affixing of a technical inspection passed sign and a number and class for all entrants on the car.
3. **STARTER:** They are responsible for opening and closing the course between runs. They are responsible for cars entering the course for practice or timing. They **MUST** ensure that entrants are wearing required seat belts and/or harnesses, and helmets. They are to attend the Entrants Meeting and inform the entrants of any peculiarities of the course and explain the flag signals. They signal the start and completion of practice and timed laps. They are responsible for the change or relief of flag station personnel.
4. **COURSE/CORNER WORKERS:** Two (2) at each manned corner recommended. They are responsible for overseeing and maintaining their assigned portion of the course. They shall report any penalties, replace any moved pylons or objects, maintain correct conditions of gimmicks, remove any debris on the track, red flag any cars that need to be stopped for safety reasons and assist any entrants/cars in distress.
5. Refer to [Section 2.3](#). (Autocross Workers and Officials) for the description of the following officials: Event Secretary, Paddock Marshal, Timekeeper, Scorer, Crowd Control Marshal.

4.4. SAFETY PROCEDURES

4.4.1. FLAG STATION EQUIPMENT

All flag stations **MUST** be equipped as follows:

1. A communications system connecting with the central control station.
2. Control flags – Green and Red flags as a minimum for Starter, Red flag as a minimum for corner workers.
3. ADEQUATE fire extinguishers, UL approved type, 10 BC minimum, at start, finish and on course at ALL manned corners. Fire Extinguishers are **MANDATORY**. The event **WILL NOT** run without them.
4. Course **MUST** be kept free of debris at all times.
5. It is recommended that there be two (2) people at each manned corner. Complete communications **MUST** be maintained at all times or the event will not be allowed to run.
6. Corner workers will be placed in as conspicuous a place as possible while being safe for both the workers and the entrants.

4.4.2. PYLONS

1. Pylons should be used to define the course and to prevent excessive speeds.
2. Pylons **MUST** be marked by a line encircling the pylon.

4.4.3. FLAG SIGNALS

1. The safety of many people depends upon the instant obedience of flag signals. Competitors who do not obey flags will face disciplinary action.
2. Flag signals used to control NCCC Sanctioned Funkhana Events are as follows:
 - GREEN – Start of run, course is clear.
 - RED – Danger, stop at once in a safe position.
 - WHITE – One (1) lap to go.
 - YELLOW – Proceed with caution.

4.5. FUNKHANA ENTRANTS' REQUIREMENTS

ANY PERSONS NOT COMPLYING WITH THE RULES LISTED BELOW ARE SUBJECT TO DISQUALIFICATION FROM PARTICIPATION AND THEIR CONDUCT WILL BE BROUGHT TO THE ATTENTION OF THE RCD.

1. At no time before an event is anyone allowed on the track for practice runs unless they have permission from the Starter and/or event Chairperson.
2. All vehicles entering, leaving, or driving on any of the access roads MUST obey posted speed signs. Where there are no signs, the speed limit is five (5) miles per hour.
3. All entrants MUST attend the Entrants Meeting.
4. When a team is RED FLAGGED during a run, they MUST stop at once in a safe position. If they fail to stop, they will be disqualified from the event.
5. Any entrants who alter their car in any manner after Tech Inspection will face disqualification and forfeiture of their fees.
6. No one is allowed on the course without wearing a helmet and a seat belt during practice runs or timed runs.
7. No entrant is allowed on the track without official clearance from the Starter. When a driver is on the line, they MUST watch the Starter.
8. If a vehicle should have a malfunction while on the course, the team shall receive a DNF for that run.
9. Except for clean-up, no one is allowed on the course after an event is over.

4.6. FUNKHANA CLASSES

The Groups and Classes defined in this Section are for entrants who are competing in Chevrolet Corvettes.

1. Class A – Team consisting of a Man Driver and a Lady Navigator
2. Class B – Team consisting of a Man Driver and a Man Navigator
3. Class C – Team consisting of a Lady Driver and a Lady Navigator
4. Class D – Team consisting of a Lady Driver and a Man Navigator

4.7. FUNKHANA EVENT TECH

1. The Tech Committee led by the Chief Technical Inspector is responsible for inspecting all competing vehicles.
2. All vehicles MUST pass a safety inspection prior to competing. Any vehicles judged unsafe by the Tech Committee MUST NOT be permitted to run. Entry fees MUST be refunded if the car fails to pass the inspection.
3. Upon passing inspection, a vehicle shall be marked with a visible check or sign, the vehicle number(s) and the class(es).
4. The vehicle number and class MUST be always visible on the vehicle. The number and class MUST be removed or covered at the end of the event(s).
5. Cars MUST be teched for safety after an accident or off-track excursion.

6. Using NCCC Tech Inspection Form 12.3., perform a Safety and Technical Inspection on all cars/equipment prior to them competing as follows:
- A **HELMETS**
Helmets are **REQUIRED FOR THE DRIVERS AND THE NAVIGATORS IN ALL CLASSES** at ALL Funkhana Events where a car is used.
Helmets **MUST** be a SNELL Foundation approved helmet. See Autocross Section 2.8, Item 9, for date requirements. (01/15) The Chief Technical Inspector reserves the right to prohibit any helmet. It is the responsibility of the sponsoring Club to ensure that competitor's use only approved helmets.
When a competitor owns their helmet, it is suggested that the driver's name, birth date, blood type, allergies, date of last tetanus and any other essential medical information be affixed to the back.
 - B **SHOES** – Entrants **MUST** wear shoes of closed construction (No sandals, etc.).
 - C **LOOSE OBJECTS** – All loose objects **MUST** be removed from the vehicles before they go through Tech Inspection.
 - D **SEAT BELTS**
All vehicles **MUST** be equipped with driver's and navigator's safety belts that can be quickly released under strain. It must be fastened in a manner to restrain the pelvic girdle at an angle of about forty-five (45) degrees too vertical. It is **MANDATORY** that seat belts have "metal to metal" buckles.
 - E **BRAKES** – Brakes will be checked for pedal travel, firmness and fluid level.
 - F **TIRES**
 - 1 Recaps, space saver and studded tires are not allowed for competition.
 - 2 Tires **MUST NOT** touch body or frame at any time.
 - 3 Tires **MUST NOT** have cords showing.
 - 4 Street tires **MUST** show visible evidence of an original manufacturer's tread pattern full circle of tire.
 - 5 Race tires **MUST** have visible wear indicators.
 - G **LUG NUTS and WHEEL STUDS**
 - 1 **MUST** have all studs and lug nuts (none broken or missing) on each wheel.
 - 2 Wheel Shims are legal.
 - 3 Lug nuts **MUST** be tight and have a minimum of six (6) turns on stud.
 - H **FUEL and FUEL lines**
 - 1 Fuel lines passing through the cockpit are not allowed.
 - 2 Mechanical fuel pressure gauges are not allowed in the cockpit.
 - 3 Plumbing and hardware for Nitrous Oxide injection is allowed if capped closed at Nitrous Oxide supply fitting. Nitrous Oxide supply **MUST** be removed from the car.
 - I **FIREWALLS** – All vehicles competing **MUST** have a solid sealed firewall.
 - J **BLOWERS, SUPERCHARGERS and TURBOCHARGERS** – Vehicles equipped with blowers or superchargers **MUST** have blower safety strap if fuel delivery is prior to the supercharger/blower. (01/09)
 - K **STEERING LOCK** – Any Corvette that utilizes a 1969 or newer steering column shall be required to either have a steering lock cable on and functional (stock set-up is OK) or have the steering lock bypassed so that the steering will not lock when the key is shut off.

4.8. ENTRANTS MEETING

- 1. An Entrants Meeting **MUST** be held before the event.
- 2. All competing entrants **MUST** attend.
- 3. The event Chairperson/Co-Chairperson should verify that all entrants and workers have signed the appropriate waivers.

4. The event Chairperson/Co-Chairperson is to explain any rules or circumstances peculiar to the course – such as pylon penalties, etc.
5. The starter is to explain any peculiarities of the course, the flag signals, the class running order and the starting procedures.
6. Entrants shall be informed of the number of runs available. If the number changes, the entrants shall be informed prior to the start of the last scheduled run.
7. The method of breaking tie scores shall be announced at the Entrants Meeting.
8. A question/answer period should follow the Entrants Meeting.

4.9. PENALTIES

1. Pylon penalties will be charged **ONLY** if a pylon is upset or if the base is moved completely outside its outline on the course during a timed lap. Pylon penalties should be between two (2) and five (5) seconds per pylon; for safety reasons or for protection of the timing equipment certain pylons may be designated as DNF.
2. Any pylon hit before the start or after the finish counts against the timed run.
3. The Event Chairperson(s) shall establish penalties as appropriate for gimmicks that are not executed correctly. The penalties may be added time or a DNF.
4. An entrant at an event held on a track (road course) will be scored as a DNF if they make a three wheel off-course deviation on a timed lap. There will be no penalty for less than three wheels off-course on a timed lap.
5. An entrant at an event where the course is defined by a series of pylons assembled into gates, chicanes, slaloms etc. shall only be scored as a DNF if they do not complete the course features in the proper sequence. i.e. miss a gate, slalom, etc., go through a gate, slalom, etc. at the wrong time or in the wrong direction or do not perform the required gimmicks in the proper sequence and manner.

4.10. FUNKHANA SCORING

1. A driver/navigator team **MUST** have an official timed run (DNF is acceptable) to receive points. A DNR does not count as an official run.
2. The scoreboard **MUST** list the entrant's name, number, class and unofficial corrected times and penalties. Entrants and spectators should not distract the scorer or timekeepers by asking for times.
3. Driver and Navigator will earn equal entrant points (their travel points may differ).

4.11. AWARDS FOR FUNKHANAS

1. Awards **MUST** be given to both the driver and the navigator (an Award set).
2. The minimum number of awards in each of the four (4) classes is:
One (1) Award Set: One (1) to ten (10) cars
Two (2) Award Sets: Eleven (11) to twenty (20) cars
Continue Award Sets: One (1) set for every additional ten (10) cars

4.12. PROTESTS

See [Section 9](#) of this Rulebook for procedures.

4.13. ABBREVIATIONS

See [Autocross Section](#) abbreviations.

4.14. TERMINOLOGY

See [Autocross Section](#) for additional applicable terminology.

GIMMICKS – Tasks to be performed by the driver and/or navigator during a timed run on a Funkhana course. Gimmicks can be things such as backing the car into a stall, breaking balloons, hoop toss, pushing a wheelbarrow or nearly any other devious ideas dreamed up by the Event Chairpersons.

5. RALLYE

5.1. WHAT IS A RALLYE?

Most of us grew up driving a car. Most of us knew how to drive in our early teens. Some of us took pride in our driving and regarded it as a skill to be developed and improved. A Rallye is similar to written directions one gives a friend for getting to a new house in the suburbs. Perhaps it seems like a challenge. It is more than a test of one's ability to follow directions - more than intense observation. It includes an aptness for doing seventeen things at once - including the adherence to a timetable speed of, let us say, 28.8 miles an hour. It is enjoyable and rallies can produce a piece of silverware to place on the bookshelf and then keep polished.

5.2. RALLYE TYPES

Rallies will be classified into three main types:

5.2.1. TYPE I: TIME-SPEED-DISTANCE RALLYE (TSD)

The Time-Speed-Distance Rallye is planned so that an entrant should never exceed a legal speed limit. Entrants are given a set of route instructions with average speeds to maintain. The Rallye is usually composed of a series of separately timed legs to avoid speeding near the end of the Rallye by the cars that are behind time. The Rallye will have a minimum of one checkpoint which are the centers of activity, set up by the Rallye officials, with facilities for timing cars as they arrive. This type of Rallye is scored on TIME ONLY – not distance.

5.2.2. TYPE II: GIMMICK RALLYE

A Gimmick Rallye is one in which the Rallyemaster presents route instructions and questions that the alert Rallyists must follow and answer along the Rallye route. The Rallyists can be required to test out their navigational abilities and match their wit and skill with the Rallyemaster. Answers to questions may be found on either side of the road. This Rallye is scored by following instructions, providing correct answers and being in by the pre-announced time given by the Rallyemaster in the "Generals" or at the Entrants Meeting. This Rallye is NOT scored by any type of CHANCE or unknown factor. Other examples of Gimmick Rallies would be: 1) Scrambled Word Rallye; 2) Photo Rallye; and 3) Landmark Rallye.

5.2.3. TYPE III: CHANCE RALLYE

Chance Rallies are fun Rallies. The usual navigational demands are minimized, courses are relatively simple, average speeds are readily obtainable or unnecessary. There are many varieties. This type of Rallye is scored by CHANCE requirements set up by the Rallyemaster. Questions can be answered almost anywhere, and in any way, depending upon the Rallyemaster and the instructions given in the "Generals." Some examples of Chance Rallies are:

1. **POKER RALLYE** – In a Poker Rallye luck is all important. Several checkpoints are set up and, as each car pulls into the checkpoint, the DRIVER or NAVIGATOR draws the cards. The winner is the car which comes in within the specified time with the highest or lowest, as identified at the drivers meeting, poker hand assembled from the cards drawn.
2. **HIDDEN TIME RALLYE** – This Rallye is scored by following route instructions and answering questions and getting to the end point as close as possible to a hidden unknown time. Getting in earlier or later results in accumulating penalty points, which are factored into the final score.

3. **GAME RALLYE** – A Game Rallye is usually an easy route that takes the entrants from one physical or skill endeavor obstacle to the other. The entrants can do anything from shooting baskets, rolling dice, dropping pins in the bottle, casting into a floating hula hoop – the possibilities are as fun and crazy as the Rallyemasters' imagination. This is the Rallye equivalent of a Funkhana.
4. **HARE & HOUND RALLYE** – In this Rallye, the Rallyemaster gives choices and the Rallyists must decide concerning a route direction. If the decision proved to be incorrect, the entrant must go back to the point of decision and take an alternate route.

5.3. FLYERS FOR RALLIES

In addition to all the other information required on the official NCCC flyer form, the Rallye TYPE must be included under "Type of Event".

5.4. RULES FOR SETTING UP A RALLYE

1. The Rallye (route, average speed and questions) must be checked under similar conditions to those anticipated for the event. This is to discover any traffic or other problems that **MAY EXIST WHICH WERE NOT NOTICED DURING SETUP** which is usually done at various other times. Example: If the Rallye is to be **RUN ON SATURDAY NIGHT AT 6 P.M.**, then it must be **CHECKED ON SATURDAY NIGHT AT 6 P.M.**
2. All Rallye route instructions and questions **MUST** be checked by someone **OTHER THAN THE RALLYEMASTER**. These persons are called Rallye Checkers. The Rallye must be run by at least one pair of Rallye Checkers so that ambiguous or misleading instructions, mathematical errors, etc. may be discovered and corrected prior to the day of the event. Most Rallye problems will be avoided using Rallye Checkers.
3. No person who is involved in preparing rallye routes, checkpoint locations, or questions and clues is permitted to participate in the rallye as an entrant.
4. The Rallye **MUST** be run the day of the event before the entrants are sent out to be sure no roads have been closed, no signs removed, etc. Any changes will be given to the entrants at the Drivers' Meeting.
5. **NO LOCAL KNOWLEDGE SHOULD BE USED IN SETTING UP THE COURSE**. The Rallye should be able to be run by someone unfamiliar with the area.
6. Clues, questions, or answers in a rallye must not favor entrants with prior knowledge (i.e., local geographic or historical knowledge, Corvette trivia, entertainment trivia, etc.) or unique knowledge (i.e., unique to a profession or occupation, such as mathematical symbols, chemical formulas, art, literature, etc.).
7. Any entrant **MUST** be able to start and finish the Rallye by only using the instructions given in the "Generals" and route instructions. I.e., a rallye team should be able to navigate from the rallye start point to the rallye end point successfully even if all rallye questions, clues, landmarks, etc. are missed. The rallye must be constructed so that **NO ADVANTAGE MAY BE GAINED** by using the assistance of electronic devices, Trip or Area Guides, or any other means of solving rallye clues, landmarks, questions other than what is found visually on the designated rallye route.
8. When quoting only a portion of a message from a sign, a prominent portion shall be included. Each word or number selected, however, **MUST** be quoted in its entirety. The Rallyemaster's spelling **MUST BE ACCURATE**.

9. Avoid rallye questions where answers may be obscured by a situation change. I.e., something visible through a building window because the blinds might get closed; something behind an open gate because the gate may get closed; something that may be affected by a change in the wind direction such as the writing on a windmill vane; etc.
10. Rallies should start on time and **MUST** not start early.
11. All Entrants and workers must sign the insurance waiver. Refer to [Section 1.8.1](#) item 3. (01/15)

5.5. RALLYE WORKERS AND OFFICIALS

All workers and officials should wear distinctive armbands, caps or other easily identifiable articles of apparel. Depending on the type of Sanctioned Event, all the following listed officials may or may not be required. The National Convention Rallye Events are required to use all the following workers and officials:

1. **EVENT CHAIRPERSON (Rallyemaster) and CO-CHAIRPERSON:** They must be NCCC members of the Host Club. The Chairperson, Co-Chairperson, or host region RCD or his proxy must be present at the event for the event to be held. The Chairperson and Co-Chairperson are the commanders of the event and are responsible for appointing officials to fill all positions necessary for organizing and running the event. They are to make all arrangements for insurance, etc. They are **NOT** permitted to participate as entrants.
2. **EVENT SECRETARY:** They are responsible for all correspondence connected with pre-event arrangements including overnight accommodations for entrants, pre-registration, advertising, etc. They are also responsible for publishing and distributing results. Note: Governor and Chairperson **MUST** approve results.
3. **CHIEF TECHNICAL INSPECTOR:** They are is to recruit a staff of technical inspectors to ensure that the cars are examined thoroughly and quickly as specified under Rulebook Section Tech for Rallies. They are responsible for ensuring that all competing cars comply with the requirements as set down. They are responsible for the affixing of a technical inspection passed sign and the entrant's number and class on the car.
4. **PADDOCK MARSHALL:** They are responsible for maintaining order and safety in the starting area and for marshalling the area.
5. **STARTER:** They are responsible for sending the cars out on the Rallye route on time. They **MUST** ensure that entrants are wearing required seat belts. They are to attend the Entrants Meeting and inform the entrants of the starting procedures.
6. **RALLYE CHECKERS:** They shall work in pairs. They are responsible for checking all Rallye route instructions, clues and questions. They shall check the Rallye prior to the start of the event on the same day of the week and similar time as the actual Rallye. They are **NOT** permitted to enter as participants but may receive Worker Points.
7. **CHECKPOINT WORKERS:** They are responsible for overseeing and maintaining their assigned Checkpoint. The Rallyemaster shall instruct them in their duties.
8. **SCORER:** They are responsible for recruiting enough assistants to ensure efficient and accurate scoring of all entrants. They are to record on a master record all official results. They are responsible for posting results on a scoreboard.

5.6. RALLYE ENTRANTS' REQUIREMENTS

1. The Rallye car **MUST** have both a Driver and a Navigator.
2. The driver **MUST** be duly licensed. (To be checked as part of registration.
3. A navigator **MUST** be used on all Rallies. Refer to [Section 2.2.8](#) of this Rulebook for navigator age requirements (01/15)
4. No more than two (2) persons will be allowed in each Corvette in the rallye.
5. Seat belts must always be worn while the entrants are in the car or the entrants will be given a DNF.

5.7. RALLYE CLASSES

5.7.1. TSD RALLYE CLASSES

1. **EQUIPPED** - Any car with automatic equipment and/or a device that measures one-hundredth (0.01) of a mile and has a reverse or "shutoff" type odometer. Such equipment will include Halda Speedpilot, Twinmaster, Tommy Box, Curta, GPS systems etc.
2. **SEMIEQUIPPED** - Will include any car with single memory calculator, stopwatch, odometer and rallye tables. No use of GPS or other electronic mapping type systems by entrants allowed.
3. **UNEQUIPPED** - Will include any car running with non-automatic equipment and only the car's odometer. Such equipment will include paper, pencil, odometer, and stopwatches. No use of GPS or other electronic mapping type systems by entrants allowed.

5.7.2. ALL RALLIES OTHER THAN TSD

All cars will run together in one class unless the Rallyemaster has specific classes that will involve additional calculations or skills on the part of one class of entrants over another while still being on the same rallye route. In this case, the classes and class scoring will clearly be defined in the General Instructions and the entrants must declare which class they will be entering in at the start of the Rallye. There will be a maximum of four classes.

5.8. TECH FOR RALLIES

Perform a technical and safety inspection on all cars per the form **TECH FOR RALLIES AND ECONOMY RUNS** which is available on the NCCC website.

5.9. GENERAL INSTRUCTIONS (GENERALS)

1. The Rallyemasters must prepare **WRITTEN** General Instructions for the Rallye and give them to the entrants prior to the Entrants Meeting. In preparing the rallye route and instructions, questions, etc., the goal of the Rallyemaster is to offer a unique and challenging course to the entrants; one not designed to trick or defeat the entrants, but one which the entrants will conclude was challenging, fair, and fun. Persons assisting the Rallyemaster in preparation of the rallye route, instructions, clues, etc. are **NOT** permitted to enter as participants, but may receive Worker Points.
2. Unusual or technical terms used in the route instructions **MUST** be clearly defined.
3. Rallye instructions should never be deliberately misleading.
4. The final draft of the Rallye instructions should be read before being passed out to the entrants. Misspelling of critical instructions or key words in "fill-ins" should be checked. People, and even machines, sometimes make mistakes.
5. If the endpoint is unknown to the entrants, then the Rallyemaster must give **EACH** car a "Panic Envelope". The "Panic Envelope" **MUST** include the name of the endpoint, the address, the phone number and a reference map if possible.

6. Once the first car has left the start point, **NO FURTHER INFORMATION WILL BE GIVEN TO ANY RALLYE ENTRANT**. If there is a true emergency, **EMERGENCY SIGNS SHALL BE USED**. They shall be posted as conspicuously as possible, shall be of a standard size and color and must be posted **BEFORE ANY ENTRANT HAS PASSED THAT POINT** in the Rallye so that **ALL** the entrants will be given the same information at the same point in the Rallye. The Rallyemasters will have a sample of the emergency sign on display at the start point of the Rallye.
7. Once the first car has left the start point, **NO GENERAL INSTRUCTIONS WILL BE CHANGED** (i.e., deciding to allow more time, eliminating the DNF time, throwing out a leg because of a problem after some of the cars have struggled through it, etc.) except in TSD Rallyes. Once the Rallye has started, all the entrants are on the same route and must contend with the same problems. Changing the rules after the Rallye has started does not give each entrant an equal opportunity to win.
8. The Method of Scoring **MUST** be in the General Instructions.
9. All penalties shall be clearly stated in the General Instructions. It shall not be assumed that the entrants will take any penalties for granted.
10. Starting time and starting place of the Rallye should be stated.
11. The Generals shall state whether or not "Dead End Roads" exist on the Rallye.

5.10. ENTRANTS MEETING

1. An Entrants Meeting **MUST** be held for drivers and navigators prior to the start. Any questions will be answered at this time and any last-minute instructions will be given.
2. The Entrants shall be shown samples of all Rallye signs such as checkpoint, endpoint, emergency, etc.
3. The event Chairperson/Co-Chairperson should verify that all entrants and workers have signed the appropriate waivers.
4. The method of breaking tie scores shall be announced at the Drivers Meeting.

5.11. RALLYE ROUTE

1. The Rallye route **MUST BE A MINIMUM OF TEN (10) MILES PER SANCTIONED RALLYE** (i.e. three simultaneous Rallyes require a route of thirty miles minimum).
2. Each car in the Rallye **MUST** be required to follow a common course (or use a common set of route instructions in the case of a Rallye where the entrants plot their own course).
3. The Rallye **MUST** be on hard-surfaced roads. **DO NOT USE DIRT OR GRAVEL ROADS** (they do not exist on NCCC Rallyes).
4. If private roads are used, permission for their use **MUST** be obtained and this **MUST** be stated in the General Instructions.
5. A Rallye route **MUST** be able to be followed **WITHOUT REFERENCE** to the questions.
6. The Rallye shall not be more than one hundred miles without a rest stop.
7. If there are more than four (4) miles between consecutive route instructions, the distance **MUST** be given plus or minus one mile.
8. For TSD Rallyes: Mileage should be measured with an odometer reading in increments no larger than 0.01 miles. The TSD Rallye shall be measured in one continuous run at approximately Rallye speeds and time of day, observing all Rallye pauses.

9. The route should be carefully chosen to ensure that the entrants are not kept circulating in one area for a long period of time. Residential areas should be avoided as much as possible.
10. The distance traveled on main roads during the daytime **MUST** be kept to a minimum.
11. The Rallye route **MUST BE KEPT OUT OF CONGESTED TRAFFIC AREAS**. Congested areas will include downtown traffic, shopping/strip malls, busy major intersections. If it is necessary to drive through a congested traffic area, those areas will be set up as "free zones" with clear route instructions through the area given to the entrants and no questions will be asked or be answerable.
12. The starting area should not lead onto a main street. If this is unavoidable, then begin with a right turn onto the highway. Never begin with a left turn, unless at a controlled intersection.
13. Left turns off a busy highway should be avoided, especially in night Rallyes. If this is impossible, then the exact position of the turn should be identified.
14. Left turns off a busy highway into the finish of a Rallye must be avoided in all situations.
15. There should be adequate room for the cars to line up in proper order at the starting place.

5.12. RALLYE ROUTE INSTRUCTIONS

1. Instruction landmarks may be located on either side of the road but **MUST FACE THE CONTESTANTS** and **MUST BE CLEARLY VISIBLE FROM THE CAR**.
2. Unless stated in General Instructions, all landmarks used as route instructions **MUST** be on the right-hand side of the road or the route instructions **MUST** state that the next landmark is on the left hand side. **ONLY RIGHT-HAND SIDE** landmarks can be used on night Rallyes.
3. Rallye instructions should be extra clear when there is any possibility that Rallye cars might invade private property or driveways.
4. "Caution" notations in instruction sheets should be used liberally. (Examples: railroad tracks, narrow bridges, dangerous intersections, etc.)
5. If "fake" instructions are given at the end of the Rallye or leg, the stopping checkpoint must be clearly visible so that drivers cannot pass it up, thus becoming lost and confused.
6. . All signs, landmarks, clues, etc. **MUST** be visible and readable by the entrants (i.e., no binoculars or optical assistance other than prescription glasses should be needed to read the signs). All signs, landmarks, clues, etc. must be visible from the normal seated driving position of a Corvette and within the normal field of view while driving. Signs that require looking backward are not allowed. All signs, landmarks, clues, etc. must be visible while driving at no more than 10% below the posted speed limit during daytime and no more than 25% below the posted speed limit at night or during inclement weather
7. **PARTICIPANTS SHOULD NOT HAVE TO GET OUT OF THE CAR TO READ A SIGN**, for a Chance Rallye unless stated in the General Instructions that "the entrants may have to get out of the car to answer questions", or in a Gimmick Rallye the Route Instructions instruct the participant "when and where they may have to get out of the car to answers questions".

8. Answers to questions, clues, and similar items must be a minimum of 100 yards beyond any turn so that the driver and navigator are completely finished with all driving safety issues involved in making the turn safely before they must start following rallye instructions again.

5.13. ODOMETER CHECK

1. In every Rallye where mileage is going to be a factor, an odometer check **MUST** be part of the Rallye. The odometer must then be checked at the start of the Rallye.
2. The odometer check will be as straight-forward as possible. The Rallyemaster's mileage (starting with 00.00) will be given at the start of the odometer check and at the end of the odometer check so that the entrants can adjust their odometer mileage to that of the Rallyemasters.
3. Odometer check mileage must be a **MINIMUM** of 10 miles.
4. No questions, route instruction tricks (traps) or speed changes shall be used during the odometer check.

5.14. RALLYE AVERAGE SPEED

1. The maximum average speed for any section of the Rallye **MUST** be at least ten percent (10%) lower than that which can be safely maintained under posted speed limits. Any unexpected circumstances that arise, such as heavy rain, snow, heavy traffic, etc., **MUST** be driven at an average speed of at least twenty-five percent (25%) lower than the posted speed limits. The more difficult the course or the greater the number of instructions, the lower the average speed should be.
2. Where average speeds are involved in the Rallye, instructions should clearly state whether the Rallye is in legs or overall.
3. No speeds lower than ten (10) miles per hour shall be used.

5.15. RALLYE CHECKPOINTS

1. All open checkpoints **MUST** be on the right-hand side of the road with checkpoint signs at eye level and easily visible. Checkpoints should be so situated that the entrant need not leave the course to enter the checkpoints. The open checkpoint **MUST** not be located too soon after stoplights, left-hand turns off busy roads, or in congested areas (this means no checkpoints right after a town) that prevent the entrants from being on time.
2. **RALLYE CARS MUST NOT STOP IN TRAFFIC LANES.** There should be ample room for several Rallye cars to pull off the road while awaiting their time out.
3. Open checkpoints where entrants must stop should always be on a road that is not heavily traveled.
4. If checkpoints are to be set up on private property, the owner must have been properly approached and notified. Route instructions in and out of the checkpoints must be given to the entrants either on the route instructions or in their General Instructions.
5. Checkpoints will be open at least fifteen (15) minutes before the due time of the first car and close not sooner than 45 minutes (for TSD: 30 minutes) after the due time of the last car.
6. All open checkpoints **MUST** be identified by a large sign with a minimum dimension of two (2) feet. All marker signs **MUST** be similar, and a sample **MUST** be displayed at the Drivers' Meeting.

7. Checkpoint workers **MUST** absolutely understand their jobs. Writing out checkpoint-worker instructions will avoid any last-minute confusion or delay. A Checkpoint worker must not talk with participants other than to do their assigned task.
8. Where the entrant's covered distance is a scoring factor, the recorded distance shall be the total distance actually covered by the entrant and each contestant's odometer correction factor **MUST** be considered in computing their score. The entrant **MUST** be able to declare his odometer error, and have it considered in scoring at any time after the ten-mile odometer check.
9. **FOR TSD RALLIES:**
 - A Where speed changes are prescribed between checkpoints, speed change points are to be clearly related to some well-defined landmark to eliminate any questions as to their locations.
 - B There shall be at least a two (2) minute layover at open checkpoints.
 - C WWV (USA) or CHU (Canada) Greenwich Mean Time signals should be available at all checkpoints. [WWV National Bureau of Standards, Ft. Collins, Colorado (303)499-7111) 2.5, 5, 10, 15, 20 MHz (USA)] [CHU 3.33 KHz, 7.85 MHz, 14.67 MHz (Canada)]
 - D A checkpoint log shall be kept and based upon time.
 - E The point of timing shall be the checkpoint sign. A worker shall be located at the line to determine the exact time the front wheel of the car crosses the timing line.
 - F Legs containing incorrectly printed instructions may or may not be counted in scoring.

5.16. WATCHES AND TIME KEEPING

1. Only watches in a good state of repair with a round dial of a minimum of one inch in diameter, with all divisions clearly marked and with a sweep hand or digital stopwatches with minute/second division will be used.
2. For events requiring more than one timekeeper, all watches **MUST** be synchronized before the event.
3. Correct time for setting watches should be obtained from a reliable source, such as a radio time signal station. For example, WWV.
4. In events where a timekeeper must identify and time moving vehicles, he should have an assistant to do the recording.
5. The official time shall be the time as recorded by the official watch. The actual time of arrival at the checkpoints shall be the time used for scoring. Workers are responsible for the correct recording of arrival and departure times at checkpoints.
6. At any open checkpoint, the time of departure shall be at least two minutes after the time of arrival.
7. **FOR TSD RALLIES:** If the Rallye is to be run in legs, each leg will be scored separately from its beginning checkpoint to its finishing checkpoint. Thus, time lost or gained between any two open checkpoints cannot be made up or lost between any other open checkpoints. (With the exception that secret checkpoints may be used with the penalty at the checkpoint added to the score for that leg in the final score.)

5.17. PENALTIES FOR RALLIES

1. Where mileage penalties are to be assessed, entrants should adjust the estimate of the official mileage to take care of any odometer error between the Rallyemaster's odometer and the entrant's odometer reading at the end of the odometer leg. In other words, the entrant adjusts his mileage by the percentage of error in the odometer leg. In TSD Rallies, the Rallyemaster never adjusts the entrant's mileage. The way to calculate mileage is to take the number of miles on the entrant's odometer, less any off course excursions, and multiply it by the mileage given on the instruction sheet for the odometer leg, and divide this total by the mileage given by the entrant's odometer for the odometer leg. In short Rallies, no penalty should be given for the first tenth (0.1) mile over or under the entrant's odometer. A short rallye is thirty or fewer miles.
2. If a penalty is imposed for improper procedure at a checkpoint, this penalty **MUST** be made known to the entrant at the time it is imposed. This cannot be done unless the penalty was explained in the General Instructions.
3. A ticket for a moving violation constitutes disqualification.

5.18. RALLYE ENDPOINT

1. All answers to questions, total mileage, a route map and all time or other factors involved in scoring shall be posted (displayed) for the entrant to see at the end of the Rallye.
2. FOR TSD RALLIES: The official mileage for each leg, as well as the total official mileage, **MUST** be displayed at the finish point of the Rallye. The official elapsed time for each leg must be displayed at the finish point.

5.19. RALLYE SCORING

1. Scoring shall be based on the type of Rallye entered.
2. Any unfair practices reported by an entrant will need to be in the form of a protest.
3. As much as possible, the Rallye shall be organized so that one entrant cannot rely upon any other entrant for their individual score.
4. FOR TSD RALLIES: In the event of a tie for any position in any TSD Rallye, the entrant having the larger recorded error of time in any one phase of the entire Rallye shall be awarded the lower position, unless other provisions are given.
5. All ties must be broken. The Rallyemaster must have a method for breaking ties which will be stated in the General Instructions. Minimum time cannot be used for a tiebreaker.
6. The Method of Scoring **MUST** be defined in the General Instructions.

5.20. AWARDS FOR RALLIES

1. Awards **MUST** be given to both the driver and the navigator (an Award set) except at the option of the Host Club if the Driver and Navigator are a Primary member and their associated Spouse/Companion member or Youth member one award (not an award set) may be given.
2. The minimum number of awards is:
 - One (1) Award Set: One (1) to ten (10) cars
 - Two (2) Award Sets: Eleven (11) to twenty (20) cars
 - Three (3) Award Sets: Twenty-one (21) to thirty (30) cars
 - Four (4) Award Sets: Thirty-one (31) to forty (40) cars
 - Continue Award Sets for every additional ten (10) cars

5.21. RALLYE PROTESTS

See [Section 9](#) (Protests and Appeals) of this Rulebook for procedures. (01/11)

5.22. RALLYE ABBREVIATIONS

CS or CAS or CAST – Change Average Speed To

DNF – Did Not Finish

FAL – First Available Left

FAR – First Available Right

L –Left

MIN – Minute or Minutes

MPH – Miles Per Hours

MR – Mileage Reference

OCM – On Course Marker

OPP – Opportunity

PU – Pickup

R – Right

RR – Railroad Crossing

RT – Route

S – Straight

SOL – Sign on Left

SOR – Sign on Right

SRIF – Sign Reading in Full

SRIP – Sign Reading in Part

SS – Stop Sign (conventional octagon stop sign)

TL – Traffic light

ANY ADDITIONAL ABBREVIATIONS MUST BE STATED IN THE GENERAL INSTRUCTIONS.

5.23. STANDARD RALLYE TERMINOLOGY

Any changes of definitions **MUST** be stated in the general instructions of the event.

ACTION POINT – A point at which a Rallye instruction is applicable.

ACUTE – A turn of substantially more than ninety (90) degrees.

AHEAD – To proceed as straight as possible.

AT – When instructed to turn **AT** an intersection, execute the turn and then continue to go as straight as possible until the next instruction applies.

BEAR – A turn of substantially less than ninety (90) degrees.

BLINKER – Any single element displaying a blinking red or yellow light, working or not.

CHECKPOINTS:

OPEN CHECKPOINT – A manned place on the course where each entrant is required to stop and transact their business with the checkpoint worker. The checkpoint must be identified in some way that cannot be misunderstood by the entrant. There **MUST** be ample room for the Rallye cars to pull safely off the road. An open checkpoint may or may not be a timing station. In TSDs, an open checkpoint (control) marks the end of one (1) scoring leg and the beginning of another.

CLOSED CHECKPOINT – An unmanned place on the course visible or not visible to the entrants who are not required to stop. This does not mark the end of a leg.

CLOSED PASSAGE CONTROL – See Checkpoints - Closed

CONFIRM – To indicate a point which will provide a check that the proper road has been followed. An approximate distance within which the confirmation appears may be given.

CONTROL – See Checkpoints - Open

COURSE FOLLOWING INSTRUCTION – An instruction that causes the entrants to get on a road that they otherwise would not have traversed.

CROSS – To go straight across. To cross a divided highway is to cross both halves of it.

CROSSROAD – An intersection at which two (2) roads cross each other.

DIVIDED HIGHWAY – A multiple lane highway with a dividing median strip. A divided highway shall be treated as a single road.

ELAPSED TIME – The elapsed time of a contestant is the time actually taken. In TSDs, the official elapsed time is the amount of time required at average speed or speeds to run a part of the course plus the time allowed for transit zones or pauses.

FORK – Commonly known as a "Y".

FREE ZONE – Specific route instructions are given, and no questions are answerable in this area. Free zones extend from the action point of the instruction to the action point or mileage distance ending the free zone. In TSDs, a section of the course free from any timing controls.

GAIN – In TSDs, to make up a specified time during passage of a specified portion of the Rallye route. The gain time is subtracted from the time required at the given average speed to traverse the specified portion of the Rallye route. The specified portion of the Rallye in which a gain is operative is a free zone and can, therefore, overlap subsequent route instructions.

INTERSECTION – Any meeting or crossing of two (2) or more roads.

Identification of an intersection is determined by the physical conformation of the roads involved at the point of intersection, road signs notwithstanding.

JOG – A turn in one (1) direction, to be specified, which is followed within one-tenth (0.1) of a mile by a turn in the other direction. A jog can only be executed at a T.

LANDMARKS – Landmarks may be houses, barns, signs, buildings, silos, etc.

LEFT – A turn to the left of approximately ninety (90) degrees.

LEG – In TSDs, the part of the Rallye route extending from one (1) timing control to the next.

OFFICIAL MILEAGE – The distance between two (2) points on the Rallye route measured to one-tenth (0.1) of a mile in a Type II or Type III Rallye and one-hundredth (0.01) of a mile in a Type I Rallye. Any mileage given in a route instruction is official mileage unless preceded by the word "approximate".

ON – When instructed to turn ON to a road, by name or number, execute the instruction and then follow that road wherever it goes. If the named/numbered road ends, then continue to go as straight as possible until the next instruction applies.

OPPORTUNITY – Crossroad or side road WITH or WITHOUT a street name or number. Dirt or gravel roads do not exist.

OVERPASS – A structure allowing a Rallye car to pass over an obstacle.

PAUSE (or LOSE) – In TSDs, to delay a specified time at a named point or during passage of a specified portion of the rallye route. The pause time is added to the time required at the given average speed to traverse the specified portion of the rallye route. The specified portion of the Rallye in which a pause is operative is a free zone and can, therefore, overlap subsequent route instructions.

PAVED – A road having a continuous hard surface such as concrete, brick, asphalt, etc.

PICKUP – To go essentially straight onto a road or route that would not have been used in the absence of the pickup instruction. This is accomplished when first able to verify that the new road or route has been picked up. A pickup is a course following instruction.

RAILROAD TRACK – A pair of parallel railroad rails.

RALLYE TABLES – A listing of speed vs. distance tables used to adjust speed to a particular time or distance. Rallye tables are used in TSD Rallies.

RIGHT – A turn to the right of approximately ninety (90) degrees.

ROAD – A public thoroughfare suitable for automotive travel regardless of surface.

SPEED INSTRUCTION – In TSDs, an instruction that causes the entrant to change speed, pause or gain time.

STOP – A conventional highway stop sign that you are required to obey.

Note: "STOP" MUST be typed in capital letters in the route instructions.

STOP LIGHT – See Traffic Light.

STRAIGHT – Continue on the presently traveled road in the presently traveled direction. To move forward without turning.

T – A point in the road being traveled where the road comes to an end by joining another road which meets it at an approximation of ninety (90) degrees. It is not possible to go straight at a T.

TIME IN – The actual time of arrival at a control as determined by the official timer.

TIME OUT – The specified time for departing from the start, from a control, from a stop or from any point indicated on the Rallye course.

TOTAL RALLYE MILES – The official mileage from the start of the Rallye course to the finish of the course; given in one-tenth (0.1) of a mile in Type II and III Rallies and one-hundredth (0.01) of a mile in a Type I Rallye.

TRAFFIC LIGHT – Any two (2) or more element traffic signals regardless of the mode of operation. A traffic control device that will show at least red and green in sequence. Two (2) or more such traffic control devices at an intersection shall be considered as a single traffic light.

TRANSIT ZONE – In TSDs, a part of the Rallye route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone shall be given. A transit zone can overlap subsequent route instructions.

TRIANGLE – An intersection of three (3) roads in the general shape of a triangle or inverted delta, including within the intersection a generally untraveled grass, gravel or another surface. It is not possible to go straight at a triangle. Only one instruction may be executed unless otherwise specified.

TURN – To make a change of direction at an intersection which would not have been made in the absence of the turn intersection. A change of direction of approximately ninety (90) degrees to the right or left. A turn instruction is a course following instruction.

TURN AFTER – Indicates a landmark located just before the opportunity.

TURN BEFORE – Indicates a landmark located just after the opportunity.

UNDERPASS – A structure allowing the rallye car to pass under an obstacle.

UNMANNED CONTROL – In TSDs, a geographically located point on the course at which a contestant MUST record his calculated elapsed time from the last open control. The calculated elapsed time is turned in at the next open control or at the end of the rallye as specified.

UNPAVED (or DIRT) – A road having a discontinuous, non-hard surface such as broken stone, gravel, dirt, etc. These do not exist on NCCC Rallies.

Y (or FORK) – An intersection having the general shape of the letter "Y" requiring a change in direction to the left or right, both changes of direction being essentially equal. It is not possible to go straight at a "Y".

6. ECONOMY RUN**6.1. WHAT IS AN ECONOMY RUN?**

The Corvette driver is an awesome person. They are ready to do just about anything in an autocross if the event is sufficiently exciting. Then in the next instant this prodigal becomes a miser and is intensely concerned with the number of miles They are getting per gallon of fuel. In an Economy Run, cars are grouped in classes according to age, engine size and gear ratio. Good performance in an Economy Run calls for intensive preparation of the car. A big contributing factor in getting good fuel mileage is the way you drive. Keep your foot light on the accelerator and drive as if the fuel were costing you eight dollars a gallon. An Economy Run can be thought of as a special form of Rallye where the scoring (placement) of the entrants is determined not by how close they can stay to a predetermined time schedule or how many questions they can answer but by how little fuel they have to use to complete the required route.

6.2. RULES FOR SETTING UP ECONOMY RUN

Except for the following items, the rules for setting up an Economy Run are the same as for setting up a rallye. Please refer to [Section 5.4](#) (Rules for Setting Up a Rallye) and substitute the words "Economy Run" for the word "Rallye".

1. A MINIMUM OF FIVE (5) GALLONS OF FUEL MUST BE PUT IN EACH CAR'S TANK AT THE START OF THE ECONOMY RUN.
2. ALL CARS WITHIN THE SAME CLASS MUST REFILL FROM THE SAME PUMP WITH THE SAME WORKER OPERATING THE PUMP.
3. The fuel tank should be filled to the bottom of the neck at the start and again at the end of the Economy Run. When filling newer Corvettes where the bottom of the neck is not visible, use the automatic shutoff on the pump plus an additional 2 minutes to achieve a consistent fill in all cars in a class.
4. Use the dollar amount on the pump divided by the price per gallon to obtain the total gallons added to the car's tank. The Chairperson and/or workers are responsible for making and recording this reading.

6.3. ENTRANTS' REQUIREMENTS

1. The driver **MUST** be duly licensed (to be checked as part of registration).
2. Each Economy Run car **MUST** have both a Driver and a Navigator.
3. A navigator **MUST** be used on all Economy Runs. Refer to [Section 2.2.8](#) of this Rulebook for navigator (passenger) age requirements (01/15)
4. No more than two (2) persons will be allowed in each Economy Run car.
5. Seat belts **MUST** always be worn while the entrants are in the car or the entrants will receive a DNF.
6. All posted minimum and maximum speed limits **MUST** be obeyed. All other traffic laws **MUST** also be obeyed.
7. **ANY ADDITION OF FUEL OR DEVIATION FROM THE PRESCRIBED ROUTE IS PROHIBITED.**
8. **NO PUSHING OR PULLING OF ENTRANT'S CAR ALLOWED ON ECONOMY RUN ROUTE.**
9. Entrants are on their honor to obey the Economy Run rules and regulations.

6.4. CLASSES FOR ECONOMY RUNS

6.4.1. DIVISIONS AND CLASSES FOR ECONOMY RUNS

Classes for Economy runs separate specially Economy-prepared and Speed Event Group-3 Corvettes from all others. Corvette Speed Event Group 1 and 2 Corvettes are combined into the appropriate Economy Run Class as follows: (01/09)

E-1 = All Economy-prepared

E-2 = All Group 3

E-3 = All C1

E-4 = All C2 & C3 small block

E-5 = All C2 & C3 big block

E-6 = All C4

E-7 = All C5 & C6 except C6 Z06

E-8 = All C6 Z06 & C6 ZR1, C7 and C8

6.4.2. MASTER GROUP RANGES FOR ECONOMY RUNS

The following Master Group Ranges are optional for the Host Club and are to be used for the awarding of trophies only and do not affect entrants' points. If the Host Club is going to use Master Group Ranges, it must be announced at the Drivers' Meeting. (01/10)

GROUP #1	GROUP #2	GROUP #3	GROUP #4
E-1	E-3	E-5	E-7
E-1	E-3	E-5	E-7
E-2	E-4	E-6	E-8
E-2	E-4	E-6	E-8
	NOTE 1	NOTE 2	NOTE 3

NOTE 1: Modified B and small block RP and RPAF cars can be Master Grouped in Group #2.

NOTE 2: Modified A and big block RP and RPAF cars can be Master Grouped in Group #3.

NOTE 3: Modified E cars can be Master Grouped in Group #4.

6.5. ECONOMY RUN WORKERS AND OFFICIALS

1. Refer to the section on [Rallye workers and officials](#) in Section 6 of this Rulebook substituting the words Economy Run(s) for Rallye (Rallies) where appropriate.
2. PUMP ATTENDANT: Responsible for filling all cars in a Class to the same level in a consistent manner. Responsible for ensuring that all cars are able to receive a minimum of five (5) gallons of fuel. The same Pump Attendant shall be used to fill all cars within a Class.

6.6. TECH FOR ECONOMY RUNS

Perform a technical and safety inspection on all cars per the form [TECH FOR RALLIES AND ECONOMY RUNS](#) which may be found Online.

6.7. GENERAL INSTRUCTIONS (GENERALS)

1. The Chairpersons must prepare WRITTEN General Instructions for the Economy Run and these General Instructions will be given to the entrants prior to the Entrants Meeting.
2. Unusual or technical terms used in the route instructions MUST be clearly defined.
3. Economy Run instructions should be as clear as possible and never be deliberately misleading.
4. The final draft of the Economy Run instructions should be read before being passed out to the entrants. Misspelling of critical instructions or key words in "fill-ins" should be checked. People, and even machines, sometimes make mistakes.
5. If the endpoint is unknown to the entrants, then the Chairpersons must give EACH car a "Panic Envelope". The "Panic Envelope" MUST include the name of the endpoint, the address, the phone number and a reference map if possible.
6. Once the first car has left the start point, NO FURTHER INFORMATION WILL BE GIVEN TO ANY ECONOMY RUN ENTRANT. If there is a true emergency, EMERGENCY SIGNS SHALL BE USED. They shall be posted as conspicuously as possible, shall be of a standard size and color and must be posted BEFORE ANY ENTRANT HAS PASSED THAT POINT in the Economy Run so that ALL the entrants will be given the same information at the same point in the Economy Run. The Chairpersons SHALL have a sample emergency sign on display at the start point of the Economy Run.
7. Once the first car has left the start point, NO GENERAL INSTRUCTIONS WILL BE CHANGED (i.e., deciding to allow more time, eliminating the DNF time). Once the Economy Run has started, all the entrants are on the same route and must contend with the same problems. Changing the rules after the Economy Run has started does not give each entrant an equal opportunity to win.
8. The Method of Scoring MUST be in the General Instructions.
9. All penalties shall be clearly stated in the General Instructions. It shall not be assumed the entrants will take any penalties for granted.
10. Starting time and starting place of the Economy Run should be stated.

6.8. ENTRANTS MEETING FOR ECONOMY RUNS

1. An Entrants Meeting MUST be held for drivers and navigators prior to the start. Any questions will be answered at this time and any last-minute instructions will be given. The Entrants shall be shown samples of all route signs such as checkpoint, endpoint, etc.
2. The event Chairperson/Co-Chairperson should verify that all entrants and workers have signed the appropriate waivers.
3. The method of breaking tie scores shall be announced at the Drivers Meeting.

6.9. ROUTE FOR ECONOMY RUNS

1. Each car in the Economy Run **MUST** be required to follow a common course.
2. The Economy Run **MUST** be on hard-surfaced public roads. **DO NOT USE DIRT OR GRAVEL ROADS.**
3. The Economy Run route shall be a minimum of fifty (50) miles but not more than one hundred miles.
4. The Economy Run route **MUST** be able to be followed **WITHOUT REFERENCE** to the questions.
5. If there are more than four (4) miles between consecutive route instructions, the distance **MUST** be given plus or minus one mile.
6. The route should be carefully chosen to ensure that the entrants are not kept circulating in one area for a long period of time. Residential areas should be avoided as much as possible. The distance traveled on main roads during the daytime **MUST** be kept to a minimum.
7. The Economy Run route **MUST BE KEPT OUT OF CONGESTED TRAFFIC AREAS.** Congested areas will include downtown traffic, shopping/strip malls, busy major intersections. If it is necessary to drive through a congested traffic area, those areas will be set up as "free zones" with clear route instructions through the area given to the entrants and no questions will be asked or be answerable.
8. The starting area should not lead onto a main street. If this is unavoidable, then begin with a right turn onto the highway. Never begin with a left turn, unless at a controlled intersection.
9. Left turns off a busy highway should be avoided, especially in night Economy Runs. If this is impossible, then the exact position of the turn should be identified.
10. Left turns off a busy highway into the finish of an Economy Run must be avoided in all situations.
11. There should be adequate room for the cars to line up in proper order at the starting place.

6.10. ROUTE INSTRUCTIONS – ECONOMY RUNS

1. The instructions **MUST BE** straightforward with no gimmicks.
2. Instruction landmarks may be located on either side of the road but **MUST FACE THE CONTESTANTS AND MUST BE CLEARLY VISIBLE FROM THE CAR.**
3. Unless stated in the General Instructions, all landmarks used as route instructions **MUST** be on the right-hand side of the road or the route instructions **MUST** state that the next landmark is on the left-hand side. **ONLY RIGHT-HAND SIDE** landmarks can be used on night Economy Runs.
4. Route instructions should be extra clear when there is any possibility that Economy Run cars might invade private property or driveways.
5. "Caution" notations in instruction sheets should be used liberally. (Railroad tracks, narrow bridges, dangerous intersections, etc.)
6. No "fake" instructions shall be used at the end of the Economy Run. All stopping checkpoints must be clearly visible so that drivers cannot pass them up, thus becoming lost and confused.

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7. All signs **MUST** be very visible and easily readable from the car by the entrants (i.e., no binoculars or optical assistance other than prescription glasses should be needed to read the signs). The entrants must be able to read the signs within the normal driving field of vision. Signs that require look backs are not allowed. Signs are for course confirmation only not for scoring; therefore, they should be easy to find and read.
8. **ENTRANTS SHOULD NOT HAVE TO GET OUT OF THEIR CAR TO READ A SIGN.**

6.11. ODOMETER CHECK

Since the scoring of an Economy Run should be based on the number of gallons of fuel used or miles per gallon calculated by using the official route mileage and checkpoints or questions are used for verification of traversing the route, an odometer check is not required.

6.12. AVERAGE SPEED FOR ECONOMY RUNS

A minimum average speed of twenty-five (25) miles per hour shall be required.

6.13. CHECKPOINTS FOR ECONOMY RUNS

1. Checkpoints shall be placed along the route to ensure that each car in the Economy Run completes the entire course. It is permissible to use questions (maximum of five (5) questions allowed) in lieu of checkpoints.
2. All checkpoints **MUST** be on the right-hand side of the road with checkpoint signs at eye level and easily visible. Checkpoints should be so situated that the entrant need not leave the course to enter the checkpoints.
3. **CARS MUST NOT STOP IN TRAFFIC LANES.** There should be ample room for a number of cars to pull off the road while awaiting their time out.
4. Open checkpoints where entrants must stop should always be on a road that is not heavily traveled.
5. If checkpoints are to be set up on private property, the owner must have been properly approached and notified. Route instructions in and out of the checkpoints must be given to the entrants either on the route instructions or in their General Instructions.
6. Checkpoints will be open at least fifteen (15) minutes before the due time of the first car and close not sooner than 45 minutes after the due time of the last car.
7. All open checkpoints **MUST** be identified by a large sign with a minimum dimension of two (2) feet. All marker signs **MUST** be similar, and a sample **MUST** be displayed at the Drivers' Meeting.
8. Checkpoint workers **MUST** absolutely understand their jobs. Writing out worker instructions will avoid any last-minute confusion or delay. A Checkpoint worker must not talk with participants other than to do their assigned task.

6.14. PENALTIES FOR ECONOMY RUNS

1. Missing a checkpoint, improper procedure at a checkpoint or failing to answer a question used in lieu of a checkpoint shall cause an entrant to receive a DNF.
2. Any addition of fuel or deviation from the prescribed route is prohibited and shall result in disqualification of the entrants.
3. A ticket for a moving violation constitutes disqualification.

6.15. ENDPOINT FOR ECONOMY RUNS

All answers to questions, total mileage, a route map and all other factors involved in scoring shall be posted (displayed) for the entrant to see at the end of the Economy Run.

6.16. SCORING FOR ECONOMY RUNS

1. Scoring shall be based on the number of gallons of fuel used or miles per gallon calculated by using the official route mileage. Checkpoints or answers to questions in lieu of checkpoints shall only be used for verification of traversing the route.
2. Missing a checkpoint, improper procedure at a checkpoint or failing to answer a question used in lieu of a checkpoint shall cause an entrant to receive a DNF.
3. Any unfair practices reported by an entrant will need to be in the form of a protest.
4. All ties must be broken. The Event Chairperson must have a method for breaking ties that will be stated in the General Instructions. Minimum time cannot be used for a tiebreaker.
5. The method of scoring MUST be defined in the General Instructions.

6.17. AWARDS FOR ECONOMY RUNS

1. Awards MUST be given for every class that has entrants except where Master Grouping is used ([see Section 6.4.2.](#)).
2. Awards MUST be given to both the driver and the navigator (an Award set), except at the option of the Host Club if the Driver and Navigator are a Primary member and their associated Spouse/Companion member or Youth member one award (not an award set) may be given.
3. The minimum number of awards per class or Master Group is:

One (1) Award Set:	One (1) to ten (10) cars
Two (2) Award Sets:	Eleven (11) to twenty (20) cars
Three (3) Award Sets:	Twenty-one (21) to thirty (30) cars
Four (4) Award Sets:	Thirty-one (31) to forty (40) cars
Continue Award Sets for every additional ten (10) cars	

6.18. PROTESTS AT ECONOMY RUNS

See [Section 9](#) (Protests and Appeals) of this Rulebook for the procedure. (01/11)

6.19. ABBREVIATIONS FOR ECONOMY RUNS

Where appropriate, Rallye abbreviations may be used in an Economy Run. See Rallye [Section 5.22.](#) for abbreviations.

6.20. TERMINOLOGY FOR ECONOMY RUNS

Where appropriate, Standard Rallye Terminology may be used in an Economy Run. See [Rallye Section 5.23.](#) for terminology.

7. CONCOURS D'ELEGANCE

Concours D'Elegance (Concours) – "A show or contest of vehicles and accessories in which the entries are judged chiefly on excellence of appearance and turnout." The Concours had its origin in Europe but came into its own in America in the late twenties and early thirties. A sporting event, the Concours was designed to produce a showing of individual refined examples of all automotive marquees. The CORVETTE CONCOURS is the displaying of fine individual examples of the Corvette marquee. Many shows include models from the '50s solid axle cars, the ever-popular '60s "mid-year" cars, the '70s and the high-tech cars of the '80s, '90s and '2000s. These examples of the Corvette's aesthetic beauty, as well as its engineering excellence, are grouped in classes and judged on a point structure designed to reflect the degree of each unit's individual excellence.

The participating Corvettes are placed in established NCCC classes that take into consideration the year, model, style, degree of originality and correctness of restoration. Corvettes participating in a Concours event must meet certain minimum standards. The Corvette that is driven regularly is encouraged to participate in a class within the Wash & Show group or the Street Show group, thus not in direct competition with show quality cars that are not often exposed to the open road and its wear and tear.

A typical Concours is conducted by a local NCCC club that has applied for and received a sanction from its Region Competition Director (RCD). There are normally deadlines for applying for a Region sanction and for getting notices (flyers) out to other clubs in the region. The flyers should contain all the information necessary for members of the local and other NCCC clubs to plan their participation in the event. Both the Event Chairperson's and the Host Club Governor's name, address and telephone number must be included on the flyer. At a Concours, all cars are inspected by the Operations Check team and evaluated on the function of a variety of the mechanical aspects of the car. Each Corvette will be examined to determine its deviation from factory stock for placement in the appropriate class. Mileage logs will be examined for entrants in the Street Show and the Wash & Show groups to verify the required minimum mileage between shows.

All classes are judged based on 100 points. The "Operations Check" is valued at 25 points and the judging of the exterior, interior, and engine are valued at 75 points for the Concours Prepared, Modified, Street Show, Custom, and Race Prepared Classes. The Wash & Show cars are judged on exterior and interior only with separate judging sheets that also total 75 points. Hoods remain closed on cars in the Wash & Show class during the judging. All cars begin with 100 points and deductions are made on the judging sheet for each respective area for any discrepancies found. The point reference beside each category indicates the total points assigned to that area and is, therefore, the maximum points that can be deducted. Minimum deductions will be made in 1/2-point increments.

A special form of the Concours called a People's Choice Concours can be hosted when a Club does not wish to put forth the effort and/or secure the number of judges required to host a Concours as described above. In a People's Choice Concours, the Corvettes are separated into Classes chosen by the Host Club.

Entrants and spectators then vote for their favorite car in each Class. Refer to [7.21 People's Choice Concours](#) of this rulebook.

7.1. RESPONSIBILITIES OF THE HOST CLUB

1. The Host Club should provide an appropriate display area with as much protection for displayed cars as is possible under the specific circumstances of an event. Flyers advertising a Concours should notify entrants of the amount of protection available (specifically whether the event is indoors or outdoors). The Host Club may provide stanchions but is not obligated to do so.
2. Guest cars should be given priority over Host Club cars in placement and positioning in the display area.
3. Concours Events should be well organized and properly planned. Adequate assistance should be provided to allow the various portions of the event to flow smoothly. An adequate supply of forms and supplies are also necessary.
4. The availability of rest room facilities and refreshments should be noted on the flyers advertising an event for the convenience of non-Host Club entrants.

7.2. OFFICIALS FOR A CONOURS EVENT

1. The Show/Event Chairperson oversees the event. A Co-Chairperson may be appointed if needed or desired. They are permitted to participate as entrants, provided they declare their intention to compete at the Driver's Meeting. As entrants, they only earn entrant's points. (01/09)
2. The Operations Check Team will have a minimum of two members (normally from the Host Club) to verify the operation of various functions on each car as listed on the Master Score Sheet.
3. The Classification Team should have a minimum of two members and may also serve as the Operations Check team. The members of the Classification Team should be knowledgeable in the correctness of components in all the various models entered in the event. With all the changes over the years, it is advisable to have several knowledgeable people available to assist in the proper classification of cars.
4. An Event Chairperson may appoint a Chief Judge to assume the responsibilities for the judging at the event. The Chief Judge must be a member of the Host Club.
5. The Tabulator (and one or more assistants) is responsible for the prompt and accurate tabulation of scores and ranking of the event winners.

6. Teams of judges as outlined in [Section 7.5. – Judging Guidelines.](#)

7.3. AWARDS

1. Awards should be a worthwhile memento of the accomplishment of winning or placing in a Concours class. It should not be so large or expensive as to require an excessive entry fee or take away from the charitable purpose of an event that raises money for recognized charities.
2. Awards may be made in the form of traditional trophies, plaques, ribbons, and other such mementos. The event name and class ranking should be on the award.
3. Minimum awards (awards given per car not per entrant):
4. An award **MUST** be given for every class that has participants.
5. One (1) award – One (1) to six (6) car class.
6. Two (2) awards – Seven (7) to eleven (11) car class.
7. Three (3) awards – Twelve (12) to seventeen (17) car class.
8. Four (4) awards – Eighteen (18) to twenty-four (24) car class.
9. Five (5) awards – Twenty-five (25) to thirty-four (34) car class.
10. One (1) additional award for every ten (10) cars thereafter.
11. Optional awards may be made for a variety of special categories. They should be awarded as an indication of excellence in the particular category. Wash & Show cars are not considered for these special awards but may have a separate set of Wash & Show special awards. The judging requirements are left to the discretion of the Chief Judge and/or the Event Chairperson and should be as fair and consistent as possible. These awards may include but are not limited to:

Best of Show *

Best Engine

Best Paint

Best Interior

- * Must be determined by judging the highest point car for each set of judging teams, excluding the Wash & Show group.

7.4. CLASSIFICATION

1. Corvettes entered in a Sanctioned NCCC Concours will be separated into one of seven groups based upon the criteria outlined in this Section. A group generally represents cars within a reasonable range of the same level of preparedness for a Concours. These groups provide a level of competition that is both fair and reasonable for the entrants and the judges who must evaluate individual cars that are very different in age, design or state of modification and vary widely in the amount of regular usage. Cars will be assigned to classes as follows:

CONCOURS PREPARED CLASSES	MODEL YEARS
C/P A	1953-1962
C/P B	1963-1967
C/P C	1968-1977
C/P D	1978-1982
C/P E	1984-1996
C/P F	1997-2004
C/P G	2005-2013
C/P H	2014-2019
C/P I	2020 & NEWER
MODIFIED GROUP CLASSES	MODEL YEARS
MOD A	1953-1962
MOD B	1963-1967
MOD C	1968-1977
MOD D	1978-1982
MOD E	1984-1996
MOD F	1997-2004
MOD G	2005-2013
MOD H	2014-2019
MOD I	2020 & NEWER
STREET SHOW GROUP CLASSES	MODEL YEARS
S/S A	1953-1962
S/S B	1963-1967
S/S C	1968-1977
S/S D	1978-1982
S/S E	1984-1996
S/S F	1997-2004
S/S G	2005-2013
S/S H	2014-2019
S/S I	2020 & NEWER
WASH & SHOW GROUP CLASSES	MODEL YEARS
W&S A	1953-1962
W&S B	1963-1967
W&S C	1968-1977
W&S D	1978-1982
W&S E	1984-1996
W&S F	1997-2004
W&S G	2005-2013
W&S H	2014-2019
W&S I	2020 & NEWER
RACE PREPARED CLASS:	
R/P	All Years
CUSTOM GROUP CLASSES:	

CUS A

1953-1982

CUS B

1984-Present

EXHIBITION CLASS – Not judged, for display only:

EXH

All Years

2. The basic separation of cars for a Concours event is between the more serious show cars and those that are driven regularly and desire to compete against other driven cars.
3. The "Wash & Show" group is for those who drive their cars regularly and wish to participate in the Concours, but do not have the interest or time to detail the car to the same standards as the "show cars". Cars in the "Wash & Show" class do not open their hood as part of the Concours. This class is not intended to be of interest to the more competitive entrant but provides an opportunity for awards and points to the member who is willing to make the effort to participate. Entrants in "Wash & Show" classes should be prepared to produce a simple form of proof of regular usage as outlined below.
4. The "Street Show" group is for entrants who drive their cars regularly and are willing to more completely prepare their car for a Concours, but are still not comparable to the fully prepared (and often trailered) cars in the "Concours Prepared" or "Modified" classes. Entrants in the "Street Show" class may be stock or modified but must be prepared to produce a simple form of proof of regular usage as outlined below. Cars with complete undercarriage/frame /engine detailing do not belong in this class unless the documentation requirements are met to the fullest.
5. Entrants wishing to be classified in "Street Show" and "Wash & Show" groups must maintain a log and keep copies of fuel purchase documents, repair bills, etc. to verify the regular usage of the car. Regular usage is defined as a minimum average of 50 miles per week between NCCC Concours events (mileage requirement starts over each year with the first show). A suggested form of mileage log is available on the NCCC website. If the entrant cannot prove the regular usage (as will be the case at a first event), the Chief Judge or Event Chairperson will review all available facts with the entrant and make a determination for that event. The entrant will be advised as to the need to maintain the mileage log for future NCCC events.
6. An optional Concours Mileage Verification form is available on the NCCC website for those Regions that wish to have the RCD track the vehicle mileage of Concours Entrants in the Street Show and Wash and Show classes. The form would be completed by the Event Chairperson or Host Club Governor and submitted to the RCD with the event results.
7. Corvettes in the "Race Prepared" class must meet the High Speed (01/11) requirements under the "Race Prepared" or "Race Prepared Altered Frame" Regulations in the Speed Event Section or the "Drag Prepared" Regulations in the Drag Races Section. Entrants wishing to be placed in this class must be prepared to produce some form of proof that the Corvette has raced in any class at least six (6) times in the last twelve (12) months. This proof may be result's sheets, timing slips, etc. Racing may be in any recognized sanctioning body such as: NCCC, SCCA, NHRA, IHRA, and AHRA. The car must be NCCC legal. If proof of racing is not available, the Chief Judge or Event Chairperson will determine the proper classification of the car.

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8. Cars that do not fall into one of the classifications covered above will be inspected by the Classification Team for classification into one of the Concours Prepared, Modified, or Custom Classes. The Classification Team will use the Classification Sheet available on the NCCC website along with their knowledge of original Corvette components to determine the degree of originality of each car. The Classification Team should have sufficient resource material available to resolve any disagreements as to original equipment/components for various years/models of Corvette. Classification based on the number of points on the Classification Sheet will be as follows:

Three points or less	Concours Prepared
Four to fifteen points	Modified
Sixteen or more points	Custom

Reproduction or replacement parts that are intended to look and function like the original GM parts are considered original and correct. Classification for NCCC classes should not be confused with NCRS or Bloomington Gold judging by the "numbers".

9. Prior to the end of the Drivers' Meeting, any entrant may appeal the classification of their car or any car in their class. No class changes will be allowed during the last hour of registration except changes by the Classification Committee, Chief Judge, or by appeal. There will be no change of classification after judging has begun.

7.5. JUDGING GUIDELINES

The judges at a Concours event are responsible to the Event Chairperson or the Chief Judge, if there is one. Judging in NCCC Concours shows will be by teams as follows:

At least one team of two (2) judges is required. A single team can judge interior, exterior, and engine. However, no judge can judge their own car or class.

Therefore, if the judge(s) have entries in the Concours, additional teams of two (2) judges each will be required as appropriate. (01/09)

When Multiple (up to three) Concours D'Elegance events are held at the same location on the same day, a Judge cannot judge the same class for more than one event. (11/19)

The Event Chairperson or Chief Judge may establish additional sets of judging teams if the number of cars in the show warrant it. All cars within a Class must be judged by the same set of judging teams. If 'Best of Group' awards are given, then all cars within a Group must be judged by the same set of judging teams.

An alternate judge is not required if the judges on any judging team are not participants in any of the class(s) they are assigned to judge. However, the use of an alternate judge is encouraged as a training opportunity for inexperienced judges.

The key consideration in selecting Concours judges is an above average understanding of what is correct within the various classes, a familiarity with the judging concepts listed below and the Concours rules in general, and a sense of fairness that is demonstrated by consistent judging from car-to-car and class-to-class.

The judging teams should be chosen carefully to take advantage of the experience available and to provide a learning environment for newer/less-experienced judges to become more proficient by serving as alternate judges or by being paired with more experienced judges.

The Event Chairperson/Chief Judge will conduct a brief Judges' Meeting to be sure that all judges are familiar with their assigned areas and that they understand the general Concours rules and any specifics that pertain to the show/event.

Judges shall be available for the entire event and willing to assist entrants in:

1. understanding the judging rules,
2. better preparing their cars for future shows
3. finding needed replacement parts
4. generally adding to the friendly, sportsmanlike atmosphere of the show.

7.5.1. JUDGING RULES:

1. Judging will be done by teams of two judges, each with an alternate judge (see alternate requirement in [Section 7.5](#)). A separate team will be assigned to the exterior, interior, and the engine compartment. In the event that one of the judges or the judge's immediate family has a car entered in the show, the judge will disqualify himself/herself from judging cars in that particular class and the alternate judge will judge ALL cars in that class for the area assigned to that team.

2. The order of the judging will be determined by the Chief Judge or Event Chairperson depending on the layout of the show area. The judges within a team will confer as they examine each car and arrive at a consensus on any point deductions to be made. However, they will not confer with judges from other teams until all judging is completed.
3. Separate judging sheets are prepared for each team which will be the same for all classes except Wash & Show and Race Prepared. Those classes have slightly different judging sheets with different point totals since the engine compartment is not judged in Wash & Show and the criteria for Race Prepared is unique. Each car will have a Master Score Sheet which will be filled in as the car is classified and operations checked, usually as the cars are entering the show area. This sheet will be sent to the tabulators as each car is "checked" and classified. **INFORMATION ON THE SCORE SHEETS IS NOT PUBLIC INFORMATION AND SHOULD BE KEPT IN A SECURE PLACE OUT OF PUBLIC VIEW.** Each judging team will be supplied with a judging sheet for each car in the show for the area to be judged. The alternate judge can be utilized to bring completed and signed score sheets to the tabulator as they are completed in order to expedite the final tabulation. The tabulator(s) will transfer the total score for each judging Section to the Master Score Sheet and will tabulate the final score.
4. Each judging team should make a review of all the cars in the show before they start judging. This initial review will allow the team to be generally aware of the quality of cars to be judged and help them establish a reasonable benchmark as the standard for the show/event.
5. Judges may not touch the cars, except where an entrant/judge has waived their right to be present during judging. Entrants should open doors, hoods, and trunks and move seat backs, etc. so the judges can see as required to properly judge each car. If something on a car seems dirty, the entrant should touch the area to see if the dirt comes off on the entrant's finger or rag.
6. Judges **MUST** be consistent in the judging of cars. If they select an area to check condition and cleanliness, it should be checked on each car judged. Entrants will be quick to complain if they see inconsistent judging.
7. Judging of a one-car class is optional with the entrant. Entrants are encouraged to have their cars judged with the same level of thoroughness as expected in a multiple-car class. Cars that are not judged will not be considered for the Best of Show Award.

7.5.2. OPERATIONS CHECK GUIDELINES:

1. Do not deduct points for listed items that were not originally available or equipped on a car. For example, burglar alarms or four-way flashers on early models.
2. Deduct points if original equipment is removed except in the Modified, Custom, and Race Prepared classes.
3. Deduct for any item that is present but fails to work, even if it is not an original equipment item.
4. Items that are modified, but still work as originally intended, are not deductions, but do apply to the Classification Sheet. An example would be red taillights in place of back-up lights.

7.5.3. EXTERIOR GUIDELINES:

7.5.3.1. BODY:

1. Check fit and alignment of all panels. Concours Prepared and Modified classes will be symmetrical within factory specifications. Custom cars should have symmetrical fit of all body panels. Street Show cars should have symmetrical fit of all removable parts (example: hoods, doors, top, headlight doors) within factory tolerance. Immovable panels and rubber bumpers will receive deductions only for poor fit.
2. Deductions will be made for damage or evidence of repair such as mismatched paint, rivet heads, body cracks, poor repair of collision.

7.5.3.2. EXTERIOR PAINT:

1. Look for overall cleanliness. Dust from the room will not be deducted for, only actual dirt and road film missed in the clean-up.
2. Check for clarity of finish, luster and polish. Deductions will be made for blemishes, chips, scratches, peeling, or other flaws.

7.5.3.3. EXTERIOR TRIM AND BRIGHTWORK - EXCEPT WHEELS:

Deductions will be made for lack of proper brightness and polish of chrome trim, rust, blemishes, scratches, dirt and smudges.

7.5.3.4. GLASS:

1. Deduct for cracks, scratches, cleanliness or lack of proper fit. General room dust will not count.
2. Rubber molding around glass should be neat, clean and free of cracks.

7.5.3.5. WHEELS:

Deductions will be made for scratches, rust, and lack of proper polish or luster as well as overall cleanliness. Some oxidation of any aluminum and some magnesium wheels is normal in the Wash & Show group.

7.5.3.6. TIRES:

1. Check for overall cleanliness and lack of blemishes to the visible sidewalls. No deductions will be made for entrants who do not apply a shining agent to the tires, but deductions can be made if such agents are improperly or inconsistently applied.
2. Tire treads should be reasonably clean and free of stones.

7.5.3.7. WHEELWELLS:

Deductions will be made for lack of cleanliness or damage in all groups. Visible areas of inner fenders may be neatly painted in all classes.

7.5.3.8. UNDERCARRIAGE:

1. The undercarriage will be inspected for cleanliness and lack of damage from no closer than a "bent knee squat" position. A judge's hands and knees should not touch the floor/ground except to recover balance or to get back up.
2. Concours Prepared, Modified, and Custom classes should expect a close inspection of visible frame and suspension parts. Other classes will be given more latitude.

7.5.4. INTERIOR GUIDELINES:**7.5.4.1. CARPETING:**

Deductions will be made for obvious color fade and wear as well as lack of cleanliness. Do not deduct for minor color differences in different dye runs.

7.5.4.2. UPHOLSTERY:

1. Inspect the entire interior for cleanliness and condition. Deductions will be made for sagging or otherwise poor fitting upholstery or panels.
2. Deductions will not be made for normal cracking or chafing of leather, except in Concours Prepared, Modified and Custom classes.

7.5.4.3. GENERAL:

1. Check for general cleanliness and damage. A reasonable amount of grease on door hinges is normal and allowable.
2. Check doorjamb for condition, cleanliness, excessive grease, and general appearance.
3. Check all weather-stripping for condition, cleanliness, and correct application.

7.5.4.4. TRUNK OR LUGGAGE SPACE:

Check for cleanliness and condition. You may inspect for the existence and condition of tools and instruction cards in Concours Prepared classes.

7.5.5. ENGINE COMPARTMENT GUIDELINES:**7.5.5.1. ENGINE:**

Check for general condition and cleanliness of the visible engine parts (including lack of grease/oil). A reasonable amount of grease on hood latches is normal and allowable. If something looks dirty, ask the entrant to touch it with their finger and then inspect the finger.

7.5.5.2. COMPARTMENT:

1. Check for paint, condition and cleanliness around the radiator, front compartment, wiper area, and the underside of the hood.
2. Check all wiring harnesses and vacuum lines for condition, cleanliness and appearance.

7.6. TABULATION RULES

1. The Event Chairperson will appoint a person to be the tabulator and be sure to introduce them at the drivers' meeting. All questions regarding tabulation should be directed to the tabulators and it is their responsibility to ensure that the tabulations are quickly and accurately completed.
2. All score sheets must be properly signed by both members of the judging team and the entrant before tabulating begins. Score sheets containing errors identified during tabulating should be returned to the judging team for correction. Any changes must be initialed by the judges and the entrant
3. Tabulation:
4. The Master Score Sheet for each car will be sent to the tabulator by the Operations Check Inspector as they are completed. The tabulator will prepare a Scoring Summary by class when registration is closed.
5. As completed score sheets are returned from the judging teams, the sheets are calculated and attached to the entrant's Master Score Sheet after the score is posted to the Scoring Summary and the entrant's Master Score Sheet.
6. After all score sheets are in; the final scores will be added on each Master Score Sheet and on the Scoring Summary. The two scores will be compared to ensure the mathematical accuracy. Class standing will be determined by high scores in the class.
7. The score sheets will be returned to the entrants after judging and tabulating are completed and approximately 30 minutes before the announcement of awards. Each entrant will review the score sheets and verify that no transposition or math errors have been made in arriving at the final score. Any discrepancies should be reported to the Chief Judge immediately.

7.7. DISQUALIFICATION

1. An entrant who continues to clean their car after the "stop clean" time has been adequately announced will be disqualified. If additional cleaning is required after the "stop clean" time, permission must be requested from the Chief Judge or Event Chairperson to do so and may only be done under the supervision of an event official.
2. An entrant who willfully interferes with a judging team or tries to influence the scoring will be disqualified.
3. An entrant who exhibits unsportsmanlike conduct in any phase of the Concours event may be expelled from the event and other NCCC events if the breach of conduct warrants such action.
4. Consumption or display of alcoholic beverages or drugs during the time of the event is grounds for disqualification.

5. An entrant who refuses to follow local requirements for the event such as having a fire extinguisher, sealed gas caps or disconnected batteries may be disqualified.
6. An entrant who is disqualified will forfeit their entry fee and points.

7.8. GENERAL RULES

1. All Corvettes entered in a judged Concours must be owned by the entrant or their immediate family, defined as Primary, Spouse/Companion and their dependent children. One (1) other active NCCC member, who helps clean, prep, and display the vehicle, will be allowed to compete and earn the same points as the owner. Both entrants must attend the driver's meeting, remain at the event, and attend the awards presentation. (01/12) Leased cars are considered owned (daily rentals are not considered owned). There will be a maximum of two entrants for each car in the show.
2. All Corvettes entered in a Concours must be reasonably prepared for showing. They must not have significant body damage or other lack of parts that would render the car a poor example of the marquee and an embarrassment to Host Club and NCCC. At the discretion of the Chief Judge and the concurrence of the Governor of the Host Club, any entrant whose car is not properly prepared for showing may be asked to remove the car from the show area.
3. All Corvettes must be in operating condition to enter the event. As part of the operational inspection the car must start in order to demonstrate the operation of various functions, including gauges and air conditioning.
4. If an entrant (NCCC member) has more than one car entered in a Concours, they must declare which car will be judged for points.
5. The entrant will remove all loose items from the interior of the car. This includes T-top covers, floor mats and everything in the compartment(s) other than owner's manual, warranty papers, registration, and proof of insurance. (01/13)
6. Convertibles must be shown with a top in place (either the soft top or a hardtop). T-top and current coupe models must have top in place. All windows will be rolled up and side curtains in place. The Race Prepared class and Custom class are excluded from these requirements.
7. All cars will be shown without elaborate displays, turntables, etc. A sign of reasonable dimensions (use 20" x 20" as a guide) which is in good taste will be allowed. Custom cars may use mirrors under the car to show the drivetrain and suspension components. Mirrors must not extend beyond the outer dimensions of the car. Custom cars may remove up to two wheels, but the car must be supported by jack stands and the wheels must be near the car for judging.
8. The entrant must remain with the car during judging. A judge who also has a car in the show may appoint a representative to be with their car during their absence or may waive this requirement at their discretion.
9. The area around the car should be clear of anything that would interfere with the efficient judging of each car. Entrants should not talk with the judges during judging except to answer questions. After judging each car, the judging team will take time to briefly review the judging sheet with the entrant and discuss any point deductions. The entrant must sign the score sheet along with the two judges.

10. If the entrant feels that a judging team has been unfair, they should not sign the judging sheet, but approach the Chief Judge or Event Chairperson (the arbitrator) for a review. The arbitrator will confer with the judging team and arrive at a final decision. Upon that decision the entrant must sign the score sheet. Any changes made on the score sheet must be initialed by the judges and the entrant. No further changes will be made after this time.
11. All parties involved in disagreements as to classification, judging, or tabulation will always conduct themselves in a sportsmanlike manner. See [Section 9](#) of this Rulebook titled "Protests and Appeals" for any situations that cannot be resolved by discussion as outlined in this Section. (01/11)

7.9. PEOPLE'S CHOICE CONCOURS

In a People's Choice Concours, the Corvettes are separated into Classes chosen by the Host Club. Entrants and spectators then vote for their favorite car in each Class. All entrants in a People's Choice Concours shall receive an equal number of entrant points (travel points can vary with the entrant).

7.9.1. RESPONSIBILITIES OF THE HOST CLUB

The same as defined in [Section 7.1.](#)

7.9.2. OFFICIALS FOR A PEOPLE'S CHOICE CONCOURS

1. Chairperson and Co-chairperson – As defined in [Section 7.2.](#) item 1.
2. Classification Team – As defined in [Section 7.2.](#) item 3.
3. Tabulator – As defined in [Section 7.2.](#) item 5.

7.9.3. AWARDS

The same as defined in [Section 7.3.](#)

7.9.4. CLASSIFICATION

1. Since all entrants in a People's Choice Concours will receive an equal number of entrant points, the designation of Classes and classification of cars is left to the option of the Host Club and/or Chairperson(s). The number and types of Classes chosen should be such that they provide good competition yet allow for a sufficient number of awards. The Classes can be selected based on the anticipated size of the Concours. The Classes should not be selected to provide an advantage to the Host Club members.
2. The following is a suggested set of Classes and colored display cards for Clubs hosting a People's Choice Concours for the first time:

1953-1962 (blue card)	1997-2004 (white card)
1963-1967 (green card)	2005-2013 (purple card)
1968-1977 (pink card)	2014-2019 (tan card)
1978-1982 (orange card)	2020-Present (gray card)
1984-1996 (yellow card)	Custom (red card)

7.9.5. JUDGING (VOTING) GUIDELINES

1. Use windshield cards of different colors, etc. for each Class and arrange the Corvettes so it is easy for the people voting on the cars to distinguish which Class the cars are in.
2. The Host Club shall prepare and provide an adequate supply of ballots.

7.9.6. TABULATION RULES

1. Announce/publish specific start voting and stop voting times.
2. Utilize some method of allowing each person to vote only once per Class.

7.9.7. DISQUALIFICATION

The same as defined in [Section 7.7.](#)

7.9.8. GENERAL RULES

1. All Corvettes must be in operating condition to enter the event.
2. The following items from [Section 7.8.](#) (General Rules) shall apply: item numbers 1, 2, 4, and 11.
3. Corvettes may be displayed as desired by the entrants i.e. tops up or down, hoods open or closed, etc. except in the case of certain rules that the Host Club may specify such as closed hood classes, limiting size of display, etc.

8. CHAMPIONSHIP POINTS

Clubs and individuals participating in the NCCC Sanctioned Competition Program can compete for a Points Championship annually at the National and/or the Regional level. After the completion of the Competition Season a number of the Clubs and individuals, who finish high on the National and/or Regional Point Standings, will be recognized with awards acknowledging their accomplishments. Individuals who compete or work in any of the Sanctioned Events defined in this Rulebook will earn points for themselves and if it is not their Club's event, they will earn an equal number for their Club. The number and type of points earned will be dependent on whether the event is sanctioned by the entrant's Region, the entrant's Club, the entrant's finishing position and the distance traveled to the event. The accumulation of NCCC Championship Points shall be as defined in the balance of this Section of the Rulebook.

8.1. REGIONAL CHAMPIONSHIP POINTS

Regional Championship Points and Awards shall be administered by the Regional Competition Director within each Region according to the rules specified in this Rulebook.

8.1.1. CLUB REGIONAL CHAMPIONSHIP POINTS

A Regional award shall be given to the NCCC Club within each Region that receives the highest number of Regional Points each year. Points towards this award will be earned in the following ways:

1. When a Club member enters or works another Club's Sanctioned Event(s) within their Region, then the member's Club shall receive the total number of points earned by the member.
2. When a Club sponsors or hosts a Sanctioned Event, one hundred (100) points will be earned by the Host Club in lieu of points equal to its member's points.

8.1.2. INDIVIDUAL REGIONAL CHAMPIONSHIP POINTS

A Regional Award shall be given to a number of the men and women within each Region who receive the highest number of Regional Points each year.

1. The number of places awarded shall be the larger of the following quantities:
 - A A minimum of three (3) places each for men and women (b)
 - B A number equal to five percent (5%) of members entering five (5) or more Sanctioned Events in his or her Region that year or (c)
 - C One award for each man or woman earning two hundred (200) or more points. Points towards these awards will be earned in the following ways:
 - 1 Regional Championship Points may only be earned, at a Sanctioned Event, by a NCCC member of the Region in which the event is sanctioned.
 - 2 In order to qualify for a Regional Championship, a member MUST enter at least five (5) events sanctioned in that Region during the competition year.
 - 3 Points can only be earned at one (1) event per day, unless a club hosts two (2) or more events on the same day or two (2) or more events are held at the same location. Note: There is an effective limit of seven (7) events, or three (3) Concours max. per day at the same location.

CHAMPIONSHIP POINTS

- 4 The member classifications that can earn Regional Points are controlled by the NCCC bylaws. For reference those classifications are Primary, Spouse, Charter, Member-at-Large, Honorary and Dependent members.
- 5 Any entrant that is disqualified at an event for infractions of any rules within this Rulebook will forfeit all points and fees paid for that event. Except for going through Tech Inspection for the first time at an event, any entrant using a car that is disqualified at an event for infractions of any rules within this Rulebook will forfeit all points and fees paid for that event.
- 6 Anyone not signing the appropriate waivers as specified in [Section 1.8](#). (Eligibility to Compete) will not receive points for the event (01/15)
- 7 When awarding points, no event finishes will be scored as ties. Event Chairperson MUST have a way to break ties. This shall be part of the event and made known at the Drivers or Entrants Meeting.
- 8 The number of points each member (and Club) can receive for each event type is specified below:

8.1.3. ENTRANT POINTS FOR AUTOCROSS EVENTS, DRAGS, FUNKHANAS AND ECONOMY RUNS

CARS IN CLASS	1st	2nd	3rd	4th	5th	6th	7th & more
1 Car	7						
2 Cars	9	7					
3 Cars	9	7	6				
4 Cars	9	7	6	5			
5 Cars	9	7	6	5	4		
6 Cars	9	7	6	5	4	3	
7 or more Cars	9	7	6	5	4	3	3
* Exhibition Class	3	3	3	3	3	3	3

* Restricted to Low Speed Events

1. Entrants who DNF shall receive two (2) points each. An entrant whose car breaks prior to an event shall receive last place in the appropriate class, shall receive DNF points, and any appropriate travel points provided the following conditions are met:
 - A The entrant must be registered for the event.
 - B The entrant's car must pass tech (for the day).
 - C The entrant must sign the event waiver.
 - D The entrant must attend the driver's meeting.
 - E The entrant must be present for at least the start of the event.
 - F In the case of multiple events, entrant must meet all the requirements above for each event for which they receive points.
2. Both driver and navigator, if NCCC members, will receive equal points in events requiring a navigator.
3. Bonus points for Speed Events:

Ten (10) Bonus Points are awarded instead of Entrant's Points for the Fast Time of Day (FTD) in the following Groups and sub-Groups AS LONG AS THERE ARE AT LEAST 2 CLASSES ENTERED IN THE GROUP OR SUB-GROUP. BONUS POINTS ARE NOT CUMULATIVE. An entrant can only earn bonus points for a Sub-Group, Group, or Overall FTD 1/2/3 placing.

 - A FTD in each group for Group 1S, Group 1, Group 2, and Group 3 if there are at least two (2) classes with drivers in the Group:

CHAMPIONSHIP POINTS

- B Groups 1S, Group 1, and Group 2 in each of the following Sub-Groups if there are at least two (2) classes with drivers in the Sub-Group:
 - 1 Sub-Group composed of Year Groups C1/C2/C3 – Classes CL, A/B, C/D
 - 2 Sub-Group composed of Year Group C4 – Classes E, F/ G
 - 3 Sub-Group composed of Year Groups C5/C6 – Classes H, J/ K
 - 4 Sub-Group composed of Year Group C6 – Classes M, MM & N
- C Group 3 in each of the following sub-Groups if there are at least two (2) classes entered with drivers in the Sub-Group:
 - 1 Sub-Group composed of Year Groups C1/C2/C3 – Classes CL, A/B
 - 2 Sub-Group composed of Year Groups C4/C5/C6 – Classes E, H, & K
 - 3 Sub-Group composed of– Classes RP & RPAF (01/13)
- D Group/Sub-Group Bonus Points (01/12)
 - 1 Each Subgroup of 2 or more classes, has its own 10 Point FTD. (01/12)
 - 2 One driver in a Subgroup must beat all other Subgroups in their Group for 10 Point Group FTD.

Table 8-A GROUP FTD'S

	Group 1S	Group 1	Group 2	Group 3	Comments
Subgroup	CL, A-D	CL, A-D	CL, A-D	CL, A, B	All normally aspirated C1, C2, & C3 combined @ Group-3 level
Subgroup	E, F/G	E, F/G	E, F/G		
Subgroup	H, J/K	H, J/K	H, J/K	E, H, K	All normally aspirated C4, C5 & C6 combined @ Group-3 level
Subgroup	M,MM, N	M,MM, N	M,MM, N	N	All year's turbo/super-charged Corvettes combined @ Group-3N
Subgroup				RP, RPAF	All RP & RPAF (separate from Group-3) (01/13)

- 4. Overall Bonus points for Speed Events – Overall bonus points shall be awarded instead of entrant's points for the following (can only award one). Exhibition and Novice class entrants are not considered.
 - A 11 bonus points shall be awarded for men's, ladies overall FTD.
 - B 10 bonus points shall be awarded for men's, ladies 2nd fastest overall FTD. (01/09)
 - C 9 bonus points shall be awarded for men's, ladies 3rd fastest overall FTD. (01/09)
- 5. Bonus points for Drag Race Events – Ten (10) bonus points will be awarded instead of entrant's points for the following:
 - A Men's Top Eliminator (provided there are two (2) or more men entrants).
 - B Ladies' Top Eliminator (provided there are two (2) or more women entrants).
 - C Novice Class entrants shall receive Championship Points equal to the number of points awarded in regular classes. See Novice License portion of [Section 1](#) (General Information) for more information.

CHAMPIONSHIP POINTS

6. Bonus points for Matching Times autocross and Matching Time Drag Race Events - Ten (10) bonus points will be awarded instead of entrant's points for the following:
 - A Men's overall closest matching time (provided there are two (2) or more men entrants).
 - B Ladies overall closest matching time (provided there are two (2) or more ladies entrants).

CHAMPIONSHIP POINTS

8.1.3.1. ENTRANT POINTS FOR RALLIES

CARS IN CLASS	1st	2nd	3rd	4th	5th	6th	7th	8th & more
1 Car	8							
2 Cars	9	8						
3 Cars	10	9	8					
4 Cars	10	9	8	7				
5 Cars	10	9	8	7	6			
6 Cars	10	9	8	7	6	5		
7 Cars	10	9	8	7	6	5	4	
8 or more Cars	10	9	8	7	6	5	4	3

- Entrants who DNF shall receive two (2) points each.
- Both driver and navigator, if NCCC members, will receive equal points.

8.1.3.2. ENTRANT POINTS FOR CONCOURS

- Points for Concours Prepared, Modified, Custom and Race Prepared Classes:

CARS IN CLASS	1st	2nd	3rd	4th	5th	6th	7th	8th & more
1 Car	8							
2 Cars	9	8						
3 Cars	10	9	8					
4 Cars	10	9	8	7				
5 Cars	10	9	8	7	6			
6 Cars	10	9	8	7	6	5		
7 Cars	10	9	8	7	6	5	4	
8 or more Cars	10	9	8	7	6	5	4	3

- Points for Street Show Classes:

CARS IN CLASS	1st	2nd	3rd	4th	5th	6th&more
1 Car	7					
2 Cars	8	6				
3 Cars	8	6	5			
4 Cars	8	6	5	4		
5 Cars	8	6	5	4	3	
6 or more Cars	8	6	5	4	3	3

- Points for Wash and Show Classes:

CARS IN CLASS	1st	2nd	3rd	4th	5th&more
1 Car	5				
2 Cars	6	5			
3 Cars	6	5	4		
4 Cars	6	5	4	3	
5 or more Cars	6	5	4	3	3

- Eleven (11) Bonus Points instead of entrant points (can award only one) will be awarded for Best in Show Concours. See Section 7.3.4 for eligibility criteria and judging requirements. (01/09)
- Points for Exhibition class – All entrants shall receive three (3) points.
- People's Choice Concours – All entrants shall receive three (3) points.
- Entrants (limited to two (2) per car) in attendance at all phases (clean up, Entrants' Meeting and judging if car is being judged) receive equal points. (01/13)

CHAMPIONSHIP POINTS

8.1.3.3. ENTRANT TRAVEL POINTS – ALL EVENT TYPES

1. Entrants in NCCC Sanctioned Events shall receive Travel Points in addition to their class/finish points.
2. An entrant shall only be awarded Travel Points ONCE per day no matter how many events they enter on that day.
3. A NCCC member's Travel Points are calculated from their home ZIP code to the event ZIP code. (01/13)
4. Workers shall receive Travel Points, the same as an entrant. (01/12)
5. All mileage calculations for Travel Points shall be performed by the Competition Database programs and are based off the distance calculation provided by Google Maps from the entrant's ZIP code to the ZIP code where the event takes place. (01/13)
6. The number of Travel Points awarded an entrant shall be as follows: (Round off the mileage to the nearest mile.)

MILEAGE	0-199	200-299	300-399	400-499	500-599	600-699	700-799	800-899	900 & up
POINTS	0	2	3	4	5	6	7	8	9

8.1.3.4. NON-ENTRANT POINTS – ALL EVENT TYPES

EVENT WORKER/POSITION	POINTS
EVENT CHAIRPERSON (if they did not enter the event)	9
EVENT CO-CHAIRPERSON (if they did not enter the event)	9
RALLYE CHECKER (cannot enter the event)	2
RALLYE CO-CHECKER (cannot enter the event)	2
CONCOURS JUDGES (if they did not enter the event)	2
ALL OTHER WORKERS (if they did not enter the event)	2

1. Event Chairperson and Co-chairperson MUST be NCCC members of Host Club and must be present at the event to receive points.
2. Chairperson and Co-chairperson cannot enter the events except for Autocross Events, Drag Races, and Concours (Entry must be declared at the Drivers Meeting). (01/09)
3. A NCCC member can receive Chairperson and Co-chairperson Points once during a competition year. (01/12)
4. Event Chairperson, Co-Chairperson, Concours Judges, and all other Workers MUST be at the event to receive points. Rallye Checkers and Rallye Co-Checkers do not have to be at the event to receive points. (01/12)

8.2. NATIONAL CHAMPIONSHIP POINTS

National Championship Points and awards shall be administered by the Vice President-Competition according to the rules specified in this Rulebook. Each year at the NCCC National Convention, the prior year's Top 15 Men, Ladies, and Clubs will be honored with awards (01/13). Points towards those awards will be earned as follows:

8.2.1. CLUB NATIONAL CHAMPIONSHIP POINTS

1. When a Club member enters or works another NCCC Club's Sanctioned Event(s), then the member's Club shall receive the total number of points earned by the member. Any Sanctioned Event applies, not just Sanctioned Events within the member's Region.
2. When a Club sponsors or hosts a Sanctioned Event, one hundred (100) points will be earned by the host Club in lieu of points equal to its member's points.

CHAMPIONSHIP POINTS

3. At the NCCC National Convention, each Club receives fifteen (15) National Points for each of its members registered (no points for members who cancel or are only "Day Passes"). No other points are awarded.

8.2.2. INDIVIDUAL NATIONAL CHAMPIONSHIP POINTS

1. National Championship Points may be earned by any NCCC member at any NCCC Sanctioned Event.
2. [Rules 8.1.2.](#) items 3 through 8 of Individual Regional Championship Points apply for National Points with the word "National" substituted for "Regional".
3. At the NCCC National Convention, each NCCC member registered receives fifteen (15) National Points for attending the Convention and five (5) National Points for each competitive event entered in a Corvette regardless of finish in their class. No other points are awarded. Points shall not be awarded to members who cancel or are only "Day Passes".

8.3. CHAMPIONSHIP POINTS TIEBREAKERS

1. At the end of the Competition Season, if there is a tie in National or Regional Championship Points for individuals or Clubs, the tie SHALL NOT BE BROKEN.
2. Example: If two individuals or Clubs were to be tied with the second highest points total, they would both be awarded second (2nd) place and no third (3rd) place would be awarded.

CHAMPIONSHIP POINTS

9. PROTESTS AND APPEALS

Entrants and Host Clubs shall agree to abide by the rules and regulations as specified in this Rulebook. Failure to do so will be grounds for a protest.

THE PROTEST MUST BE IN WRITING.

NOTE: RCDs, within their own Region, and the VP-Competition have overall responsibility and authority to enforce the Rulebook when a protest by them is not applicable.

RCDs, if competing within their own Region, or the VP-Competition **MUST** use a protest to take action, during competition, against another entrant when it could affect their points (same Class or Group, etc.).

9.1. PROTEST CONTENTS

1. When writing a protest, it is recommended that the NCCC Protest Form be used to help ensure correct processing of the protest.
2. The protest **MUST** specify the Rulebook Section number, item number and rule or regulation in question.
3. The protest **MUST** contain a description of the specific protest.
4. The protest **MUST** specify the action desired.
5. The protest **MUST** include the appropriate protest fee ([see Section 9.6](#)).

9.2. PROTEST TYPES AND PROCEDURES

Entry type protests can only be made by a NCCC member in the same class or where it affects the protestor's NCCC Championship points. All other protest types can be made by any Event Entrant.

9.2.1. FOR EVENT RESULTS AND AWARDS

1. Protests for late Event Results or late Event Awards must be submitted, to the Host Region's RCD, within sixty (60) days after the event.
2. Protests concerning accuracy of Event Results must be submitted, to the Host Region's RCD, within thirty (30) days after the results were posted.

9.2.2. FOR AUTOCROSS, DRAGS, MT'S, TIME TRIALS, AND FUNKHANAS

Protests shall be submitted to the Event Chairperson or Host Club's Governor.

1. **COURSE** – Protests regarding the course **MUST** be submitted no later than the later of thirty (30) minutes before the scheduled start of official timed runs or thirty (30) minutes after the course is set up.
2. **COURSE OPERATION** – Protests can be submitted at any time during the running of the event until the completion of the last official timed run.
3. **SAFETY** – Protests can be submitted at any time during the running of the event. A safety protest shall constitute (establish) the right to have the event stopped until the protest is denied or if the protest is upheld until corrections are made.
4. **ENTRY PROTEST** – Technical and classification protests of a car or protests of an entrant **MUST** be received before the protested entrant makes the final run available to them or declares themselves finished. If a teardown is required, the Whistler method of teardown can be used, or it will include the removal of the intake manifold and one (1) cylinder head and checking of all dimensions. The camshaft will be checked without being removed. Use the portions of [Section 10](#), Teardown Procedures, necessary to satisfy the protest. If a competitor disagrees with the Whistler method of tear down results, the competitor has the right to use the method described in [Item 10.4](#)

PROTESTS AND APPEALS

- A Individual Run – Protest **MUST** be received from the individual immediately after their run.
- B Timing/scoring – Protests regarding matters occurring during official timing shall be filed within thirty (30) minutes of completion of official timed runs.

9.2.3. FOR RALLIES AND ECONOMY RUNS

1. COURSE – Protests regarding the course **MUST** be submitted within thirty (30) minutes of the protestor's arrival at the endpoint.
2. COURSE OPERATION – Same as for 9.2.3. item 1, Course, above.
3. SAFETY – Same as for 9.2.3. item 1, Course, above.
4. ENTRY PROTEST – Technical and classification protests of a car **MUST** be submitted prior to the end of the Entrants Meeting. Protests against another entrant **MUST** be submitted within thirty (30) minutes of the protestor's arrival at the endpoint.
5. TIMING/SCORING – Results given at the end of the Rallye are to be considered provisional and a protest may be submitted by the entrant or changed by the Rallyemaster within the 30-day time limit to post the results. If the Rallyemaster changes the results or standings, it must be documented, and the posted results updated.

9.2.4. FOR CONCOURS

1. FACILITIES – Protests regarding the facilities **MUST** be submitted prior to "Stop Clean" time.
2. EVENT OPERATION – Protests **MUST** be submitted prior to awards presentation.
3. SAFETY – Protests can be submitted at any time during the event. A safety protest shall constitute (establish) the right to have the event stopped until the protest is denied or if the protest is upheld until corrections are made.
4. ENTRY PROTEST – Classification protests of a car **MUST** be submitted prior to the end of the Entrants Meeting. Protests against another entrant **MUST** be submitted prior to award's presentation.
5. JUDGING/SCORING – Protests **MUST** be submitted prior to awards presentation.

9.3. PROTEST OFFICIALS

1. The protest official for any National Council of Corvette Clubs Sanctioned Event will be in the following increasing order of power starting with the Event Chairperson:
2. Event Chairperson (Co-Chairperson if Chairperson not present) – Only on the day of the event.
3. Governor of the Host Club – Only on the day of the event.
4. Regional Competition Director of Host Club's Region – RCD may select a Regional Protest Committee or refer to the VP-Competition (see [Section 9.4. item 4](#)).
5. NCCC Vice President-Competition – They may select a National Protest Committee ([see Section 9.4. item 5.C](#)).

9.4. PROCESSING OF A PROTEST BY OFFICIALS

1. Any protest that a Club official (Chairperson or Governor) receives SHALL be signed by the protestor and the official. The Club official SHALL attempt to make a decision at the event and is encouraged to confer with their RCD if possible. The Club official shall NOTIFY their RCD within 24 hours and SUBMIT a copy of the protest to the RCD and to the VP of-Competition WITHIN SEVEN (7) DAYS.
2. Club official shall notify entrants as quickly as possible of protest decision made at the event.
3. If the Club official cannot make a decision at the event, they shall report and refer it to their RCD no later than twenty-four (24) hours after the event.
4. If the protest is referred to the RCD, at the discretion of the RCD, they may:
5. Make a decision or
6. Select a Regional Protest Committee of unbiased Regional Governors, five (5) minimum, to hear the protest at the next Regional Competition Meeting or
7. May request that the matter be reviewed by the VP-Competition.
8. If the protest is referred to the VP-Competition by the RCD:
9. Before the VP-Competition makes a decision, written reports must be provided by the protestor, the protestee if one exists, the Club official and the RCD.
10. The VP-Competition's decision shall be timely – before or at the next regularly scheduled National Competition Committee Meeting.
11. VP-Competition has the option of selecting a National Protest Committee of unbiased RCDs, five (5) minimum, to hear the protest.
12. The Protestor and Protestee shall retain all rights and privileges until a decision has been made by the protest officials (including an appeal decision if appropriate).

9.5. APPEALS

1. An appeal of the decisions of the Protest Officials may be made by the protestor or protestee to the NCCC Vice President-Competition. The APPEAL MUST BE IN WRITING and MUST contain all pertinent information along with the names of all persons or witnesses involved. The appeal MUST include the appropriate appeal fee ([see Section 9.6](#)). THE APPEAL MUST BE DELIVERED OR POSTMARKED NO LATER THAN THE DAY FOLLOWING THE NOTIFICATION OF THE DECISION OF THE PROTEST OFFICIALS (MINIMUM OF 24 HOURS ALLOWED).
2. Upon receipt of a properly filed appeal, the Vice President-Competition shall select a committee of five (5) RCDs to conduct a hearing of the appeal.
3. A notice of the hearing shall be given to all interested parties.
4. The RCDs selected for the committee SHALL be from Regions not involved in the protest.
5. The Vice President-Competition shall be the committee chairperson.
6. The hearing shall be held at a National Competition Meeting or during Convention.
7. The hearing shall be conducted in a manner deemed by the VP-Competition to be fair to all parties and in the best interest of NCCC (i.e. all parties testify privately or all at once, etc.).
8. A majority vote of the committee is required for any decision.
9. The committee SHALL reach a decision and publish it within seven (7) days of the hearing. THERE WILL BE NO FURTHER APPEAL OF THE DECISION.

9.6. PROTEST AND APPEAL FEES

All protest and appeal fee deposits SHALL be in cash only, checks are NOT acceptable. All fees MUST be included with the protest or the protest will be denied.

9.6.1. FEE – ALL PROTESTS EXCEPT ENTRY PROTESTS

ALL protests, except entry protest will be required to have a \$10.00 deposit with the written protest. If the protest is upheld, the deposit goes to the protestor. If the protest is denied, the deposit goes to the protestee. If there is not a protestee, the deposit will go to NCCC towards the year end awards.

9.6.2. FEE – ENTRY PROTESTS

The fee for any entry protest will be a \$15.00 deposit with the written protest. If a teardown is required, an additional \$100 fee MUST be included with the protest. If the removal of the camshaft is required a \$75.00 fee in addition to the \$100 fee MUST be included.

If the protest is upheld, the deposit goes to the protestor. If the protest is denied, the deposit goes to the protestee and the protestor also loses their points and awards for that event.

9.6.3. FEE – APPEALS

The fee for any appeal will be a \$20 deposit with the written appeal. If the appeal is upheld, the deposit goes to the person submitting the appeal. If the appeal is denied, the deposit will go to NCCC towards the year end awards.

9.7. PENALTIES FOR PROTESTS

9.7.1. PENALTIES FOR ENTRANTS FOUND GUILTY

1. Any protested entrant found guilty will lose all points and awards for all events specified in the protest (limited to all events in process or yet to be run and covered by the same tech).
2. All entrants (all men and women) using a protested car that has been found to be illegal will lose all points and awards for all events as specified in 9.7.1. item 1.
3. If a protested entrant is found guilty of a protested item or their car is found illegal, a warning will be given for the first offense. If an entrant is found guilty of or their car is found illegal for the same offense a second time (second protest), their NCCC membership card and privileges will be withdrawn.

9.7.2. PENALTIES FOR CLUBS FOUND GUILTY

Any protested Club found guilty of not abiding by the rules and regulations in this Rulebook will lose its Club points for the event and the points of its Club members. Any other disciplinary action as deemed necessary by the national Protest Committee, as selected by the Vice President-Competition, may be taken.

9.7.3. PENALTIES FOR DENIED PROTESTS

If an Entry Protest is denied, the protestor loses their points and awards for that event. The protestor is not penalized for denied protests of other types.

10. TEARDOWN PROCEDURES

As specified within the NCCC Sanctioned Competition Program, one of two methods of a teardown inspection of a car will be required.

1. It is a Group 1-Street, Group 1 or Group 2 car that has set a Class Drag Record at a Record Drag Race event.
2. The car (entrant) has been protested by another eligible competitor.

10.1. PEOPLE ALLOWED AT TEARDOWN

1. The only people allowed at a teardown will be vehicle owner(s), Driver, Event Chairperson/teardown officials, any RCD's in attendance and anyone requested by the owner to assist in teardown.
2. Designated teardown official(s) shall be knowledgeable in teardown procedures, and equipment. Chevrolet and Corvette parts and Group/Class Regulations.
3. Any protestors MUST remain away from the vehicle during teardown.

10.2. BASIC TEARDOWN EQUIPMENT LIST

1. Micrometers required:

A 1 - 0 to 1" micrometer	1 - Inside micrometer set or
B 1 - 1 to 2" micrometer	1 - Dial Bore Indicator
C 1 - 3 to 4" micrometer	1 - Depth micrometer with 4" base
D 1 - 4 to 5" micrometer	1 - Set micrometer standards
2. Equipment & supplies required for checking cylinder heads:

A 1 - "C.C." Burette with stand & glass plate with hole (100 cc minimum)
B 1 - Tube of light grease
C 1 - Quart of alcohol
D 1 - Valve spring compressor
3. Equipment required for camshaft check:

A 1 - Degree wheel
B 1 - Top Dead Center stop
C 1 - Dial indicator with magnetic base (1" travel min.)
D 1 ea. - Solid lifter and solid roller lifter for hydraulic roller camshafts
E 1 - Harmonic balancer puller (only required for camshaft removal if protested)
4. Equipment required for the "Whistler" teardown.

A 1 - Whistler Static engine compression ratio meter.
B 1 - Cylinder Volume Tester.
C 1 - Harmonic balancer tape (6" and 8")
D 1 - Dial indicator w/fixture to work on both aluminum and cast iron heads.
E 1 - Bore Scope

10.3. PRE-TEARDOWN CHECK

Use Pre-teardown Checklist form to perform necessary checks prior to teardown.

10.4. TEARDOWN PROCEDURE

Use Protest and Teardown Checklist form to record data during teardown.

TEARDOWN PROCEDURES

10.4.1. GROUP 1-STREET & GROUP 1 DISASSEMBLY

1. Remove valve cover:
 - A Check cylinder head casting number.
 - B Check rocker arm type & material.
 - C Check rocker arm stud type.
 - D Check valve spring retainer and shield if applicable – type and material.
2. Remove carburetor or fuel injection system:
 - A Check intake manifold to carburetor/fuel injection system opening.
3. Remove distributor.
4. Remove intake manifold.
5. Remove exhaust manifold or header. No port matching allowed on following.
 - A Check exhaust port openings in cylinder head.
 - B Check exhaust inlet openings in the exhaust manifolds/headers.
 - C Check exit port openings in the exhaust manifolds/headers.
6. Check camshaft lift.
7. Remove water pump & crankshaft pulleys.
 - A Bolt degree wheel to harmonic balancer.
 - B Install wire timing pointer to timing cover bolt.
 - C Screw Top Dead Center stop into spark plug hole on cylinder to be checked.
 - D See cam check procedure on protest and teardown checklist form for remaining details.

NOTE: Any additional cam check or cam removal must be accompanied by a \$100.00 protest fee.
8. Remove one (1) cylinder head (official's choice as to which one):
 - A Check head gasket thickness.
 - B Remove carbon from combustion chamber and valves.
 - C Check combustion chamber for being polished or relieved.

NOTE: Checks D through F should be done at approximately room temperature. Use whatever method is deemed necessary to accomplish this. Water or ice works well for a quick cool-down and normally hurts nothing.

- D Install glass plate with light grease over combustion chamber to be checked.
 - 1 Install spark plug.
 - 2 Fill burette to "0" with approximately 50-50 mix of alcohol and water.
 - 3 Fill combustion chamber with the above mixture from the burette, making sure there are no air bubbles or pockets remaining in combustion chamber. Note on burette the total volume of mixture required to fill chamber to hole in glass plate.
- E Check valve spring installed height–valve closed. Tolerance +/- 0.030 in.
- F Remove one (1) intake and one (1) exhaust valve from head.
 - 1 Check valve stem diameter.
 - 2 Check valve head diameter.
 - 3 Check valve pockets for porting or polishing.
9. Check piston design – dome or dish and height of dome or depth of dish.
10. Measure bore and stroke.
11. Deck clearance.
 - A Using dial indicator on top of piston, find Top Dead Center.
 - B Using depth micrometer, check deck clearance.
 - 1 On flat pistons, check at center of piston.

TEARDOWN PROCEDURES

- 2 On dish pistons, check on four (4) outer sides of piston and average readings or check at center of dish and deduct dish depth.
- 3 On dome pistons, check on four (4) outer sides of piston and average readings or check at center of dome and deduct dome height.

12. Engine may now be re-assembled.

10.4.2. GROUP 2 DISASSEMBLY

Use Group I-Street and Group I disassembly procedure 10.4.1. except DO NOT CHECK the following items except for limitations on item 2:

1. Under Item # 5 line a. – Exhaust port matching in cylinder head allowed only to a depth of $\frac{1}{4}$ “.
2. Under Item # 5 line b. – exhaust inlet openings in exhaust manifolds/headers.
3. Under Item # 5 line c. – exit port openings in exhaust manifolds/headers.
4. Under Item # 1 line d.– valve spring retainer and shield – type and material.
5. Under Item # 8 line e. – valve spring installed height–valve closed.

10.4.3. GROUP 1 AND GROUP 2 DISASSEMBLY USING WHISTLER METHOD OF TEARDOWN:

1. Remove Valve Cover.
 - A Check cylinder head casting number
 - B Check rocker arm type and material.
 - C Check rocker arm stud type.
 - D Check valve spring retainer and shield if applicable – type and material.
2. Remove all spark plugs.
3. With dial indicator mounted to cylinder head, rotate engine with starter, with oil pressure check valve lift on one intake and one exhaust valve.
4. Install volume meter. With starter assist, rotate engine. Read meter.
5. Use WHISTLER procedures to check compression.
6. Using Bora scope, insert probe into convenient spark plug hole. Examine piston configuration and valve diameter.

10.5. WHISTLER METHOD OF TEARDOWN

1. Follow the instructions supplied with the Whistler Compression tester, and cylinder volume tester.
2. When applicable, install degree tape on harmonic balance and check opening of exhaust and intake valves.
3. Use Bore Scope and look in cylinder head plug openings, check valve size and piston configuration.
4. Install head fixture on cylinder head, rotate engine with starter, and with oil pressure check valve lift on one intake and one exhaust valve.

TEARDOWN PROCEDURES

11. TIME TRIAL (TT)**11.1. WHAT IS A TIME TRIAL?**

A Time Trial is an environment where NCCC competitors can participate in continuous lapping sessions on a defined road course in a controlled, non-racing situation. Lapping sessions are typically 20 minutes in length, but this length may vary depending upon the venue and the host facility's protocols. NCCC does not sanction road course racing events, i.e., door-to-door competition for position on track at all times, and, as such, a Time Trial does not have an emphasis on track position. Passing may be allowed in controlled situations, such as open straights and is typically not allowed on corners, "esses," or banked sections of the road course. Drivers are divided into run groups based upon experience level, not the car they drive in the event. Placement within a run group is immaterial. Points earned in a Time Trial are based solely upon the driver's time for their single best lap time during a continuous run session.

11.2. SCHEDULING AND SANCTIONING A TIME TRIAL

A Time Trial requires use of a permanent road course. Renting a road course facility for a day or weekend is typically a cost-prohibitive undertaking for a NCCC club. Therefore, most Time Trials will be scheduled for a "track" day or weekend being conducted by one of many track day hosting organizations. The sanctioning club will be responsible for record-keeping related to NCCC entrants, but the event will not typically be conducted by the NCCC club and NCCC entrants will be co-mingled with drivers of other brand vehicles based upon their experience level. Therefore, NCCC entrants will be subject to NCCC restrictions, but also subject to all the rules and procedures dictated by the primary hosting organization.

11.2.1. TIME TRIAL ORGANIZATION AND SCHEDULING

1. Most "non-racing" track days are described as being a "High Performance Driver Education" (HPDE) event. The emphasis is specific in that an HPDE is not a race, and there is no timing for a full track session. Only individual lap times are recorded, not car finish positions.
2. Each session may be an individual NCCC sanctioned Time Trial event. The sanctioning club may choose to sanction one or more sessions but cannot combine the times of multiple sessions because conditions vary between sessions. Each session provides the NCCC competitor with multiple laps to record their best lap.
3. HPDE situations are typically not covered by auto insurance companies. Each competitor must be aware of this situation and be fully responsible for their liabilities, which may include liability for damage to another vehicle and/or facilities.
4. Examples of track day event hosting organizations include the Sports Car Club of America (SCCA), the National Auto Sport Association (NASA), American Car Racing Association (ACRA), Professional Auto Sports Association (PASA), Touring Car Racing Association (TCRA), BMW Club of America, Porsche Club of America, etc. In addition, many track owners and several vehicle manufacturer specialty groups host HPDE events.
5. The NCCC club desiring to schedule a Time Trial Event must follow all NCCC rules regarding sanctioning, announcement flyers, results, etc. as dictated in Chapter 1 of this Rulebook.

6. The NCCC club sanctioning a Time Trial must ensure that potential entrants are provided necessary information to enter the event through the event hosting organization and that they are informed of the event host organization's fees, tech inspection requirements, driver safety requirements, and driver education requirements.
7. The NCCC club sanctioning a Time Trial may also charge event entry fees to cover the cost of trophies, meals, promotional "giveaways," etc.

11.2.2. COORDINATE WITH THE EVENT HOST(S)

1. The NCCC club sanctioning a Time Trial should contact the event host organization, and potentially the event site management, to make them aware that there will be NCCC entrants in their event. Liaison with the event staff and hosts should assure the event hosts that NCCC entrants participating in their event will be fully aware that they are doing so under the exact same rules, policies, and restrictions that apply to all HPDE entrants.
2. It is essential that the NCCC sanctioning club designate a Site Liaison to ensure that the event runs smoothly and that NCCC is viewed by the host organization as a valuable partner for the future. Provide the event host(s) with the NCCC on-site event Point of Contact person's contact information, particularly a cell phone number that will be monitored during the day of the event. The NCCC contact person should liaise with the track/event staff and be their contact in case of issues regarding the NCCC entrants if required.

11.3. TIME TRIAL PROCEDURES AND RULES

The NCCC club sanctioning a Time Trial must be constantly aware that NCCC members are entering an HPDE event hosted by an organization other than NCCC, unless the NCCC club is renting the facility exclusively.

11.3.1. TECHNICAL INSPECTION

1. NCCC entrants must comply with the Technical and Safety requirements applicable to their Corvette in Chapter 2 of this Rulebook for High Speed events. The NCCC Technical Inspection should be conducted prior to the event host/site's "gate open" time to prevent delays to their event schedule.
2. NCCC vehicle classification will be in accordance with the classes identified in Chapter 2 of this Rulebook. Note that this classification is solely for the purposes of NCCC event results and points and, if the event is hosted by another organization, the NCCC classification has nothing to do with the event host's groups and classes during the event.
3. NCCC entrants are further responsible to comply with all Technical and Safety requirements of the hosting organization, as well as the facility where the event is being conducted. Where the technical, equipment, or safety requirements of the event site or host organization are more stringent than those of NCCC, they take precedence.
4. NCCC entrants must have a valid NCCC High Speed Certification to enter the NCCC sanctioned event without restriction. Note that the NCCC High Speed Certification has no validity to the organization hosting the track day event, but only for the record-keeping of entries of the NCCC sanctioned event.
 - A NCCC entrants without a valid NCCC High Speed Certification may enter the event under NCCC sanction, providing that the driving portion of the event is preceded by a Novice or Beginner Instructional Session conducted by experienced staff. Novice/Beginner instruction must include Instructor "ride-along" sessions and critiques.

- B If the course of instruction meets the minimum requirements and intent of the NCCC Rulebook, Chapter 1, [Section 1.8.2\(2\)](#), the applicable RCD may issue a High Speed Certification after the Novice/Beginner has completed instruction and been cleared by the Instructor to be allowed on track in the Beginner Group without an Instructor.
- 4. Lacking more explicit host organization directions, all cars must have clearly legible numbers on both sides. Numbers must be at least eight (8) inches high and one (1) inch wide. This allows course workers to readily identify individual vehicles while multiple vehicles are on course simultaneously.

11.3.2. DRIVER'S MEETING

- 1. The Driver's Meeting will be conducted by the hosting organization and/or designated event site staff. It is recommended that the NCCC club sanctioning the Time Trial hold a separate Driver's Meeting in advance. During this NCCC Driver's Meeting, NCCC entrants should be reminded that they are guests entering the event of another organization and should conduct themselves accordingly.
- 2. The Driver's Meeting MUST cover track etiquette, rules, and procedures, as well as flag protocols being used.

11.3.3. WORKERS AND OFFICIALS

- 1. HPDE host organizations typically provide all event staff, including safety workers.
- 2. In situations where a NCCC club is hosting a Time Trial directly, the following are the MINIMUM event staff requirements:
- 3. At least one Corner Worker observing EVERY corner.
- 4. Start/Finish Flag Person.
- 5. "Hot Pit" Starter and Safety Inspector.
- 6. Timing Staff.
- 7. Emergency Medical Technicians and Ambulance.
- 8. Tow vehicle with crew capable of clearing any track or off-track emergencies.

11.3.4. SPECIAL EQUIPMENT REQUIREMENTS

- 1. HPDE host organizations typically provide all event materials, including safety equipment.
- 2. In situations where a NCCC club is hosting a Time Trial directly, the following are the MINIMUM safety and special equipment requirements:
 - A Minimum of Green, Yellow, Red, Crossed Blue, and Black flags at EVERY corner workstation and the Start/Finish position.
 - B Additionally, the Start/Finish position must have a Checkered Flag.
 - C Minimum 10B/C Fire Extinguisher at every worker position, including Hot Pits.
 - D Transponders for every car, either rented at the track, or owner provided.
 - E Timing equipment capable of monitoring transponders and recording lap times for all vehicles simultaneously.
 - F Track cleaning materials capable of eliminating fuel, oil, brake fluid, or coolant spill residue.
 - G Two-way radios at EVERY corner, Start/Finish, Emergency crews, event management staff, timing staff, wrecker crew, etc. Note that the radios used MUST provide clear and 100% reliable communications over extended distances and varied terrain.

11.3.5. RUN GROUPS

- 1. The HPDE hosting organization will typically designate run groups and the criteria for participating in each.

2. In situations where a NCCC club is hosting a Time Trial directly, there **MUST** be at least a Novice/Beginner, Intermediate, and Advanced run group. Criteria for entry to these, or additional, groups is the responsibility of the host club, but conservatism evaluating a driver's experience and track etiquette is strongly advised.
 - A Driver experience and qualifications are the criteria for establishing run groups, not NCCC classes.
 - B Lady drivers will be in the same run groups with men, based upon their experience.
 - C The club hosting the Time Trial **MUST** continuously monitor all drivers while on track and expeditiously "down-class" a driver when there is any question of potential safety or driver qualification issues.
 - D Continuous monitoring of all drivers **MUST** provide the capability to expeditiously "Black Flag" a driver whose car is losing fluids, dropping debris, or who is dangerous, not following rules, etc. If these "Black Flag" situations continue, the host club **MUST** bar the driver from further participation.

11.3.6. FLAGS

1. The HPDE hosting organization will typically designate their flag protocol and explain it during the Driver's Meeting.
2. In situations where a NCCC club is hosting a Time Trial directly, the following are the **MINIMUM** flags to be used. Their meanings are:
 - A Black Flag –Track staff needs to talk to the driver or inspect the car. Exit track at the "Hot Pit" lane at first opportunity for further directions.
 - B Red Flag – Pull to side of track and **STOP**. Wait for directions.
 - C Yellow Flag - Caution, slow down, proceed, but no passing. Note that the Yellow may be local, or full track. Typically, a double yellow is used for the full track signal.
 - D Red/Yellow Striped (or red & yellow flags together) – Debris on track, proceed with caution.
 - E Blue Flag (with diagonal yellow) – Check your mirrors, let overtaking car(s) pass.
 - F Green Flag – Go – Course is clear.
 - G Checkered Flag – session is done - finish a "cool down" lap and proceed to pits.

Note that many track sites are now using "electronic flag systems" instead of manual flagging.

11.3.7. PASSING

1. The track or the hosting organization will typically establish passing rules, and they will be explained during the Driver's Meeting.
2. In situations where a NCCC club is hosting a Time Trial directly, passing rules should be conservative and fully explained during the Driver's Meeting. It is recommended that passing be limited to straights, and that, except for the Advanced Group, the driver being passed should "wave" the overtaking driver by.
 - A The driver being passed should **STAY ON THE LINE**. It is the driver of the overtaking car's responsibility to safely deviate from the line, pass, and safely return to the line.
 - B When waving a driver by to pass, indicate the side to pass on.
3. Drivers must constantly safely check their mirrors to be aware when a car is overtaking them.
 - A If being overtaken, provide a passing "wave by" as soon as possible.
 - B Note that the "overtaking" car is lapping faster. Do not "race" to stay ahead. Let it pass.

11.4. PARADE LAPS

Parade Laps are typically not conducted at HPDE events. Therefore, the Time Trial held in conjunction with the HPDE event of another organization would not afford an opportunity for a Parade Lap. If a NCCC club is directly hosting a Time Trial, a Parade Lap is advisable, providing that Parade Lap Leaders are capable of showing the following vehicles the proper line through the course.

11.5. WAIVERS AND INSURANCE

Virtually every track will use its own Insurance Waivers and NCCC entrants must sign the track waiver. The club sanctioning a Time Trial must also have signed Insurance Waivers from all NCCC entrants and these must be kept in accordance with current NCCC Insurance Provider procedures.

11.5.1. INSURANCE

1. The HPDE event host will have insurance coverage for the event, but this may not cover all NCCC liabilities.
2. The NCCC club sanctioning a Time Trial must obtain an event-specific Insurance Certificate from the NCCC Insurance Provider to cover NCCC club and member liability. This is a requirement, even if the event is hosted by another organization.

11.6. AWARDS

See [Section 2.12](#) of this Rulebook for minimum requirements.

11.7. PROTESTS

See [Chapter 9](#) of this Rulebook for protest procedures covering results, awards, etc.

When a Time Trial is hosted by a non-NCCC organization, there is no protest for event procedures, course, or safety under the NCCC Rulebook.

When a Time Trial is hosted by a NCCC club, there is no protest over any road course site rules, regulations, or procedures; and there is no protest over the course itself.

11.8. NCCC SCORING

NCCC competitors will be awarded NCCC points in accordance with the Autocross Event criteria of [Chapter 8](#) of this Rulebook.

11.9. TERMINOLOGY

ESSES – An area of a road course comprised of a series of slight left and right turns, similar to a chicane. In contrast to a series of turns, the path through “esses” is predominantly in the same direction.

HOT PIT – A lane, typically parallel to the Start Finish straight, but separated with a safe barrier. The Hot Pit Worker stages cars for safe track entry. The Hot Pit Worker also gives directions to cars exiting the track for a Black Flag. This area can be used by any driver to make a momentary exit from the track without returning to the pit area.

HPDE (High Performance Driver Education) – An event held on a road course comprised of one or more continuous lapping sessions with multiple vehicles on course simultaneously. It is not a racing environment and there is no winner at the end. It is a controlled high speed event with controlled passing opportunities and may include recording of a driver’s best lap time in a session.

LINE – The ideal path through corners, straights, and esses on a road course.

OVERTAKING – A car is lapping the course faster than the car ahead of it. The driver of the overtaken car is responsible for allowing the driver of the overtaking car to pass safely as soon as possible.

TRANSPONDER – Electronic, low power transmitting device that sends a unique serial number which is “read” by the timing equipment so that individual car lap times are recorded for each lap.

WAVE BY – The driver of a car being overtaken by a quicker lapping car should indicate to the overtaking driver to pass on either his right or left. The driver of the car being passed must maintain the line. The driver of the passing car is responsible for safe deviation from the line, passing, and safe return to the line