

# **CANADIAN COUNCIL OF CORVETTE CLUBS**

## **WESTERN REGION**

### **2010 COMPETITION RULE BOOK**

**The purpose of the Championship Program is to encourage interactivity between individual Corvette Clubs within C.C.C.C. West.**

**Canadian Council of Corvette Clubs - Western Region has initiated the Championship Program to provide uniform and fair standards under which competition events may be sponsored by individual Corvette Clubs.**

**Participants should remember that these events are sporting events to be conducted in a sporting spirit; that they are organized and managed by amateurs who cheerfully give their time to do their best; that the competitor may expect some imperfections of the organizers and of his fellow competitors, and, that to a reasonable extent, these things are part of the chance s/he takes in entering the event.**

**CANADIAN COUNCIL OF CORVETTE CLUBS (WESTERN REGION)**

**COMPETITION RULE BOOK  
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as at 032010

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## I. CHAMPIONSHIP EVENT GUIDELINES

### A. GENERAL REQUIREMENTS

1. EACH EVENT CHAIRPERSON RESPONSIBLE FOR THE EVENT MUST READ, UNDERSTAND AND COMPLY WITH THESE RULES.
2. CCCC (WR) will be grouped into 2 geographic areas:
  - British Columbia
  - Alberta, Saskatchewan and Manitoba

Each area is eligible to have sanctioned 9 championship points events of each type per year (9 Concours, 9 Rallyes, 9 Speed Events). Clubs in the region will be allowed 3 events of each type with the option to sanction additional ones if available.

3. Each member club must submit to the Competition Chairperson as a results deposit either a cheque for \$100.00 per event, a minimum of 30 days prior to any sanctioned event, or post-dated cheques for each sanctioned event to be submitted at the beginning of the new year (not later than 30 days prior).
4. (a) A copy of the event results must be sent to the Competition Chairperson within 21 days after the event, or the \$100.00 deposit will be forfeited.  
(b) Each day after 21 days, a \$1.00 per day penalty will be levied. After this 21 days, the Competition Chairperson will notify the offending club's President and Director, via registered mail, of the delay, and stating that the results must be received by a specific date (21 more days). If the results are not received by the specified date, the sponsoring club will not be eligible for sanctioned events the following year, and all members of the defaulting club will forfeit all championship points for the current year.
  - Results not received by November 21<sup>st</sup> will not be counted for championship points.
  - Errors or omissions in the results must be resolved with the V.P. Competition by November 21st.
5. No alcohol or drugs shall be allowed at or during any C.C.C.C. competition. It will mean immediate disqualification to any competitor found using same.
6. Insurance release forms must be completed and signed by all entrants, workers, participants, and passengers. For children who are not of age, parents must sign on their behalf.
7. For all C.C.C.C. sanctioned championship points events, the host club will submit \$5.00 per entrant to the Competition Chairperson as a sanctioning fee.
8. The C.C.C.C. competition season will be from April 1<sup>st</sup> to October 31<sup>st</sup>.

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9. Rules for extraordinary awards and/or special competition not covered in the rule book must be stated fully and accurately prior to the commencement of same. Year-end awards and extraordinary awards presented by CCCC (WR) sponsors will be awarded based on the current sponsorship contracts with those sponsors.
10. All clubs must advise the Competition Chairperson, in writing of all events (sanctioned, non-sanctioned, social, etc.) that the club is hosting, for insurance purposes. The rulebook applies to all sanctioned and non-sanctioned events.
11. Each participant must present a current valid C.C.C.C. membership card or fill out an Interim Membership Form for any non-council member participating in the sanctioned event (Concours, Rallye or Slalom) or non-sanctioned slalom. A C.C.C.C. Interim Membership shall be good for all competition events within any 5 consecutive day period. It is up to the hosting club whether a fee is charged. The host club will retain any interim membership fee charged.  
  
The Yellow copy of the Interim Membership form shall be submitted to the VP Competition with the event results. All Interim Members, who purchase full CCCC-WR membership within 7 days of the event, will be included in the results for the event and their standings are to be shown on the results sheets.
12. The Competition Committee has the responsibility to enforce the competition rules, and to investigate and rule on alleged infractions.

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**B. MINIMUM AWARDS FOR ALL EVENTS**

1. An award must be given for every class with any participants.

- 1 award: 1 to 4 car class
- 1 additional award: 5 car class
- 1 additional award: 8 car class
- 1 additional award: 12 car class
- 1 additional award: 16 car class
- 1 additional award: for every 10 cars over 16

At each major (3 day) event, the following awards will also be given:

- 1 - Men’s Fast Time of Day - Non-Comp Tires (Group A&B)
- 1 - Ladies’ Fast Time of Day - Non-Comp Tires (Group A&B)
- 1 - Best Overall in Concours

For Convention, an award will be made for the “**Top Competitor**”. This award will be given to the person who attains the highest total of Championship points from all 3 event categories (Rallye, Slalom and Concours D’Elegence or Shine and Show).

- 2. Awards to be given to both Rallye drivers and navigators.
- 3. Classes with similar number of entrants must be awarded consistent size and number of awards.
- 4. Displayed awards or trophies do not necessarily have to be awarded as it is often necessary to juggle awards due to unexpected increases or decreases in class size.
- 5. Clubs are strongly encouraged to recognize participants beyond the minimum number of awards. Also, an effort should be make to recognize unusual or outstanding results.

**C. CHAMPIONSHIP POINTS**

1. Year-end Championship Awards, for **Class Champions** will be given for best performance in Concours d’Elegance, Shine and Show, Rallye, Mens and Ladies Speed Events, and Participation. In addition, the **Zora Arkus-Duntov Award** for the Overall Year-end Championship will be presented to the competitor with the highest aggregate results in 2 of 3 competition events (i.e. Rallye and/or Slalom and/or Concours (either D’Elegence or Shine and Show)).

2. Year end Champions will be determined as follows:

- Each event will attract “Qualification Points” as outlined in Section I F.
- Concours d’Elegance, Shine and Show, and Speed Event Class champions will be determined by the member who has accumulated the most points derived from a minimum of three of their best events during the competition year. These three events must attract a minimum total of 11 qualification points. In the event of a tie, it will be broken by the points derived from their fourth event or subsequent, if required.

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- Overall Concours D'Elegance, Shine and Show, Rallye and Speed Event Champions (Men's Slalom, Ladies' Slalom, and Overall Slalom) will be determined by the member who has accumulated the most points from a minimum of three of their best sanctioned events during the competition year. These three events must attract a minimum total of 11 qualification points. In the event of a tie, it will be broken by the points derived from their fourth or subsequent event, if required.

- In determining the Champion for each Event and for Overall, if a tie exists between a husband and wife after all others have been eliminated, do not break the tie, but instead, give the award to both people.

- In the case of "**Back to Back**" same events within a 3 day period, the sanctioning club will designate the event **Qualification Points** at the time of applying for event sanctioning. The event Qualification Points will be as follows:

**A** - 3 points for participating in one event and 2 points for the other on non-long weekend events or

**B** - 4 points for participating in one event and 2 points for the other on "Long weekend" events (except Convention) or

**C** - 5 points for participating in one event and 2 points for the other for "Convention" events.

3. The **Zora Arkus-Duntov Award** as a symbol of the Overall Year-end Championship will be presented to the member with the most points derived from any six events during the competition year in any combination, but must include at least three events from two of the three competition groupings: Concours (D'Elegance or Shine and Show) and/or Rallye and/or Speed Events. The three events of each type must attract a minimum of a total of 11 qualification points. In the event of a tie, it will be broken by the points derived from a 7th event or subsequent, if required.

4. **Participation Awards** One participation point will be awarded for each C.C.C.C. (WR) event that a C.C.C.C. (WR) member enters. A five point bonus will be awarded for attending C.C.C.C. (WR) Convention. The member with the greatest number of points at the end of the competition season will receive the Participation Award.

5. **Championship points** will be earned as follows:

(a) Only one class per event may be entered for championship points. If a car breaks down, the driver may choose an alternate car in the same class. If a car in another class is chosen, or the driver enters more than one class, then one entry fee for each class entered must be paid. No entrant may have any more runs than any other entrant.

(b) Championship Points will be computed as follows:

(i) For a competitor in a Single Car Class, that competitor will receive 99.99 championship points **unless**:

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**- For Concours D'Elegance Class: (not Shine and Show)**

If the entrant wins "Best Overall" they will receive 100.00 points.

Or, if their score Plus 2.5% of the "Best Overall" total equals or exceeds that amount, they will also receive 100.00 points.

**For Slalom:**

If there are no entrants in a class higher than the class the entrant is in, then if the entrant attains FTD, they will be receive 100.00 points. If the entrant is in a single car class, and there are entrants in a higher class, the lower class will receive 100.00 points if the time is faster than the winning higher class time plus 2.5%.

(ii) For a competitor in a class which has more than 1 entrant:

**Slalom:** Take participant's time in seconds (i.e. not minutes and seconds) and divide it into the best time for their class. Move the decimal 2 places to the right, and round to 2 decimal places.

**Rallye:** Take each participant's score and divide it by the best score. Move the decimal 2 places to the right, and round to 2 decimal places.

**Concours D'Elegance and Shine and Show:** Take each participant's score and divide it by the best score for their class. Move the decimal 2 places to the right, and round to 2 decimal places.

(c) Spouse member in attendance must register for the event and hold a current valid CCCC membership card or an Interim Membership in order to participate and receive points for Concours and Rallye. Both participants will receive equal points.

**(d) Event Chairpersons**

**Concours** (D'Elegance or Shine and Show) and **Slalom** - the chairperson may take the better of 95.00 chairpersons' points or their points from competing in the event.

**Rallye** - the chairperson may take the better of the 95.00 chairpersons points or the average of their best two qualification Rallyes during the competitive season. An event may have up to 2 Chairpersons and no co-chairpersons. Chairperson points will be recorded in the class that the Chairperson indicates. An individual may use Chairpersons' points no more than 2 times in total in any championship series in a year.

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## D. PROTESTS

1. All protests must be written and accompanied by a \$25.00 fee payable to C.C.C.C. West. The protest must be presented to a member of the C.C.C.C. Competition Committee within 2 hours of the announcement of the official results. If a member of the Committee is not present then a cheque or money-order (not cash) with the protest should be mailed via registered mail to the VP Competition within 7 days of the event. If the protest is found valid, then the fee will be refunded.
2. The protest committee will consist of three of the five members of the Competition Committee. However, neither the protestee nor protestor may be on the protest committee. In the event that there are not 3 people available to serve on the protest committee, then an alternate member may be selected, starting with the CCCC (WR) President and working downward.
3. Procedure for Engine and Power Train protests:
  - (a) Protestee must obtain a written estimate for tear-down and assembly of engine including costs for such items as gaskets, etc. This may be obtained from the mechanic of the protestee's choice.
  - (b) Protestor must present a certified cheque in the name of the protestee, for the cost of tear-down and assembly.
  - (c) If the engine is found to be legal, the Committee Chairperson will turn the cheque over to the protestee.  
If the engine protest is upheld, the cheque will be returned to the protestor, and the protestee will be responsible for his own engine costs.
  - (d) If a protest is upheld, the protestee will be disqualified from the event for which the protest was made. The disqualified entrant will receive no championship points.
4. All protests will be formally documented, and the outcome announced and published; with the decision and reasons for same stated.
5. If the protest against an event is successful, the sanction fee will be kept by CCCC (WR).
6. Any member of the Competition Committee can review a slalom entrant's preparation points, with the vehicle's owner, without requiring a formal protest. If the Committee determines the entrant knowingly classed his/her car incorrectly, the competitor will forfeit all previous championship points earned in that class.
7. At a slalom where two or more members of the competition committee are present they can select one or more car(s) to review the preparation points. The result(s) are to be used for information for all CCCC (WR) members.

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## **E. GENERAL**

1. No club shall monopolize one particular weekend. No sanctioned event may be held on any of the major long weekends by any club in any region or province, other than the events being held during the long weekends. If a long weekend is not being held, then the previous rule will not apply. Specific Holiday long weekends include:

Victoria Day in May,  
Canada Day in July,  
Civic holiday in August,  
Labour Day in September,  
Thanksgiving in October.

Sponsorship for the long weekends will be as per the sponsorship contract in effect. The CCCC (WR) Directors, at their choice, may extend sanctioning without sponsorship for any of the above listed long weekends.

2. Thirty days written notice must be given to all clubs if championship event facilities become unavailable and/or the date has to be changed. Notice must be a registered letter to each Director. If 30 days notice is impossible, club notification will be made under direction of the VP Competition.

3. All sanctioned events must be held, rain or shine. If facilities are lost, then the club must re-apply for sanctioning on an alternate date.

4. All mid week (Monday through Friday) events must have prior approval from the Directors at a general meeting of CCCC (WR).

5. The VP Competition has authority to refuse insurance coverage for any event in which he/she feels insurance is being abused.

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## F. QUALIFICATION POINTS FOR EVENTS

Qualification points for participating in events will be awarded to each competitor as follows:

|  |          |
|--|----------|
| For participating in a <b>Convention</b> event   | 5 points |
| or   |          |
| For participating in a <b>Long-Weekend</b> event<br>(Other than Convention)  | 4 points |
| or   |          |
| For participating in an event hosted by a club<br>whose headquarters are <b>more than 100 miles</b> from<br>the entrant's home club headquarters | 3 points |
| or   |          |
| For participating in any other sanctioned event  | 2 points |
| These points will be awarded to ALL participants of<br>events, irrespective of how far they travel to them.                                      |          |

**"Back to Back"** Events - See Section I.C.2. for Qualification points

Use Appendix 1 to determine the mileage between various headquarters, for the 3 point determination.

## G. EXHIBITION CATEGORIES

All three event types (slalom, rallye & concours) will have a non-competitive category known as "Exhibition". This category is intended for but not restricted to novice participants.

The following guidelines will apply:

- participation points will be awarded
  - championship points will **not** be awarded
  - times/scores can be obtained by the entrants only
  - awards will not be presented
  - the event chairperson will have the authority to determine whether a participant is to be charged a fee
  - entrants will participate in this category for the entire event.
  - novice driver may take an experienced CCCC competitor as a passenger on their first run (the experienced passenger is allowed only 1 ride per event) - a novice is defined as a competitor who has competed in 3 or fewer slalom events
- All other speed event guidelines will apply.

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## II. SPEED EVENT GUIDELINES

### A. GENERAL REQUIREMENTS

1. In the interest of safety, safety inspections from C.C.C.C. tech sheets are **MANDATORY** for all Speed Events.
2. Each entrant is responsible for classifying their own car. The tech committee can only make recommendations and mark identifying number on the windshield.
3. Staging and starting procedures can be accomplished smoothly and with minimum confusion if a pre-staged grid is utilized. Cars should line up by class in pre-staging then proceed to final staging as directed by officials until called to the start line. Each car, upon completion of its run, should proceed back to its pre-staging area.
4. At events where more than 50 entrants are anticipated, "Run Groups" should be used to ease the traffic and staging problems, with one group making its timed runs in the morning and the others in the afternoon.
5. Times must be posted as soon as possible after each participant's run. A diagram showing direction, pylon location, start and finish, should be posted for entrants to see.
6. Course must be a minimum of 12 feet wide, inside radius of turns a minimum of 18 feet, fixed objects (including pre-staged and staged cars) should be a minimum of **FIFTY FEET** clear if possible. Square, acute, 180 or 360 degree turns cannot use gates less than 12 feet wide inside. The use of single pylon turns 180 or greater degrees and adjoining gates is not recommended. See Appendix 9.
7. A minimum of two 10-pound fire extinguishers must be available on the course during Speed Events. A flag(s) must be at each course work station.
8. There will not be any practice runs for any competitor unless every competitor has an opportunity for a practice run.
9. Each driver must present a valid driver's license to the Registrar prior to being allowed to run.
10. Once a driver starts his/her run, s/he should be safely flagged down if there is a safety hazard or a clock malfunction. The event chairperson must inform drivers, at the meeting, if it is unsafe to flag cars.
11. While making a timed run, if a driver comes upon a pylon that had been knocked down by a previous competitor's car, s/he must stop and return to the start for a rerun.
12. There must be at least 5 minutes between any cars or driver's runs or reruns.
13. If a rerun is required, the entrant must be notified within 5 minutes. The time of day of the original run shall be noted in the timing record book, to be able to verify the 5 minute waiting period.

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14. In the interest of safety, all Slalom and Drag or Sprint courses should be designed to be as safe as possible. If at any event a majority of drivers feel that a course is **not safe**, they should bring it to the attention of the event chairperson no later than the drivers' meeting. It is the event chairperson's responsibility to alter the course in such a manner as to provide a safe event.

15. Mufflers which are street legal must be used where by-laws prohibit open headers. If a vehicle's exhaust noise exceeds 96 dBa when run at 4000 to 4500 RPM and decelerated, at a distance of 50 feet from the car, the situation can be discussed and resolved with the entrant. All CCCC-WR clubs must be given 30 days prior notice by the host club of any event where this limit will be enforced.

16. There will be a maximum of 4 drivers per car with a maximum of 2 drivers per class, including exhibition class.

17. All course finishes shall be constructed in the form of a box such that a competitor must come to a full stop before leaving the course. This finish must be constructed so that at least one marker must be removed to allow the competitor to leave the stop box. This finish area must also be pointed away from all spectators, parking, and staging areas. The end of the course shall be a straight line from the last gate on the course to the stop box, with a **minimum of 60 feet** from the last gate to the timing lights. **The stop box will be 10 feet wide (inside) for its entire length and the end cone should be 40 feet from the timing light if possible.** All pylon bases must be clearly outlined.

18. ALL DRIVERS/ENTRANTS MUST COME TO A COMPLETE STOP WITHIN THE STOP BOX AT THE END OF EACH RUN, INCLUDING FUN RUNS, BEFORE LEAVING THE COURSE. ALL DRIVERS/ENTRANTS MUST LEAVE THE COURSE THROUGH THE STOP BOX. FAILURE TO COMPLY WITH EITHER OF THESE TWO CONDITIONS WILL RESULT IN DRIVER DISQUALIFICATION FOR THAT EVENT, AND FORFEITURE OF ANY FURTHER RUNS THAT DAY.

19. It is highly recommended that all Slalom courses provide a minimum of one minute of racing per run for all competitors.

20. Entrant's who are late for a slalom event will be given a technical inspection if and when the event chairperson can accommodate them. Also, competitors will forfeit any run(s) which have started.

21. Pylons used for speed events are to be a minimum of 12" (18" is recommended) high. Those of different shapes and colours are to be used in locations which assist entrants in negotiating the course.

22. Passengers will not be allowed during "timed" runs at a sanctioned event. Passengers are allowed only on "fun runs" and only if they have signed the Release Waiver. (see exception under Exhibition Categories page 8)

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## **B. SAFETY INSPECTION FOR SPEED EVENTS**

All cars must be inspected by the Event Chairperson or his/her alternate prior to competing. The Safety Inspection form in Appendix 8 must be completed and signed by the competitor.

Each Competitor will be responsible for the road worthiness of his or her car and CCCC(WR), its Executive, Directors nor Member Clubs, assumes no responsibility for the mechanical condition of the vehicle as a result of the "SAFETY INSPECTION FOR SPEED EVENTS"

The Event Chairman has the right to request that the Competition Committee review any questionable vehicle prior to competition. The Competition Committee has the right to request a Certificate of Road Worthiness from the competitor for the vehicle in question.

Vehicles that do not meet minimum safety standards will not be allowed to compete.

1. **SEAT BELTS** - Must be firmly attached at all anchor points and in proper operating condition.

2. **HELMETS** - required in all speed events and in all classes. Snell 95 M or equivalent DOT approval is recommended.

\*3. **STEERING** – Free play should not be excessive and any leaks should be minimal.

\*4. **BRAKES** –Checked for pedal travel and firmness. Power boosters (where applicable) should operate properly.

\*5. **FLUID LEAKS** - Both the engine compartment and the under-side of the car should be examined for evidence of excessive fluid leaks.

6. **EXHAUST SYSTEMS** - Leakage should be minimal and the components should be adequately attached to the car.

7. **HUB CAPS** - All covers, centre caps and beauty rings must be removed unless they bolt directly to the wheel.

8. **LUG NUTS** - All five must be properly tightened. Any adapters and/or spacers should be approved or certified.

\*9. **TIRES** (a) All tires must be DOT approved (except Group C&D)

(b) No studs, recaps or tires with excessive sidewall scuffing and/or bulges of any description will be allowed.

10. **LOOSE OBJECTS** - anything not firmly attached must be removed from the car.

11. **SCATTERSHIELD** - Use of a scatter shield or transmission blanket is highly recommended.

\*12. **STEERING COMPONENTS** - any suspension part not made of appropriate material will be rejected.

13. **THROTTLE RETURN SPRINGS** - All carburetor cars must have a minimum of one working spring which is not an integral part of the carburetor.

14. **FIRE EXTINGUISHER** - Must be carried on cars running without an air cleaner. It must be securely mounted and accessible to the driver.

\*Technical inspectors, for the event, are requested to verify the competitor's representation of these items.

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### C. SCORING FOR SPEED EVENTS

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. No time penalties are assessed for pylons originally placed in a horizontal position.
2. Any pylons in the start box will be treated the same as pylons on the course as far as penalties are concerned. Any pylons touched in the **stop box** will count **5 seconds each** against the timed run.
3. If a person has to have more than one rerun, only those pylons hit on the first and last runs will count against the timed run.
4. An entrant will receive a D.N.F. if they make a 3-wheel off-course deviation on a timed lap. (No rerun in event of clock failure). The course is defined as being between the pylons but not including the pylons. 2 wheels must remain on course and between the pylons.
5. **Pylon penalties will be 2 seconds each.**
6. Pylon positions must be clearly marked.
7. The timed run is deemed to have started when the car is staged. (Stops at a pre-determined line before breaking the start beam).
8. The timed run is deemed to have finished when the end pylon in the stop box is removed to allow the competitor to leave the stop box.

### D. SPEED EVENT CLASSES

- It is the entrant's responsibility to provide substantiating evidence that s/he does in fact have those items that s/he claims to have in the car.
- Any new parts or changes not covered by the following rules should be submitted to the Competition Committee for the assignment of preparation points.

1. **STOCK** - All Corvettes with the following preparation points and tire restrictions

- S1** - 1 to 30 preparation points
- S2** - 30.5 to 43 preparation points
- S3** - 43.5 to 56 preparation points
- S4** - 56.5 to 69 preparation points
- S5** - 69.5 + preparation points

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## 2. SUPER STOCK

- (a) Any Corvette with Group C and/or Group D tires.
- (b) A blanket or scatter shield is highly recommended.
- (c) Any Corvette with more than 25% of the stock interior removed.
- (d) Any Corvette with lightened body or frame.  
(Lightening of stock body panels or replacing with light weight counter parts i.e. hood, doors, inner or outer fenders, etc.) Do not count bumpers, spare tires and/or carrier, roof panels, hardtop, soft top, or removable back window.
- (e) Any Corvette with stock windshield removed.
- (f) For all pre-1984 Corvettes weighing less than 2949 lbs the following is highly recommended:
  - Roll bar - at least 1 1/2 inches in diameter and 1/8 inch wall thickness. (Must be front and back braced and at least as high as the top of the driver's helmet.)
  - Seat belts - 3 inches wide and approved.
  - Shoulder harness 2 inches wide and approved.
  - Mounted fire extinguisher (minimum 2 1/2 pounds) readily accessible to the driver.
  - Scatter shield or safety blanket.
  - Full windscreen or helmet facemask.
  - Gas tank and battery must be covered.
- (g) Any Super Stock car may run in any of the lower classes provided it does not weigh less than 2949 pounds, and it conforms to all the other requirements of the class it is going to run in.

## 3. No entrant may "**Bump**" into another class except in the case where:

- (a) The entrant's car breaks down, and the entrant is able to run in another competitor's car which is a lower class, the run(s) in the lower class car will be recorded in the class the entrant's broken-down car is in.
- (b) Where, because of possible safety consideration, (rain, etc.) a competitor chooses to run their car modified down into a lower class (tires, etc.), the run(s) in the car will be recorded in the class the entrant's car normally runs in.

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## E. PREPARATION POINTS

OEM (Original Equipment Manufactured) means STOCK or DIRECT aftermarket replacement. **NOTE:** Any equipment attached to the vehicle, whether is it is operational or not; hooked up or unhooked; will be considered to be functional and will receive preparation points.

### I ENGINES

#### Group A ----- 0 points

1953 to 1959 inclusive  
1960 to 1961 283 c.i. (230, 245, 270, 275 HP)  
1962 to 1968 327 c.i. (250 HP)  
1971 350 c.i. (270 HP)  
1972 350 c.i. (200 HP) (Base Engine)  
1973 to 1980 350 c.i. (L48)  
1981 350 c.i. (L81) (All Stock 1981)

#### Group B ----- 1 point

1960 to 1961 283 c.i. (315 HP)  
1962 to 1968 327 c.i. (300 HP)  
1969 to 1970 350 c.i. (300 HP)  
1971 454 c.i. (365 HP)  
1972 454 c.i. (270 HP)  
1973 454 c.i. (275 HP)  
1974 454 c.i. (270 HP)

#### Group C ----- 2 points

1962 to 1963 327 c.i. (340 HP)  
1966 to 1969 427 c.i. (390, 400 HP)  
1970 454 c.i. (390 HP)  
1971 350 c.i. (330 HP LT1)  
1972 350 c.i. (255 HP)  
1973 to 1980 350 c.i. (L82)  
1982 to 1984 350 c.i. (L84)

#### Group D ----- 3 points

1963 327 c.i. (360 HP F.I.)  
1965 to 1968 327 c.i. (350 HP)  
1965 396 c.i. (425 HP)  
1966 427 c.i. (425 HP)  
1967 to 1969 427 c.i. (435 HP)  
1985 to 1992 350 c.i. (230 HP L98)

#### Group E ----- 4 points

1964 to 1965 327 c.i. (365 HP)  
1964 to 1965 327 c.i. (375 HP F.I.)  
1967 to 1969 427 c.i. (430 HP L88)  
1969 to 1970 350 c.i. (350 HP)  
1970 350 c.i. (370 HP LT1)  
1971 454 c.i. (425 HP LS6)  
1992 to 1995 350 c.i. (300 HP LT1)

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**Group F ----- 5 points**

1990 to 1995 350 c.i. LT-5/ZR-1

1996 350 c.i. LT-4

1997 to 2004 LS-1

2001 Z06

Any stroker from any Corvette Engine

**Group G ----- 6 points**

2002 and newer Z06

2005 and newer (LS2)

**Group H ----- 10 points**

Any non Corvette engine

2006 and newer Z06 (LS7), ZR1 (LS9)

- (a) The **MAXIMUM number** of preparation points any engine may attract is **10**.  
(b) Engines built to specifications other than original shall take the points of the higher group.  
(c) Modification of any Stock component from factory specifications shall attract points as a swap for a non-specific engine part or a Non-OEM part.

**To determine Engine Preparation Points**, take the points for your base engine or equivalent, then add the points for components not already covered in the basic engine group.

(d) Use of the following modifications to Specific Engines

|  |          |
|--|----------|
| Heads (OEM) Swap for Non-specific Engine -----   | 1 point  |
| Aluminum Heads (GM-Bowtie, Turbo)                | 2 points |
| Non GM Heads -----                               | 3 points |
| Aluminum Block                                   | 2 points |
| Non-OEM Cam (including incorrect group)          | 2 points |
| Fuel Injection System outside Engine Group ----- | 2 points |
| Modify TPI system (except foil)                  | 2 points |
| Turbo charging -----                             | 4 points |
| Super charging                                   | 4 points |
| Nitrous Oxide -----                              | 4 points |
| Port Heads (Modification of runners or ports)    | 2 points |
| Light Weight Flywheel -----                      | 1 point  |
| Intake Manifold Swap for Non-specific Engine     | 1 point  |
| Modify Computer Command Control                  | 1 point  |

**II. EXHAUST SYSTEMS**

|  |          |
|--|----------|
| 2 into 1 with stock converter -----  | 0 points |
| 2 into 1 with test pipe or modified converter -----<br>(pre-1984)              | 1 point  |
| Dual exhaust with stock manifolds, 1984 & newer -----<br>with modified exhaust | 2 points |
| Z06 and 2005 and newer -----   | 2 points |
| Headers with dual or single exhaust -----                                      | 3 points |
| 3" Exhaust System – Complete -----   | 4 points |

### III. DRIVE RATIO

|                      |          |
|----------------------|----------|
| Up to 8.00 -----     | 0 points |
| 8.01 to 8.50         | 1 point  |
| 8.51 to 9.00 -----   | 2 points |
| 9.01 to 9.50         | 3 points |
| 9.51 to 10.00 -----  | 4 points |
| 10.01 to 10.50       | 5 points |
| 10.51 to 11.00 ----- | 6 points |
| 11.01 to 11.50       | 7 points |
| 11.51 and Up -----   | 8 points |

Table of known various transmission 1st gear and rear end ratios. Many of these can be found in your Owner`s Manual. To obtain Drive Ratio multiply your 1st gear ratio times your rear end ratio. These figures are as supplied by GM. They are intended as a **guide only**. Because of modifications that may have been made, it is the responsibility of the owner/driver to ascertain the correct ratio and include the appropriate preparation points. Only the original equipment combinations which exceed an 8.00 drive ratio are documented in this table.

| YEAR | ENGINE | TRANS   | 1st GEAR | DRIVE     |       |
|------|--------|---------|----------|-----------|-------|
|      |        |         |          | REAR AXLE | RATIO |
| 1956 | 265    | 3-speed | 2.20     | 3.70      | 8.14  |
| 1957 | 283    | 3-speed | 2.20     | 3.70      | 8.14  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1958 | 283    | 3-speed | 2.20     | 3.70      | 8.14  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1959 | 283    | 3-speed | 2.20     | 3.70      | 8.14  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1960 | 283    | 3-speed | 2.20     | 3.70      | 8.14  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1961 | 283    | 3-speed | 2.47     | 3.36      | 8.30  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1962 | 327    | 3-speed | 2.47     | 3.36      | 8.30  |
|      |        | 4-speed | 2.54     | 3.36      | 8.53  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1963 | 327    | 3-speed | 2.47     | 3.36      | 8.30  |
|      |        | 4-speed | 2.54     | 3.36      | 8.53  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1964 | 327    | 3-speed | 2.47     | 3.36      | 8.30  |
|      |        | 4-speed | 2.56     | 3.36      | 8.60  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
| 1965 | 327    | 3-speed | 2.58     | 3.36      | 8.67  |
|      |        | 4-speed | 2.56     | 3.36      | 8.60  |
|      |        | 4-speed | 2.20     | 3.70      | 8.14  |
|      | 396    | 4-speed | 2.20     | 3.70      | 8.14  |

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| YEAR | ENGINE | TRANS      | 1ST GEAR | REAR AXLE | DRIVE RATIO |      |
|------|--------|------------|----------|-----------|-------------|------|
| 1966 | 300HP  | 3-speed    | 2.54     | 3.36      | 8.53        |      |
|      |        | 4-speed    | 2.52     | 3.36      | 8.47        |      |
|      | 350HP  | 3-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
| 1967 | 425HP  | 3-speed HD | 2.20     | 3.70      | 8.14        |      |
|      |        | 300HP      | 3-speed  | 2.54      | 3.36        | 8.53 |
|      | 350HP  | 4-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | 3-speed    | 2.52     | 3.36      | 8.47        |      |
| 1968 | 300HP  | 4-speed    | 2.20     | 3.70      | 8.14        |      |
|      |        | 3-speed    | 2.54     | 3.36      | 8.53        |      |
|      | &      | 4-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | 3-speed    | 2.52     | 3.36      | 8.47        |      |
| 1969 | 350HP  | 4-speed    | 2.20     | 3.70      | 8.14        |      |
|      |        | 3-speed    | 2.52     | 3.36      | 8.47        |      |
|      | 430HP  | 3-speed HD | 2.20     | 3.70      | 8.14        |      |
|      |        | ZL-1       | ?        | 2.20      | 3.70        | 8.14 |
| 1970 | 300HP  | 3-speed    | 2.54     | 3.36      | 8.14        |      |
|      |        | 4-speed    | 2.52     | 3.36      | 8.47        |      |
|      | 350HP  | 3-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
|      | 370HP  | 3-speed    | 2.52     | 3.55      | 8.95        |      |
|      |        | LT-1       | 4-speed  | 2.20      | 3.70        | 8.14 |
|      | 1971   | 350std     | 3-speed  | 2.52      | 3.36        | 8.47 |
|      |        |            | LT-1     | 4-speed   | 2.52        | 3.55 |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
| 1972 | 350std | 3-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | LT-1       | 4-speed  | 2.52      | 3.55        | 8.95 |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
| 1973 | 350std | 3-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | L82        | Turbo-HM | 2.48      | 3.55        | 8.80 |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
|      |        | 4-speed    | 2.52     | 3.55      | 8.95        |      |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
| 1974 | 350std | 3-speed    | 2.52     | 3.36      | 8.47        |      |
|      |        | L82        | Turbo-HM | 2.48      | 3.55        | 8.80 |
|      |        | 4-speed    | 2.52     | 3.55      | 8.95        |      |
|      |        | 4-speed    | 2.20     | 3.70      | 8.14        |      |
| 1975 | L48    | 4-speed    | 2.64     | 3.36      | 8.87        |      |
|      |        | L82        | Turbo-HM | 2.48      | 3.36        | 8.33 |
|      |        | 4-speed    | 2.64     | 3.55      | 9.37        |      |
|      |        | 4-speed    | 2.43     | 3.55      | 8.63        |      |
| 1976 | L48    | 4-speed    | 2.64     | 3.36      | 8.87        |      |
|      |        | L82        | Turbo-HM | 2.48      | 3.36        | 8.33 |
|      |        | 4-speed    | 2.64     | 3.55      | 9.37        |      |
|      |        | 4-speed    | 2.43     | 3.55      | 8.63        |      |
| 1977 | L48    | 4-speed    | 2.64     | 3.36      | 8.87        |      |
|      |        | L82        | Turbo-HM | 2.52      | 3.55        | 8.95 |
|      |        | 4-speed    | 2.64     | 3.70      | 9.77        |      |
|      |        | 4-speed    | 2.43     | 3.70      | 8.99        |      |

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| YEAR               | ENGINE              | TRANS              | 1ST GEAR        | DRIVE           |       |      |      |
|--------------------|---------------------|--------------------|-----------------|-----------------|-------|------|------|
|                    |                     |                    |                 | REAR AXLE RATIO |       |      |      |
| 1978               | L48                 | 4-speed            | 2.85            | 3.36            | 9.58  |      |      |
|                    | L82                 | Turbo HM           | 2.52            | 3.55            | 8.95  |      |      |
|                    |                     | 4-speed            | 2.64            | 3.70            | 9.77  |      |      |
|                    |                     | 4-speed            | 2.43            | 3.70            | 8.99  |      |      |
| 1979               | L48                 | Turbo HM           | 2.52            | 3.55            | 8.95  |      |      |
|                    |                     | 4-speed            | 2.85            | 3.36            | 9.58  |      |      |
|                    |                     | L82                | Turbo HM        | 2.52            | 3.55  | 8.95 |      |
|                    | L82                 | 4-speed            | 2.64            | 3.70            | 9.77  |      |      |
|                    |                     | 4-speed            | 2.43            | 3.70            | 8.99  |      |      |
|                    |                     | L48                | 4-speed         | 2.88            | 3.07  | 8.84 |      |
| 1982               | L83                 | Turbo HM           | 3.06            | 2.87            | 8.78  |      |      |
| 1984               | L83                 | Turbo HM           | 3.06            | 3.07            | 9.39  |      |      |
|                    |                     | with Z51           | 3.06            | 3.31            | 10.13 |      |      |
|                    |                     | Doug Nash 4spd     | 2.88            | 3.07            | 8.84  |      |      |
|                    |                     | with Z51           | 2.88            | 3.31            | 9.53  |      |      |
|                    |                     | 1985               | L98             | 4 Spd Auto      | 3.06  | 3.07 | 9.39 |
| 1986<br>to<br>1988 | L98                 | 4 Spd Auto         | 3.06            | 3.07            | 9.39  |      |      |
|                    |                     | 4 Spd Std          | 2.88            | 3.07            | 8.84  |      |      |
|                    |                     | with Z51           | 2.88            | 3.07            | 8.84  |      |      |
|                    |                     | 1989               | L98             | 4 Spd Auto      | 3.06  | 3.07 | 9.39 |
|                    |                     | 1990<br>to<br>1995 | L98<br>&<br>ZR1 | 6 Spd Std       | 2.68  | 3.33 | 8.92 |
|                    |                     |                    |                 | 4 Spd Auto      | 3.06  | 2.73 | 8.35 |
| 1992<br>to<br>1996 | LT1<br>&<br>LT4     | 6 Spd Std          | 2.88            | 3.45            | 9.94  |      |      |
|                    |                     | 4 Spd Auto         | 3.06            | 2.73            | 8.35  |      |      |
| 1997               | LS 1                | 4 Spd Auto         | 3.06            | 2.73            | 8.35  |      |      |
| 1999<br>to<br>2000 | LS 1                | 4 Spd Auto         | 3.06            | 3.15            | 9.63  |      |      |
|                    |                     | 6 Spd Std          | 2.66            | 3.42            | 9.09  |      |      |
| 2001<br>to<br>2004 | LS 1<br>LS 6        | 4 Spd Auto         | 3.06            | 2.75            | 8.42  |      |      |
|                    |                     |                    | 3.15            |                 | 9.64  |      |      |
| 2005<br>To<br>2007 | LS2<br>w/Z51<br>LS7 | 6 Spd Std          | 2.66            | 3.42            | 9.10  |      |      |
|                    |                     | 6 Spd Std          | 2.97            | 3.42            | 10.16 |      |      |
|                    |                     | 4 Spd Auto         | 4.02            | 2.56            | 10.29 |      |      |
| 2008 -<br>2010     | LS3<br>w/GU2<br>LS9 | 6 Spd Std          | 2.66            | 3.42            | 9.10  |      |      |
|                    |                     | 6 Spd Std          | 2.97            | 3.42            | 10.16 |      |      |
|                    |                     | 6 Spd Auto         | 4.03            | 2.56            | 10.32 |      |      |
|                    |                     | 6 Spd Auto         | 4.03            | 2.73            | 11.00 |      |      |
| 2010               | LS9                 | 6 Spd Std          | 2.29            | 3.42            | 7.83  |      |      |

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#### IV. WHEELS

|   |          |
|---|----------|
| 15" diameter (or metric equivalent) or less -----   | 0 points |
| 16" diameter (or metric equivalent)                 | 2 points |
| 17" diameter (or metric equivalent) -----           | 4 points |
| 18" diameter (or metric equivalent)                 | 6 points |
| 19" diameter (or metric equivalent) or larger ----- | 7 points |
|   |          |
| Width up to 6.0" -----                              | 0 points |
| 6.1" to 7.0" -----                                  | 1 point  |
| 7.1" to 8.0" -----                                  | 2 points |
| 8.1" to 9.0" -----                                  | 3 points |
| 9.1" to 10.0" -----                                 | 4 points |
| 10.1" to 11.0" -----                                | 5 points |
| 11.1 and up -----                                   | 6 points |

NOTE: In the case of mixed wheel sizes an average of the wheel preparation points will apply.

#### V. TIRES

- Group A** ----- **Max. 22 points**  
All tires with a tread wear rating of 280 or greater
- Group B** ----- **Max. 32 points**  
All tires with a tread wear rating of 140 to 279
- Group C** ----- **Super Stock**  
All tires with a tread wear rating of less than 140  
Manufacture specific for slalom, autocross or racing
- Group D** ----- **Super Stock**  
All slicks including Hoosier (D.O.T. approved for street) and non D.O.T. tires

To determine the appropriate preparation points for a tire, first determine the group it fits in and then use the appropriate table (except Group C and D) to look-up the size and aspect ratio.

NOTE: In the case of mixed tire sizes, and/or groups, an average of the tire preparation points will apply.

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**Group A                      Points for a Max. 22 Point Tire**

|                     |    | <b>Section Width</b> |     |     |     |     |         |
|---------------------|----|----------------------|-----|-----|-----|-----|---------|
|                     |    | 225                  | 226 | 246 | 266 | 286 | 315     |
|                     |    | or                   | -   | -   | -   | -   | or      |
|                     |    | less                 | 245 | 265 | 285 | 314 | greater |
|                     |    |                      |     |     |     |     |         |
| <b>Aspect Ratio</b> |    |                      |     |     |     |     |         |
|                     |    |                      |     |     |     |     |         |
| 40 & less -----     | 17 | 18                   | 18  | 19  | 20  | 22  |         |
| 41 - 50             | 14 | 15                   | 15  | 16  | 17  | 19  |         |
| 51 - 60 -----       | 13 | 14                   | 14  | 15  | 16  | 18  |         |
| 61 & greater        | 12 | 13                   | 13  | 14  | 15  | 17  |         |

**Group B                      Points for a Max. 32 Point Tire**

|                     |    | <b>Section Width</b> |     |     |     |     |         |
|---------------------|----|----------------------|-----|-----|-----|-----|---------|
|                     |    | 225                  | 226 | 246 | 266 | 286 | 315     |
|                     |    | or                   | -   | -   | -   | -   | or      |
|                     |    | less                 | 245 | 265 | 285 | 314 | greater |
|                     |    |                      |     |     |     |     |         |
| <b>Aspect Ratio</b> |    |                      |     |     |     |     |         |
|                     |    |                      |     |     |     |     |         |
| 40 & less -----     | 26 | 27                   | 28  | 29  | 30  | 32  |         |
| 41 - 50             | 21 | 22                   | 23  | 24  | 26  | 28  |         |
| 51 - 60 -----       | 20 | 20                   | 21  | 22  | 24  | 26  |         |
| 61 & greater        | 18 | 19                   | 20  | 21  | 23  | 25  |         |

Tires not specifically covered by the preceding rules will be given consideration by the Competition Committee and classified accordingly.

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## VI. SUSPENSIONS

### BRAKE SYSTEM

|  |          |
|--|----------|
| Non OEM Braking Components Calipers and Rotors | 2 points |
| Anti-Lock Brake System                         | 1 point  |

OEM (Original Equipment Manufactured) means STOCK or DIRECT aftermarket replacement. Any modification of OEM suspension components beyond factory specifications shall attract preparation points for the resultant equivalent group. In the case of mixed components the higher preparation points will apply. SUSPENSION COMPONENTS ARE CONSIDERED TO BE FRONT AND REAR SPRINGS, SWAY BARS UPPER AND LOWER CONTROL ARMS, TRAILING ARMS AND STRUT RODS.

|                |   |                  |
|----------------|---|------------------|
| <b>Group A</b> | 1982 & EARLIER<br>Base for correct model/year                         | <b>0 points</b>  |
| <b>Group B</b> | 1982 & EARLIER FE7 (gymkhana), F40, F41, Z07                          | <b>8 points</b>  |
| <b>Group C</b> | 1984 - 1996 Base (FE1) for correct model/year<br>1984 - 1996 FX3      | <b>10 points</b> |
| <b>Group D</b> | 1984 - 1996 Z52<br>1990 - 1995 ZR-1<br>1997 - 2004 base               | <b>12 points</b> |
| <b>Group E</b> | 1982 & EARLIER Non-OEM<br>1984 - 1996 Z51, Z07<br>2005 and newer base | <b>14 points</b> |
| <b>Group F</b> | 1997 & 2004 and newer Z51   | <b>16 points</b> |
| <b>Group G</b> | 2001 to 2005 FE4 (Z06)<br>2006 and newer Z06                          | <b>18 points</b> |
| <b>Group H</b> | 1984 & LATER Non-OEM  | <b>20 points</b> |

### ADDITIONS:

- 1996 & Later - FF3, F45 ----- ADD 1 point to Regular Suspension Group pts.
- 1997 & Later - Active Handling -- ADD 1 point to Regular Suspension Group pts.

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## BODY WEIGHT

Basic weights shown in table are curb weight in pounds taken from GM specifications and includes 3-4 gallons of fuel.

Table of Basic weights and options weights

| Year   | Basic Wt                | Big Blk | Air Cond | Auto | TH400 |
|--------|-------------------------|---------|----------|------|-------|
| 53-55  | 2750                    |         |          |      |       |
| 56-57  | 2800                    |         |          | 100  |       |
| 58     | 2900                    |         |          | 100  |       |
| 59     | 3000                    |         |          | 100  |       |
| 60     | 2985                    |         |          | 100  |       |
| 61     | 3035                    |         |          | 100  |       |
| 62     | 3065                    |         |          | 20   |       |
| 63     | 3040                    |         | 100      | 20   |       |
| 64     | 3120                    |         | 100      | 20   |       |
| 65     | 3140                    | 200     | 80       | 30   |       |
| 66     | 3150                    | 200     | 90       | 30   |       |
| 67     | 3200                    | 175     | 90       | 30   |       |
| 68     | 3220                    | 175     | 95       | 60   |       |
| 69     | 3250                    | 175     | 95       | 60   |       |
| 70-71  | 3300                    | 180     | 100      | 60   |       |
| 72     | 3300                    | 220     | 100      | 70   |       |
| 73     | 3400                    | 210     | 100      | 70   |       |
| 74     | 3400                    | 200     | 90       | 35   | 55    |
| 75     | 3535                    |         | 80       | 35   | 55    |
| 76     | 3540                    |         | 80       | 35   | 55    |
| 77     | 3535                    |         | 80       | 35   | 55    |
| 78     | 3535                    |         | 80       | 35   |       |
| 79     | 3550                    |         | 80       | 35   |       |
| 80-82  | 3350                    |         |          | 35   |       |
| 84     | 3150                    |         |          |      |       |
| 85     | 3234                    |         |          | 5    |       |
| 86-96  | 3298 COUPE<br>3360 CONV |         |          |      |       |
| o      | 3245                    |         |          |      |       |
| 2000-3 | 3221                    |         |          |      |       |

NOTE: This table is included **for information purposes only!**

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### **III. CONCOURS GUIDELINES (D'ELEGANCE and SHINE AND SHOW)**

#### **A. GENERAL**

1. Cars will be judged by a minimum of three (3) independent judges.
2. Every car in a class is to be judged by the same judges.
3. Judges will not judge their own cars nor cars in their class, nor the car of an immediate family member.
4. Each judge is to judge each car according to his/her individual judgment, and must have his/her own judging sheet.
5. Each judge must be consistent in his/her values and methods.
6. The entrant must remain at his/her car during the judging of the mechanical components of the car (Sections 15, 16, or 5 RP).
7. Entrants may not speak to a judge unless answering a direct question from the judge. Entrants will direct all questions to the Event Chairperson. Entrants who fail to follow this instruction may be disqualified.
8. Once stop clean has been called and mechanical done, competitors and spectators may be removed from the judging area. When judging is complete, the competitors and Event Chairperson will be allowed to come into the area to inspect their own sheets to ensure completeness.
9. The entered car must be owned by the entrant or their immediate family.
10. Every entry must be ready for judging. There will be no cleaning etc. after stop clean has been called.
11. All cars whose mechanical and electrical components have not been judged prior to stop clean will be judged only after all other judges have judged the car.
12. Last minutes clean up in the final Concours area should be restricted to cleaning and polishing. Spray painting and vacuuming etc. should not be allowed, to avoid clouds of overspray and/or dust.
13. All judges will be responsible to the Event Chairperson and must meet with the Chairperson in a pre-event briefing session. The key consideration for all judges is an above average understanding of the score sheets and consistency of judging. Judges should be briefed on the areas they are to judge and made to understand what they are to be looking for, keeping in mind the differences between a "Car Show" or "Custom Car Show" and a "Concours d'Elegance". The judges should be knowledgeable concerning Corvettes and the areas they are to judge, and be able to recognize omitted or replaced items, substitutions and additions, and not be influenced by bright colours, frills, or parts or areas of the cars that are dressed up from stock condition. This competition is cleanliness and maintenance, not show.

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14. A car must be prepared for Concours by not showing massive body damage, lack of paint or parts, etc., and be presented whole and intact. Points will be lost for any exterior and interior parts to be judged that are missing. (e.g. convertible or coupe tops, grill, etc.)
15. If more than one car is entered by the same person(s) (in D'Elegance, Shine and Show, or both) s/he must declare, before judging, which one is entered for championship points.
16. Only the event judges, Chairperson, and the entrant shall be allowed to view the entrant's judging sheets. Participant is to sign their scoresheet to signify agreement with points addition at time of judging, and to acknowledge completeness and accuracy.
17. If a CLUB trophy requires a tie-breaker, the tie-breaker should be based upon the area of the car for which the trophy is awarded (E.g. Paint, Interior, etc.)
18. All cars in class should be judged under similar conditions.
19. No points will be automatically awarded for any item of judging.
20. When a club wishes to present an award for best exterior, it should encompass all items from Sections III F 1 through 5. If it is for best paint, then it should encompass all items from Sections III F 1 and 2.
21. The judging of Class F&G vehicles wheel wells shall be done with the hood down.

## **B. CLASSES**

### **CONCOURS D`ELEGANCE CLASSES**

|             |                    |
|-------------|--------------------|
| C1          | 1953 - 1962        |
| C2          | 1963 - 1967        |
| C3          | 1968 - 1982        |
| C4          | 1984 - 1996        |
| C5          | 1997 - 2004        |
| C6          | 2005 - newer       |
| Custom      | See sections C & D |
| Super Stock | See Page 13-2      |

### **SHINE AND SHOW CLASSES**

|    |              |
|----|--------------|
| C1 | 1953 - 1962  |
| C2 | 1963 - 1967  |
| C3 | 1968 - 1982  |
| C4 | 1984 - 1996  |
| C5 | 1997 - 2004  |
| C6 | 2005 - newer |

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**NOTE:** All cars entered in **SHINE AND SHOW** must provide current and valid registration and insurance certificates. No trailered cars will be allowed in Shine and Show. These cars will be judged on their own judging sheets. Shine and Show classes are eligible to attract **full Championship and Participation points** for events entered.

### **C. QUALIFYING FOR CUSTOM CLASS**

1. Cars will be classed Custom if they accumulate 8 or more qualification points in the categories in Section D.
2. Driving lights, seat belts, CB radios and antennas, tape decks or fire extinguishers do not count towards custom points.
3. Special effects: Pinstriping, scallops, fogging, pearl, candy or metal-flake over-spray (Section D: 1 & 2), or minor interior modifications, substitutions, additions or deletions (Section D3) if less than 5% of total area, do not qualify for Custom points.
4. Concours cars should be initially presented (displayed) in a specific manner as specified or directed by sponsoring Club.
5. Chroming or other bright work will be allowed. However, it will not be scored higher by the judge if it is equally clean as the original piece.
6. Removal of any stock insignia is not counted as Custom points. Certain items may be controversial. It is up to the Tech Committee to decide. If holes are not filled after removing items, penalty points will be given by the judge.
7. Points will not be assigned for updating or backdating within the same class.

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## D. CUSTOM QUALIFICATION POINTS

|   |                      |
|---|----------------------|
| 1. Custom paint (Flames, Two-tone, Metal flake, Pearl)                              | 2 points             |
| 2. Custom top, i.e. special effects(Saratoga top, Non OEM)                          | 1 point              |
| 3. Custom interior (seats forward)  | 2 point              |
| 4. Custom luggage area (behind seats or trunk)                                      | 1 point              |
| 5. Major hood alteration (other than original type)                                 | 1 point              |
| 6. Replacement of front with lightweight counterpart                                | 3points              |
| 7. Replacement of rear with lightweight counterpart                                 | 3 points             |
| 8. Major modified stock body  | 8 points             |
| 9. Hand built body  | 8 points             |
| 10. Modified wheel openings (change contour or radius<br>of wheel opening)          | 3 points             |
| 11. Relocation of any tail lights   | 2 points             |
| 12. Relocation of any headlights  | 2 points             |
| 13. Relocation of any parking lights  | 2 points             |
| 14. Installation of any more than stock number of above                             | 2 points             |
| 15. Installation of tail, head, or parking light other than stock<br>size and shape | 2 points             |
| 16. Installation of custom front or rear bumpers or bumper<br>covers each end       | 1 point              |
| 17. Installation of non-original grill or removal of (or part of ) grill            | 1 points             |
| 18. Custom outside exhaust system   | 2 points             |
| 19. Altered gas tank filler (excluding locking gas cap)                             | 1 point              |
| 20. Modify antenna location or mounting   | 1 point              |
| 21. Removal of bumpers  | 2 points<br>each end |
| 22. Replacement of visible engine parts with non-Corvette items                     | 1 point<br>maximum   |
| 23. Non-stock steering wheel or shifter   | 1 point<br>maximum   |
| 24. Glass Smoked, Etched, or Louvers  | 1 point<br>maximum   |
| 25. Non-stock Wheels and Hubcaps  | 2 points             |
| 26. Ground effects components Front   | 2 points             |
| Rear  | 2 points             |
| Sides   | 2 points each        |
| Wing  | 2 points             |

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## E. TRAVEL BONUS POINTS

(03/18/2010)

Concours D'Elegance cars driven to an event will be awarded 1/2 a bonus point for each 80 km up to a max of six (6) points. Trailered cars receive no bonus points. Entrants not residing within 50 miles of their club's established location must notify the event chairperson prior to being judged in order to receive the appropriate travel points. Shine and Show cars driven to an event will be awarded 1/4 a bonus point for each 80 km up to a max of 3.0 points. Travel points are to be used in the determination of class winners and should be included in the results forwarded to VP Competition for year end awards. Travel points are not be used to determine Best Overall in Concours award at major (3 day) events.

| Concour                 | Pr.       |            |             |            |            |           |            |            |            |            |            |             |            |
|-------------------------|-----------|------------|-------------|------------|------------|-----------|------------|------------|------------|------------|------------|-------------|------------|
|                         | Abb.      | Calg       | Chil        | Edm        | Kam        | Kel       | Nan        | Gr.        | Reg        | Sas        | Van        | Vict        | Win        |
| Abbotsford              | 0.0       | 5.5        | 0.0         | 6.0        | 2.0        | 2.0       | 1.0        | 5.0        | 6.0        | 6.0        | 0.5        | 1.0         | 6.0        |
| Calgary                 | 5.5       | 0.0        | 5.5         | 2.0        | 4.0        | 4.0       | 6.0        | 5.0        | 5.0        | 4.0        | 6.0        | 6.0         | 6.0        |
| Chilliwack              | 0.0       | 5.5        | 0.0         | 6.0        | 1.5        | 1.5       | 1.0        | 4.0        | 6.0        | 6.0        | 0.5        | 1.0         | 6.0        |
| Edmonton                | 6.0       | 2.0        | 6.0         | 0.0        | 4.5        | 5.5       | 6.0        | 4.5        | 5.0        | 3.5        | 6.0        | 6.0         | 6.0        |
| Kamloops                | 2.0       | 4.0        | 1.5         | 4.5        | 0.0        | 1.0       | 2.5        | 3.0        | 6.0        | 6.0        | 2.0        | 2.5         | 6.0        |
| Kelowna                 | 2.0       | 4.0        | 1.5         | 5.5        | 1.0        | 0.0       | 2.5        | 4.0        | 6.0        | 6.0        | 2.5        | 3.0         | 6.0        |
| Nanaimo                 | 1.0       | 6.0        | 1.0         | 6.0        | 2.5        | 2.5       | 0.0        | 4.0        | 6.0        | 6.0        | 0.5        | 1.0         | 6.0        |
| Prince                  |           |            |             |            |            |           |            |            |            |            |            |             |            |
| George                  | 5.0       | 5.0        | 4.0         | 4.5        | 3.0        | 4.0       | 4.0        | 0.0        | 6.0        | 6.0        | 4.0        | 4.5         | 6.0        |
| Regina                  | 6.0       | 5.0        | 6.0         | 5.0        | 6.0        | 6.0       | 6.0        | 6.0        | 0.0        | 1.5        | 6.0        | 6.0         | 3.5        |
| Saskatoon               | 6.0       | 4.0        | 6.0         | 3.5        | 6.0        | 6.0       | 6.0        | 6.0        | 1.5        | 0.0        | 6.0        | 6.0         | 5.0        |
| Vancouver               | 0.5       | 6.0        | 0.5         | 6.0        | 2.0        | 2.5       | 0.5        | 4.0        | 6.0        | 6.0        | 0.0        | 0.5         | 6.0        |
| Victoria                | 1.0       | 6.0        | 1.0         | 6.0        | 2.5        | 3.0       | 1.0        | 4.5        | 6.0        | 6.0        | 0.5        | 0.0         | 6.0        |
| Winnipeg                | 6.0       | 6.0        | 6.0         | 6.0        | 6.0        | 6.0       | 6.0        | 6.0        | 3.5        | 5.0        | 6.0        | 6.0         | 0.0        |
| <b>Shine &amp; Show</b> | <b>Ab</b> | <b>Cal</b> | <b>Chil</b> | <b>Edm</b> | <b>Kam</b> | <b>Ke</b> | <b>Nan</b> | <b>Pr.</b> | <b>Reg</b> | <b>Sas</b> | <b>Van</b> | <b>Vict</b> | <b>Win</b> |
| Abbotsford              | 0.0       | 3.0        | 0.0         | 3.0        | 1.0        | 1.0       | 0.5        | 2.5        | 3.0        | 3.0        | 0.0        | 0.5         | 3.0        |
| Calgary                 | 3.0       | 0.0        | 3.0         | 1.0        | 2.0        | 2.0       | 3.0        | 2.5        | 2.5        | 2.0        | 3.0        | 3.0         | 3.0        |
| Chilliwack              | 0.0       | 3.0        | 0.0         | 3.0        | 1.0        | 0.5       | 0.5        | 2.0        | 3.0        | 3.0        | 0.5        | 0.5         | 3.0        |
| Edmonton                | 3.0       | 1.0        | 3.0         | 0.0        | 2.0        | 3.0       | 3.0        | 2.5        | 2.5        | 1.5        | 3.0        | 3.0         | 3.0        |
| Kamloops                | 1.0       | 2.0        | 1.0         | 2.0        | 0.0        | 0.5       | 1.0        | 1.5        | 3.0        | 3.0        | 1.0        | 1.5         | 3.0        |
| Kelowna                 | 1.0       | 2.0        | 0.5         | 3.0        | 0.5        | 0.0       | 1.0        | 2.0        | 3.0        | 3.0        | 1.0        | 1.5         | 3.0        |
| Nanaimo                 | 0.5       | 3.0        | 0.5         | 3.0        | 1.0        | 1.0       | 0.0        | 2.0        | 3.0        | 3.0        | 0.0        | 0.5         | 3.0        |
| Prince                  |           |            |             |            |            |           |            |            | 3.0        |            |            |             |            |
| George                  | 2.5       | 2.5        | 2.0         | 2.5        | 1.5        | 2.0       | 2.0        | 0.0        |            | 3.0        | 2.0        | 2.5         | 3.0        |
| Regina                  | 3.0       | 2.5        | 3.0         | 2.5        | 3.0        | 3.0       | 3.0        | 3.0        | 0.0        | 1.0        | 3.0        | 3.0         | 2.0        |
| Saskatoon               | 3.0       | 2.0        | 3.0         | 2.0        | 3.0        | 3.0       | 3.0        | 3.0        | 1.0        | 0.0        | 3.0        | 3.0         | 2.5        |
| Vancouver               | 0.0       | 3.0        | 0.5         | 3.0        | 1.0        | 1.0       | 0.0        | 2.0        | 3.0        | 3.0        | 0.0        | 0.5         | 3.0        |
| Victoria                | 0.5       | 3.0        | 0.5         | 3.0        | 1.5        | 1.5       | 0.5        | 2.5        | 3.0        | 3.0        | 0.5        | 0.0         | 3.0        |
| Winnipeg                | 3.0       | 3.0        | 3.0         | 3.0        | 3.0        | 3.0       | 3.0        | 3.0        | 2.0        | 2.5        | 3.0        | 3.0         | 0.0        |

## JUDGES BRIEFING SHEET

All judges for a Concours d'Elegance will be responsible to the Event Chairperson. The key consideration for all judges is an above average understanding of the score sheet and being consistent on each car s/he judges as well as consistent with all judges working the Concours event. Failure to achieve this consistency is the greatest single complaint of entrants. All judges must be willing to meet with the Event Chairperson in a pre-event briefing session. Judges will follow the general guidelines as they apply to each area. Judges cannot crawl, kneel, or otherwise gain better access to review the underside/wheel well(s) of any car (except as otherwise noted). Any object or item causing loss of points will be left in place for the entrant to see. All judges should review ALL the cars in the class or section that s/he is to judge BEFORE starting to judge.

Judges should make written comments on each entrant's judging sheet describing just why certain points were deducted.

**Exterior Body:** Check fit of all panels for proper adjustment. Check for any damage or evidence of repair, mismatch of paint, rivet heads, body cracks or poor repairs. Do not deduct for folds or wrinkles in soft tops due to normal use.

**Exterior Paint:** Cleanliness (room dust does not count, only true dirt, which has been overlooked during clean-up). Finish (polish, luster, clarity). Look for depth in paint by examining reflected images. Check for quality of application and polishing. Check for damage, age marks, peeling, blemishes, scratches, chips, and flaws.

**Glass:** Check for cleanliness, smudges, and cracks. (general room dust does not count). Rubber trim around glass should be neat and free of age cracks.

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**Exterior Chrome & Exterior Trim:** Check for dirt, smudges, damage, age, peeling, blemishes, scratches, flaws, and rust. Also check for brightness and polish. All trim and emblems must be firmly attached.

**Wheels & Tires:** Check for general cleanliness; tire treads should be free of stones.

**Wheel Wells:** Cleanliness; visible areas of inner skirts should be painted or undercoated.

**Carpet & Interior:** Cleanliness, obvious colour fade, wear or damage. (A reasonable amount of grease on door hinges and latches is expected and allowed.)

**Engine:** Cleanliness of engine block and compartment. Check for overspray, grease, dirt, and leaks. Be consistent. If a specific item is checked on one car, check the same item on ALL cars. Accessory or optional equipment deletion allowed e.g. smog pump, air conditioning compressor, ignition shielding.

**1984 and Later:** Judges may kneel under front of car to view otherwise inaccessible areas. As per Judging sheet Item Number 14, sub-item number 3.

**Note:** It is the Event Chairperson's responsibility to ensure all vehicles entered are supplied with the proper judging sheets. These sheets are to include the appropriate summary page.

**CONCOURS D'ELEGANCE SUMMARY SHEET**

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|           | <b>JUDGING AREA</b>          | <b>TOTAL POINTS POSSIBLE</b>    | <b>TOTAL AWARDED</b> |
|-----------|------------------------------|---------------------------------|----------------------|
| <b>1</b>  | Exterior body                | 22                              |                      |
| <b>2</b>  | Exterior paint               | 23                              |                      |
| <b>3</b>  | Exterior trim                | 10                              |                      |
| <b>4</b>  | Glass and Mirrors            | 10                              |                      |
| <b>5</b>  | Interior Carpet              | 10                              |                      |
| <b>6</b>  | Interior Upholstery          | 10                              |                      |
| <b>7</b>  | General Interior             | 10                              |                      |
| <b>8</b>  | Trunk and Luggage Space      | 10                              |                      |
| <b>9</b>  | Wheels                       | 10                              |                      |
| <b>10</b> | Tires                        | 6                               |                      |
| <b>11</b> | Wheel wells                  | 10                              |                      |
| <b>12</b> | Visible Frame and Suspension | 10                              |                      |
| <b>13</b> | Engine                       | 25                              |                      |
| <b>14</b> | Mechanical                   | 14                              |                      |
| <b>15</b> | Electrical and Instrument    | 20                              |                      |
|           | <b>SUBTOTAL</b>              | 200                             |                      |
|           | Trailerred: YES NO           | <b>Add Travel Bonus (6 max)</b> |                      |
|           |                              | <b>Trailerred Cars = Zero</b>   |                      |
|           | City of Residence:           | <b>CLASS TOTAL</b>              |                      |
|           |                              | <b>Less Travel Bonus</b>        |                      |
|           | DATE:                        | <b>OVERALL TOTAL</b>            |                      |

|                      |  |
|----------------------|--|
| <b>Name</b>          |  |
| <b>CCCC #</b>        |  |
| <b>Name</b>          |  |
| <b>CCCC #</b>        |  |
| <b>Class</b>         |  |
| <b>Corvette Info</b> |  |

## CONCOURS D'ELEGANCE JUDGING SYSTEM

### POINTS

|              |  |    |    |
|--------------|--|----|----|
| <b>1</b>     | <b>Exterior Body (convertible)</b>   |    |    |
|              | Fit of all exterior parts. Vehicle must have soft top up or hard top in place.                     | 15 |    |
|              | or   |    |    |
|              | <b>Exterior Body (coupe)</b>   |    |    |
|              | Fit of all exterior parts  | 15 |    |
|              | <b>Damage (body and bumpers)</b>   |    |    |
|              | All exterior parts with hood, doors and trunk (if applicable) closed                               | 7  |    |
| <b>Total</b> |  | 22 |    |
|              |  |    |    |
| <b>2</b>     | <b>Exterior Paint</b>  |    |    |
|              | Cleanliness of body and bumpers  | 10 |    |
|              | Finish (polish and lustre)   | 6  |    |
|              | Quality (imperfections such as cracks, peeling and flaws etc.)                                     | 7  |    |
|              | <b>Total</b>   |    | 23 |
|              |  |    |    |
| <b>3</b>     | <b>Exterior Trim (chrome or painted)</b>   |    |    |
|              | Cleanliness of all parts except body and bumpers   | 4  |    |
|              | Finish   | 3  |    |
|              | Damage to trim only  | 3  |    |
|              | <b>Total</b>   |    | 10 |
|              |  |    |    |
| <b>4</b>     | <b>Glass and Mirrors</b>   |    |    |
|              | Cleanliness of all glass (including glass part of mirrors), weatherstrip and rubber around windows | 6  |    |
|              | Damage (including all rubber around windows and weatherstrip)                                      | 4  |    |
|              | <b>Total</b>   |    | 10 |

|           |   |    |  |
|-----------|---|----|--|
| <b>5</b>  | <b>Interior Carpet</b> (all floor mats removed)   |    |  |
|           | Cleanliness of carpet including luggage area (if applicable)  | 6  |  |
|           | Damage (colour, fade, wear)   | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>6</b>  | <b>Interior Upholstery</b> (seats, visors, door panels etc.)  |    |  |
|           | Cleanliness   | 6  |  |
|           | Damage (sagging, cracks and tears) Do not deduct for cracks in leather  | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>7</b>  | <b>General Interior</b> (dash, door jams, ash tray, steering column)  |    |  |
|           | Cleanliness   | 6  |  |
|           | Damage (knobs missing, condition of instruments)  | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>8</b>  | <b>Trunk and Luggage Space</b><br>(glove and storage area, plus battery compartment for 68-72 - excluding carpet) |    |  |
|           | Cleanliness   | 6  |  |
|           | Damage  | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>9</b>  | <b>Wheels</b> (wheels, mags, hub caps, trim rings etc.)   |    |  |
|           | Cleanliness   | 6  |  |
|           | Damage  | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>10</b> | <b>Tires</b>  |    |  |
|           | Cleanliness   | 4  |  |
|           | Damage (Do not deduct for tread wear unless cords visible)  | 2  |  |
|           | <b>Total</b>  | 6  |  |

|           |   |    |  |
|-----------|---|----|--|
| <b>11</b> | <b>Wheel wells</b>  |    |  |
|           | Cleanliness   | 6  |  |
|           | Damage (condition of paint &/or undercoating etc.)  | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>12</b> | <b>Visible Frame and Suspension Parts</b><br>(with hood closed, do not crawl or put head under car) |    |  |
|           | Cleanliness (including visible brake parts)   | 6  |  |
|           | Damage (condition of paint and finish)  | 4  |  |
|           | <b>Total</b>  | 10 |  |
| <b>13</b> | <b>Engine</b>   |    |  |
|           | Cleanliness<br>(Entire area including compartment, engine and in front of radiator etc.)            | 10 |  |
|           | Paint / Finish<br>(Entire area including compartment, engine and in front of radiator etc.)         | 10 |  |
|           | General Arrangement (electrical, hoses etc.)  | 5  |  |
|           | <b>Total</b>  | 25 |  |
| <b>15</b> | <b>Mechanical</b>   |    |  |
|           | Window regulators   | 2  |  |
|           | Locks (inside and out)  | 2  |  |
|           | Steering (excessive play)   | 1  |  |
|           | Exhaust system (leaks)  | 2  |  |
|           | Door closing (solid)  | 2  |  |
|           | Parking brake   | 1  |  |
|           | Heater and controls   | 2  |  |
|           | Vent controls   | 2  |  |
|           | <b>Total</b>  | 14 |  |

|           |  |    |  |
|-----------|--|----|--|
| <b>16</b> | <b>Electrical and Instruments</b> (All to be in working order) |    |  |
|           | Tachometer   | 1  |  |
|           | Oil pressure   | 1  |  |
|           | Ammeter / Voltmeter  | 1  |  |
|           | Winshield wipers (not necessary to run, check mechanically)    | 2  |  |
|           | Horn   | 1  |  |
|           | Interior lights  | 2  |  |
|           | Turn signals and 4 way flashers (if applicable)                | 2  |  |
|           | Headlights   | 2  |  |
|           | Parking lights and back-up lights (if applicable)              | 2  |  |
|           | Brake lights   | 2  |  |
|           | Licence plate light(s)   | 1  |  |
|           | Clock (working & correct local time)                           | 1  |  |
|           | Tail lights  | 2  |  |
|           | <b>Total</b>   | 20 |  |

03/20/10

**SHINE and SHOW SUMMARY SHEET**

|                    | <b>JUDGING AREA</b>       | <b>TOTAL POINTS POSSIBLE</b>    | <b>TOTAL AWARDED</b> |
|--------------------|---------------------------|---------------------------------|----------------------|
| <b>1</b>           | Exterior body             | 10                              |                      |
| <b>2</b>           | Exterior paint            | 10                              |                      |
| <b>3</b>           | Exterior trim             | 5                               |                      |
| <b>4</b>           | Glass and Mirrors         | 7                               |                      |
| <b>5</b>           | Interior Carpet           | 7                               |                      |
| <b>6</b>           | Interior Upholstery       | 8                               |                      |
| <b>7</b>           | General Interior          | 8                               |                      |
| <b>8</b>           | Trunk and Luggage Space   | 4                               |                      |
| <b>9</b>           | Wheels and Wheel wells    | 7                               |                      |
| <b>10</b>          | Mechanical                | 14                              |                      |
| <b>11</b>          | Electrical and Instrument | 20                              |                      |
| <b>SUBTOTAL</b>    |                           | 100                             |                      |
| City of Residence: |                           | <b>Add Travel Bonus (3 max)</b> |                      |
|                    |                           | <b>CLASS TOTAL</b>              |                      |
|                    |                           |                                 |                      |
|                    |                           | DATE:                           |                      |

|                      |  |
|----------------------|--|
| <b>Name</b>          |  |
| <b>CCCC #</b>        |  |
| <b>Name</b>          |  |
| <b>CCCC #</b>        |  |
| <b>Class</b>         |  |
| <b>Corvette Info</b> |  |

**SHINE and SHOW JUDGING SYSTEM**

03/20/06

Note to judges: Please judge as consistently as you can. Cars in this class are street driven regularly and should be judged on general overall appearance. They should not be picked apart for small imperfections or non-stock items.

**POINTS**

|          |  |    |  |
|----------|--|----|--|
| <b>1</b> | <b>Exterior Body</b>   |    |  |
|          | Fit of all exterior parts.   | 7  |  |
|          | Damage (body and bumpers)<br>All exterior parts with hood, doors and trunk (if applicable) closed. | 3  |  |
|          | <b>Total</b>   | 10 |  |
| <b>2</b> | <b>Exterior Paint</b>  |    |  |
|          | Cleanliness of body and bumpers  | 7  |  |
|          | Finish / Quality (age, cracks, peeling, primer, scratches etc. allowing for original paint)        | 3  |  |
|          | <b>Total</b>   | 10 |  |
| <b>3</b> | <b>Exterior Trim (chrome or painted)</b>   |    |  |
|          | Cleanliness of all parts except body and bumpers   | 5  |  |
|          | <b>Total</b>   | 5  |  |
| <b>4</b> | <b>Glass and Mirrors</b>   |    |  |
|          | Cleanliness of all glass (including glass part of mirrors), weatherstrip and rubber around windows | 4  |  |
|          | Damage (including all rubber around windows and weatherstrip)                                      | 3  |  |
|          | <b>Total</b>   | 7  |  |
| <b>5</b> | <b>Interior Carpet</b>   |    |  |
|          | Cleanliness  | 4  |  |
|          | Damage (lack of holes, wear, fading)   | 3  |  |
|          | <b>Total</b>   | 7  |  |

|              |   |          |  |
|--------------|---|----------|--|
| <b>6</b>     | <b>Interior Upholstery</b>  |          |  |
|              | Cleanliness (seats, visors, door panels etc.)   | 5        |  |
|              | Damage (lack of flaws, tears, etc.)   | 3        |  |
|              | <b>Total</b>  | <b>8</b> |  |
|              |   |          |  |
| <b>7</b>     | <b>General Interior</b> (dash, door jams, ashtray, instruments etc.)                      |          |  |
|              | Cleanliness   | 4        |  |
|              | Deduct (from a total of 4) one point for each missing knob or control                     | 4        |  |
|              | <b>Total</b>  | <b>8</b> |  |
|              |   |          |  |
| <b>8</b>     | <b>Trunk or Luggage Space</b> (glove and storage area plus battery compartment for 68-72) |          |  |
|              | Cleanliness   | 4        |  |
|              | <b>Total</b>  | <b>4</b> |  |
|              |   |          |  |
| <b>9</b>     | <b>Wheels and Wheel wells</b> (wheels, tires and wheel wells)                             |          |  |
|              | Cleanliness (hands off)   | 4        |  |
|              | Damage (condition of paint / finish. Do not deduct for tread wear unless cords visible)   | 3        |  |
|              | <b>Total</b>  | <b>7</b> |  |
|              |   |          |  |
| <b>10</b>    | <b>Mechanical</b>   |          |  |
|              | Window regulators   | 2        |  |
|              | Locks (inside and out)  | 2        |  |
|              | Steering (excessive play)   | 1        |  |
|              | Exhaust system (leaks)  | 2        |  |
|              | Door closing (solid)  | 2        |  |
|              | Parking brake   | 1        |  |
|              | Heater and controls   | 2        |  |
|              | Vent controls   | 2        |  |
| <b>Total</b> | <b>14</b>   |          |  |

|             |  |    |  |
|-------------|--|----|--|
| <b>11</b>   | <b>Electrical and Instruments</b> (All to be in working order) |    |  |
|             | Tachometer   | 1  |  |
|             | Oil pressure   | 1  |  |
|             | Ammeter / Voltmeter  | 1  |  |
|             | Windshield wipers (not necessary to run, check mechanically)   | 2  |  |
|             | Horn   | 1  |  |
|             | Interior lights  | 2  |  |
|             | Turn signal and 4 way flashers (if applicable)                 | 2  |  |
|             | Headlights   | 2  |  |
|             | Parking lights and back-up lights (if applicable)              | 2  |  |
|             | Brake lights   | 2  |  |
|             | Licence plate light(s)   | 1  |  |
|             | Clock (working & correct local time)                           | 1  |  |
| Tail lights | 2  |    |  |
|             | <b>Total</b>   | 20 |  |

#### IV. RALLYE GUIDELINES

##### A. GENERAL

1. Every attempt should be made to ensure fairness and equal opportunity for both local residents and out-of-town guests to be competitive.
2. The rallye course should avoid obvious dangerous situations.
3. If the starting instructions lead vehicles into a busy main street it must be a right turn.  
(A2)
4. Adequate room should be provided to assure all cars line up in the proper order.
5. In setting up a rallye, the rallye master or event chairperson should determine the route first, then add the questions after the route has been established. This will help eliminate confusion between instructions and questions.
6. It is highly recommended that congested traffic areas be avoided in the determination of the rallye route. If congested areas are unavoidable, no questions shall be asked in the congested areas .
7. All Rallye Chairpersons should have competed in at least **3 CCCC Rallyes, 2 of which should have been hosted by other clubs, in the previous year**, to be eligible to put on a Rallye.
8. All questions should be answerable.
9. The rallye course must be checked the day of the event for last minute changes, detours, sign removal, etc. An individual unfamiliar with the rallye, but knowledgeable as to CCCC rules, must check that instructions and questions are correct and without unintentional errors.

B. RALLYE RULES

I INSTRUCTIONS

1. Full and complete Rallye rules and instructions must be included with the rallye sheets. Referring to CCCC rules will not be considered compliance.
2. All terms and abbreviations must be consistent with the CCCC Rule book. Additional terms and abbreviations if required, shall be stated clearly in the special instructions.
3. Any additional instructions required by entrants must be provided in writing to all entrants prior to the start of the rallye. Written instructions or addenda required along the rallye route will take precedence over previous instructions and all verbal instructions.
4. Special instructions are the Rallye Master's definitions, interpretations, and requirements, for that specific Rallye, and must not contravene CCCC Rallye rules. These special instructions must include the Rallye Master's definitions of abbreviations, terminology, and questions.

For example: Define what is a sign  
                  Define what does SRIP mean, if  
                  anything

These special instructions must be in writing, the pages numbered (i.e.. 1 of 3 ) and included with the Rallye sheets.

5. All route instructions shall be independent of any questions asked on the rallye. It will not be necessary to correctly answer questions to complete the rallye course.
  6. Eliminate all questions that are not pertinent to the actual rallye (e.g. questions concerning facts about Corvettes). These types of questions are for fun rallyes not CCCC sanctioned rallyes.
  7. Rallye Sheets must be numbered.
- For the safety of competitors and their vehicles questions should not be asked unless there is a parking lane or paved shoulder for the competitor to pull over and answer the question.

8. No luck situations will be allowed during a CCCC sanctioned rallye (e.g. fortune cookies, playing cards)
9. No route instructions shall be contrary to any legally posted highway sign, either permanent or temporary.
10. Rallye instructions and questions must never be deliberately misleading.
11. Where average speeds are involved in a rallye instructions should state whether the rallye is in legs or overall. The maximum average speed for any section of the rallye must be at least 10% lower than that which can be safely maintained under posted speed limits.
12. In every event involving average speeds and / or distance, an odometer corrections section shall be provided. This section shall be at least 3 miles long and should start and end at some well-defined landmarks or immovable signs. There shall be no speed change before the correction point and the first checkpoint shall be no less than 2 miles after the correction point.
  - Readily identifiable landmarks must be located within 5 miles (8km) of each other, and so noted in the driving instructions so each entrant can verify that they are on course.
  - All distances must be stated in Kilometres and Miles.
15. The finishing point MUST either be known to all entrants or else written in a sealed envelope containing exact instructions, address, and if possible a telephone number at the end of the rallye.
16. Insurance forms must be completed and signed.
17. A drivers' meeting must be held for the drivers and navigators prior to the start. Any questions will be answered at this time.
18. Rallyes shall be laid out in such a manner that speeds will not exceed legal, reasonable, and safe driving speeds.

## II VEHICLES AND PARTICIPANTS

1. Any vehicle, in the opinion of the event chairperson, which does not comply with basic vehicle requirements, i.e. signal lights, brakes, etc., will not be allowed to compete.
2. All Rallye cars must have both a registered driver and a registered navigator in the car during the rallye, no cars will allowed to participate with a driver only.(A2)
3. Owners of trailered concours and /or auto-cross cars, used in the current year's competition, may use an alternate vehicle for rallye purposes with prior approval of the Rallye Master.
4. Children under 8 years of age may ride as passengers, otherwise, only driver and navigator are allowed in the vehicle.
5. The use of CB radios, Radio Telephones, cellular phones, and like devices during a rallye are strictly forbidden.
6. Have fun!

## III CHECKPOINTS

1. All checkpoints located on a road, must be on the right hand side of the road and so situated that the contestant need not leave the course to enter the checkpoint. The checkpoint must not be located too soon after stoplights, left turns off busy roads, or congested areas. **The procedure to follow when entering a checkpoint must be provided in the Special Instructions.**
2. All manned checkpoints must be identified by a large sign (minimum of 4 square feet). All signs must be similar and a sample must be displayed at the drivers' meeting.
3. Rallye cars must not stop in traffic lanes. There must be ample room for a number of Rallye cars to pull off the road while awaiting checkpoint activities.
4. If checkpoints are to be set up on private property, make sure that the owner has been properly approached and notified.

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#### IV SCORING

1. Timing must be consistent for all vehicles.
2. Scoring shall be based primarily upon driving and navigational skills and must be explained completely in the special instructions handed out with the rallye instructions.
3. Each Rallye team will commence with 1000 points.
4. If time is a consideration, the correct driving time of the Rallye or each leg, must be either known to all competitors before the Rallye begins, or must be calculable by all competitors. 5% over or under leeway must be given for each timed leg.
5. Deduct 5 points for each minute, or portion thereof, early on each timed leg.
6. Deduct 3 points for each minute, or portion thereof, late on each timed leg.
7. If distance is a consideration, there must be a method for competitors to correct their mileage. (see rule B,I,12) 2% over or under leeway must be given on each measured leg.
8. Deduct 3 points for each kilometre or portion thereof (.621 miles) more or less than the correct distance for each measured leg.
9. Deduct 5 points for each incorrect answer.
10. Deduct 50 points for missing or entering a legitimate checkpoint incorrectly, or entering an illegitimate checkpoint.
11. Deduct 20 points for each observed violation of traffic laws. Failing to follow any rallye master's special instructions deduct a maximum of 20 points per instruction.
12. DNF shall be given to any Rallye team that fails to enter the final checkpoint within a stated maximum time. This time allowance should be approximately 1 1/2 to 2 times the maximum allowed times for all legs combined.
13. The Rallye Master(s) will be assisted by one or two members of the Competition Committee in scoring the results.

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### C. RALLYE ABBREVIATIONS

The following are commonly used abbreviations. Any additions or changes must be explained in the individual rallye instructions.

- ACUTE** - A turn of substantially more than 90 degrees.
- B** BEAR - A turn of substantially less than 90 degrees.
- CR** CROSS - To go straight across. To cross a divided highway is to cross both halves.
- OPP** OPPORTUNITY - Crossroads or side road with or without a street name or number. {Dirt or gravel roads do not exist}.
- RR** RAILROAD TRACKS - A pair of parallel railroad tracks.
- R** RIGHT - A turn to the right of approximately 90 degrees.
- L** LEFT - A turn to the left of approximately 90 degrees.
- SOL** SIGN ON LEFT - Sign on left.
- SOR** SIGN ON RIGHT - Sign on right.
- SS** STOP SIGN - A conventional highway stop sign that you are required to obey.
- ST** STRAIGHT - Continue on the presently travelled route in the presently travelled direction.
- SRIP** SIGN READING IN PART - Sign reading in part.
- T** TEE - A point in the road being travelled where the road comes to an end by joining another road which meets it at an approximation of 90 degrees. It is not possible to go straight at a "T".
- TL** TRAFFIC LIGHT - Any two or more element traffic signal regardless of their mode of operation. A traffic control device that will show at least red and green in sequence. Two or more such traffic control devices at an intersection shall be considered as a single traffic light.

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**TURN** - A change of direction of approximately 90 degrees to the right or left.

**TURN AFTER** - Indicates a landmark located just before an opportunity.

**TURN BEFORE** - Indicates a landmark located just after an opportunity

**UNPAVED (DIRT)** - A road having a discontinuous, non-hard surface such as broken stone, gravel, dirt, etc. These do not exist on Corvette Rallies. You may find it necessary to traverse short sections of road where roads have been repaired and are not up to usual standards; these are not to be considered "unpaved" roads. Proceed across these sections with caution.

Any other abbreviations used must be defined in the Special Instructions, and provided accordingly.

#### **D. HELPFUL HINTS**

1. Do not assume anything.
2. Do not get lost; concentrate on the route first, on the time second.
3. Check off each and every item on the instruction sheet as it is completed.
4. If you are lost, pull off the road and look things over calmly; plan a recovery. Return to the last point you know you were correct.
5. Read instruction with scrupulous care.
6. Do not short cut even when the end is in sight. Follow every instruction on your sheets.

03/20/06

**-Appendix 1-**

**MILEAGE (KM) BETWEEN CANADIAN CITIES (03/18/2010)**

This chart is compiled from Governmental Travel Maps and is an indication of the mileage between cities.

| <b>KM</b>         | <b>Abb</b> | <b>Calg</b> | <b>Chilli</b> | <b>Edm</b> | <b>Kaml</b> | <b>Kel</b> | <b>Nan</b> | <b>Pr Gr</b> | <b>Reg</b> | <b>Sask</b> | <b>Vanc</b> | <b>Vict</b> | <b>Winn</b> |
|-------------------|------------|-------------|---------------|------------|-------------|------------|------------|--------------|------------|-------------|-------------|-------------|-------------|
| <b>Abbotsford</b> | 0.0        | 900.0       | 32.0          | 1088.0     | 283.0       | 318.0      | 154.0      | 814.0        | 1652.0     | 1605.0      | 75.0        | 155.0       | 2221.0      |
| <b>Calgary</b>    | 900.0      | 0.0         | 875.0         | 296.0      | 620.0       | 607.0      | 1052.0     | 783.0        | 763.0      | 623.0       | 975.0       | 1054.0      | 1324.0      |
| <b>Chilliwack</b> | 32.0       | 875.0       | 0.0           | 1063.0     | 258.0       | 230.0      | 170.0      | 630.0        | 1500.0     | 1325.0      | 103.0       | 160.0       | 2100.0      |
| <b>Edmonton</b>   | 1088.0     | 296.0       | 1063.0        | 0.0        | 680.0       | 903.0      | 1050.0     | 730.0        | 785.0      | 546.0       | 1159.0      | 1244.0      | 1357.0      |
| <b>Kamloops</b>   | 283.0      | 620.0       | 258.0         | 680.0      | 0.0         | 125.0      | 365.0      | 475.0        | 1280.0     | 1150.0      | 305.0       | 400.0       | 2025.0      |
| <b>Kelowna</b>    | 318.0      | 604.0       | 230.0         | 903.0      | 125.0       | 0.0        | 395.0      | 600.0        | 1368.0     | 1224.0      | 395.0       | 472.0       | 1940.0      |
| <b>Nanaimo</b>    | 154.0      | 1052.0      | 170.0         | 1050.0     | 365.0       | 395.0      | 0.0        | 640.0        | 1650.0     | 1510.0      | 70.0        | 142.0       | 2310.0      |
| <b>Prince</b>     |            |             |               |            |             |            |            |              |            |             |             |             |             |
| <b>George</b>     | 814.0      | 783.0       | 630.0         | 730.0      | 475.0       | 600.0      | 640.0      | 0.0          | 1550.0     | 1300.0      | 625.0       | 730.0       | 2170.0      |
| <b>Regina</b>     | 1652.0     | 764.0       | 1500.0        | 785.0      | 1280.0      | 1368.0     | 1650.0     | 150.0        | 0.0        | 257.0       | 1742.0      | 821.0       | 571.0       |
| <b>Saskatoon</b>  | 1605.0     | 620.0       | 1325.0        | 528.0      | 1150.0      | 1224.0     | 1510.0     | 1300.0       | 257.0      | 0.0         | 1597.0      | 1677.0      | 829.0       |
| <b>Vancouver</b>  | 75.0       | 977.0       | 103.0         | 1164.0     | 305.0       | 395.0      | 70.0       | 625.0        | 1742.0     | 1597.0      | 0.0         | 105.0       | 2152.0      |
| <b>Victoria</b>   | 155.0      | 1057.0      | 160.0         | 1244.0     | 400.0       | 472.0      | 142.0      | 730.0        | 1821.0     | 1677.0      | 105.0       | 0.0         | 2232.0      |
| <b>Winnipeg</b>   | 2221.0     | 1336.0      | 2100.0        | 1357.0     | 2025.0      | 1940.0     | 2310.0     | 2170.0       | 571.0      | 829.0       | 2152.0      | 2232.0      | 0.0         |

- Appendix 2 -

**CANADIAN COUNCIL OF CORVETTE CLUBS - WESTERN REGION**

**SLALOM RACING CLASSIFICATIONS**

|                            | Points |
|----------------------------|--------|
| Engine Group _____         | _____  |
| Engine Modifications _____ | _____  |
| _____                      | _____  |
| _____                      | _____  |
| _____                      | _____  |
| Subtotal                   | _____  |
| Exhaust Systems _____      | _____  |
| Drive Ratio - _____        | _____  |
| Wheels - Diameter _____    | _____  |
| Width _____                | _____  |
| Tires _____                | _____  |
| Suspensions _____          | _____  |
| Brakes _____               | _____  |
| Group _____                | _____  |
| Subtotal                   | _____  |
|                            | =====  |
| TOTAL                      | _____  |

**CLASSES**

|                     |                                     |                           |
|---------------------|-------------------------------------|---------------------------|
| <b>Stock 1 (S1)</b> | 0 - 30 Points                       | No Group C and/or D Tires |
| <b>Stock 2 (S2)</b> | 30.5 - 43 Points                    | No Group C and/or D Tires |
| <b>Stock 3 (S3)</b> | 43.5 - 56 Points                    | No Group C and/or D Tires |
| <b>Stock 4 (S4)</b> | 56.5 - 69 Points                    | No Group C and/or D Tires |
| <b>Stock 5 (S5)</b> | 69.5 +                              | No Group C and/or D Tires |
| <b>Super Stock</b>  | Any Car with Group C and/or D Tires |                           |

03/13/07

**GUIDELINES FOR PARTICIPANTS  
SHINE & SHOW****EXTERIOR**

- HOOD CLOSED & LATCHED
- DOORS CLOSED & UNLOCKED
- ROOF PANELS IN PLACE & SECURED
- CONVERTIBLE TOP UP AND SECURED IN PLACE
- HEADLIGHTS CLOSED
- FUEL DOORS CLOSED
- TRUNK CLOSED

**GLASS**

- ALL WINDOWS IN CLOSED (UP) POSITION
- MIRRORS IN NORMAL DRIVING POSITION

**INTERIOR**

- REMOVE ALL LOOSE OBJECTS (CLEANING SUPPLIES, ETC)
- REMOVE ALL FLOOR MATS
- NON PERMANENT PROTECTIVE DEVICES (STEERING WHEEL COVERS, SILL PROTECTORS, ETC.) MUST BE REMOVED
- ACCESSORIES SUCH AS CELL PHONES, RADAR DETECTORS MUST BE REMOVED
- EMPTY GLOVE BOXES, CONSOLES, DOOR POCKETS ETC
- ONLY ORIGINAL EQUIPMENT IS ALLOWED IN STORAGE COMPARTMENTS AND UNDER SEATS

**WHEELS**

- CHECK THAT ALL COMPONENTS ARE PROPERLY ATTACHED.(CENTRE CAPS, SPINNERS, TRIM RINGS, ETC)
- REMOVE TEMPORARY PROTECTIVE DEVICES IF POSSIBLE
- CHECK THAT COMPLETE SET OF VALVE CAPS ARE INSTALLED

**MECHANICAL & ELECTRICAL**

- CHECK ALL LIGHTS, ETC PRIOR TO THE JUDGES
- SET CLOCK TO CORRECT LOCAL TIME
- KNOW HOW INTERIOR CONTROLS WORK TO SHOW THE JUDGES

**GENERAL HINTS**

- DURING THE MECHANICAL & ELECTRICAL CHECK CLEAN ANYTHING THAT IS MOVED OR TOUCHED
- SPEND YOUR TIME & EFFORT CLEANING WHERE THE MOST BENEFIT IS DERIVED
- WHEELS/TIRES/WHEELWELLS AND GLASS/MIRRORS ARE THE EASIEST POINTS FOR EFFORT
- DO NOT SPENT TIME CLEANING AREAS NOT JUDGED (ENGINES, EXHAUST, SUSPENSION,ETC)

**GUIDELINES FOR PARTICIPANTS****CONCOURS D'ELEGANCE****EXTERIOR**

- HOOD IS TO BE CLOSED AND LATCHED TO ALLOW EXTERIOR JUDGES TO DETERMINE FIT.
- ENTRANT(S) IS/ARE RESPONSIBLE TO UNLATCH/OPEN HOOD FOR ENGINE JUDGE (S).
- IF ENTRANT(S) IS/ARE NOT AVAILABLE TO UNLATCH/OPEN HOOD HE/SHE MUST DESIGNATE AN ALTERNATE. ENGINE JUDGES(S) IS/ARE ALLOWED TO BE AN ALTERNATE.
- PAINT & BODY JUDGES ARE RESPONSIBLE TO LATCH THE HOOD IF THEY DEEM IT NECESSARY TO JUDGE FIT

**GLASS**

- ALL WINDOWS MUST BE FULLY CLOSED WITH NO OBJECTS ATTACHED TO THEM
- REMOVE ANY OBJECTS HANGING ON OR FROM THE MIRRORS

**INTERIOR**

- REMOVE ALL LOOSE OBJECTS (CLEANING SUPPLIES, ETC)
- REMOVE ALL FLOOR MATS
- NON PERMANENT PROTECTIVE DEVICES (STEERING WHEEL COVERS, SILL PROTECTORS, ETC.) MUST BE REMOVED
- ACCESSORIES SUCH AS CELL PHONES, RADAR DETECTORS MUST BE REMOVED
- EMPTY GLOVE BOXES, CONSOLES, DOOR POCKETS ETC
- ONLY ORIGINAL EQUIPMENT IS ALLOWED IN STORAGE COMPARTMENTS AND UNDER SEATS
- SUN SHADES AND/OR SIMILAR FACTORY INSTALLED EQUIPMENT MUST BE IN THE STOWED POSITION

**WHEELS**

- TIRE TREADS MUST BE CLEARED OF ROCKS AND ROAD DEBRIS
- ALL COMPONENTS THAT CAN BE SEEN OR TOUCHED MUST BE CLEANED
- CHECK THAT ALL COMPONENTS ARE PROPERLY ATTACHED.(CENTRE CAPS, SPINNERS, TRIM RINGS, ETC)
- REMOVE TEMPORARY PROTECTIVE DEVICES IF POSSIBLE
- CHECK THAT COMPLETE SET OF VALVE CAPS ARE INSTALLED

**ENGINE**

- NO LOOSE OBJECTS (RAGS, OIL CONTAINERS ETC)
- ENSURE ALL FILLER CAPS, COOLANT CAPS ETC ARE SECURE AND IN PLACE
- ADDITIONAL EQUIPMENT MUST BE PROPERLY ATTACHED/MOUNTED NEATLY
- IF POSSIBLE UNPLUG UNDERHOOD LIGHTS TO PREVENT DEAD BATTERY AND OTHER POSSIBLE PROBLEMS

**MECHANICAL**

- CHECK ALL LIGHTS, ETC PRIOR TO THE JUDGES
- SET CLOCK TO CORRECT LOCAL TIME
- KNOW HOW INTERIOR CONTROLS WORK TO SHOW THE JUDGES

**GENERAL HINTS**

- DURING THE MECHANICAL & ELECTRICAL CHECK CLEAN ANYTHING THAT IS MOVED OR TOUCHED
- SPEND YOUR TIME & EFFORT CLEANING WHERE THE MOST BENEFIT IS DERIVED
- THE ENGINE, VISIBLE EXHAUST AND SUSPENSION CAN BE VERY VALUABLE
- OVERALL IMPRESSION IS IMPORTANT
- MAKE SURE YOU ARE CLEAR AS TO WHAT THE JUDGES ARE LOOKING FOR /AT





- APPENDIX 5 -

**SAFETY INSPECTION FOR SPEED EVENTS**  
(Mandatory Items)

Date \_\_\_\_\_ Class \_\_\_\_\_ Car Number \_\_\_\_\_

COMPETITORS NAME \_\_\_\_\_

All cars **MUST** be inspected by the Event Chairperson or his/her alternate prior to competing. This form **MUST** be completed and signed by the Competitor.

Each Competitor will be responsible for the road worthiness of his or her car and CCCC (WR), its Executive, Directors and Member Clubs, assume no responsibility for the mechanical condition of the vehicle as a result of the "**SAFETY INSPECTION FOR SPEED EVENTS**"

Vehicles that do not meet minimum safety standards will not be allowed to compete.

|  | PASS  | FAIL  |
|--|-------|-------|
| 1. <b>SEAT BELTS</b> - attached and operating            | _____ | _____ |
| 2. <b>HELMET(S)</b> - proper approval                    | _____ | _____ |
| 4. <b>BRAKES</b> - firm pedal, no leaks                  | _____ | _____ |
| - Power brake booster operating properly (if applicable) | _____ | _____ |
| 5. <b>FLUID LEAKS</b> -                                  | _____ | _____ |
| 6. <b>EXHAUST SYSTEMS</b> - leakage                      | _____ | _____ |
| - properly attached                                      | _____ | _____ |
| 7. <b>HUB CAPS, TRIM RINGS ETC.</b> - removed            | _____ | _____ |
| 8. <b>LUG NUTS</b> - five per wheel                      | _____ | _____ |
| - No washers etc. for spacers or adapters                | _____ | _____ |
| 9. <b>TIRES</b> - DOT approved (except Group D)          | _____ | _____ |
| - No studs, recaps, bulges or sidewall damage            | _____ | _____ |
| 10. <b>LOOSE OBJECTS</b> - removed                       | _____ | _____ |
| 11. <b>SCATTERSHIELD OR BLANKET</b> - recommended        | _____ | _____ |
| 12. <b>STEERING COMPONENTS</b> - OEM or equivalent parts | _____ | _____ |
| 13. <b>THROTTLE RETURN SPRING</b> - one external         | _____ | _____ |
| Present except TPI cars                                  | _____ | _____ |
| 14. <b>FIRE EXTINGUISHER</b> - present (if required)     | _____ | _____ |
| & attached   | _____ | _____ |
| 15. <b>COMMENTS</b> _____                                |       |       |

I (the competitor) am aware the safety inspector has visually checked my representation of the car. The safety inspector has not physically checked any items represented and is not a licensed or certified official. This information has been communicated verbally and I am aware the mechanical condition of the car is my responsibility.

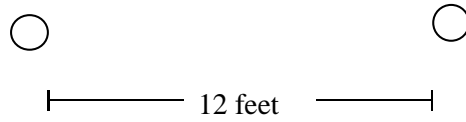
COMPETITORS SIGNATURE \_\_\_\_\_

TECH PASS \_\_\_\_\_ FAIL \_\_\_\_\_

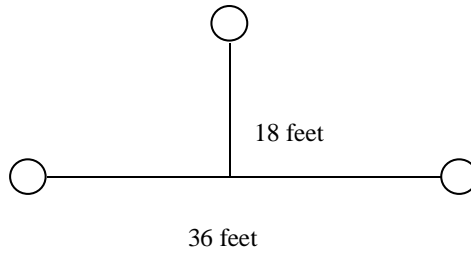
**APPENDIX 6  
SLALOM COURSE CONFIGURATION**

THE DIMENSIONS GIVEN BELOW ARE MINIMUMS THE EVENT CHAIRMAN MAY INCREASE THE SIZES IN THE INTEREST OF SAFETY AND \OR A BETTER COURSE LAYOUT

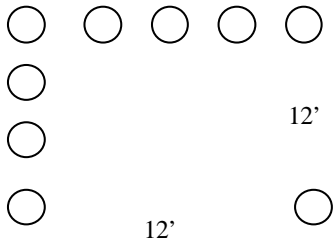
1. 12 feet wide



2. 18 foot radius



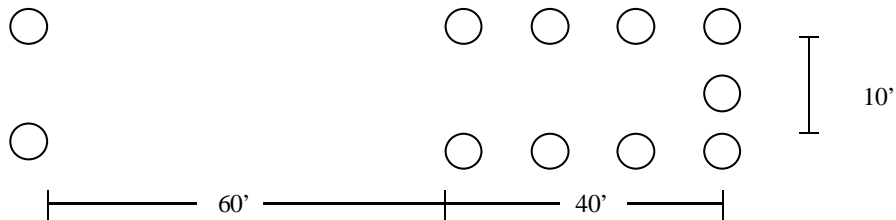
3. Square, acute etc. at 12 feet wide



\*\* if a single pylon is used or there is less than 12 feet between two pylons the gates must be as above

NOTE: The use of single pylon 180 degree or greater turns is not recommended

4. 60 feet to 40' x 10' (maximum) stop box from last gate





APPENDIX 7

|      |     | Spring Rate<br>in N/mm |       | Wheel Rate<br>in N/mm |      | Anti-roll Bar<br>Dia. in mm |      | Wheels<br>in. D. x W. x mm offset |           | Tires      |            | SHOCKS     | Front<br>Lower<br>Bushings |    |
|------|-----|------------------------|-------|-----------------------|------|-----------------------------|------|-----------------------------------|-----------|------------|------------|------------|----------------------------|----|
|      |     | FRONT                  | REAR  | FRONT                 | REAR | FRONT                       | REAR | FRONT                             | REAR      | FRONT      | REAR       |            |                            |    |
|      |     |                        |       |                       |      |                             |      |                                   |           |            |            |            |                            |    |
| 1984 | FE1 | 63.5                   | 72.0  | 21.5                  | 28.6 | 24 S                        | 20 S | 15x7x17                           | 15x7x17   | 215/65R15  | 215/65R15  | 1          | N                          |    |
|      | Z51 | 102.0                  | 87.5  | 28.6                  | 37.5 | 25 S                        | 23 S | 16x8.5x32                         | 16x8.5x32 | 255/50VR16 | 255/50VR16 | 1          | N                          |    |
|      |     |                        |       |                       |      |                             |      | 16x8.5x32                         | 16x8.5x38 | 255/50VR16 | 255/50VR16 | 1/4        | HD                         |    |
| 1985 | FE1 | 54.0                   | 39.9  | 17.5                  | 24.1 | 24 S                        | 20 S | 16x8.5x32                         | 16x8.5x32 | 255/50VR16 | 255/50VR16 | 1/3        | N                          |    |
|      | Z51 | 63.5                   | 57.2  | 26.0                  | 30.6 | 30 S                        | 24 S | 16x9.5x38                         | 16x9.5x38 | 255/50VR16 | 255/50VR16 | 1/4        | HD                         |    |
| 1986 | CPE | FE1                    | 51.8  | 39.9                  | 18.0 | 24.1                        | 26 T | 20 S                              | 16x8.5x32 | 16x8.5x32  | 255/50VR16 | 255/50VR16 | 1/3                        | N  |
|      |     | Z51                    | 66.5  | 57.2                  | 26.0 | 30.6                        | 30 S | 22 S                              | 16x9.5x38 | 16x9.5x38  | 255/50VR16 | 255/50VR16 | 4                          | HD |
|      | CNV | FE1                    | 54.4  | 39.9                  | 19.0 | 24.1                        | 26 T | 19 S                              | 16x8.5x32 | 16x8.5x32  | 255/50VR16 | 255/50VR16 | 2/3                        | N  |
| 1987 | CPE | FE1                    | 51.8  | 39.9                  | 18.0 | 24.1                        | 26 T | 20 S                              | 16x8.5x32 | 16x8.5x32  | 255/50VR16 | 255/50VR16 | 1/3                        | N  |
|      |     | Z52                    | 51.8  | 39.9                  | 18.0 | 24.1                        | 30 S | 20 S                              | 16x9.5x38 | 16x9.5x38  | 255/50VR16 | 255/50VR16 | 3                          | N  |
|      |     | Z51                    | 66.5  | 57.2                  | 26.0 | 30.6                        | 30 S | 22 S                              | 16x9.5x38 | 16x9.5x38  | 255/50VR16 | 255/50VR16 | 4                          | HD |
|      | CNV | FE1                    | 54.4  | 39.9                  | 19.0 | 24.1                        | 26 T | 19 S                              | 16x8.5x32 | 16x8.5x32  | 255/50VR16 | 255/50VR16 | 2/3                        | N  |
|      |     | Z52                    | 54.4  | 39.9                  | 19.0 | 24.1                        | 26 T | 20 S                              | 16x9.5x38 | 16x9.5x38  | 255/50VR16 | 255/50VR16 | 3                          | N  |
| 1988 | CPE | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 16x8.5x50 | 16x8.5x50  | 255/50ZR16 | 255/50ZR16 | 1/3                        | N  |
|      |     | Z52                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | Z51                    | 115.5 | 57.2                  | 30.8 | 33.5                        | 30 S | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 4                          | HD |
|      | CNV | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 16x8.5x50 | 16x8.5x50  | 255/50ZR16 | 255/50ZR16 | 2                          | N  |
|      |     | Z52                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
| 1989 | CPE | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
|      |     | Z51                    | 115.5 | 57.2                  | 30.8 | 33.5                        | 30 S | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 4                          | HD |
|      |     | Chal                   | 115.5 | 57.2                  | 30.8 | 33.5                        | 30 S | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | HD |
|      | CNV | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
| 1990 | CPE | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
|      |     | ZR1                    | 96.2  | 39.9                  | 27.1 | 25.7                        | 26 T | 26 S                              | 17x9.5x56 | 17x11x36   | 275/40ZR17 | 315/35ZR17 | 5                          | N  |
|      |     | Z51                    | 115.5 | 57.2                  | 30.8 | 33.5                        | 30 S | 26 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 4                          | HD |
|      |     | R9G                    | 115.5 | 57.2                  | 30.8 | 33.5                        | 30 S | 26 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40Zr17 | 5                          | HD |
|      | CNV | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
| 1991 | CPE | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
|      |     | ZR1                    | 96.2  | 39.9                  | 27.1 | 25.7                        | 26 T | 26 S                              | 17x9.5x56 | 17x11x36   | 275/40ZR17 | 315/35ZR17 | 5                          | N  |
|      |     | Z07                    | 115.5 | 57.2                  | 30.8 | 33.5                        | 30 S | 26 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | HD |
|      | CNV | FE1                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 93.1  | 39.9                  | 26.7 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
| 1992 | CPE | FE1                    | 73.2  | 39.9                  | 23.9 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |
|      |     | FX3                    | 73.2  | 39.9                  | 23.9 | 25.7                        | 26 T | 22 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | N  |
|      |     | ZR1                    | 75.4  | 33.0                  | 25.4 | 22.6                        | 26 T | 26 S                              | 17x9.5x56 | 17x11x36   | 275/40ZR17 | 315/35ZR17 | 5                          | N  |
|      |     | Z07                    | 90.1  | 57.2                  | 29.4 | 33.5                        | 30 S | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 5                          | HD |
|      | CNV | FE1                    | 73.2  | 39.9                  | 23.9 | 25.7                        | 26 T | 24 S                              | 17x9.5x56 | 17x9.5x56  | 275/40ZR17 | 275/40ZR17 | 3                          | N  |

|      |     |      |      |      |      |      |      |           |           |            |            |   |    |
|------|-----|------|------|------|------|------|------|-----------|-----------|------------|------------|---|----|
| 1993 | FX3 | 83.2 | 39.9 | 23.9 | 25.7 | 26 T | 22 S | 17x9.5x56 | 17x9.5x56 | 275/40ZR17 | 275/40ZR17 | 5 | N  |
| CPE  | FE1 | 73.2 | 39.9 | 23.9 | 25.7 | 26 T | 24 S | 17x8.5x56 | 17x9.5x56 | 255/45ZR17 | 285/40ZR17 | 3 | N  |
|      | FX3 | 73.2 | 39.9 | 23.9 | 25.7 | 26 T | 24 S | 17x8.5x56 | 17x9.5x56 | 255/45ZR17 | 285/40ZR17 | 5 | N  |
|      | ZR1 | 75.4 | 33.0 | 25.4 | 22.6 | 26 T | 26 S | 17x9.5x56 | 17x11x36  | 275/40ZR17 | 315/35ZR17 | 5 | N  |
| CNV  | Z07 | 90.1 | 57.2 | 29.4 | 33.5 | 30 S | 24 S | 17x9.5x56 | 17x9.5x56 | 275/40ZR17 | 275/40ZR17 | 5 | HD |
|      | FE1 | 73.2 | 39.9 | 23.9 | 25.7 | 26 T | 24 S | 17x8.5x56 | 17x9.5x56 | 255/45ZR17 | 285/40ZR17 | 3 | N  |
|      | FX3 | 73.2 | 39.9 | 23.9 | 25.7 | 26 T | 24 S | 17x8.5x56 | 17x9.5x56 | 255/45ZR17 | 285/40ZR17 | 5 | N  |

CODES

S-SOLID ANTI ROLL BAR    T- TUBULAR ANTI ROLL BAR    1-DELCO SHOCK    2-DELCO SHOCK, CONV SPECIFIC    4-DELCON/BILSTEIN GAS,Z51  
5-RIDE ADAPTIVE DELCO/BILSTEIN GAS SHOCK    N-NORMAL    HD-HEAVY DUTY