

2026

CANADIAN COUNCIL OF CORVETTE CLUBS

WESTERN REGION

COMPETITION RULE BOOK

The purpose of the Rule Book is to encourage interactivity between individual Corvette Clubs within C.C.C.C. West.

Canadian Council of Corvette Clubs - Western Region Competition Rule Book provides uniform and fair standards under which competition events may be hosted by member 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 she/he takes in entering the event.

Abuse of any volunteer by a participant or related party will not be tolerated. Any concern(s) that a participant or related party has, must be directed to the event chairperson(s) and or member(s) of the Competition Committee. Failure to comply with this directive could result in the entrant(s) being excluded from the event.

CANADIAN COUNCIL OF CORVETTE CLUBS (WESTERN REGION)
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I. EVENT GUIDELINES

A. GENERAL REQUIREMENTS

1. CCCC (WR) will be grouped into 2 geographic areas:
 - British Columbia
 - Alberta, Saskatchewan and Manitoba

Each geographic region is eligible to host events, but not limited to those described in the Rule Book.

2. (a) Each member club must submit, for any slalom/autocross event, the insurance fee determined annually (as per the current premium charge) a minimum of 30 days prior to the event(s).
(b) A club hosting more than one event can pay for any or all of the events when the schedule is determined. Events not scheduled by April 1st and hosted after that date must have in insurance fee paid prior to the event.
3. 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.
4. An electronic speed waiver must be completed and signed by all entrants, marshals, other participants, passengers and/or spectators (including all minors). Spectators **do not** have to complete the waiver as long as they stay within the designated spectator area. Any "spectator" wanting to access any "hot" area (defined as the course, paddock, pit(s), or grid) of the event must complete the electronic waiver.
5. All clubs must advise the Competition Chairperson in writing of all events that the club is hosting for insurance purposes. The Rule Book applies to events hosted by a CCCC(WR) member club,
6. The Competition Committee includes the four regional representatives and the V. P. of Competition. It is the committee's responsibility, individually and/or collectively, to enforce the competition rules, and to investigate and rule on alleged infractions.

B. MINIMUM AWARDS FOR ALL EVENTS

1. If a Convention is hosted and the events include a Shine and Show and/or Slalom/Autocross, the following awards are recommended:
 - 1 - Men's Fast Time of Day – Non Competition Tires
 - 1 - Ladies' Fast Time of Day – Non Competition Tires

- 1 - Best Overall in Concours - based on total score excluding travel bonus points
- 1 – Best Overall in Shine and Show - based on total score excluding travel bonus points
- At Convention the Top Competitor will receive the Zora Arkus Duntov award. The club hosting Convention will present the Zora Arkus Duntov to the competitor who wins both a Shine and Show/Concours and Slalom class. In the event of a tie(s) the recommendation is to use a percentage of the highest overall Shine and Show or Concours score and fastest time of day for slalom

C. GENERAL

1. No club shall monopolize one particular weekend. The host club is strongly encouraged to provide other activities such as cruises(s), tours, poker runs, non-judged Shine and Show, etc.
2. Specific Holiday long weekends include:
 - Victoria Day in May
 - Canada Day in July
 - Civic holiday in August
 - Labour Day in September
3. Sponsorship for the long weekends will be as per the sponsorship contract in effect. The CCCC (WR) Directors at their discretion may approve without sponsorship for any of the above listed long weekends.
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.

D. EXHIBITION CATEGORIES

The following guidelines will apply:

- times/scores can be obtained by the entrants
- awards may be presented
- the event chairperson will have the authority to determine whether a participant is to be charged a fee

For Slalom the following will apply:

- an individual who is competing for the first time in a CCCC(WR) competition, or at a facility that may be beyond his/her comfort level, must notify the Event Chairperson they are a “novice”
- the novice will be allowed a run with an experienced driver of his/her or the Event Chairperson’s choice prior to the competitive runs
- in addition, the novice will be allowed the same number of runs as all other competitors and is allowed a passenger of his/her or the Event Chairperson’s choice
- entrants who have previously competed in slalom events are allowed to enter the exhibition category

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. The completed forms must be signed by both the entrant and a technical inspector designated by the Event Chairperson. Technical inspections completed by the entrant only (i.e. “self-tech”) are not acceptable.
2. Each entrant is responsible for classifying their own car. The entrant must present the car in a race ready condition for the class it will be competing in. Where a competitor has a second or “back up” car it may be inspected at the Event Chairperson’s discretion. The previous requirements are applicable and the backup car can only be used in the event of a breakdown.
3. Marshalls must be able to monitor pylon and course infractions. The stations must be equipped with a fire extinguisher, a red flag and a radio. A minimum of two marshalling stations are required. Depending upon the “track” the event chairperson and the competitors will review and designate the marshaling and stations. Under no circumstances is the use of next competitor to marshal pylon(s) acceptable. The slalom event will not start until this requirement is met.
4. 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.
5. 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 other in the afternoon.

6. A diagram/map showing direction, pylon location, start and finish must be posted.
7. A course walk(s) or parade lap(s) must be available to all competitors equally. The provision for course walking or a parade lap(s) and when they are allowed is at the Chairperson(s) discretion.
8. If a change/alteration to the course is necessary the map/diagram must be revised. The revised map/diagram must be presented to all competitors during a Drivers Meeting. Refer to item #7 with regards to subsequent course walks etc.
9. 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 4)
10. 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.
11. A driver must present a valid driver's license prior to being allowed to compete.
12. 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.
13. While making a timed run, if a driver comes upon a pylon that had been knocked down by a previous competitor's car, the competitor must stop and wait for a course marshal. The marshal will inform the timer/scorer and instruct the competitor to proceed to the stop box. A rerun will be allowed as per item #15 and #16.
14. Times must be posted as soon as possible after each participant's run.
15. There must be a minimum of ten (10) minutes between any car or driver runs or rerun(s). In the case of two (2) drivers in the same class the competitor with the fastest time from the previous event will be first in the run order. At an event where there are run groups or not enough competitors the ten (10) minute requirement can be modified at the event chairperson and competitors discretion.
16. If a rerun is required, the entrant must be notified within 5 minutes. Each and every rerun will include all penalties incurred on the original run. No rerun will be allowed for a DNF run.
17. 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 any member of the Competition Committee determines that there is a safety concern with the course it must be addressed with the Event Chairperson prior to the driver's meeting. It is the Event Chairperson's

responsibility, with the assistance of the Competition Committee member(s) present if necessary, to alter the course in such a manner as to provide a safe event. Any changes/alternations must be made as per items 6, 7, and 8 on page 9.

18. Slalom events(s) held at a facility which has a specified noise policy/test must adhere to the mandated requirements(s) and testing procedure(s). The appropriate information must be circulated to all clubs (including Directors) a minimum of thirty (30) days prior to the event. It is the responsibility of any potential entrant who has a concern with regards to meeting the requirement(s) to contact the event Chairperson and the Competition Committee. In the case where there is not a facility specified noise policy/test the host club will comply with Appendix 10. As stated above, the host club must provide a minimum of a thirty (30) day notice of their intent to enforce the test.

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

20. Three types of course finish are allowed at the end of the slalom run. (See Appendix 4, #4)

- a. A complete stop box can be used to end the run. It will be constructed so the only exit is through the end pylon. A marshal will remove the pylon when the car has come to a complete stop.
- b. It can be constructed using a 90 degree opening in either side that can only be exited at idle speed. Or it can be constructed with an end exit which requires a complete stop within the plane of the stop box and a signal from a marshal to exit.
- c. The use of a moving finish can only be at a facility (e.g. an airport runway) where it is safe to do so. There must be a sufficient area where the car can safely be slowed from course to pit speed. A car must be slowed to "idle" speed before entering the pit/grid area. There will be pylons prior to and after the timing lights defining the "shut down" area.

21. Where possible the finish area should be in a direction away from spectators, parking, staging areas, roads and/or other obstacles. The end of the course shall be a straight line from the last gate, with a minimum of 60 feet to the timing lights. If a stop box (20a and 20b) is used to end the run, the timing lights must be a minimum of 60 feet from the end. (Refer to Appendix 5, #4.)

22. All competitors must leave the course through the stop box/finish area. Failure to comply with this condition will result in the driver's disqualification for that event and will forfeit any further runs that day. (Refer to Appendix 4, #4)

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

24. If an individual is late or has had a breakdown a technical inspection may be granted by a member of the Competition Committee at their discretion. Where an inspection has

been granted it is also the Competition Committee member's decision as to whether any missed runs will be allowed to be made. Should a Competition Committee member not be present the Event Chairperson will assume these responsibilities.

25. 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.

26. **A passenger is allowed (including with a novice driver as per page 8) during a timed run including all of the runs to complete the event.** Passengers are allowed only if they have completed the electronic waiver and wear an approved helmet. The car that has a passenger must have approved seat belts for the passenger's seat.

B. SAFETY INSPECTION FOR SPEED EVENTS

All cars must be inspected by a designated technical inspector prior to competing. The Safety Inspection Form (Appendix 3) must be completed and signed by the competitor and the inspector. Each Competitor will be responsible for the road worthiness of his or her car. C.C.C.C. (WR), its Executive, Directors nor Member Clubs, assumes no responsibility for the mechanical condition of the vehicle. The inspector has the right to request that any member of the Competition Committee review any questionable vehicle prior to competition. Any Competition Committee member 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. This applies to both the driver and passenger set.
2. **HELMETS** - required in all speed events and in all classes - Snell 2015 MA, current DOT (FMVSS No.218) or current ECE approval (R22.06). If a DOT or ECE helmet is dated, it must be 2015 or later as per the Snell rating.
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. Note condition of brake fluid including colour and level.
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** - All tires (including rain, spare or alternate ones) must be DOT approved (except Super Stock tires). No studs, recaps, excessive sidewall scuffing, bulges or visible cords (anywhere on the tread surface) will be allowed.
10. **LOOSE OBJECTS** - anything not firmly attached must be removed from the car. The battery must be secured in a proper manner.
11. **SCATTERSHEILD** - 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.
15. **WARNING LAMPS/MESSAGES** – MIL lights or service messages (in DIC) remain illuminated and or displayed. List any and all observed.

Technical Inspectors **MUST CONFIRM** any representations made by the Competitor. Once the inspector has completed the form **BOTH INDIVIDUALS MUST** sign the sheet.

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.
3. As noted under A. GENERAL REQUIREMENT item number 20 there are three possible course finishes. A run will be scored as a DNF as follows:
 - If the inside plane is broken and/or any pylon is touched in a complete shop box (i.e. marshaled) the run will be scored as a DNF.

- When an un-marshalled “stop” box is used, if the stop box has an open end exit any pylon touched, or plane broken prior to a complete stop (signaled by a marshal) will result in a DNF
 - In the case of a moving finish, if any pylons are touched and/or the car does not finish through the designated area the run will be scored as a DNF.
4. If the timer and/or a marshal observe a competitor finishing a run in an uncontrolled/unsafe manner the run will be scored as a DNF. The event chairperson or any member of the Competition Committee can be consulted to validate the scoring if necessary.
 5. If a competitor has a rerun(s) any and all pylon penalties from the run or runs will count against the timed rerun (as per page 10, #13, 15 and 16).
 6. An entrant will receive a DNF if they make a 3-wheel off-course deviation on a timed run. (No rerun in event of clock failure). The DNF is specific to the run during which it occurred and does not exclude the individual from the results. If it is objectively determined the DNF was intentional or deliberate the individual may be excluded from further competition. The course is defined as being between the pylons (not including the pylons) or the asphalt/concrete surface of the track. Two wheels must remain on course.
 7. Course **pylon penalties** will be **2 seconds each**.
 8. Pylon positions must be clearly marked.
 9. The timed run is deemed to have started when the car is staged (stops at a pre-determined line before breaking the start beam).
 10. The timed run is deemed to have finished when the end timing beam is broken, a marshal has signalled the stop is complete or the exit is as per Page 11 #20.

D. SPEED EVENT CLASSES

1. It is the entrant's responsibility to provide substantiating evidence that the car is as represented. (Refer to Page 7 item 6)
2. Any new parts, tires or changes not covered by the following rules should be submitted to the Competition Committee to determine whether it is a potential modification.
3. Only in the event of a breakdown will a competitor be allowed to drive another entrant's car or his/her back up car (Page 9, A, item #2) during timed runs.

4. STOCK – All corvettes as per generation with tire restrictions.
For the purposes of classification the following applies:

- **C1** - 1953 through 1962
- **C2** – 1963 through 1967
- **C3** – 1968 through 1982
- **C4** – 1984 through 1996
- **C5** – 1997 - 2004
- **C6** – 2005 - 2013
- **C7** – 2014 – 2019
- **C8** - 2020 -

This classification system is based on the generation (year) of the car, the engine and tire sizing.

1. If the car has a non-generational engine this will take precedence. In this case the starting point for the classification will be the generation of the engine.
2. A non-corvette engine, major modifications or boosting the existing engine will move the car up one class.
 - Major modifications are non-stock displacement, cylinder heads, camshaft and/or intake manifolds.
 - Boosting can be either super or turbo charging.
 - Power adders such as NOS (Nitrous), etc.
3. In the case where a non-stock Corvette engine has resulted in a class change (i.e. move one up) the horse power rating and TTS must still fit within the class limits. If either are exceeded the car will continue to move up classes until both are within the limits of the class.
4. Horsepower numbers are the manufacturer assigned ones. The source of the horsepower numbers is Mike Antonick's Corvette Black Book.
5. Total tire section (TTS) is the accumulated number of millimetres for all four tires. Tire section classification numbers are based on Manufacturer sizing. See Table – Page 19

E. 1. SLALOM CLASSIFICATION SYSTEM

CLASS	GENERATION	HORSEPOWER	TTS (millimetres)
Stock 2	C1 – C4	C1 Max 360 HP C2 Max 435 HP C3 Max 435 HP C4 Max 330 HP	Not more than 1140
Stock 3	C2 – C4	C2 over 435 HP C3 over 435 HP C4 over 330 HP	Not more than 1180
Stock 4	C5 – C6	C5 Max 350 HP C6 Max 400 HP	Not more than 1180
Stock 5	C5 – C7	C5 over 350 HP C6 Max 436 HP C7 Max 460HP	Not more than 1180
Stock 6	C6 – C7	C6 max 505 HP C7 max 460 HP	Not more than 1240
Stock 7	C1 - C3 C4 – C5 C6 C7 C8	No restriction No restriction C6 over 505 HP C7 over 460 HP C8 max 670HP	Over 1140 Over 1180 Over 1240 Over 1240 Not more than 1100
Stock 8	C8 – Z06 C8 – ZR1 C8 – E-Ray	Max 670 HP Max 1064 HP Max 655 HP (495 + 160)	Not more than 1240 Not more than 1240 Not more than 1240
Super Stock	C1 – C8	No restrictions	Competition Tires (See Page 17)

- Use the year of the car (see page 14) to determine the generation.
- Determine whether the car has a correct generation engine using the table on page 18.
- If the engine generation is not correct for the car the slalom class is based on the engine.
- Any engine modification as per page 14/15 (#2) will add one class to the classification.
- To determine the TTS take the three digit number at the beginning of the tire size from all four tires and add them together. (See page 19 for tire sizing)

- Using the calculated TTS make sure that is equal to or less than the number specified in the table above.
- If the calculated number is greater than the one specified move up in the classification until the number is not exceeded.
- See Appendix 6 – **SLALOM CLASSIFICATION SHEET**

2. **SUPER STOCK**

- a. Any Corvette with competition tires. (See Page 17)
- b. A blanket or scatter shield is highly recommended.
- c. Any Corvette with lightened body or frame.
 - Lightening of stock body panels or replacing with light weight counter parts (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.
- d. Any Corvette with stock windshield removed.
- e. 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.
- f. 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

SUPER STOCK TIRE (COMPETITION)

Racetrack & Autocross Only

For enthusiastic drivers wanting DOT-legal tires for dry conditions during racetrack, time attack or autocross competition.

Never intended to be driven on the street or exposed to near-freezing temperatures, Racetrack & Autocross Only special-use tires feature racing slick type tread designs and compounds optimized for dry traction to provide the ultimate in acceleration, cornering and braking in dry conditions

Any tire with a tread wear rating less than 200.

For tires not specified in the listing or not displaying a tread wear rating number a competitor would be advised to consult the Competition Committee as to whether it would be designated a Super Stock tire.

SCCA has designated the Hoosier Trac Attack as a competition tire. For the 2025 season it will compete in the Super Stock Class.

ENGINE DESIGNATION FOR SLALOM CLASSIFICATION

CLASS	HORSEPOWER See - Corvette Black Book	ENGINE DESIGNATION
Stock 2	C1 Max 360 C2 Max 435 C3 Max 435 C4 Max 330	All 1953-1962 Engines All 1963 – 1967 Engines All 1968 – 1982 Engines L98, LT1 (correct for generation), LT4 (correct for generation)
Stock 3	C2 Over 435 C3 Over 435 C4 Over 330	L89 L89 LT5 (ZR1 correct for generation)
Stock 4	C5 Max 350 C6 Max 400	LS1 LS2 (2005 – 2007)
Stock 5	C5 Over 350 C6 Max 436 C7 Max 460	LS6 (Z06 correct for generation) LS3 (2008 – 2013) LT1 (correct for generation)
Stock 6	C6 Max 505 C7 max 460	LS7 (Z06 correct for generation) LT1 (correct for generation)
Stock 7	C6 over 505 C7 over 460 C8 Max 495	LS9 (ZR1 correct for generation) LT4 (correct for generation) LT2 (correct for generation)
Stock 8	C8 Max 670 C8 Max 655 C8 Max 1064	LT6 (correct for generation) LT2 (correct for generation) LT7 (correct for generation)
Super Stock	No Restrictions	

F. TIRE SIZE CALCULATIONS

GENERATION	TIRE SIZE	TOTAL TIRE SECTION (TTS) Millimetres
C1 – All models	205/75/15 215/70/15 225/70/15	820 860 900
C2 – All models	As above	As above
C3 – All models	225/70/15 255/60/15	900 1020
C4 – 1984 – 1988	255/50/16	1020
C4 – 1988 – 1991	275/40/17	1100
C4 – 1992 – 1996	255/45/17 – Front 285/40/17 – Rear	510 + rear tire total 570 (510 + 570 = 1080)
C4 – 1990 – 1995 ZR1	275/45/17 – Front 315/35/17 - Rear	550 + rear tire total 630 (550 + 630 = 1180)
C5 – Base (1997 - 2004)	245/45/17 – Front 275/45/18 – Rear	490 + rear tire total 550 (490 + 550 = 1040)
C5 – Z06 (2001- 2004)	265/40/17 – Front 295/35/18 - Rear	530 + rear tire total 590 (530 + 590 = 1120)
C6 – Base (2005 – 2013)	245/40/18 – Front 285/35/19 – Rear	490 + rear tire total 570 (490 + 570 = 1060)
C6 – Z06 (2006 – 2013)	275/35/18 – Front	550 + rear tire total
Grand Sport (2010-13)	325/30/19 – Rear	650 (550 + 650 = 1200)
C6 – ZR1 (2009 – 2013)	285/30/19 – Front 335/25/20 - Rear	570 + rear tire total 670 (570 + 670 = 1240)
C7 – Base (2014 – Current)	245/40/18 – Front	490 + rear tire total
Z51	285/35/19 – Rear	570 (490 + 570 = 1060)
C7 – Z06 (2015)	285/30/19 – Front 335/25/20 - Rear	570 + rear tire total 670 (570 + 670 = 1240)
C8 – Base/Z51	245/45/19 – Front 305/30/20 – Rear	490+610 = 1100
C8-Z06	275/30/20 Front 345/25/21 Rear	550+690=1240
C8-ZR1	275/30/20 Front 345/25/21Rear	550+690=1240
C8-E-Ray	275/30/20 Front 345/25/21 Rear	550+690=1240

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 cannot judge their own cars or cars in their class, or 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 (Concours section #14,15 / Shine and Show #10, 11 / Slalom Prepared #5). Also the entrant must be available to open and close the hood and trunk if required.
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 in place no later than one hour prior to stop clean.
10. Every entry must be ready for judging. There will be no cleaning etc. after stop clean has been called.
11. It is recommended that the Electrical and Mechanical judging be done upon entry to the Concours site. If it is not done upon entry the entrant and event chairperson will agree to the timing of the judging. Where the entrant has not made the car available for this judging they will receive no score for these items.
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. **At the judges briefing the Chairperson will distribute copies of the Judges Briefing Sheet.** 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.

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. (eg. convertible or coupe tops, grill, etc.)

15. Only the event judges, Chairperson, and the entrant shall be allowed to view the entrant's judging sheets. Participants are to sign their score sheet to signify their agreement with points addition at time of judging, and to acknowledge completeness and accuracy.

16. 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.)

17. All cars in class should be judged under similar conditions.

18. No points will be automatically awarded for any item of judging.

19. When a club wishes to present an award for best exterior, it should encompass all items from Summary Sheet #1 through #4. If it is for best paint, then it should encompass all items from Summary Sheet #1 and #2.

20. The judging of C4 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 – 2013
C7	2014 – 2019
C8	2020 -
Custom	See Sections C and D

SHINE AND SHOW CLASSES

C1	1953 - 1962
C2	1963 - 1967
C3	1968 - 1982
C4	1984 - 1996
C5	1997 - 2004
C6	2005 – 2013
C7	2014 – 2019
C8	2020 -

SLALOM PREPARED See Section C

NOTE: All cars entered in **SHINE AND SHOW** must provide current and valid registration and insurance certificates. Trailered cars will be allowed in Shine and Show but will not receive any travel bonus points. These cars will be judged on their own judging sheets. .

C. QUALIFYING FOR CUSTOM AND SLALOM PREPARED CLASSES

CUSTOM

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: Pin striping, 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.

SLALOM PREPARED

1. This class is only for trailered cars
2. DOT mandated equipment such as wipers, lights, horn, etc. have been removed or are non-functioning.
3. Interiors have been modified or removed for speed event purposes.
4. Body or chassis has been modified for speed event purposes.
5. This class is intended for cars that are modified to fit the Super Stock Slalom Classification. It is not intended for fully functional cars, licenced or not, that would pass a current roadworthiness inspection.

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 | 3 points |
| 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 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 size and shape | 2 points |

16. Installation of custom front or rear bumpers or bumper 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 each end
22. Replacement of visible engine parts with non-Corvette items	1 point maximum
23. Non-stock steering wheel or shifter	1 point maximum
24. Glass Smoked, Etched, or Louvers	1 point 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

E. TRAVEL BONUS POINTS

- Concours travel points – ¼ point per 80 km (max 3.0)
- Shine and Show travel points – ¼ point per 160 km (max 1.05)
- Trailered cars receive no bonus points.
- Entrants not residing within 80 miles of their club's established location must notify the event chairperson prior to being judged in order to receive the appropriate travel points.
- Travel points are used to determine Class Winners but **NOT INCLUDED** in determining the Best Overall awards.
- Travel points **ARE NOT TO BE** included in the results forwarded to VP Competition.

Shine & Show	Abb	Cal	Chil	Edm	Kam	Kel	Nan	Pr. Gr.	Reg	Sas	Van	Vict	Win
Abbotsford	0.0	1.5	0.0	1.5	0.5	1.5	0.25	1.25	1.5	1.5	0.0	0.25	1.5
Calgary	1.5	0.0	1.5	0.50	1.0	1.0	1.5	1.25	1.25	1.0	1.5	1.5	1.5
Chilliwack	0.0	1.5	0.0	1.5	0.5	0.25	0.25	1.0	1.5	1.5	0.25	0.25	1.5
Edmonton	1.5	0.5	1.5	0.0	1.0	1.5	1.5	1.25	1.25	1.25	1.5	1.5	1.5
Kamloops	0.5	1.0	0.5	1.0	0.0	0.25	0.5	0.75	1.5	1.5	0.5	0.75	1.5
Kelowna	0.5	1.0	0.25	1.5	0.25	0.0	0.5	1.0	1.5	1.5	0.5	0.75	1.5
Nanaimo	0.25	1.5	0.25	1.5	0.5	0.5	0.0	1.0	1.5	1.5	0.0	0.25	1.5
Prince George	1.25	1.25	1.0	1.25	0.75	1.0	1.0	0.0	1.5	1.5	1.0	1.25	1.5
Regina	1.5	1.25	1.5	1.25	1.5	1.5	1.5	1.5	0.0	0.5	1.5	1.5	1.0
Saskatoon	1.5	1.0	1.5	1.0	1.5	1.5	1.5	1.5	0.5	0.0	1.5	1.5	1.25
Vancouver	0.0	1.5	0.25	1.5	0.5	0.5	0.0	1.1	1.5	1.5	0.0	0.25	1.5
Victoria	0.25	1.5	0.25	1.5	0.75	0.75	0.25	1.25	1.5	1.5	0.25	0.0	1.5
Winnipeg	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.0	1.25	1.5	1.5	0.0

F. 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. The deduction should be between ¼ point and no more than half of the points for the section. All judges should review ALL the cars in the class or section that she/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, lustre, and 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.

Exterior Chrome and Exterior Trim:

- Check for dirt, smudges, damage, age, peeling, blemishes, scratches, flaws, and rust.
- 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 skirt 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).
- C8 convertible must have engine cover removed.

1984 and Later:

- Judges may kneel under front of car to view otherwise inaccessible areas.

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.

G. CONCOURS D'ELEGANCE SUMMARY SHEET

	JUDGING AREA	TOTAL POINTS POSSIBLE	TOTAL AWARDED
1	Exterior body	22	
2	Exterior paint	23	
3	Exterior trim	10	
4	Glass and Mirrors	10	
5	Interior Carpet	10	
6	Interior Upholstery	10	
7	General Interior	10	
8	Trunk and Luggage Space	10	
9	Wheels	10	
10	Tires	6	
11	Wheel wells	10	
12	Visible Frame and Suspension	10	
13	Engine	25	
14	Mechanical	14	
15	Electrical and Instrument	20	
	SUBTOTAL	200	
		Add Travel Bonus (Trailerred = 0)	—
		CLASS TOTAL (Weekend Trophy Results)	
		Less Travel	
		OVERALL TOTAL	

Name / CCCC #		
Name / CCCC#		
Class		Trailerred YES NO
Corvette Information		Odometer Reading
Tie Breakers(s)		

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
- DECK LID IS TO BE CLOSED TO ALLOW JUDGES TO DETERMINE 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, LUGGAGE STRIPS, CARGO NETS, CARGO MAT S AND OTHER ITEMS NOT PERMANENTLY ATTACHED FROM THE FACTORY
- NON PERMANENT PROTECTIVE DEVICES (STEERING WHEEL COVERS, SILL PROTECTOR) AND OTHER ITEMS NOT PERMANENTLY ATTACHED FROM THE FACTORY
- 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
- C8 NEED TO OPEN FRONT AND REAR LUGGAGE COVERS (FRUCK AND TRUCK)

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
- C8 CONVERTIBLE MUST HAVE ENGINE COVER REMOVED.
- DECK LID MUST BE IN SERVICE MODE.

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

CONCOURS D'ELEGANCE JUDGING SYSTEM

POINTS

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

5	Interior Carpet (all floor mats removed)		
	Cleanliness of carpet including luggage area (including all areas behind seats)	6	
	Damage (colour, fade, wear)	4	
	Total	10	
6	Interior Upholstery (seats, visors, door panels etc.)		
	Cleanliness	6	
	Damage (sagging, cracks and tears) Do not deduct for cracks in leather	4	
	Total	10	
7	General Interior (dash, door jams, ash tray, steering column)		
	Cleanliness	6	
	Damage (knobs missing, condition of instruments)	4	
	Total	10	
8	Trunk and Luggage Space (C1 require trunk open, C8 require hood open) (glove and storage area, plus battery compartment for 68-72 - excluding carpet)		
	Cleanliness	6	
	Damage	4	
	Total	10	
9	Wheels (wheels, mags, hub caps, trim rings etc.)		
	Cleanliness	6	
	Damage	4	
	Total	10	
10	Tires		
	Cleanliness	4	
	Damage (Do not deduct for tread wear unless cords visible)	2	
	Total	6	

11	Wheel wells		
	Cleanliness	6	
	Damage (condition of paint &/or undercoating etc.)	4	
	Total	10	
12	Visible Frame and Suspension Parts (with hood closed, do not crawl or put head under car)		
	Cleanliness (including visible brake parts)	6	
	Damage (condition of paint and finish)	4	
	Total	10	
13	Engine		
	Cleanliness (Entire area including compartment, engine and in front of radiator etc.)	10	
	Paint / Finish (Entire area including compartment, engine and in front of radiator etc.)	10	
	General Arrangement (electrical, hoses etc.)	5	
Total	25		
14	Mechanical		
	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	
Total	14		

15	Electrical and Instruments (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 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	
	Total	20	

H. SHINE and SHOW SUMMARY SHEET

	JUDGING AREA	TOTAL POINTS POSSIBLE	TOTAL AWARDED
1	Exterior body	10	
2	Exterior paint	10	
3	Exterior trim	5	
4	Glass and Mirrors	7	
5	Interior Carpet	7	
6	Interior Upholstery	8	
7	General Interior	8	
8	Trunk and Luggage Space	4	
9	Wheels and Wheel wells	7	
10	Mechanical	14	
11	Electrical and Instrument	20	
SUBTOTAL		100	
		Add Travel Bonus (Zero for Trailered Car)	
		CLASS TOTAL (Weekend Trophy Results)	
		Less Travel Bonus	
		OVERALL TOTAL	

Name		Name
CCCC #		CCCC #
Class		Corvette Information
Odometer Reading		Tie Breakers(s)

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, LUGGATE STRAPS, CARGO NETS, CARGO MATS AND OTHER ITEMS NOT PERMANENTLY ATTACHED FROM THE FACTORY
- NON PERMANENT PROTECTIVE DEVICES (STEERING WHEEL COVERS, SILL PROTECTORS) AND OTHER ITEMS NOT PERMANENTLY ATTACHED FROM THE FACTORY
- 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
- C8 NEED TO OPEN FRONT AND REAR LUGGAGE COVERS (FRUNK AND TRUNK)

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 SPEND TIME CLEANING AREAS NOT JUDGED (ENGINES, EXHAUST, SUSPENSION,ETC)

SHINE AND SHOW JUDGING SYSTEM

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

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

6	Interior Upholstery (including all areas behind seats)		
	Cleanliness (seats, visors, door panels etc.)	5	
	Damage (lack of flaws, tears, etc.)	3	
	Total	8	
7	General Interior (dash, door jams, ashtray, instruments etc.)		
	Cleanliness	4	
	Deduct (from a total of 4) one point for each missing knob or control	4	
	Total	8	
8	Trunk or Luggage Space (glove and storage area plus battery compartment for 68-72) C1 require trunk open C8 require hood open		
	Cleanliness	4	
	Total	4	
9	Wheels and Wheel wells (wheels, tires and wheel wells)		
	Cleanliness (hands off)	5	
	Damage (condition of paint / finish. Do not deduct for tread wear unless cords visible)	2	
	Total	7	

10	Mechanical		
	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	
	Total	14	

11	Electrical and Instruments (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		
Total	20		

I. SLALOM PREPARED JUDGING SHEET

	JUDGING AREA	TOTAL POINTS POSSIBLE	TOTAL AWARDED
1	Exterior body	20	
2	Exterior paint	15	
3	Chassis Appearance	15	
4	Engine and Compartment	20	
5	Electrical and Instruments	5	
6	Tires	5	
7	Wheels	5	
8	Interior	15	
SUBTOTAL		100	
		CLASS TOTAL (Weekend Trophy Results)	
		OVERALL TOTAL	

Name		Name
CCCC #		CCCC #
Corvette Information		Odometer Reading
Tie Breaker(s)		

SLALOM PREPARED JUDGING SYSTEM

1. EXTERIOR BODY

Fit of hood, doors, trunk or deck, fenders, tops	10	_____
Lack of damage	5	_____
No evidence of repair	5	_____
TOTAL	20	_____

2. EXTERIOR PAINT (including film/wrap)

Cleanliness	5	_____
Finish (polish and lustre)	5	_____
Lack of damage (age, cracks, peeling, scratches, flaws, rust)	5	_____
TOTAL	15	_____

3. CHASSIS APPEARANCE

Windscreen or windshield	3	_____
Front suspension (cleanliness, paint)	3	_____
Rear suspension (cleanliness, paint)	3	_____
Steering	2	_____
Battery installation (cleanliness)	2	_____
Wheel openings (cleanliness)	2	_____
TOTAL	15	_____

4. ENGINE AND COMPARTMENT

Cleanliness of engine (check leaks, grease, oil and gas)	4	_____
Paint on engine (neatness, lack or overspray)	3	_____
Cleanliness of compartment (also in front or radiator)	4	_____
Paint on compartments (neatness, lack or overspray)	3	_____
General electrical condition (neatness, arrangement)	3	_____
Headers (cleanliness)	3	_____
TOTAL	20	_____

5. ELECTRICAL AND INSTRUMENTS (All to be in working order)

Tachometer	1	_____
Oil Pressure	1	_____
Ammeter / Volt Meter	1	_____
Oil Temperature Gauge	1	_____
Coolant Temperature Gauge	1	_____
TOTAL	5	_____

6. TIRES

Cleanliness 3 _____
Racing Tires (no cords showing) 2 _____

TOTAL 5 _____

7. WHEELS

Cleanliness 3 _____
Wheels without caps: paint and/or chrome finish
-half point each
Mag Wheel cleanliness of visible brake parts
- half point each 2 _____

TOTAL 5 _____

8. INTERIOR

Cleanliness 4 _____
Lack of Damage 3 _____
Upholstery (seat – do not take points off for
cracking of leather seats) 3 _____
Floor 3 _____
Overall neatness 2 _____

TOTAL 15 _____

-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.

KM	Abb	Calg	Chilli	Edm	Kaml	Kel	Nan	Pr Gr	Reg	Sask	Vanc	Vict	Winn
Abbotsford	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
Calgary	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
Chilliwack	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
Edmonton	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
Kamloops	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
Kelowna	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
Nanaimo	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
Prince													
George	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
Regina	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
Saskatoon	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
Vancouver	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
Victoria	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
Winnipeg	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 2A 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 2B 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)

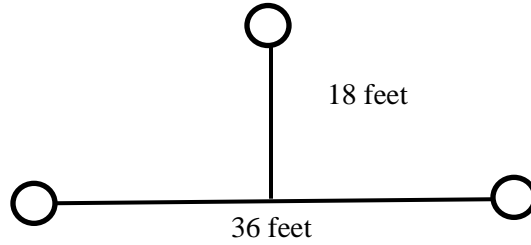
**APPENDIX 4
SLALOM COURSE CONFIGURATION**

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

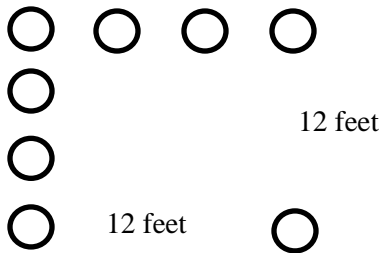
1. 12 feet wide



2. 18 foot radius



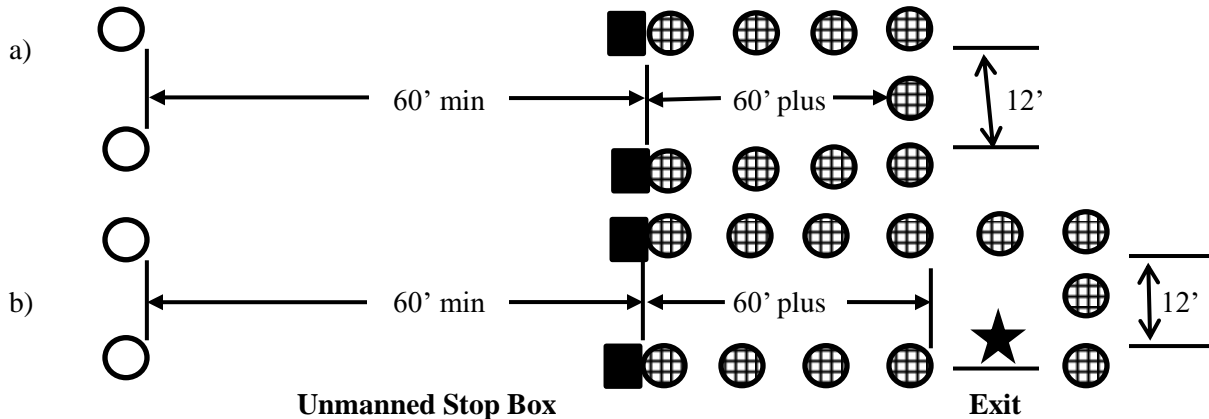
3. Square, acute, etc. at 12 feet wide

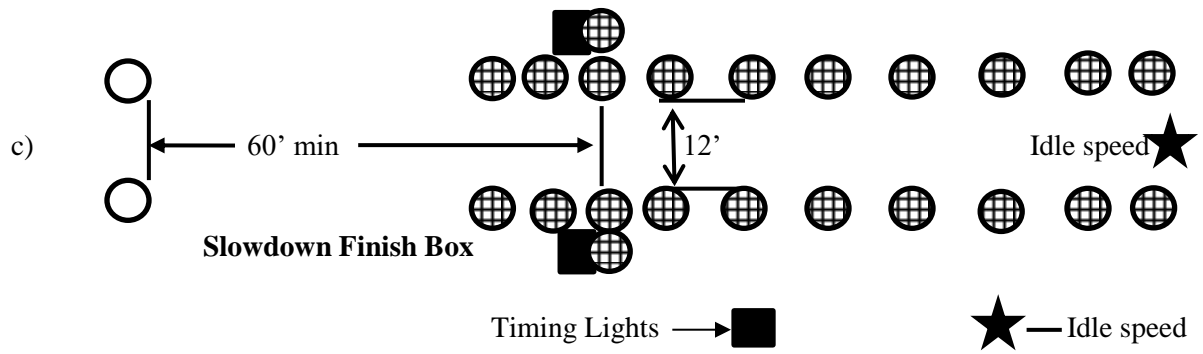


If a single pylon is used, or there is less than 12 feet between two pylons, the gates must be as above. The use of a single pylon for 180 degree or greater turns is not recommended

4. 60 ft. min. to stop box from last gate (page 15/#20 and 21) . Stop Box: 60 ft. or greater X 12 ft

All pylons “after” finish line (crosshatched) are scored as DNF.





Length of slowdown area shall allow for gradual slowdown to Idle speed. Finish line should be marked by extra pylons.

APPENDIX 5 – SLALOM CLASSIFICATION SHEET

1. What year is the corvette? _____
2. Using the list on page 14 and the answer to #1 determine the generation. _____
3. Is the engine a correct original, non-modified (as per page 18) engine? YES or NO
 - If YES then proceed to #7
 - If NO then proceed to #4
4. Is the engine a Corvette engine from a different year than the car? YES or NO
 - If YES proceed to #6
 - If No proceed to #5
5. Is the engine modified as per page 14/15? YES or NO
 - If YES go to #7 through 9
 - If NO go to #6 through #8 (exclude #9)
6. using the list on page 18 determine the generation of the engine. _____
7. Determine the tire sizes (all four) on the car and using the tire size chart (page 19) calculate the TTS number (take the three digit number at the beginning of the tire size from all four tires and add them together).

8. Using the generation number from #2 or #6 (whichever is higher) and the calculated TTS from #7 find the class in the Slalom Classification Table (page 15).
 - Make sure that the calculated TTS is equal to or less than the number specified in the table for your slalom class
 - If the calculated TTS is greater than the one specified for your slalom class move up the classification system until your TTS is not exceeded.

9. If the engine is a non-corvette or modified engine as per page 14 – add one to the class determined in #8 _____

APPENDIX 6 - DEFINITION OF SPEED EVENT

For purposes of the C.C.C.C. (W.R.) Competition Rule Book the following definition applies.

Speed Event(s) is/are referred to as slalom(s) for the purposes of this rule book. Slalom is very similar to what the Sports Car Club of America (SCCA) refers to as Solo. To quote “events are driving skill contests that emphasize the driver’s ability and the car’s handling characteristics. This is accomplished by driving a course that is designated by traffic cones on a low hazard location... While speeds are no greater than those normally encountered in legal highway driving...” Based on this reference C.C.C.C. (W.R.) speed events are typically described as slalom events. Therefore where ever the rule book documents speed events they are in fact slaloms based on the above.

Where events are held at a facility that has the potential to allow speeds in excess of those typically posted on legal highways (approximately 110 – 130 km/hr) the Event Chairperson and any member(s) of the Competition Committee present will identify any part(s) of the course where speeds will exceed those noted here. Having identified the sections of high speed these individuals will determine if there is any risk associated with the speed(s) attainable. If the risk factor is determined to be of any concern consideration will be given to altering the course. Any alternations should only be implemented if they can be done without increasing the risk of an incident.

APPENDIX 7 – AGENDA FOR SLALOM DRIVERS MEETING

The following are points/items the Competition Committee recommends be included in the Drivers Meeting prior to the Slalom event.

1. All cars must be teched and properly signed sheets must be submitted prior to competing.
2. Everyone at the event (participants, spectators, marshals, etc.) must complete the speed waiver. Determine if there are novices present and whether they have an experienced person assisting them. Make sure they understand the operating procedures and scoring.
3. No alcohol or drugs are permitted before or during the event.
4. Burnouts or similar activities are not permitted (i.e. warming up of tires in pit area, etc.).
5. If a driver loses control during his/her run the vehicle must be brought back under control as soon as possible. Failure to comply with the event chair persons or course marshals may result in being excluded from the remainder of the event.
6. Regardless of whether the driver chooses to finish the run, he/she must exit the course through the stop box.
7. The stop box/finish being used for this event is a _____ (full end cone, exit opening or moving finish). Any stop box infraction as Page 13 #3 and #4 will result in a DNF.
8. A driver sees a red flag being waved he/she must come to a complete spot and wait for instructions from a course marshal.
9. If a participant does not make a reasonable effort to regain or maintain control of their vehicle this may result in being excluded from the remainder of the event.
10. If a driver is deemed by the Chairperson and a member of the Competition Committee or the C.C.C.C. (W.R.) executive to be behaving or operating a vehicle in an inappropriate and or irresponsible manner this may result in being excluded from the remainder of the event. If neither a Competition Committee nor C.C.C.C. (W.R.) executive member is present, the Chairperson at his/her discretion has the sole authority to enforce a disqualification.
11. The Staging Area is (description of where and the layout). Cars will be staged as follows (i.e. Numerical order or grid spot).
12. If there are run groups refer to Page 10, item #15 with regards to the ten (10) minute rule.
13. Drivers and passengers must have a helmet on with the chin strap fastened and seat belt buckled when the car is on course including any parade lap.

APPENDIX 8 SETTING UP A RALLYE

What is a rallye? A driving event where competitors attempt to travel from point A to point B in the correct time while using instructions provided.

Where to begin:

Take the time to carefully read the CCCC-WR rule book section on rallye.

If you don't understand something contact a member of the competition committee for clarification.

Please note that using distance and time to help determine a winner although requiring more preparation time, results in a rallye that is won through the skill of the participants. Not using this method often results in a rallye that is determined by some chance tie breaker method used by the rallye master to determine a winner. The current rules state that "no luck situations will be allowed during a CCCC sanctioned rallye"

The rallye course should be determined prior to questions being added. Use the abbreviations provided in the rules to direct the participants. The quality of roads and absence of heavy traffic and congestion should be considered. Corvetter's have no desire to drive over roads in need of repair that may damage their vehicles or high traffic/congested areas while trying to follow rallye instructions. The safety of competitors should be your number one goal. In general the course at this time should be about 30 minutes long when driven 10% below the speed limit. (After checkpoints and questions are added the result will be a rallye that takes more time to complete) You may have to drive the course several times in order to establish a suitable course that is safe and of a distance that is appropriate.

Once this is done record the total mileage/kms for the course. "All route instructions shall be independent of any questions asked on the rallye"

Next step is to determine some landmarks along the route to give the competitors confidence that they are on course. "Readily identifiable landmarks must be located within 5 miles (8km) of each other" A distance between one set of landmarks (minimum of 3 miles) should be given to allow competitors to check their odometer against that of the rallye organizer.

Now that you have driven the rallye a number of times and are satisfied with the length, driveability and safety of the route it's time to add some questions. Please note the following items for safety.

"No questions shall be asked in congested/high traffic areas"

"Questions should not be asked unless there is a parking lane or paved shoulder for the competitor to pull over and answer the question"

Now that you have created a safe, driveable rallye it is time for one final drive before going to print. You should have a navigator that has not been involved with the set up and you need to drive it as if you had never seen the course before. Record your start/finish times, drive the speed limit and stop at every question allowing the navigator time to record the answers. This should give you a good idea of the time it takes to complete the rallye. You can now determine how long the competitors will have to complete the rallye remembering that some time should be allowed for traffic lights, trains etc. that may cause the length of the rallye to be greater.

In preparation for scoring you can calculate the parameters for time and mileage that will be accepted without penalty.

Let's assume that once questions have been added that your original 30 minute rallye is now 50 minutes long after adding questions and time to answer them and that it covered 15 miles. The average speed for the rallye is 15 divided by 50 multiplied by 60, or 18mph.
($24\text{km}/50 \times 60 = 28.8\text{kmph}$)

This average speed should be part of the instructions given to the competitors. With this information and the mileage check described earlier, competitors now have a method of determining when they need to arrive at the end of the rallye.

Scoring

Correct time 50 minutes +/- 2% = 1 minute so times less than 49 or greater than 51 attract penalties.

Correct distance 15 miles +/- 5% = .75 miles so distances less than 14.25 or greater than 15.75 attract penalties. ($28.8\text{km} \pm 5\% = 1.4 \dots 27.4\text{km} \text{ to } 30.2\text{km}$)

Last but not least it is necessary to record the scores for each participant using the championship event report in the appendices of the rule book prior to handing out the awards and returning the rallye sheets.

APPENDIX 9 RALLYE GUIDELINES (as per the 2022 Rule Book)

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, and 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. (See Appendix 9.)
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 instruction
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 a sign is
 Define what SRIP means
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. 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.
13. 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.
14. All distances must be stated in kilometers 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 will 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 sign 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.

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 stated at the Drivers Meeting. The time must also be documented in the rallye sheets. A 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 mileage check between known landmarks, in the rallye sheets. A 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. The allowance will be no more than two (2) times the actual designed completion time.
13. The Rallye Master(s) will be assisted by one or two members of the Competition Committee in scoring the results.

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 with 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.
- 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 Rallyes. 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.

APPENDIX 10 NOISE TEST PROCEDURES

For the purposes of this noise level test the maximum decibel level is 96 Dba. The test is to be performed using a properly calibrated Reed R8050 meter. In addition the test will be performed as follows:

1. Each car will be tested as it enters the slalom site/facility.
2. There will be a specific place designated for testing.
3. The meter will be placed fifty (50) feet, and at ninety (90) degrees (approximately), directly in line with the rear bumper of the car.
4. With regards to the height of the meter, the host club must specify this and it must be the same for all cars.
5. Each care will be tested twice.
6. A reading will be taken when the engine is fully accelerated to four thousand (4000) rpm and immediately decelerated.
7. Both (i.e. the two tests) maximums will be recorded and if they exceed the specified 96 Dba the entrant must be immediately notified.
8. In the case where a car does not pass the test it is the Event Chairperson's decision as to how to proceed (i.e. not allowing the car to compete or to allow for possible mechanical changes etc.) If a mechanical change is made to pass the test it must be left in place until the event is completed.
9. If a car that fails the test is allowed to compete it cannot be disqualified prior to completion of the event.