

# 2009

## Corvette Club of Michigan Competition Handbook

DCSCC <http://dcsc.com>  
Detroit SCCA HOTLINE 800-503-RACE  
Western Michigan. HOTLINE 616-396-4292  
Northwest Ohio HOTLINE 419-385 7222  
Saginaw Valley HOTLINE 517-792-0808

CORVETTE CLUB OF MICHIGAN  
General Membership meeting  
Fourth Wednesday of Each Month  
At 7:30 PM  
LES STANFORD CHEVROLET  
21711 Michigan Avenue  
Dearborn, Michigan

The Competition Committee usually meets on the Monday preceding the second Wednesday of the month. Contact the Competition Director @ (734) 748-9948 to confirm the time and location if you want to attend.

2009  
CORVETTE CLUB  
OF  
MICHIGAN  
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## TABLE OF CONTENTS

INTRODUCTION .....	1
COMPETITION DIRECTOR .....	2
NCCC SANCTION REQUESTS .....	2
AUTOCROSS & MATCHING TIMES .....	3
I. ENTRANT INSTRUCTIONS .....	3
A. General .....	3
B. Registration .....	3
C. Technical Inspection .....	3
D. Competition .....	5
II. AUTOCROSS GROUPS and CLASSES .....	7
E. Groups—I-S, I and II Classification Guide .....	7
III. CLASSES FOR MATCHING TIMES (MT OR MTT) .....	10
IV. GROUP AND CLASS REGULATIONS .....	11
A. Groups I-S & I Regulations .....	11
1. Safety equip (see requirements in tech) .....	11
2. Frame .....	12
3. Suspension members .....	12
4. Suspension bushings .....	12
5. Suspension alignment .....	12
6. Springs .....	12
7. Shocks .....	13
8. Sway bars .....	13
9. Brakes .....	13
10. Steering: .....	13
11. Body: .....	14
12. Engine, engine components and accessories .....	14
13. Clutch and flywheel .....	15
14. Transmission .....	15
15. Drive axle .....	16
16. Exhaust .....	16
17. Wheels .....	17
18. Tires - group I-S (see restrictions in tech) .....	17
19. Tires - group I (see restrictions in tech) .....	17
20. Removal of equipment .....	18

21. Special restrictions for Callaway Corvettes .....	18
B. Group II Regulations .....	18
1. Safety equipment (see requirements in tech) .....	19
2. Frame .....	19
3. Suspension members.....	19
4. Suspension bushings.....	20
5. Suspension alignment .....	20
6. Springs .....	20
7. Shocks.....	20
8. Sway bars.....	20
9. Brakes .....	20
10. Steering .....	20
11. Body .....	21
12. Engine, engine components and accessories.....	21
13. Clutch and flywheel.....	23
14. Transmission .....	24
15. Drive axle.....	24
16. Exhaust .....	24
17. Wheels .....	24
18. Tires .....	24
19. Removal of equipment.....	23
20. Special restrictions for Callaway Corvettes .....	25
C. Group III Regulations .....	25
D. Exhibition Class.....	26
E. Guest Classes .....	26
V. TROPHY POLICY .....	26
VI. PROTESTS.....	25
VII. CHAIRPERSON INSTRUCTIONS .....	27
VIII. WORKER INSTRUCTIONS .....	29
A. Turn Marshall .....	29
B. Gate Marshall.....	30
C. Safety Run Driver.....	31

DRAGS.....	31
I. ENTRANT INSTRUCTIONS.....	31
A. General .....	31
B. Registration.....	32
C. Technical Inspection .....	32
D. Competition.....	32
II. CLASSIFICATION .....	34
III. TROPHY POLICY.....	35
IV. PROTESTS.....	36
V. CHAIRPERSON INSTRUCTIONS .....	36
RALLYE.....	36
I. ENTRANT INSTRUCTIONS.....	36
A. General .....	36
B. Registration.....	36
C. Technical Inspection .....	36
D. Competition - The Rallye.....	37
II. CLASSIFICATION - FUN RALLIES/ECONOMY RUNS...39	
III. RALLYE CLASSIFICATION.....	37
A. Class 4 - Novice .....	39
B. Class 3 - Unequipped.....	39
C. Class 2 - Semi-Equipped .....	39
D. Class 1 - Equipped.....	40
IV. TROPHY POLICY .....	40
V. PROTESTS.....	41
VI. RALLYEMASTER GUIDELINES .....	41
CONCOURS d'ELEGANCE.....	43
I. GENERAL COMMENTS.....	43
II. CLASSIFICATION .....	44
A. Classes .....	44
B. Qualifications for Classification: .....	44
III. JUDGING SHEET .....	45

IV. JUDGING SYSTEM .....	47
A. Concours Class .....	49
B. Show Class .....	49
C. Closed Hood .....	49
D. Raced Class.....	50
E. Race Prepared Class .....	50
F. Race Prepared/Raced Class .....	50
V. CONCOURS AWARDS.....	50
VI. PROTESTS.....	51
VII. ENTRANT INSTRUCTIONS.....	51
VIII. CHAIRPERSON AND WORKER INSTRUCTIONS.....	52
IX. SURPRISE CONCOURS d'ELEGANCE .....	52
POINTS .....	53
I. GENERAL .....	53
II. COMPETITION POINTS SYSTEM.....	53
B. Competition Events Counted:.....	53
C. Competition Points:.....	55
D. Ties .....	57
E. Worker Ineligible to Compete:.....	57
F. Submission of Results .....	58
III. OVERALL COMPETITION AWARD .....	59
IV. AUTOCROSS CLASS CHAMPION AWARD .....	59
V. ROOKIE OF THE YEAR AWARD .....	60
VI. AUTOCROSS AWARD .....	60
VII. FTD AWARD.....	61
VIII. CONCOURS AWARD .....	58
IX. RALLYE AWARD .....	61
X. COMPETITION PASS.....	61
XI. WORKER POINTS.....	62
CCM ENTRY FEES .....	62
2008 CCM OFFICERS.....	63
TENTATIVE 2008 CCM CALENDAR.....	67
LOT LOCATIONS .....	68
COMPETITION POINTS TABLE.....	66

## INTRODUCTION

Any Corvette owner, 18 years of age or over, possessing a valid drivers license is invited to join the Corvette Club of Michigan. Membership meetings are held the fourth Wednesday of each month (except December) at 7:30 p.m.

The Corvette Club of Michigan promotes amateur motor sport competition activities, where each member can enjoy companionship and the thrill of his/her Corvette while exploring its performance and handling and developing their driving skills under safe and legal conditions. The Club strives to maintain a competition program where every member can safely compete in any event regardless of his experience. Also, the competition goal is for every member to gain victory through their skill, regardless of basic dollar investment.

CCM sponsors a minimum of 12 competition events per year. Competition events include: Rallies, Autocrosses, Speed Events, Drags, Matching Times, and the Concours d'Elegance. Entrant may register only one car for points per event.

A Rallye is a form of competition in which cars leave a starting point individually, at carefully recorded time intervals and are directed to follow a prescribed route to a finish - the point at which the entrants "rallye".

An autocross is a race against time through a "mini" road course of pylons usually conducted on a parking lot.

A Matching Time is a timed run on an autocross course that is scored for consistency.

Drag Racing is a wheel-to-wheel acceleration test between two cars on a sanctioned drag strip.

Concours d'Elegance is a contest of judging Corvettes for cleanliness and condition.

The Corvette Club of Michigan is a member of the National Council of Corvette Clubs (NCCC) and the Detroit Council of Sports Car Clubs (DCSCC).

**Please note that the complete autocross class system parallels the NCCC class system, which includes a pure stock street tire class. You may need to consult your NCCC Competition Manual for more details.**

## **COMPETITION DIRECTOR**

The Competition Director is appointed by the President. The Competition Director in turn appoints a committee to formulate policy on matters concerning competition. The committee is to include the representative to the Detroit Council of Sports Car Clubs and a member of the previous Competition committee. The Michigan Region Representative shall also be included on the committee.

The Competition Director shall be responsible for securing the following for all events: Event Chairperson, site, insurance coverage, advertising, proper instructions for entrants, safety and proper operation of all competition events.

The Competition Director shall inform the membership of activities and events of CCM and other clubs.

## **NCCC Sanction and Non-Sanction Requests**

The CCM NCCC Governor will refer to the NCCC Rulebook to ensure that all sanction and non-sanction requests are submitted by the stated deadline. Sanction and Non-Sanction requests are to be submitted (via email or postal mail) to the Regional Competition Director on the approved NCCC request form **(one request form per event date unless it is a multiple event weekend). If multiple events are run on one day or an entire weekend, one form may be used and borrowed sanctions from other clubs may be included on the same request.**

## **AUTOCROSS & MATCHING TIMES**

### **I. ENTRANT INSTRUCTIONS**

#### **A. General**

1. Use or possession of intoxicating beverages or drugs by entrants, workers or guests before or during any event is not permitted.
2. All entrants or spectators must sign the CCM form "Waiver of Liability Recourse".
3. The right to disqualify and evict from the premises any entrant or spectator for undue recklessness, poor sportsmanship or conduct at or near the event is reserved by the Competition Committee or Event Chairperson.
4. Pets at events must be kept on a leash or confined to a car and must be kept off the course.

#### **B. Registration**

1. All entrants must show proof of valid driver's license.
2. CCM members may be required to show membership card.
3. All entrants must fill out registration cards completely.
4. All entrants must be a minimum of 18 years of age. On GM property, all entrants' ages will be dictated by GM contract.
5. Entrants may register and run only once unless fun runs are held.
6. Entrants may be required to show proof of insurance.
7. All entrants must register to work one hour.

#### **C. Technical Inspection**

1. Cars allowed to compete in CCM events shall be those which are series produced with the normal road touring equipment, in quantities of at least 500 in a 12 month period. CCM may exclude from competition any car, even if made in greater quantities, if such cars are not considered suitable. Exceptions may be made by the Competition Committee. Standards for non-production based vehicles include final approval statement.
2. All entrants cars must pass a technical inspection consisting of the following:

- a. Tire condition (no serious cuts or casing failures, evidence of tread on the running surface of the tire or race tires - no cord showing which is subject to the discretion of the tech inspector). Street tires are acceptable if tread can be felt with the fingers. Flat spots may or may not be acceptable when considered with the amount of tread. The opinion of Competition Committee rules if necessary.
- b. Brakes (even, straight stop, pedal height and firmness).
- c. Steering and suspension.
- d. Seat belts properly mounted. See also Class Regulations
- e. Helmets MUST be Snell Foundation certified SA-2000/SA-2005 or M-2000/M-2005 (motorcycle) approved. A dated helmet cannot be older than 10 years. DOT (only) certified helmets are no longer acceptable as of January 1, 2004. The chief technical inspector reserves the right to prohibit any helmet.
- f. Removal of all loose objects within the car.
- g. Removal of clip type hubcaps.
- h. Throttle linkage operation.
- i. Fluid leaks: gas, brake, oil, water/coolant.
- j. All cars must have hoods.
- k. Any carbureted Corvette must have an air cleaner or other device that has flame arresting capabilities. Any non-carbureted, or any carbureted non-Corvette without such a device, must be equipped with a fire extinguisher.
- l. Fire Extinguishers with a minimum rating of 5 BC are recommended in all cars in Group I and I-S and required in all other cars. The extinguisher must be solidly mounted and accessible from the driver's seat with seat belt **released**.
- m. It is suggested that tire pressure on street tires be increased to prevent tire roll.
- n. Nitrous Oxide not allowed.
- o. Determination of noise levels of all cars is at the discretion of the Competition Committee.
- p. All swing axle cars and dune buggies must be inspected by the Competition Committee.

- q. Any Corvette with an automatic transmission shall have a functioning neutral start safety switch.
- 3. Changing of classes after tech can be done only with the approval of the Chief Tech Inspector.

**D. Competition**

- 1. Cars will compete in one of the following divisions: NCCC Corvette classes or DCSCC classes depending on the event format that day.
- 2. All entrants should study the course diagram (usually posted on the CCM trailer) to avoid off-courses.
- 3. All entrants must wear safety helmets (Snell 2000 or later) and securely mounted seat belts. It is strongly recommended that competition type shoulder harnesses not be worn in convertibles without roll bars.
- 4. It is required to have doors unlocked.
- 5. No person under the age as described in the current GM contract shall be beyond the flag barriers on GM lots once the course is cleared for the safety run.
- 6. Passengers will be allowed under the following conditions:
  - a. Parking lot event - only if they are either a non-competitor or a competitor having made all of their runs.
  - b. Passengers will not be allowed at non-parking lot events (i.e. Waterford, etc.) except for safety run purposes.
  - c. The event insurance has been requested as a driver's school.
  - d. All passengers must be of the age described in the current GM contract or 18 years of age minimum, whichever is older.
- 7. Any competitor who makes a timed run as a passenger before his/her own timed runs will forfeit an equal number of his/her own timed runs.
- 8. Course laps run for the purpose of drying the course should be run in the reverse direction.
- 9. Penalties:
  - a. 2 seconds - Striking a pylon (must be knocked down or completely out of pylon marking).
  - b. 4 seconds - Striking a pylon on a course not in a parking lot.

- c. DNF - Did Not Finish, omission of any portion of the course; more than two wheels off pavement (WOP).
  - d. DNF - For Matching Times, the use of any mechanical or electronic timing device OR stopping on the course for "non mechanical" reasons constitutes a DNF.
10. Unofficial times will be posted on the CCM posting board. PLEASE DO NOT DISTRACT TIMER BY ASKING FOR TIMES.
  11. Official results will be published in the *SlipStream*.
  12. Track events, such as Waterford, are restricted to competitors who have competed in a minimum of 6 autocrosses or are approved by the Competition Committee.
  13. If multiple NCCC Low Speed and/or MTT events are scheduled, the first four timed runs (only) will be counted as an inside event. All competitors in the same NCCC run group will run at the same time. If a multiple-driver Corvette is entered, the inside event will be run in either of the following orders.
    - a. Multiple-driver Corvettes will be placed at the front and in the middle of the run group. Every driver in the run group will complete one timed run before the next timed run is started. OR
    - b. The run group will be divided into two groups with one of the multiple-driver Corvette drivers in each group. The first run group will start with the lowest CCM bumping procedure class and add additional classes as needed. The run groups will then run according to the traditional CCM hot lap procedure.
  14. Autocrosses will generally be run rain or shine. In the event of severe inclement weather that represents a safety concern for course workers (lightning), the event will be delayed until such conditions pass. If the event cannot be started or resumed, the event will be cancelled for the day and rescheduled to the published Rain Date. If weather conditions are inconsistent throughout the day and present drastically different running conditions for most CCM competitors, the Competition Director will convene a meeting of the Competition Committee and decide

whether or not to count the event for inside points, the decision must be made on the day of the event.

## **II. AUTOCROSS GROUPS and CLASSES**

- A. This information is compiled from the NCCC Competition Manual. Any discrepancies from that manual in the autocross classes are probably accidental and any questions should be directed to the CCM Competition Committee.
- B. In the interest of providing a fair and competitive Speed Event program, NCCC has divided the Corvettes into separate Groups and Classes. First the Corvettes are divided into four (4) separate Groups. Depending on the amount of modifications made from the factory condition, the Corvette will be placed into one of the four (4) Groups starting with Group I-Street and progressively moving to Group I, Group II and Group III as the number of modifications increases. The Groups are then further divided into Classes. The proper Class will depend on the age (body style) of the Corvette and the engine being used. Within Group III, some of the Class determination is also made by increasing levels of modification starting with the Mod Classes moving to the Race Prepared Class and then to the Race Prepared Altered Frame Class (RPAF).
- C. When Corvettes are classified by the Tech Committee, they **MUST** be placed in the Class with the fewest modifications for which they qualify. Example: If a Corvette is qualified for both Classes ID and IID, it **MUST** be placed in the ID Class for all entrants driving that Corvette.
- D. Male and female entrants will be placed in separate Groups and Classes. The Ladies' Classes carry an "L" in front of the designation for the Group/Class. Examples: Men's: I-SE, IE, IIE or IIIME and Ladies: LI-SE, LIE, LIIE or LIIIME.
- E. An entrant may change tires to run one car in two classes (with more than one driver.) When tires are changed, the car must return to tech for proper classing.
- F. **GROUPS I-S, I AND II CLASSIFICATION GUIDE**
  - 1. The Competition Committee reserves the right to adjust engine classifications or create a new class as experience dictates.

2. 1953 through 1962 Corvettes in Groups I-S, I, or II go in CL.
3. 1963 and newer Corvettes are classified by year and factory rated horsepower as shown in the following table:  
(See Section B 12 b for allowable Group II year/engine substitutions)
4. 1984-1996 with LT-1, LT-4 engine with correct transmission and radiator for the engine, will be in IIG.

**GROUPS I-S, I, AND II CLASSIFICATION GUIDE**

YEAR	CID	RATED HP or ENG. OPTION	GROUP I-S CLASS	GROUP I CLASS	GROUP II CLASS
63	327	250/300	C	C	C
63	327	340/360	B	B	B
64	327	250/300	C	C	C
64	327	365/375	B	B	B
65	327	250/300	C	C	C
65	327	350/365/375	B	B	B
65	396	425	A	A	A
66	327	300	C	C	C
66	327	350	B	B	B
67-68	327	300	C	C	C
67-68	327	350	B	B	B
66-69	427	ALL	A	A	A
69-70	350	300	C	C	C
69	350	350	B	B	B
70	350	350/370	B	B	B
70-74	454	ALL	A	A	A
71	350	270	D	D	D
71-72	350	330/255	B	B	B
72-80	350	L-48	D	D	D
80	305	LG4	D	D	D
73-80	350	L-82	C	C	B
81	350	L-81	D	D	D
82	350	L-83	D	D	D
84	350	L-83	E	E	E
85-91	350	L-98	E	E	E
87-91	350	RPO-B2K	F	F	F
90-95	350	LT-5 (ZR-1)	F	F	F
92-96	350	LT1	G	G	G
96	350	LT4	G	G	G
97 -04	350	LS1	H	H	H
01-04	350	LS6	J	J	J
05-07	364	LS2	K	K	K
06-08	427	LS7	M	M	M
08	376	LS3	K	K	K

09	376	LS9	N	N	N
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Note: Cars designated “A” and “B” shall be placed in a class designated “A/B” for purposes of competition, awards, and points.

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

**4. GROUP III: (MEN'S & LADIES')**

CLM---1953 through 1962—All Small Block Modified Classics.

MA ---1963 through 1982—All Big Block Modifieds.

MB ---1963 through 1982—All Small Block Modifieds.

ME ---1984 through 1996—All Modifieds.

MH---1997 through 2008---All Modifieds

MN---- All model years with forced induction

RP ---1953 and newer—All Race Prepared.

--- All Big Block Classics and all Big Block 1984 and newer Corvettes.

RPAF -- All altered frame (not counting reinforcing) Corvettes.

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

**5. EXHIBITION CLASS: (MEN'S & LADIES')**

M -- All men.

L. -- All ladies.

**III. CLASSES FOR MATCHING TIMES (MT OR MTT)**

For MTs and MTTs, the Corvettes are divided into three Groups plus the Exhibition Class defined above for a total of eight Classes.

- A. Groups I and I-S will compete together in I / I-S (men's & ladies')
- B. Group II: (men's & ladies)
- C. Group III: (men's & ladies)
- D. Exhibition Class: (men's & ladies)

#### IV. **GROUP AND CLASS REGULATIONS**

*Refer to the following definitions while reading the Group and Class regulations:*

aftermarket - The market for parts and accessories used in the repair or enhancement of a product produced by someone other than the OEM.

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

stock - Exactly as it came from the factory on THAT SPECIFIC Corvette or a direct replacement (superseded) as furnished by GM

stock Corvette - Exactly as it came from the factory on ANY Corvette or direct replacement (superceded) as furnished by GM. Unless stated otherwise is restricted to appropriate grouping--pre-1984 or 1984-newer

strictly stock - Exactly as it came from the factory on that specific Corvette

stock for year/Class - That which came from the factory on any Corvette of the same year in the same class

##### A. **GROUPS I-S & I REGULATIONS**

This Rulebook is written in a positive nature and therefore should be used in that manner. As this section of the Rulebook deals with Groups 1S and 1, be reminded that **only changes that are specifically outlined are allowed**. If a change being considered is not listed, then it is not allowed. A degree of updating/backdating has been allowed as our Competition Program has developed; however, the intent of the Competition Committee is to keep these Classes as close to factory original as possible.

When a wearable component is no-longer available (e.g. rubber bushings), the Competition Committee may rule, on an individual component basis, that the item may be replaced, what the allowable replacement will be, any limitations to be prescribed, and any class limitations.

##### 1. SAFETY EQUIP (SEE REQUIREMENTS IN TECH)

- a. Seat belts: stock or better. They must be in good condition.

- b. Fire Extinguisher: is required for High Speed Events. Must be mounted within reach of driver with seat belt/harnesses released. Fire extinguisher must have a gauge showing charge level and be securely mounted with a metal bracket.
  - c. Roll bar or cage: is required in all roadsters in High Speed Events.
  - d. Use of additional safety equipment is recommended (roll bar/cage, shoulder harness, 3" lap belt, scattershield and fire extinguisher).
  - e. Stock seats may be replaced with commercially manufactured aftermarket stock type seats, securely mounted in a manner that is functional and safe, provided they are mounted on original type track.
  - f. 1953-1962 only. Traction bars are allowed.
2. FRAME
- a. Strictly stock except reinforcing, limited to gusseting and seam welding, is allowed.
  - b. 63-82: See Exhaust Section for allowable changes to transmission cross member.
3. SUSPENSION MEMBERS
- a. 1953-1982: Stock
  - b. 1984 & up: Strictly stock
4. SUSPENSION BUSHINGS
- a. 1953-1982: Stock
  - b. 1984 & up: Strictly stock, except A Arm bushings may be replaced with polyurethane.
5. SUSPENSION ALIGNMENT
- a. The suspension may be adjusted through its designed range of adjustment, using or removing shims where authorized by Corvette Service Manual, but no part may be modified for the purpose of adjustment.
  - b. 1984 & up: for the purpose of adjusting the front suspension geometry for more negative chamber, only washers (Fat Shims) on the same front upper control arm bolts may be interchanged. Washers cannot be removed or modified.
6. SPRINGS

- a. Must use Factory length spring bolts with correct safety pin on transverse rear spring.
- b. 1953-1982: Any stock spring available for the Class is allowed. Note: Stock for Class fiberglass rear spring only available for use on any year in Class D. Springs may not be cut, shortened or collapsed.
- c. 1984 & up: Stock for class. Cannot remove front spring pads for purposes of lowering.

#### 7. SHOCKS

- a. Any non-adjustable stock type. Mounting hardware shall be stock type.
- b. Shock and mounting bushings must not be modified from its manufacturer's configuration.
- c. Coil-over shocks are not allowed.
- d. 1984 & up: Adjustable stock type shocks may be used if controlled by strictly stock factory shock control system.

#### 8. SWAY BARS

- a. 1953-1982: Stock for Class (including bushings).
- b. 1984 & up: Stock for Class (including bushings).

#### 9. BRAKES

- a. The make and material of brake pads may be changed.
- b. For added safety, performance type steel braided brake lines are allowed.
- c. Air cooling ducts allowed.
- d. Removal of brake dust shield allowed.

1953-1982: Stock for Class except:

- 1.) Updating/backdating master cylinder within Class allowed.
- 2.) Replacement of single pin with stock Corvette dual-pin calipers allowed.
- 3.) Updating of drums with discs within class allowed.

1984 & up: Stock brake system for Class. Only C6 can use stock drilled rotors.

#### 10. STEERING:

- a. 1953-1982: Stock except for:
  - 1.) Power steering allowed if available in class.

- 2.) Replacement steering wheel of 14 1/2" min dia is allowed.
- b. 1984 & up: Strictly stock including steering wheel.

#### 11. BODY:

- a. 1953-1982: Stock except (no other modifications):
  - 1.) Minor customizing allowed (body must follow stock lines).
  - 2.) Trimming of inner fenders or fender lip for tire clearance allowed.
  - 3.) Fender lip flares allowed.
  - 4.) Removal of emblems allowed.
  - 5.) Non-functional (cosmetic only) air package hood changes allowed.
  - 6.) Stock Corvette non-adjustable spoiler allowed.
  - 7.) Updating to a later model interior allowed (see Steering Section above).
- b. Ground effect kits not allowed.
- c. 1984 & up: Stock for class including interior.
  1. May use stock spoiler for class.
  2. C5 Z06 rear brake ducts may be added to any C5.

#### 12. ENGINE, ENGINE COMPONENTS AND ACCESSORIES

- a. Strictly stock condition for year and Class except:
  - 1.) Corvette engine parts updating allowed only where GM has superseded original part number by a new part number (burden of proof on entrant).
  - 2.) OEM replacement type pistons of same weight, dimensions and configuration are allowed.
  - 3.) Cylinder overbore of 0.070" including wear allowed.
  - 4.) Normal tune-up items may be stock type or performance type: i.e. plugs; plug wires; condenser; distributor rotor and cap; coil (must fit in stock location and use stock bracket); air, fuel and oil filter elements.
  - 5.) Double nuts or polylocks on rocker arms are allowed.
  - 6.) Cosmetic engine trim parts allowed if no performance advantage.
  - 7.) The following normal engine rebuild items can be stock type: bearings, piston rings, gaskets, oil pump, rocker arm assemblies, lifters, push rods, valves, seals and bolts.

- 8.) 1984 & up: Control of cooling system's electric fan(s) may be altered or regulated externally.
  - 1.) b. Magnetos not allowed.
- b. COMPUTER (ECM) -- Computer and its sensors, accessories and connections must be strictly stock except for:
  - 1.) Aftermarket calibration proms allowed or computer internal memory maybe reprogrammed.
- c. Fuel system MUST be strictly stock. Cool-can may not be used on lines in and out of fuel filter.
- d. Only factory engine oil coolers are allowed.
- e. 1953-1982 Engine oil coolers are not allowed.
  - 1.) Any Quadrajet that will bolt on without alteration to intake manifold or choke assembly is allowed.
  - 2.) If replacement Holley or Carter carburetors are used, proof to determine updating must be furnished by entrant.
  - 3.) Air cleaner stock or aftermarket air cleaner that will house correct size air filter element for Class. Air cleaner, air filter and any stock intake fabric ducts MUST be in place at all times
  - 4.) Removal of ignition shielding allowed.
  - 5.) Supplemental cooling system electric fans may be used in conjunction with belt driven fans, except where electric fans are standard equipment.
  - 6.) Radiator -- Aftermarket radiator of essentially the same size, configuration, capacity and weight (or heavier) is allowed.
  - 7.) Belts are only required around crank, water pump and alternator pulleys.
  - 8.) Pollution equipment ~ Stock on Group I-S Corvettes  
May be removed or bypassed (except computer) on Group I Corvettes.
  - 9.) Electric fuel pump not allowed unless it was original equipment.
- 13. CLUTCH AND FLYWHEEL  
Only Factory or OEM replacement type allowed. Aluminum not allowed.
- 14. TRANSMISSION

- a. Strictly stock for year, model and option (only original ratios for year / engine / transmission combination allowed).
- b. 1953-1982: Aftermarket shifters and shift kits are allowed.
- c. 1984 & up: Aftermarket shifters and shift kits are not allowed. Aftermarket transmission coolers are allowed.

#### 15. DRIVE AXLE

Strictly stock, only original ratios for year / engine / transmission combination allowed.

#### 16. EXHAUST

- a. 1953-1982
  - 1.) MUST be able to comply with event requirements and/or local noise restrictions.
  - 2.) Catalytic converter -- Must be stock on Group I-S Corvettes. May be removed or bypassed on Group I Corvettes
  - 3.) Exhaust pipe crossover (balance tube) is not allowed except on Classics.
  - 4.) On under-car systems, MUST use any commercially available under car muffler in original location.
  - 5.) Under car exhaust systems on 1963 through 1982, excluding the exhaust manifolds, may be updated or backdated across classes. No cutting allowed with exception of muffler installation. Muffler may be welded on.
  - 6.) Transmission crossmember in Group I only - may be replaced with a stock Corvette crossmember from an earlier model to allow for dual exhausts.
  - 7.) Factory side pipes (or OEM replacement type) allowed on 1963 through 1982. Must use covers that are stock for body style except that aftermarket reproductions including fiberglass allowed. Factory side pipes MUST fit stock manifolds for size engine claimed without cutting or welding.
- b. 1984 & up
  - 1.) Only Factory available for year, model and option or direct OEM replacement type allowed except muffler

may be any commercially available under car muffler mounted in original location.

- 2.) Stock catalytic converter and stock pre-catalytic converters, if originally equipped, must be in place and operable.

## 17. WHEELS

### a. 1953-1982

- 1.) Any type of 15 inch diameter wheel allowed.
- 2.) All four must be the same width (max. nominal width of 8 ½")

### b. 1984 & up

Any type wheel with correct diameter and width for class and axle, adapters allowed.

## 18. TIRES - GROUP I-S (SEE RESTRICTIONS IN TECH)

- a. The intent of Group I-S is to provide fair competition for entrants on "REAL STREET" tires! Only Factory original tires or DOT marked OEM replacement type radial tires having a tread wear rating greater than 110 and originally produced with greater than 8/32" of tread are allowed. Tires MUST be generally available to the public. Any tires determined by the Competition Committee not to be in the best interest of or in keeping with the streetable characteristics of Group I-S will be placed in another Group.

- b. Tires MUST have a minimum tread depth of 2/32" in ALL major tread grooves. If tread depth is not met, the car will be moved to Group 1.

### c. 1953-1982:

- 1.) All four tires MUST be the same size and same construction.
- 2.) No tire size restrictions except; lower profile than 60 series are not allowed.

### d. 1984 & up:

- 1.) Tire size (diameter, width and profile) must be correct for class and axle.

## 19. TIRES - GROUP I (SEE RESTRICTIONS IN TECH)

- a. The intent of Group I is for DOT marked dual purpose (street and competition) tires of radial construction. Tires having a tread wear rating of 110 or less, originally

produced with 8/32" or less tread shall be placed in Group 1. Any other tires determined by the Competition Committee not to be in the best interest of or in keeping with the streetable characteristics of Group I will be placed in another Group.

b. 1953-1982:

- 1.) All four tires MUST be the same size and same construction.
- 2.) No tire size restrictions except lower profile than 50 series are not allowed.

c. 1984 & up:

- 1.) Tire width and profile must fit the correct wheel and size for class and axle.
- 2.) Group I-Street (I-S) tires that no longer meet the minimum tread depth requirement of Group I-S will also be placed in Group 1.

20. REMOVAL OF EQUIPMENT

- a. Hardtops can be taken off and convertible tops can be put down for competition. However, it is recommended that the tops remain in place on the car during High Speed Events.
- b. Spare tire and carrier may be removed.

21. SPECIAL RESTRICTIONS FOR RPO-B2K TWIN TURBO CALLAWAY CORVETTES

Interchanging parts from RPO-B2K Twin Turbo Callaway Corvettes with parts from other Corvettes or vice versa is not allowed. This restriction overrides the other regulations in this Section allowing exchanging of parts.

**B. GROUP II REGULATIONS**

This Rulebook is written in a positive nature and therefore should be used in that manner. As this section of the Rulebook deals with Classes in Group II, be reminded that only changes that are specifically outlined are allowed. If a change being considered is not listed, then it is not allowed.

Anything allowed in a given Group I or I-Street Class is assumed to be allowed in the equivalent Group II Class.

Updating or backdating of parts between the '53-'82 cars and the '84-newer cars is not allowed.

1. SAFETY EQUIPMENT (*SEE REQUIREMENTS IN TECH*)
  - a. Seat belts: stock type or better. They must be in good condition.
  - b. Fire extinguisher – required to have a fire extinguisher with a minimum rating of 5 BC. Must be mounted within reach of driver with seat belt/harnesses released. Fire extinguisher must have a gauge showing charge level and be securely mounted with a metal bracket.
  - c. Roll bar or cage is required in all roadsters in High Speed Event except for Matching Times or drags.
  - d. Stock seats may be replaced with commercially manufactured aftermarket seats that are securely mounted in a manner that is functional and safe as follows:
    - 1.) Functional upholstered back-breakable seats similar to stock type provided they are mounted on original type track.
    - 2.) Functional upholstered non back-breakable seat that is securely mounted in a manner that is functional and safe. A five-point harness, with each belt being at least three (3) inches wide and approved, is to be used in connection with this type seat
  - e. Use of additional safety equipment is recommended (roll bar/cage, shoulder harness, 3" lap belt, scattershield, traction bars, etc.).
2. FRAME
  - a. Stock except reinforcing and spreader bar are allowed.
  - c. Transmission cross member on pre-1984 is not Considered part of the frame.
  - c. Rear cross member may not be relocated higher than standard location and spacers may not be used under the rear camber bracket.
3. SUSPENSION MEMBERS

Stock or adjustable ball joints and strut rods are allowed, ball joint spacers are not allowed.

4. SUSPENSION BUSHINGS  
Stock type or equivalent (solid bushings allowed).
5. SUSPENSION ALIGNMENT  
The suspension may be adjusted through its designed range of adjustment, using or removing shims where authorized by Corvette Service Manual, but no part may be modified for the purpose of adjustment except on 1984 and up the "fat washers" on the front upper control arm may be interchanged or modified but washers with conical surface must remain in place.
6. SPRINGS  
Any Corvette or equivalent of correct configuration for year, i.e. front coil springs can only be replaced with coil springs.
7. SHOCKS  
Shocks using stock mounting required. Any type except coil-over allowed.
8. SWAY BARS  
Any Corvette or aftermarket if same size, shape and type mounting that came on any Corvette except no mixing of sway bars between '53-'82 and 84 & up cars. Endlinks can be Heim jointed and adjustable. No adjustable mount on sway bars.
9. BRAKES
  - a. Stock Corvette. Replacement of drums with stock Corvette disc allowed. Aftermarket anti-locking brake systems or water cooling not allowed.
  - b. Performance type brake pads and steel braided brake lines allowed.
  - c. Stock Corvette type dual-pin calipers allowed on pre '84 cars.
  - d. On '84-newer cars, commercially available aftermarket brackets (adapters) maybe used to update brakes within a Class.
  - e. Removal of brake dust shield allowed.
  - f. Air cooling ducts allowed.
  - g. Stock-size drilled, dimpled, or slotted rotors allowed.
10. STEERING
  - a. Stock type rag joint may be replaced with universal joint steering coupler.
  - b. Bump steer allowed.

## 11. BODY

- a. Basic stock Corvette type. All custom body panels, including wings/spoilers and fender flares, of approximate stock weight or heavier are allowed.
- b. Kevlar (or other significantly lighter materials) body panels are not allowed.
- c. Tilt front ends must have all the inner fenders.
- d. Functional intake air scoops are allowed (be aware of other restrictions).
- e. Hood latch mechanism can be removed and hood pins used with aftermarket hoods.

## 12. ENGINE, ENGINE COMPONENTS & ACCESSORIES

- a. May update and/or backdate within your Class. May crossbreed parts from any engine within your Class.

### b. ENGINE/BODY COMBINATIONS ALLOWED

- 1.) MUST run a Corvette engine, and must run that engine class, except: Classics ('53-'62), Stingrays ('63-'82) and '84-'96, and '97-newer cannot intermix.
  - 2.) In addition to the engine/body combinations specified in Section II E 3. (Classification Guide): Class A ('65-'74 big blocks) can use '63-'82 body styles, Class B ('63-'80 high compression engines) can use '63-'82 body styles, Class C ('63-'70 low compression engines) can use '63-'82 body styles and Class D ('71-'82 low compression engines) can use '68-'82 body styles.
- c. All mechanical parts MUST be stock Chevrolet unless specified otherwise in remainder of this Section, but cosmetic items (valve covers, air cleaner, etc.) may be aftermarket.
  - d. BLUEPRINTING AND BALANCING -- allowed in all Group II Classes.
- e. IGNITION
- 1.) '53-'82 -- Any battery operated ignition. Magnetos are not allowed.
  - 2.) '84-up -- Must be controlled by ECM computer. Magnetos not allowed.

- f. COMPUTER (ECM) -- Computer and its sensors, accessories and connections must be strictly stock except for:
  - 1.) Aftermarket calibration proms allowed or computer internal memory maybe reprogrammed.
  - 2.) Aftermarket add-on controllers are not allowed.
- g. FUEL PUMP PRESSURE REGULATORS AND FUEL LINES -- Any type fuel pump (mechanical or electric or both). Adjustable or shimmed stock regulator is allowed. Fuel lines may be wrapped; plenum, runners, etc. may not be.
- h. FUEL CELL -- Allowed.
- i. RELIABILITY ITEMS --Flex fan, oil pan, Accu-sumps, engine oil coolers and other reliability items allowed. May add electric fan on '53-'82 but MUST still use engine driven fan.
- j. BATTERY-- May be relocated behind seat, provided it is in a vented battery box and securely mounted.
- k. HARMONIC BALANCER -- Any including fluid dampeners allowed.
- l. WATER PUMP -- Stock Corvette for Class and engine.
- m. ENGINE PULLEYS—Aftermarket, performance-type pulleys allowed.
- n. RADIATOR -- On pre-1984 years, an aftermarket radiator of essentially the same size, configuration, capacity and weight (or heavier) is allowed.
- o. AIR CLEANER-- Air cleaner and air filter MUST be in place at all times
- p. CARBURETOR / INJECTION
  - 1.) '53-'82 -- Any carburetor change or mechanical Rochester F.I. Unit that will fit on stock Corvette manifold. Spacers are not allowed between intake manifold and carburetor.  
Class C -- Limited to 600 CFM when Holley carburetor is used.  
Class D -- Limited to Rochester QuadraJet only.
  - 2.) '84-newer -- Stock for Class: except removing of screens from mass air flow sensor and aftermarket fuel injectors are allowed. Aftermarket airfoils are allowed.

- q. INTAKE MANIFOLD -- Stock Corvette for engine and Class. See *Technically Speaking* for proper casting numbers. Lifter galley splash pan allowed.
  - r. CYLINDER HEADS
    - 1.) Stock Corvette for engine and Class. See *Technically Speaking* for proper casting numbers.
    - 2.) Matching of ports to a depth of 1/4" allowed.
    - 3.) Changing from press-in to screw-in studs with or without push rod guide plates is allowed. Stud girdles are allowed.
  - s. ROCKER ARMS, PUSH RODS AND LIFTERS -- Stock or aftermarket replacements (MUST conform to original configuration) allowed.
  - t. VALVE SPRINGS, RETAINERS AND KEEPERS-- Any.
  - u. BLOCK -- May run any Chevrolet block as long as all dimensions and components are correct for Class.
  - v. TIMING CHAIN AND GEARS -- Stock types for Class. Double roller chain and sprockets allowed.
  - w. CAMSHAFT -- Any camshaft that meets General Motors specifications for lift and duration for Class.
  - x. CYLINDER BORE: MAX 0.070" overbore including wear allowed.
  - y. STROKE-- Strictly stock.
  - z. Pistons -- OEM replacement type pistons of same weight, dimensions and configuration (Dome, Dome height, flycuts and dish) are allowed. Balancing the pistons is allowed.
  - aa. RINGS AND BEARINGS -- Aftermarket (MUST conform to original configuration) allowed.
  - ab. CONNECTING RODS-- Stock Corvette.
    - 1.) Balancing allowed.
    - 2.) Full floating allowed where stock Corvette or allowable replacement pistons will accommodate wrist pin locks.
    - 3.) Replacement rod bolts of same size allowed.
  - ac. CRANKSHAFT - Stock Corvette.
    - 1.) Balancing allowed.
    - 2.) Blueprinting and/or indexing allowed.
  - ad. OIL PUMP - Stock type. Dry sumps not allowed.
13. CLUTCH AND FLYWHEEL

Stock operating type (no Clutchflite). Aluminum not allowed.

14. TRANSMISSION

- a. Any transmission that was Factory on a Corvette in the same Class.
- b. Aftermarket shifters, shift kits and converters are allowed.
- c. Aftermarket transmission coolers are allowed.

15. DRIVE AXLE

Stock for Class, any ratio that will fit in the stock housing is allowed.

16. EXHAUST

Any, headers are allowed. MUST be able to comply with event requirements and/or local noise restrictions.

17. WHEELS

- a. Any width wheels with a minimum diameter of 15" for 1953-1982 Corvettes, adapters allowed.
- b. Any width wheels with a minimum diameter of 16" on 1984 & up, adapters allowed.

18. TIRES

- 1. Any DOT approved street tire with a minimum diameter of 15" for 1953-1982 Corvettes.
- 2. Any DOT approved street tire with a minimum diameter of 16" on '84-newer Corvettes.

19 REMOVAL OF EQUIPMENT

Items from the following table may be removed from a Group II Corvette:

Emissions equip	*T-tops, hard tops	Removable rear window	Spare tire carrier
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Exhaust system	Grille	Rocker panels	Heater hoses
*Convertible tops & top mechanism	Air conditioning parts --firewall must be sealed	Fan shroud & splash panels	Ignition shielding
Heater --'53-'68 cars if Factory covers over holes in dash	Belt -- only required on, crank, alternator & water pump	Front & or rear bumper-- facia(s) must remain in place	Misc. exterior & engine trim items

\*Competition Committee recommends they remain in place for High Speed Events

#### 20. SPECIAL RESTRICTIONS FOR RPO-B2K TWIN TURBO CALLAWAY CORVETTES

Interchanging parts from RPO-B2K Twin Turbo Callaway Corvettes with parts from other Corvettes or vice versa is not allowed. This restriction overrides the other regulations in this Section allowing exchanging of parts.

#### C. GROUP III REGULATIONS

Consult your NCCC Competition Manual section 2.7.4, or a member of the CCM Competition Committee for these regulations.

Corvettes exceeding CCM/NCCC Group II requirements but meeting SCCA or DCSCC Street Prepared rules may run in their appropriate Group III class.

D. EXHIBITION CLASS

1. The Exhibition class is for those Corvettes that do not meet the requirements of any other NCCC class.
2. The Exhibition class is limited to low speed turning events. (Valid for Low Speed Autocrosses, Low Speed Time Trials, Low Speed Matching Times, and Low Speed Matching Time Trials. Not valid for other event types including Drag Races of Matching Times on a Drag Strip).
3. In order for the vehicle to be placed in the Exhibition class it MUST not be legal for any other NCCC class.
4. MUST use DOT street tires that are legal in Group I-S or Group I.
5. MUST pass a Safety Tech and meet Group II Safety Requirements and Equipment.

E. GUEST CLASSES

Entrants that are not driving Corvettes may compete in Guest Class(es) provided they meet the safety requirements for the NCCC Group to which the car is prepared.

V. **TROPHY POLICY**

- A. Three or more cars constitute a complete class. A 2 car lowest ladies class will only be allowed if there are not 3 cars in group Ladies I-S.
- B. If there is an incomplete class, the entrants will be moved into a successively higher class as outlined in Section V. D. until a class is formed.
- C. Bumping will start and stop within each Group with the exception that when required to form the minimum size bottom class, Groups may be crossed.
- D. Bumping procedure, both men's and ladies; Groups will bump:  
Group I: CL→C/D→A/B→E→G→F→H→K→J→M  
Group II: CL→C/D→A/B→E→G→F→H→J→K→M

Group III: CLM→MA/B→ME→MH→MK

*Exception:* If a complete class in Group 1 A/B & C/D cannot be made, then they must beat below (Group 1S).

Bumping stops at Group III Modified.

An incomplete RP class must beat below.

#### E. Trophy Policy

1. Trophies shall be awarded to the driver [in complete classes] as follows:
  - 1 trophy; 2-6 cars
  - 2 trophies; 7-11 cars
  - 3 trophies; 12-17 cars
  - 4 trophies; 18-24 cars
  - 5 trophies; 25-34 cars
2. For incomplete classes, the fastest entrant in an incomplete class must meet the criteria for 35 competition points. (see page 54)

#### VI. **PROTESTS**

- A. All protests will be submitted in writing to a member of the Competition Committee or Event Chairperson.
  1. Course: Protests will be submitted at least 30 minutes before the start of timing.
  2. Course operation: Protest can be submitted at any time during the running of the event. However, no protest will constitute the right to stop or rerun the event.
  3. Entry protest: Technical protest against any entrant must be received before the entrant makes his runs. Protests may be registered only by a competitor.
  4. Individual run: Protests must be received from an entrant within 30 minutes of the run.
- B. Protests will be ruled on by the CCM Competition Committee and the Event Chairperson.

#### VII. **CHAIRPERSON INSTRUCTIONS**

- A. The Event Chairperson will be responsible for obtaining detailed instructions from the Competition Director and an event check list.
- B. The Event Chairperson is responsible for getting the CCM trailer to and from the event.
  - 1. The centerline of the course shall be a minimum distance of 25 feet from all fixed objects.
  - 2. All spectators shall be kept at a minimum distance of 100 feet from the centerline of the course.
  - 3. To allow multiple car timing on the same course, all adjacent sections of the course shall be a minimum of 75 feet from each other.
  - 4. To yield an enjoyable course to entrants, the following distances between pylons are to be:
    - a. Gate on straight - 10 foot minimum.
    - b. Gate on curve - 15 foot minimum on radius.
    - c. Straight chicane - 50 foot minimum.
    - d. Adjacent elements that are offset more than 2 feet, consecutive pylons must be a minimum of 25 feet.
  - 5. On high-speed events, pylons should be used to lower speeds below the maximum speed that any given vehicle can obtain on a given corner.
  - 6. Red pylons will be placed on the right and yellow pylons on the left side of the course.
  - 7. Optional chicanes are to have all pylons the same color with the first pylon location marked by two adjacent pylons; a red pylon at the left touching a yellow pylon on the right.
  - 8. One bucket (360°) turns and keyholes are not allowed for reason of loss of oil pressure.
  - 9. Chalk all pylons to allow exact placement.
  - 10. Post course diagram.
  - 11. Drivers' meeting should be held before first car off.
  - 12. Registration times will be included on the event flyer. (Championship events from 10:00 A.M. until 1:00 P.M.)
  - 13. A khana pass may be accepted by the entrant in lieu of a trophy.
  - 14. Worker times are to be turned in to the Points Director within 30 days or forfeit chairperson points.

15. Publish results in the *SlipStream*. Post results to the CCM website and email or postal mail (where applicable) to non-club members within two weeks.
16. Chairperson must submit flyer to Competition Director two (2) months prior to event. Flyer should include DCSCC hotline number for last minute location changes.
17. Competition Director or Chairperson for an NCCC sanctioned event must refer to the NCCC Rulebook to ensure that all flyers and event results are submitted by the stated deadline. All competition flyers (sanctioned and non-sanctioned) must contain an NCCC Sanction or Non-Sanction Number (where applicable) for insurance purposes. All flyers must be mailed or emailed by the NCCC Governor to the Michigan Regional Competition Director and Regional Executive. NCCC entrant fees are to be paid to the Michigan Regional Treasurer, using the CCM approved form, within 30 days of the event. Fees are \$0.75/entrant for any sanctioned speed event, and \$0.75/vehicle for a sanctioned car show or rallye.
18. Chairperson shall secure trophies.
19. Gate fees collected are used to offset the track and other required expenses. If these fees exceed costs, the excess will be added to the entry fees. Up to 55% of the event entry fees may be spent for trophies

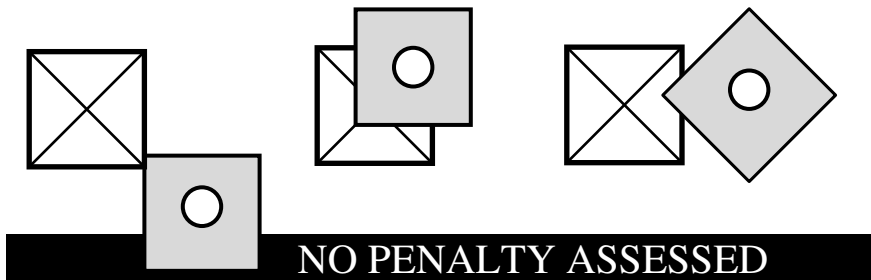
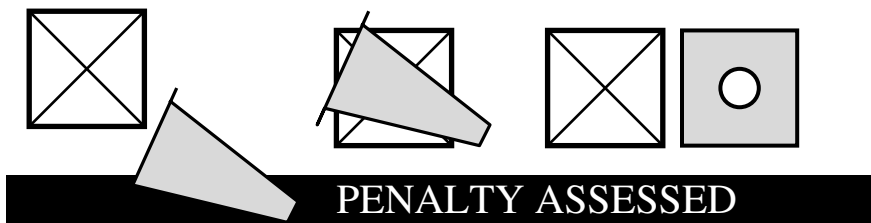
### **VIII. WORKER INSTRUCTIONS**

#### **A. Turn Marshall**

1. Find out your station number and which pylons you are responsible for.
2. Penalties will be called into timing by one worker at each turn station with a radio supplied by the club. An experienced turn worker will control the radio. A radio check will be done when starting your shift. A call to timing is only necessary when a penalty is assessed. When a penalty is called in, state the corner and car number and the penalty, timing will confirm the call. A call is necessary for any of the following:
  - Pylon knocked down - number knocked down.

Off Course - missing a gate or pylon in a chicane  
 Wheels off pavement - (Road course or track) more than two wheels off pavement.  
 Red Flag - when red flag is displayed to the entrant.  
 Red Flag Ignored.  
 Did Not Finish - Entrant pulls off course before finishing run.

The following diagrams should help clarify situations in which penalties should and should not be assessed:



3. Use your red flag to stop any driver who may be overtaking another driver, driving hazardously or in any way endangering the competitor or another person.
  4. Off-course cars may be stopped to explain their errors only if they are stopped far from the course area.
  5. Keep non-competing spectators behind the fence and flag barriers.
- B. Gate Marshall
- NOTE: At all times, an adult (at least 18 years old) must be at the gate before and during the event.

1. All persons entering must sign the waiver on the front side of the sheet. (The only exception may be GM employees arriving for work.) Parent or legal guardian must sign appropriate waiver for minors; minor waiver will be valid for the calendar year.
2. Make persons entering aware of our rules:
  - a. No speeding - 5 MPH limit.
  - b. No squealing tires.
  - c. No reckless driving.
  - d. No alcohol or drugs.
3. Visually check cars for alcoholic beverages or drugs.

C. Safety Run Driver

Safety run drivers may register and run as a normal entrant. However, for scoring purposes only, the first safety run and only the first, will not be subtracted from the number of runs allowed for that particular event. All subsequent runs will count as practice runs, i.e. if the safety run driver makes two runs and four timed runs are allowed for scoring that event, his last run will not count for scoring. An individual can only be a safety run driver for one event per competition year.

## **DRAGS**

### ***I. ENTRANT INSTRUCTIONS***

A. General

1. Use or possession of intoxicating beverages or drugs by entrants, workers or guests before or during any event is not permitted.
2. All entrants or spectators must sign the CCM form "Waiver of Liability Recourse".
3. The right to disqualify and evict from the premises any entrant or spectator for undue recklessness, poor sportsmanship or conduct at or near the event is reserved by the Competition Committee or Event Chairperson.
4. Passengers will be allowed during time trials only, provided they are registered entrants and only single car runs, providing the drag strip allows it.

5. Dial-in times will be established on entrant's registration card and submitted at driver's meeting.
6. For a car with 2 drivers of the same gender, the 2 drivers must be related and will be the first and the last pairings in different brackets for the first round of elimination's. This will be highly discouraged if both have Corvettes.

B. Registration

1. All entrants must show proof of valid driver's license. Entrants other than CCM, DCSCC and NCCC must show proof of insurance on their automobile.
2. All entrants must be at least 18 years of age.

C. Technical Inspection

All cars must pass a technical inspection consisting of the following:

1. Tire condition.
2. Brakes (even, straight stop).
3. Steering and suspension.
4. Seat belts properly mounted.
5. Removal of all loose objects from within the car.
6. Removal of clip type hubcaps.
7. Positive throttle linkage return.
8. Fluid leaks: gas, brake, oil, water.
9. Engine hoods are required as a safety feature (must be latched or secured).
10. All cars must conform to any technical requirements set by the track, and pass any technical inspection required by the track.

D. Competition

1. ET drags consist of straight-line acceleration where two contestants start from rest upon a signal and the first one to cross the finish line is the winner.
2. Time trial drags (one car at a time) are also held where the winner is the car with the lowest elapsed time.
3. Bracket drags consist of straight-line acceleration where two contestants start from rest upon a signal according to their dial-in time and the first one to cross the finish line without breaking out is the winner.
4. Basic drag racing terminology:

- a. Winner - The winner is the car that crosses the  $\frac{1}{4}$  mile finish line first, provided it was a fair start (there was no "red light").
- b. ET - The elapsed time starts when the starting line is crossed and stops when the finish line is crossed.
- c. M.P.H. - The average speed over a short distance which starts 66 feet before the end of the  $\frac{1}{4}$  mile and ends at the  $\frac{1}{4}$  mile mark.
- d. Stage - The car is slowly moved up to the starting line until an electric eye beam is broken by the front wheels. This is indicated by the small "stage lights" on the "Christmas Tree". There is an early warning, or "pre stage" light, and then 6 inches further is the stage light which must be lit before the "Tree" will start. It does not matter if the pre stage light remains on. You should be ready for the "Tree" to start as soon as your stage light is on.
- e. "Christmas Tree" - This has three yellow lights and a green light that will light in sequence in 1/2-second increments. You should learn by how much to anticipate the green light and "launch" the car before the "green" illuminates. When you pick up your time slip on the return road, look at the reaction time. You should adjust your anticipation of the green light to get as close as possible to this time. The "Christmas Tree" will show a red light if the front wheels leave the stage electric eye beam by rolling backward or forward during the yellow count down before the green light. A "red light" is an automatic loss.
- f. Dial-in - A time you select for your car to handicap you against any car you run against. In bracket drags, after completing practice, you will decide what dial-in time to select. That time will be used to determine your class and will be the basis for calculating the handicap against any competition you run against. The dial-in time may be changed after any winning run.
- g. Break Out - If you run faster than your dial-in time, this is called a break out. If both cars break out, the driver who breaks out the least is the winner.

5. All entrants must wear securely mounted seat belts. Shoulder harness must not be used in convertibles without roll bars.
6. All entrants must wear a helmet.
7. All cars must run with tops and side windows up. Convertibles may run with the top down if the car is equipped with a roll bar, in which case, the driver must wear a helmet with full face shield or goggles.
8. Flywheel shields are recommended on all cars other than cars equipped with stock hydraulic lifter cams.
9. Class winners will be subject to re-inspection after eliminations. It is the responsibility of the entrant to make sure that his car is properly classified.
10. Entrants may ride as passengers during time trials on a solo run, if permitted by the drag strip.
11. Nitrous oxide allowed, subject to drag strip rules.

**II. CLASSIFICATION**

Bracket Drags: Men's and ladies classes to be established independently by the following procedure:

- A. All cars in one class until maximum class size of eight (8) cars is reached. Then cars are separated into classes per the following charts until the number of entrants exceeds forty (40).

# of Entrants	0-8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
CLASS																	
1; L1	0-8	5	6	4	6	7	8	7	8	4	6	6	8	7	8	8	8
2; L2		4	4	7	6	6	6	8	8	7	6	6	6	8	8	7	8
3; L3 slowest										6	6	7	6	6	6	8	8

Entrants	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
CLASS																
1; L1	8	6	4	8	8	8	7	8	5	8	8	8	5	8	8	8
2; L2	5	8	8	8	8	8	8	8	8	4	8	8	8	8	7	8
3; L3	4	4	7	8	8	6	8	8	8	8	4	8	8	8	8	8
4; L4	8	8	8	4	5	8	8	8	4	8	8	8	8	6	8	8
5; L5 slowest									8	6	7	4	8	8	8	8

First round dial-in times are used to establish class. The dial-in time for a same gender second driver may be outside the class bracket. Dial-in for subsequent rounds cannot vary by more than +/- 0.2 seconds from original class group times.

- B. With forty-one or more entrants, classes are established by suggested time breaks as follows:

Men's	Ladies	E. T. Bracket
1	L1	0 - 11.49
2	L2	11.50 - 12.99
3	L3	13.00 - 13.99
4	L4	14.00 - 14.99
5	L5	15.00 and slower

- C. First round bye runs, where required, are determined by some equal chance such as coin toss, cut deck of cards, draw straws, etc.
- D. If less than 4 in class, cars will be bumped in the following sequence: 1 → 2 → 3 → 4 → 5. If class 5 is incomplete, it will bump to class 4.

### III. **TROPHY POLICY**

Trophies will be awarded on the following basis:

- A. Each bracket winner and runner-up (second) is determined by elimination. Remaining finishing positions are determined by number of rounds won. If both cars break out, the car with the least break out (closest time) wins. Cars surviving the same number of rounds are positioned by closest E. T. above dial-in, then closest E. T. below dial-in, then red light. In any elimination, the first entrant to red light loses. An entrant who attains the next round of eliminations by a bye-run and then loses that elimination is positioned among the previous round losers based on his E. T. to dial-in differential in their losing round. If more than one loser in a round has a red light, they will be tied for last place in that round.
- B. A 1<sup>st</sup> place trophy for winner of class. A second place trophy for a class with 7 or more entrants. A third place trophy for a class with 12 or more entrants, etc.

#### **IV. PROTESTS**

Protests will be ruled on by the CCM Competition Committee and the event chairperson.

#### **V. CHAIRPERSON INSTRUCTIONS**

- A. Arrange for the following workers:
  - 1. Registration.
  - 2. Technical Inspection.
  - 3. Staging.
  - 4. Starting.
  - 5. E. T. Booth.
  - 6. Tower.
  - 7. Gate.
- B. Drag chairperson is to tabulate results and shall secure trophies.
- C. Submit results to the *SlipStream* publisher in time for publication in the next issue.
- D. Turn in workers times to the Points Director within 30 days or forfeit chairperson points.

### **RALLYE**

#### **I. ENTRANT INSTRUCTIONS**

- A. General
  - 1. Use or possession of intoxicating beverages or drugs by entrants, workers or guests before or during any event is not permitted.
  - 2. Further instructions will be included in the general instructions of each rallye.
- B. Registration
  - All entrants must show proof of valid driver's license. Drivers must be a minimum of 18 years of age.
- C. Technical Inspection - may include:
  - 1. Tires - minimum 1/16" tread (above wear marker).
  - 2. Steering.
  - 3. Windshield wipers.
  - 4. Brake lights.

5. Tail lights.
6. Seat belts.
7. Brakes.
8. Horn.
9. Turn signals.
10. Headlights (low beam minimum).
11. License plate light.

#### D. Competition - The Rallye

1. A rallye is a competition making use of roads and highways that the ordinary driver uses. Each participating vehicle requires a driver and a navigator. The navigator guides the driver by reading the rallye instructions and telling him where to turn, stop, slow down, speed up, etc., in order to maintain the proper speed along the rallye route.
5. In a TSD (Time-Speed-Distance) rallye the vehicles participating in a rallye are lined up at the starting point where each navigator is given a set of instructions which outline the route to be taken and the average speed along the route. The idea is to adhere to these instructions as closely as possible. The car leaves the starting line at a predetermined time at a minimum of one minute intervals. Checkpoints along the route are the means by which each entrant is checked to see that they are on the correct route. The rallyist has no idea where these checkpoints will be or how many there will be until he suddenly approaches one. Since each checkpoint records the time of each vehicle as it enters, it is best to maintain the listed average speed at all times.
5. Penalty points are assessed for missing a checkpoint or arriving there early or late. The rallye is made up of individual legs, which are set off by checkpoints. The total penalty points for the rallye is the sum total of penalty points at each of the checkpoints. Trophies are awarded on the basis of the least penalty points. Penalty points must be published in the generals.
4. TSD (Time, Speed and Distance) - a rallye designed to encourage all rallyists. This type includes all terminology

and the emphasis is on more exact execution and calculations.

5. Common Rallye Instructions:

- a. L - A turn to the left of approximately 90 degrees.
- b. R - A turn to the right of approximately 90 degrees.
- c. Bear - A turn of substantially less than 90 degrees.
- d. Acute - A turn of substantially more than 90 degrees.
- e. T - A point in the road being traveled where the road comes to an end by joining another road which it meets at approximately 90 degrees. It is not possible to go straight at a T.
- f. Y - An intersection having the general shape of the letter Y, requiring a turn to the left or right - both turns being of substantially less than 90 degrees. It is not possible to go straight at a Y.
- g. SS - Stop sign.
- h. LIGHT - A three (3) element traffic aid, working or not.
- i. BLINKER - A one (1) element traffic aid, working or not.
- j. CHECKPOINT - A timing control which records the time of all rallye vehicles.
- k. OPPORTUNITY - A public road having a road sign visible at the intersection.
- l. CHANCE - A public road not having a road sign visible at the intersection.
- m. C. A. S. T. - Change Average Speed To.
- n. S. R. I. P. - Sign reading in part.
- o. DIY START - Do it yourself start. Upon registering, you will receive a number and time out. This is your official starting time of the rallye and will be your time out.
- p. DIY FINISH - Do it yourself finish. No checkpoint will be posted at the rallye finish. Upon arriving at a predetermined location, record your time of day on your instruction sheet and turn it in to the rallye official who will be awaiting your arrival. You may also be asked to record mileage driven.
- q. JOG - A turn in one (1) direction to be specified, which is followed within one-tenth (1/10) of a mile by a turn in the other direction. A jog can only be executed at a T.

- r. LANDMARKS - Landmarks may be houses, barns, signs, buildings, silos, etc. All landmarks must be permanent fixtures.
- s. LEG - The part of the rallye route extending from one (1) timing control to the next.
- t. PAVED - A road having continuous hard surfaces such as concrete, brick, asphalt, etc.
- u. FOLLOW - To follow the road stated. The road may be straight ahead of you, or a right or left turn may be necessary to complete the instruction.
- v. CONTINUE - To change the road name with little or no change in direction.
- w. N, S, E, W - North, South, East, West.
- x. SOL - Sign On Left

## **II. CLASSIFICATION – FUN RALLYE & ECONOMY RUNS**

Refer to NCCC Handbook for these outside events.

### **III. RALLYE CLASSIFICATION - TSD RALLIES**

The following class system will be used for TSD rallies unless specific exception is granted to the Rallyemaster prior to the advertisement of the event.

- A. Class 4 - Novice - For the new rallyist. Total rallies run by driver and navigator limited to 5 each.  
Equipment permitted:
  - 1. Speedometer.
  - 2. Odometer (non-resetable).
  - 3. Odometer (resetable - need not be factory installed).
  - 4. Compass.
  - 5. Lights.
  - 6. Maps.
  - 7. Time of Day Watch.
  - 8. Maximum of one stopwatch or chronometer type watch.
  - 9. Pencils, paper, clipboard.
- B. Class 3 - Unequipped - Same as Class 4 except unlimited experience.
- C. Class 2 - Semi-Equipped - Same as Class 4 except additional Equipment permitted:
  - 1. Stopwatches.

2. Rallye tables or card systems.
  3. Slide rule.
  4. Stevens, Taylor, Blackwell, Curta (TSD calculation tools).
  5. One commercially available, single memory electronic calculator or non-accumulative mechanical calculator.
- D. Class 1 - Equipped  
Any equipment included, specifically including:
1. Any device capable of reversing the odometer.
  2. Any device capable of correcting the odometer to the official odometer.
  3. Any cumulative mechanical calculator or multiple memory electronic calculator. All C-5 & C6 Corvettes have onboard mileage computers. Unless entrant declares they will not use the computer they will be put in class 1.
  4. Any vehicle driven computer.
  5. Any Global Positioning Satellite device.
- NOTE: Teams may register and compete in higher classes.  
Teams to be classed by the technical inspector.

#### ***IV. TROPHY POLICY***

- A. Trophy sets shall be awarded to the driver and navigator as follows: One trophy is to be given to a driver and navigator team residing at the same residence.

- 1 trophy set - 3 cars
- 2 trophy set - 7 cars
- 3 trophy set - 12 cars
- 4 trophy set - 18 cars
- 5 trophy set - 25 cars

\*Rallye - minimum 3 car class

- B. Rallye Bumping Procedure: Class 4 bumps to 3; Class 3 to 2; Class 2 to 1. In the case of an incomplete class in 1, the class would have to better all classes.
- C. Economy Run Bumping Procedure. The lowest incomplete class shall bump to the next higher class. Other incomplete classes have to best all cars below them.

#### V. **PROTESTS**

- A. Protests shall be in writing to the Rallyemaster.
- B. Protests shall be ruled on by the Event Chairperson. The Competition Committee will rule on the protest only if it cannot be resolved between the Event Chairperson and the Competitor.
- C. Decisions made on protest will be included with the results.

#### VI. **RALLYEMASTER GUIDELINES**

\* Indicates these are not guidelines, but rules that must be followed without exception - L, M, N, O, P, S thru Y.

- A. The Chairperson shall attend a Competition Committee meeting at least 30 days before the event.
- B. The Chairperson shall be responsible for securing the following:
  - 1. Route.
  - 2. Route instructions.
  - 3. Workers and worker meetings, giving workers times to the Points Director within 30 days or forfeit Chairperson points.
  - 4. Technical inspection.
  - 5. Establish checkpoints.
  - 6. Panic slips (rallye) - showing next check point and next instruction that should be used.
- C. The route should avoid downtown areas, congested areas, city side streets and residential areas.
- D. The route should be on good hard surfaced public roads.
- E. The route of a TSD rallye should consist of a minimum of 4 individually scored legs.
- F. Left turns off a busy highway should be avoided, especially at night. If this is not possible, then the exact position of the turn should be identified.

- G. Left hand opportunities, chances, landmarks and questions should be avoided at night. Landmarks must be permanent fixtures.
- H. All execution instructions which are required for following the correct route of a TSD rallye are to be individually numbered unless otherwise stated.
- I. The instructions should be in the final typed stages two weeks before the event.
- J. The Chairperson shall provide for a pre-run no more than 24 hours before the event to insure that there are no changes in the route instructions.
- K. The Chairperson shall secure trophies and dash plaques.
- \*L. The penalty for being early or late must be the same, all penalties shall be given in the GENERAL INSTRUCTIONS.
- \*M. Penalty limits for extra passengers (rallies only) 12 years and older... 20 minutes late maximum per rallye.
- \*N. Route must be pre-run under rallye conditions with a driver that is not familiar with the route for the purpose of adjusting times and speeds. (Recommend that an experienced team be used).
- \*O. Flyers must be submitted to the *SlipStream* for publication in the month before the event.
- \*P. Any variations or exceptions must be approved by the Competition Committee.
- Q. Additional suggestions:
  - 1. Rallye should not exceed 80 miles.
  - 2. Questions should be numbered.
  - 3. Answers to questions on TSD rallies will be used for tie breaking purposes only.
  - 4. Rallyemaster should provide for post sweep car.
- R. Checkpoint slip should indicate next or last instruction, checkpoint mileage, previous leg length and official previous leg time.
- \*S. All cars must be dispatched from controls at a minimum of approximately one-minute intervals.
- \*T. If more than half of the planned legs are discarded, the event shall be ruled invalid and moneys refunded.
- \*U. Finish location must be included in the GENERAL INSTRUCTIONS or announced at the drivers' meeting. To receive competition points, an entrant must report in to the

Rallyemaster at the finish. Any questions to be decided by the Competition Committee.

- \*V. If there are more than 4 miles between consecutive instructions, the distance MUST be given plus or minus 1 mile.
- \*W The maximum average speed for any section of the rallye MUST be at least ten percent (10%) lower than that which can be safely maintained under posted speed limits. Any unexpected circumstances that arise, such as heavy rain, snow, heavy traffic, etc., MUST be driven at an average speed of at least twenty five percent (25%) lower than the posted speed limits. The more difficult the course or the greater number of instructions, the lower the average speed should be.
- \*X Rallye leg times shall be available at the finish.
- Y. Rallyemaster fuel allowance - \$30.00.
- Z. Mileage should be measured with an odometer reading in increments no larger than 0.01 miles. The TSD Rallye shall be measured in one continuous run at approximately rallye speeds and time of day, observing all rallye pauses.

## CONCOURS d'ELEGANCE

### *I. General Comments*

The Corvette Club of Michigan considers condition and cleanliness in its Concours d'Elegance judging program. No consideration for originality of any portion of a Corvette is intended or recommended.

There are certain elements of Corvettes that will normally be inspected during the judging interval. The entrant may be requested by the judge to remove/open them during each judging review. Any attempt to list all of these items would, no doubt, be incomplete. However, to give the entrant an indication of the anticipated completeness of the judging, the following list is provided. Keep in mind that the list is not intended to be all-inclusive and additional items may be a part of the aforementioned judging. Please note the following: Floor Mats, Gas Filler covers (opened), Trunk Mats, (Spare Tire Covers, Jacks, Tire Iron - Concours only), Seats (Moved Forward), Glove Compartments, Ash Trays, Rear Storage

Compartments, Convertible Top Storage Compartment (Concours only), etc. Due to the addition of these items it will be necessary to revise certain judging sheets to clearly indicate the appropriate judging considerations. For instance, the suspension components that are visible on the late model Corvettes must be judged only in the Undercarriage Section of the Judging Sheets.

**II. CLASSIFICATION**

**A. Classes**

C	Concours	RP	Race Prepared
S	Show	CH	Closed Hood
R	Raced	RP/R	Race Prepared/Raced

**B. Qualifications for Classification:**

1. **CONCOURS:** A car prepared for Concouring, a recent restoration, or a car judged to be Concours prepared by the event chairperson and/or the Competition Committee.
2. **SHOW:** Any car not falling into the Concours, Raced, or Race Prepared classes.
3. **CLOSED HOOD** - No open hoods required. (Can receive a maximum of 20 competition points).
4. **RACED** - Must have run fifty percent or more of the CCM competition events of the current year prior to the Concours of that car.
5. **RACE PREPARED** - Must be required to run in the RP autocross class based on the autocross classification system.
6. **RACE PREPARED/RACED** - Must meet requirements for classes Raced and Race Prepared above. Must have run fifty percent or more of the CCM autocrosses of the current year.

### III. JUDGING SHEET

<b>1. EXTERIOR BODY</b>	
Fit of hood, doors, boot, deck, light doors.	5
No damage (deduct points if chrome or bumpers removed and body not filled and painted).	10
No evidence of repair.	<u>5</u>
TOTAL	20
<b>2. EXTERIOR PAINT</b>	
(Raced - Do not reduce points for stone chips [stone chips must show evidence of repair to qualify for exemption, i.e. painted.], door nicks and normal cracking due to age and use).	
Cleanliness and finish.	10
No damage.	<u>10</u>
TOTAL	20
<b>3. GLASS, EXTERIOR CHROME AND BRIGHTWORK</b>	
Including door glass, excluding wheels (chips in windshield will not count as minus points)	
Cleanliness.	10
Finish.	5
No damage.	<u>5</u>
TOTAL	20
<b>4. WHEELS</b>	
Cleanliness/visible brake parts.	6
Wheels w/hubcaps: visible paint and cap finish OR - Wheels w/o hubcaps: paint and/or chrome finish OR - Aluminum wheels.	<u>4</u>
TOTAL	10
<b>5. TIRES</b>	
Cleanliness.	6
Stock tread depth OR - Racing tires.	4
TOTAL	10
<b>6. WHEEL WELLS (visible) - Hood closed except Concours class</b>	
Cleanliness.	6
Paint.	<u>4</u>
TOTAL	10
(Raced and Race Prepared/Raced-Cleanliness only - 10 points possible)	

7. INTERIOR - CARPET	
Cleanliness.	6
No damage.	<u>4</u>
TOTAL	10

8. INTERIOR - UPHOLSTERY	
(Do not reduce points for normal wear or cracking of leather seats except Concours prepared)	
Cleanliness.	6
No damage.	<u>4</u>
TOTAL	10

9. DASH, GENERAL INTERIOR, TRUNK OR LUGGAGE SPACE AND DOOR JAMBS	
Cleanliness.	6
No damage.	<u>4</u>
TOTAL	10

10. RP and RP/R ONLY: INTERIOR	
General Appearance.	10
Cleanliness.	<u>10</u>
TOTAL	20

### 11. ENGINE COMPARTMENT

(including area ahead of radiator and, on 1984 and newer Corvettes, include hood excluding wheel wells)

Cleanliness of engine.	13
*Paint on engine.	5
Cleanliness of compartment.	10
*Paint on compartment.	5
General electrical.	4
General mechanical.	<u>3</u>
TOTAL	40

\*Raced Class - does not apply RACED TOTAL 30

### 12. UNDERCARRIAGE (CONCOURS CLASS ONLY)

Spare Tire Carrier - Condition of case, spare tire & base.	10
Springs, steering components, wheel components, strut rods, shock absorbers(front shocks and other suspension components are to be judged in this category on all Vettes, special emphasis on '84 up).	15
Frame, brake lines, fuel lines & filters (when applicable).	10
Drive Train - engine block, exhaust system, drive shaft, transmission, differential & carrier, half shafts/axle.	15
Underbody panels	<u>10</u>
TOTAL	60

### 13. VISIBLE FRAME AND SUSPENSION PARTS

(except Concours class)- Judge with hood closed (do not kneel, crawl or put head under car)

Cleanliness.	6
Paint.	<u>4</u>
TOTAL	10

14. TECHNICAL: In each blank, place two points if operative

Car must start under its own power.	_____
Tachometer operative.	_____
Oil pressure operative.	_____
Ammeter or volt operative.	_____
Gas gauge operative.	_____
Radio operative (two points if not equipped).	_____
Windshield wipers operative (Check manually).	_____
Horn operative.	_____
Interior lights operative (include glove box light).	_____
Turn signal operative, front & rear (check tell-tales).	_____
Headlights, high/low working (check high beam tell-tales).	_____
Parking and license tag lights operative.	_____
Tail lights operative.	_____
Brake and back-up lights operative (check emergency tell-tales).	_____
Clock operative.	_____
TOTAL	MAXIMUM OF 30

15. RP & RP/R ONLY: MECHANICAL AND ELECTRICAL

Steering.	2
Exhaust.	2
Tach (mechanical or electrical).	1
Oil pressure.	1
Brake lights.	1
Water temperature.	1
TOTAL	8

#### IV. **JUDGING SYSTEM**

##### A. **CONCOURS CLASS -**

- a. This class will be judged in a very strict manner. Exemptions from “showroom new” will not be accorded.
- b. Judges are allowed to inspect all areas of the Corvette, including but not limited to the entire undercarriage, the trunk, the engine compartment (no engine component disassembly will be required), the interior and the convertible top, single top or “T” tops as appropriate.
- c. No exemptions for stone chips or other normal wear and tear will be allowed.
- d. The Corvette may be trailered to the event.
- e. The Judges for this class are allowed to kneel, assume a prone position or utilize a mirror to inspect any portion of the Corvette.

1. Exterior body, glass, chrome, brightwork (#1 and #3)	40 points
2. Exterior paint (#2)	20 points
3. Interior, upholstery, dash, trunk, wheels and tires (#7, #8, #9, #4 and #5)	50 points
4. Engine, wheel wells (#11 and #6)	50 points
5. Technical inspection (two points each) (#14)	30 points
6. Undercarriage (#12)	60 points
<b>TOTAL</b>	<b>250 points</b>

##### B. **SHOW CLASS**

- a. The underbody of the Corvette that is not visible from the standing position (any position that the judges can assume without leaving their feet) is not to be judged in this class.
- b. The judging of convertible tops or removable single or “T” tops is optional.

1. Exterior body, glass, chrome, brightwork (#1 and #3)	40 points
2. Exterior paint (#2)	20 points
3. Interior, upholstery, dash, trunk, wheels and tires (#7, #8, #9, #4 and #5)	50 points
4. Frame, suspension, engine, wheel wells (#13, #11 and #6)	60 points
5. Technical inspection, (two points each) (#14)	30 points
<b>TOTAL</b>	<b>200 points</b>

##### C. **CLOSED HOOD**

1. Exterior body, glass, chrome, brightwork (#1 and #3)	40 points
2. Exterior paint (#2)	20 points
3. Interior, upholstery, dash, trunk, wheels, and tires (#7, #8, #9, #4 and #5)	50 points

- 4. Frame, suspension and wheel wells (#13 and #6) 20 points
- 5. Technical inspection (two points each) (#14) 30 points
- TOTAL 160 points

**D. RACED CLASS**

- 1. Exterior body & paint, wheels, tires, wheel wells, frame and suspension (#1, #2, #3, #4, #5, #6 and #7) 100 points
- 2. Interior (#8, #9 and #10) 30 points
- 3. Engine (#11) 30 points
- 4. Technical inspection (#13) 30 points
- TOTAL 190 points

**E. RACE PREPARED CLASS**

- 1. Exterior body & paint, wheels, tires, wheel wells, frame and suspension (#1, #2, #4, #5, #6 and #13) 80 points
- 2. Interior (#10) 20 points
- 3. Engine (#11) 40 points
- 4. Mechanical & Electrical (#15) 8 points
- TOTAL 148 points

**F. RACE PREPARED/RACED CLASS**

- 1. Exterior body & paint, wheels, tires, wheel wells, frame and suspension (#1, #2, #4, #5, #6 and #13) 80 points
- 2. Interior (#10) 20 points
- 3. Engine (#11) 30 points
- 4. Mechanical & Electrical (#15) 8 points
- TOTAL 138 points

**V. CONCOURS AWARDS**

AWARDS	Concours - Show	CH - R - RP - RP/R
GOLD	96.0% & Up	94.0% & Up
SILVER	91.0% - 95.9%	89.0% -93.9%

## **VI. PROTESTS**

All protests must be submitted in writing to the chairperson of the event before the judging begins. If an entrant feels a judge was unfair or inconsistent, he may approach the event chairperson for a final decision. The entrant may request a “white glove” test of items that a judge scores as dirty if the entrant disagrees.

## **VII. ENTRANT INSTRUCTIONS**

- A. If the entrant at a non-CCM show/Concours wishes to have CCM competition points awarded towards the Year-end Concours Award, refer to the Competition Points section II.F.4 of this handbook.
- B. The entrant or entrants must remain at the Concours site during the judging by each of the judges. Any exception to this rule must be cleared with the majority of the other entrants at the official drivers’ meeting. Failure to comply could lead to disqualification by the Competition Committee.
- C. The entrant is to remain silent during judging unless asked a question by the judge. Failure to comply could lead to disqualification by the Competition Committee.
- D. Entrant will check judging sheet for items that may have been omitted after judging has been completed. Entrant may ask judge to point out items that points have been deducted for. Failure to comply could lead to disqualification by the Competition Committee. **ENTRANT WILL NOT QUESTION JUDGE’S VALUES.** If a judge feels an entrant is questioning his values, he should tell the entrant to see the Event Chairperson. Failure to stop discussion by entrant after warning could lead to disqualification.
- E. Any entrant who cleans his/her car after the stop cleaning time that has been announced or published by the event officials, will be disqualified. Any exceptions to this rule must be cleared with the Event Chairperson. Failure to comply could lead to disqualification by the Competition Committee.
- F. The entrant may choose to show the car with either top up or top down/removed. In the Concours class, the entrant may be asked to open the top for inspection.

**VIII. CHAIRPERSON AND WORKER INSTRUCTIONS**

- A. Chairperson will be responsible for obtaining three qualified judges for each category.
- B. Registration will close when judging begins. Cars must be available for judging at this time.
- C. Chairperson will turn in workers times to the Points Director within 30 days or forfeit chairperson points.
- D. A judge will not judge his own car. An average of the other judges will be substituted for his own score for his car.
- E. Only one entrant per car may judge.
- F. Points may be deducted in no less than ½ point increments.
- G. Each judge is to be consistent in his values and methods, and should spend the same amount of time judging each car. Model year and mileage of car should not be used in point value consideration.
- H. Only one judge will score a car at any given time
- I. Rounding-up of judging points is not allowed.

**IX. SURPRISE CONCOURS d'ELEGANCE**

A surprise Concours can be held at any calendared CCM event. No competition points are awarded for this event.

## POINTS

### **I. GENERAL**

- A. The yearly awards (10 Men's Overall Competition, 5 Ladies Overall Competition, Men's and Lady's Autocross Class Champion, Man and Lady Rookie of the Year, Man and Lady Autocross Award, Man and Lady FTD Award, Concours Award, Rallye Award and Worker Awards) will be determined by competition or worker points earned according to the following points system and will be presented at the Annual Awards Banquet.
- B. Points calendar ends and begins at the adjournment of the December Board of Directors' meeting.
- C. Those people who prefer not to have points recorded, must turn in a written request.
- D. Any errors in inside event results must be brought to the attention of the event chairperson or points director or competition director within 30 days of the posting of the *SlipStream* in which they are published, otherwise they will stand as published. If results require correction, points will be awarded per the corrected version.

### **II. COMPETITION POINTS SYSTEM**

- A. CCM members will receive competition points for entering and competing in a competition event.
- B. Competition Events Counted:
  1. Any non-professional competition event sponsored by a sports car orientated club, which does not require special licensing to run, shall count for CCM competition points.
  2. An event is considered conflicting if the starting opening time for registration is within 6 hours of the CCM event starting time.
    - a. If a CCM social or competition event is canceled, outside events will count for points. An exception to this may be made by a decision of the President, Competition Director and Points Director if there was significant work on or participation at the event before cancellation or where the time of the outside event

overlaps with the period during which work was done or participation began.

- b. Calendared events are printed in the handbook and/or on the tentative calendar approved by the Board of Directors, or rescheduled calendared events, or added social events approved by the Board of Directors and advertised in the *SlipStream* published at least sixty days prior to the event.
  - c. An exception to the above is that a conflicting Concours will count only for the Concours Award.
3. Outside club events must be announced at a CCM membership meeting, listed on DCSCC Hotline, published in the *SlipStream* or publication readily available to all CCM members (i.e. *Detroit Free Press*, *Detroit News*, *AutoWeek*, *Vette Vues*, etc.), or listed on the Internet to count for CCM points. Events more than 200 miles from Detroit need not be advertised.
  4. No rallye advertised in the above publications as Poker or Hare and Hound rallye shall count for CCM points.
  5. All events must be run in a Corvette to count for points. An exception to this is a rallye put on by a club other than a Corvette club and rallyes put on during January, February and March. Another exception is that inside rallyes run in a vehicle other than a Corvette may be counted for points, under unusual circumstances, if approval of the Competition Committee is received prior to first car out.

C. Competition Points:

1. Points are determined by the following formula for Autocross, Matching Times, Drags, Rallies and outside Concours: (see table in back of book)

15 (N-P)

----- + 20 = Points

(N-1)

N= Number of cars in class

P= Finish position in class

2. CCM autocross

- a.) Bumping for inside events is according to the CCM Autocross Trophy Policy as stated on page 26. Points are awarded per the points table for complete classes.
- b.) If incomplete classes remain after bumping has been completed, points are awarded in the incomplete classes as follows:

Group with complete class(es)

position	two car class	one car class	
1st	35* or 30** or 25	35* or 30** or 20	
2nd	30* or 25** or 20		

\*beat all other cars in group

\*\*beat all except one below in group

Group without a complete class

position	two car group	one car group
1st	35* or 30** or 25	35* or 30** or 20
2nd	30* or 25** or 20	

\*beat all cars below

\*\*beat all except one car below

2 car women lowest class

1st = 35 points

2nd = 27.5 points if beat one above or one man same class or above that earned 25 competition points = 20 if not

Exhibition Class = If there are 2 or more cars in class, 1<sup>st</sup> place receives 25 pts, the remainder of cars receive 20 pts.

3. Rallies:

Classes bump up to increasingly more challenging classes until a minimum 3 car class is reached. All higher incomplete classes must beat all below:

Position	Two Car Class	One Car Class
1	35* or 25	35* or 25** or 20
2	30* or 20	

\*Beat all below

\*\*beat all except one car below

4. Drags:

- a). For a two Car Class, first place is awarded 35 points if he ties or has a better time than all lower class winners, 25 points if he does not. Second place receives 20 points.
- b). For a one Car Class: 35 points are awarded if he ties or has a better ET during eliminations than all lower classes of the same gender while running wheel to wheel with a car of another class that has a bye-run and must beat that car if it is a lower class. 20 points are awarded if he does not meet all of the above possible requirements.
- c). One or Two Car Classes having to beat all cars below will receive an equal number of runs to the car with the fastest time. Cars that break before eliminations will show on results for the purpose of receiving entry points only, but will not count for points purposes as being part of any class.

5. CCM Concours d'Elegance:

a). CCM sponsored Concours points are awarded based on the chart shown below. There will be no more than two entrants per car. Entrants must be a family member of master member owner. 20 points are awarded in the closed hood class.

Points	35.0	34.5	34.0	33.5	33.0	32.5	32.0	31.5	31.0
% of Possible	98.0	97.0	96.0	95.0	94.0	93.0	92.0	91.0	90.0
Points	30.5	30.0	29.5	29.0	28.5	28.0	27.5	27.0	26.5
% of Possible	89.0	88.0	87.0	86.0	85.0	84.0	83.0	82.0	81.0
Points	26.0	25.5	25.0	24.5	24.0	23.5	23.0	22.5	22.0
% of Possible	80.0	79.0	78.0	77.0	76.0	75.0	74.0	73.0	72.0
Points	21.5	21.0	20.5	20.0	0.0				
% of Possible	71.0	70.0	69.0	68.0	below 68.0				

6. Concours (non CCM sponsored):

- a). Two Car Class: First place is awarded 35 points and second place is awarded 25 points.
- b). One Car Class: 30 points.
- c). People's Choice Car Show: 20 points.

7. Matching Times and Bracket Drags: All Matching Times classes will be bumped up or/and down to have a minimum of three cars in all classes with priority to bump up.

D. Ties

In the event of ties, all receive points equal to the position they have tied for. Ties for last place all receive 20 points.

E. Worker Ineligible to Compete:

- 1. Rallye Chairperson & Co-chairperson shall receive 35 competition points.

- a. To be eligible for competition chairperson points, the member must sign up as a rallye chairperson before running any CCM rallyes in that year.
  - b. Rallye chairperson competition points are available to any individual only once per competition year.
  - c. If chairperson does not abide by (a) above, he will be considered rallye worker (Below).
2. Rallye Worker: Rallye Workers that are ineligible to enter the event shall receive 25 competition points.
  3. To be eligible for chairperson or rallye worker competition points, the individual must compete in at least one CCM Rallye for each CCM Rallye that is worked. At least one CCM Rallye must be in a Corvette. Exceptions to the ability to run in a Corvette can be made by the Competition or Points Director for unusual circumstances.
  4. Ineligible worker or rallye chairperson competition points will not be sacrificed in the event of cancellation of a scheduled event, due to lack of a chairperson.
  5. In the event of severe inclement weather, as determined by the Competition Committee, such as, but not limited to, ice, blinding snow storm, tornado warning, and hail storm, a rallye will be postponed and run at a later date. In the event the rallye cannot be rescheduled during that competition year, worker points shall be awarded. Under no circumstances will competition points be awarded if the rallye is not run.

#### F. Submission of Results

1. It is the responsibility of the competitor to verify that outside event results and/or corrections are received by the Points Director.
2. Outside event results should be submitted to the Points Director within 60 days following the event and no later than the November Board of Directors meeting.
3. Event results corrections must be submitted in writing and signed by the event chairperson or the club President within 30 days of initial result publication. After 30 days, results become final. Exceptions to these must be taken to the Points Director.

4. To count for CCM competition points, outside event results must be the official results from the event. At a minimum these results must show the following: the name of the event, the date of the event, the name of the sponsoring club or organization, the number of cars in the competitors class and the competitors position within the class. An exception to this is that for outside Concours that do not publish official results or for any competition event which occurs too late in the year for official event results to be sent out, a signed note from the event Chairperson or Club President listing all of the above information along with a confirmation phone number will be accepted.

### **III. OVERALL COMPETITION AWARD**

- A. Top 10 men & top 5 ladies. Points will be awarded for up to two less than the total number of eligible CCM inside competition events. Eligible CCM events are autocrosses, matching times, rallies, drags, and concours.
- B. Outside event points will not be counted for this award (only).
- C. In order to receive a year-end Overall Competition Award, you must run a minimum of four (4) CCM competition events.

### **IV. AUTOCROSS CLASS CHAMPION AWARD**

- A. Yearly awards, one for each man's and lady's class, will be presented to the member that accumulates the most competition points in each class. If bumped to a higher class, points will be applied to the class entered for the purpose of the Autocross Class Champion Award. There will be no Class Champion Award given for Exhibition Class.
- B. Points from one less than the number of scheduled CCM autocrosses will count for this award. A minimum of three less than the scheduled and completed CCM autocrosses must be entered in the same class to be eligible for class awards. Points may not be transferred from one class to another. Members earning an overall competition award who also earn an Autocross Class Champion award will

have “— CLASS CHAMPION” added to their overall competition award.

#### **V. ROOKIE OF THE YEAR AWARD**

- A. Yearly awards (1 man and 1 lady) will be presented to the “Rookies” who accumulate the most competition points. Their best 4 CCM autocrosses, excluding Waterford, will be counted. In case of a tie, their best 5 CCM autocrosses will be counted. If there is still a tie, their best 6 CCM autocrosses will be counted. If, after this is done, a tie still exists, it shall remain a tie. One must run a minimum of 3 CCM autocrosses to be eligible for the Rookie Award.
- B. A rookie is defined as: A member who has run a maximum of 10 autocrosses, driver’s schools, or matching time events or won a maximum of 2 autocross trophies prior to the current year. Driver’s schools & matching time events run prior to 1/1/2000 do not count. Concurrently run events shall count as one. Once a member has received this award, that member is no longer eligible to receive it again.
- C. Rookie drivers will run in their normal class for trophy purposes, but be broken out into one men’s & one ladies class for rookie points only. Points awarded will be: 1<sup>st</sup>=6, 2<sup>nd</sup>=4, 3<sup>rd</sup>=3, 4<sup>th</sup>=2, 5<sup>th</sup> and lower = 1.

#### **VI. AUTOCROSS AWARD**

- A. Yearly awards, 1 man and 1 lady, will be presented to the male and female members who accumulate the most autocross points. Up to 1 less than the total number of CCM autocrosses scheduled will be counted. In case of a tie, the dropped CCM event will be counted. If, after this is done, a tie still exists, it shall remain a tie. Matching times and drags are not to be included.

#### **VII. FTD AWARD**

- A. Yearly awards will be presented to one male and to one female member who accumulate the most points at inside autocrosses only. Points will be awarded to the fastest 15 male drivers, 1<sup>st</sup>=16, 2<sup>nd</sup>=14, 3<sup>rd</sup>=13 and so on down to 1

for the 15<sup>th</sup> fastest. Points will be awarded to the fastest five female drivers, 1<sup>st</sup>=6, 2<sup>nd</sup>=4, 3<sup>rd</sup>=3, 4<sup>th</sup>=2, 5<sup>th</sup>=1.

- B. Members earning an overall competition award who also earn the FTD award will have “ FASTEST DRIVER OF THE YEAR” added to their overall competition award.

#### **VIII. CONCOURS AWARD**

- A. A yearly award will be presented to the member who accumulates the most concours points during the competition season.
- B. The maximum number of concours' counted will be the CCM concours plus three outside concours'.
- C. A minimum of two events will be counted for this Award. If there is a tie, the entrant with the highest percentage shown on the original CCM results shall be the winner.

#### **IX. RALLYE AWARD**

- A. A yearly award will be presented to the member who accumulated the most rallye points during the competition season.
- B. To qualify for this award, you must have completed one less than the number of CCM rallyes scheduled and completed. The maximum number of rallyes counted will be the total number of CCM rallyes plus four outside club rallyes.

#### **X. COMPETITION PASS**

A yearly competition pass given out at the Awards Banquet to one individual as a door prize will exempt the individual from all CCM competition fees for the following year with the following exceptions:

1. Gate fees.
2. Drag strip fees.
3. Competition fees required by other clubs that may be included in the CCM fees. For example, the \$2.00 charged for Champ Series events.

**XI. WORKER POINTS**

A. Worker points will be awarded to CCM members on the following basis:

1. Organizers or chairpersons of a competition or social event;  
1 chairperson 8  
for multiple chairpersons 16  
divided equally
2. Chairpersons of Waterford event, Corvette Encounter, chairpersons of 2 or more events held on the same day, or chairperson of CCM picnic; 1 chairperson 12  
for multiple chairpersons 24  
divided equally
3. Overall coordinator of a 3 or more event weekend 30
4. Banquet chairperson 30
5. Organizer of un-calendared event 5
6. Working on a CCM competition event. 2 /hr
7. CCM members who work at another automotive club competition event, but are not an entrant in that event, shall be awarded 4 worker points. Proof of such work shall be a signed note from the event chairperson. 4
8. Use of vehicle for timing at event 2
9. Participating in event results session 2
10. Hauling trailer to and from an event, each way 2
11. Storing Club trailer, timer or rallye equipment 1 /month  
or handling P. A. system or specified assigned responsibility.
12. Working on a CCM non-competition event 1/hr /event
13. Participating in a parade. 3
14. Articles in SlipStream:  
Original material (Typed, computer art, original art) 2/page  
Non-original material. (1 pt max.) 1 /page  
Picture page 5  
Captions - Picture page. 2
15. Club officers receive the following points for carrying out their general duties, but a member may receive points for one office only:
  - a. Competition Director, SlipStream Publisher. 5 /mo

b. President, Membership Director, Social Director, Points Director. 3 /mo

c. Recording Secretary, Treasurer, NCCC Governor, Public Relations, Program Director, DCSCC Representative, Corresponding Secretary, Club Accessories 2 /mo

d. Vice President, Michigan Region Rep. 1 /mo

e. Board Representative, Past President 1 /board meeting attended

16. CCM Members participating in standing committee such as competition, social, or major event organizing committees

1 /committee mtg attended

17. For each month after April that new member joins. (12 max.) 3

18. Auditor of Points Books. (8 max.) 1 /hr

19. Chief timer or person in charge of timing software. Working on database before and after autocross events. Pre-work 6 pts Post-work 3 pts

20. Webmaster 3/month

B. Awarded points will be rounded to the nearest integer at the end of the year.

C. Chairpersons will submit their worker points to the Points Director within 30 days of said event or forfeit their own worker points.

D. Year-end awards will be presented for reaching the following point levels:

25 Points - Special Award, New member only or associate member under age 18.

50 Points - High Achievement Award.

75 Points - Outstanding Achievement Award.

## CCM ENTRY FEES

### PRE-REGISTERED

	CCM/NCCC	DCSCC	OUTSIDE
Autocross---DCSCC or non-NCCC *includes \$1 DCSCC Champ event fee	\$21*	\$25*	\$29*
Autocross---NCCC Sanctioned	\$6/event or package price	\$8/event or package price	\$10/event or package price
Rallye (per car)	\$8	\$10	\$12
Concours (per car)	\$15	\$20	\$25

(Waterford and Drag events - To Be Assessed upon securing track)

Note: (Autocross/M.T. only) \$1 goes to the club Charity Fund.

Online pre-registration is available at [myautoevents.com](http://myautoevents.com)

**Pre-registration closes at midnight on the Thursday before event date. For events where pre-registration is available, all day-of-event registration fees will be + \$2.**

Khana passes cover the entry fee to a CCM Competition Event (entrant must pay \$2 DCSCC fee at Champ Series autocrosses). A khana pass is worth \$12 toward entry at CCM-hosted NCCC-sanctioned multi-event autocrosses. Khana passes are valid at any CCM event except where the Club must rent the track (e.g. Waterford Hills Time Trials). Only one khana pass may be used per entrant per day.

Worker vouchers are worth \$10 toward an event entry and may be used at any CCM Competition Event. Multiple vouchers may be used, however there will be no cash returned in the event that multiple passes are used to pay for an entry. Workers are

responsible for checking out with the Worker Chief at the end of their shift to receive a worker voucher. Worker vouchers will not be provided at a later time or date.

## 2009 CCM OFFICERS

PRESIDENT	Bruce Wentzel
VICE PRESIDENT	Mary Wentzel
RECORDING SECRETARY	Pat Jutras
CORRESPONDING SECRETARY	Dyan Janowitz
TREASURER	Ted Hou
BOARD REPRESENTATIVES:	
FIRST YEAR	Brett Watson
	Diane Watson
	Paul Yuska
SECOND YEAR	Dave Krom
	Chris Davies
	Jan Van Maanen
PAST PRESIDENT	Mark Eissler
COMPETITION DIRECTOR	Chris Scafero
DETROIT COUNCIL REP.	Bruce Wentzel
CLUB HISTORIAN	Ray Horenstein
MICHIGAN REGION REP.	Chris Scafero
MEMBERSHIP DIRECTOR	Jim Rees
SOCIAL DIRECTOR	Kerry Hlady
POINTS DIRECTOR	Ken Sumner
PROGRAM DIRECTOR	Gary Claudio
CLUB ACCESSORIES	OPEN
<i>SLIPSTREAM</i> PUBLISHER	Rodney Slusher
NCCC GOVERNOR	Joe Scafero
PUBLIC RELATIONS	Fred King
NCM AMBASSADOR	Joe Thomas

## TENTATIVE 2009 CCM CALENDAR

Mar	Sun	29	2 NCCC Rallyes
April	Fri	17	Driver's School Classroom*
April	Sat	18	Driver's School Driving*
April	Sun	19	DCSCC Autocross
May	Sun	31	DCSCC Autocross
June	Sun	13	Corvette Encounter*
June	Sat	20	Test & Tune*
June	Sun	21	NCCC Autocross (7 events)
July	Sat	4	Waterford Time Trials
July	Sun	12	NCCC Autocross (7 events)
Aug	Sat	1	Bracket Drags
Aug	Sat	22	Concours
Aug	Sun	23	DCSCC Autocross
Sept	Sun	20	DCSCC Autocross
Sept	Sat	26	Bracket Drags
Oct	Sun	11	DCSCC Autocross
Oct	Sun	18	Autocross Rain Date
Nov	Sun	1	2 NCCC Rallyes

\*Non-competition event

## **LOT LOCATIONS**

### ***POLETOWN LOT***

The Detroit/Hamtramck GM Assembly Plant is located on the north side of I-94 at Mt. Elliot, just east of I-75 in Detroit.

### ***LAKE ORION LOT***

The Lake Orion GM Assembly Plant is located west of Lapeer Rd. north of the Palace. Exit I-75 at the Lapeer Rd. exit and go north to Harmon Rd. (first light), go west one mile Giddings Rd (STOP sign), turn right 1/2 mile to plant entrance.

### ***GM TECH CENTER***

The GM Tech Center lot is on the northwest corner of 12 Mile and Van Dyke in Warren and is accessed off of Van Dyke Rd.

### ***NINE MILE & MOUND LOT***

The GM Powertrain Warren Plant lot is at the northeast corner of Nine Mile & Mound roads in Warren.

## POINTS TABLE

#OF CARS	FINISH POSITION									
	1	2	3	4	5	6	7	8	9	10
3	35.00	27.50	20.00							
4	35.00	30.00	25.00	20.00						
5	35.00	31.25	27.50	23.75	20.00					
6	35.00	32.00	29.00	26.00	23.00	20.00				
7	35.00	32.50	30.00	27.50	25.00	22.50	20.00			
8	35.00	32.86	30.71	28.57	26.43	24.29	22.14	20.00		
9	35.00	33.13	31.25	29.38	27.50	25.63	23.75	21.88	20.00	
10	35.00	33.33	31.67	30.00	28.33	26.67	25.00	23.33	21.67	20.00