



2017

CANADIAN COUNCIL OF CORVETTE CLUBS

WESTERN REGION

COMPETITION RULE BOOK

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

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

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

CANADIAN COUNCIL OF CORVETTE CLUBS (WESTERN REGION)

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I. CHAMPIONSHIP EVENT GUIDELINES

A. GENERAL REQUIREMENTS

1. EACH EVENT CHAIRPERSON MUST READ, UNDERSTAND AND COMPLY WITH THESE RULES.
 - It is highly recommended that the Event Chairperson (Concours/Shine & Show, Rallye, and Slalom) have competed in at least three CCCC (WR) events. Two of which should have been hosted by other member clubs.
 - The host club should notify the Directors or the VP of Competition as to who will be chairing the competitive events(s) a minimum of 30 days prior to the date of the event.
2. CCCC (WR) will be grouped into 2 geographic areas:
 - British Columbia
 - Alberta, Saskatchewan and Manitoba

Each area is eligible to have 12 sanctioned events of each type per year (12 Concours, 12 Rallyes, and 12 Speed Events). Clubs in the region will be allowed a maximum of 6 events of each type. A maximum of three (3) events of each type is permitted per sanction.

3. (a) Each member club must submit, as a results deposit, either a cheque for \$100.00 per event, a minimum of 30 days prior to any sanctioned event, or post-dated cheques for each sanctioned event to be submitted at the beginning of the new year (not later than 30 days prior).

(b) Each member club must submit a cheque for \$75, as an administration fee, for any non-sanctioned (practice, fun, non-points, driver training, etc) slalom event as above.
4. (a) A copy of the event results must be sent to the Competition Chairperson within 21 days after the event, or the \$100.00 deposit will be forfeited.

(b) Each day after 21 days, a \$1.00 per day penalty will be levied. After these 21 days, the Competition Chairperson will notify the offending club's President and Director, via registered mail, of the delay, and stating that the results must be received by a specific date (21 more days). If the results are not received by the specified date, the sponsoring club will not be eligible for sanctioned events the following year, and all members of the defaulting club will forfeit all championship points for the current year.

(c) Results not received by October 21st will not be counted for championship points.

- (d) Errors or omissions in the results must be resolved with the V.P. Competition by November 15th.
5. No alcohol or drugs shall be allowed at or during any C.C.C.C. competition. It will mean immediate disqualification to any competitor found using same.
 6. Insurance waivers must be completed and signed by all entrants, workers, participants, and passengers. For children who are not of age, parents must sign on their behalf.
 7. For all C.C.C.C. sanctioned championship points events, the host club will submit \$5.00 per entrant to the Competition Chairperson as a sanctioning fee.
 8. The C.C.C.C. competition season will be from April 1st to September 30th.
 9. Rules for extraordinary awards and/or special competition not covered in the rule book must be stated fully and accurately prior to the commencement of same. Year-end awards and extraordinary awards presented by CCCC (WR) sponsors will be awarded based on the current sponsorship contracts with those sponsors.
 10. All clubs must advise the Competition Chairperson, in writing of all events (sanctioned, non-sanctioned, social, etc.) that the club is hosting, for insurance purposes. The rulebook applies to all sanctioned and non-sanctioned events.
 11. (a) Each participant must present a current valid CCCC (WR) membership card or an Interim Membership for that event. A CCCC (WR) Interim Membership shall be good for all competition events within any 5 consecutive day period. A CCCC (WR) Interim Membership can be obtained from a host club. The host club can charge a fee for an interim membership.

(b) The Yellow copy of the Interim Membership form shall be submitted to the VP Competition. All Interim Members, who purchase full CCCC-WR membership within 7 days of the event, will be included in the results for the event and their standings are to be shown on the results sheets.
 12. The Competition Committee includes the four regional representatives and the V. P. of Competition. It is the committee's responsibility, individually and/or collectively, to enforce the competition rules, and to investigate and rule on alleged infractions.

B. MINIMUM AWARDS FOR ALL EVENTS

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

- 1 award: 1 to 4 car class
- 1 additional award: 5 car class
- 1 additional award: 8 car class
- 1 additional award: 12 car class
- 1 additional award: 16 car class

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

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

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

2. Awards to be given to both Rallye drivers and navigators.

3. Classes with similar number of entrants must be awarded consistent size and number of awards.

4. Displayed awards or trophies do not necessarily have to be awarded as it is often necessary to juggle awards due to unexpected increases or decreases in class size.

5. Clubs are strongly encouraged to recognize participants beyond the minimum number of awards. As well an effort should be make to recognize unusual or outstanding results.

C. CHAMPIONSHIP POINTS

1. Year-end Championship Awards: **Class Champions** will be given for best performance in Concours D'Elegance, Shine and Show, Rallye, Men's and Ladies Speed Events, and Participation. The **Zora Arkus-Duntov Award** for the Overall Year-end Championship will be presented to the competitor with the highest aggregate results in six competition events (as per Section C – 3)

2. Year end Champions will be determined as follows:

- Each event will attract "Qualification Points" as outlined in Section I F.
- Concours D'Elegance, Shine and Show, and Speed Event Class champions will be determined by the member who has accumulated the most points derived from a minimum of three of their best events during the competition year. These three events

must attract a minimum total of 11 qualification points. Eleven points can be achieved in one of the following three ways:

1. Attendance at Convention, a long weekend and a “local” event
2. Attendance at Convention and two “travel” events
3. Attendance at two long weekends and a “travel” event

- In the event of a tie, it will be broken by the points derived from their fourth event or subsequent, if required.
- Overall Concours D’Elegance, Shine and Show, Rallye and Speed Event Champions (Men’s Slalom, Ladies’ Slalom, and Overall Slalom) will be determined by the member who has accumulated the most points from a minimum of three of their best sanctioned events during the competition year. These three events must attract a minimum total of 11 qualification points. In the event of a tie, it will be broken by the points derived from their fourth or subsequent event, if required.
- For the Year End Concours or Shine & Show champions if there is a tie after three events the winner(s) will be determined by the highest cumulative raw score from the three qualifying events
- In determining the Champion for each Event and for Overall, if a tie exists between a husband and wife after all others have been eliminated, do not break the tie, but instead, give the award to both people.
- In the case of "**Back to Back**" same events within a 3 day period, the sanctioning club will designate the event **Qualification Points** at the time of applying for event sanctioning. The event Qualification Points will be as follows:
 - 3 points for participating in one event and 2 points for the other on non-long weekend events or
 - 4 points for participating in one event and 2 points for the other on” Long weekend" events (except Convention) or
 - 5 points for participating in one event and 2 points for the other for "Convention" events.

3. The **Zora Arkus-Duntov Award** as a symbol of the Overall Year-end Championship will be presented to the member with the most points derived from any six events during the competition year. These events must include at least one event from each of the three competition groupings: Concours (D’Elegance or Shine and Show), Rallye and Speed Events. The fourth, fifth and sixth event are the next best results regardless of category. In the event of a tie, it will be broken by the points derived from a 7th event or subsequent, if required.

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

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

a. Only one class per event may be entered for championship points. If a car breaks down, the driver may use an alternate car in the same or lower class.

- If the competitor uses a car competing in a higher class championship points will be recorded accordingly.
- No entrant may have any more runs than any other entrant.

b. Championship Points will be computed as follows:

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

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

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

Or, if their score Plus 1.25 % of the "Best Overall" total equals or exceeds that amount, they will also receive 100.00 points.

- **For Slalom:**

If there are no entrants in a class higher than the class the entrant is in, then if the entrant attains FTD, they will be receive 100.00 points. If the entrant is in a single car class, and there are entrants in a higher class, the lower class will receive 100.00 points if the time is faster than the winning higher class time plus 1.25%.

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

- **Slalom:** Take participant's time in seconds (i.e. not minutes and seconds) and divide it into the best time for their class. Move the decimal 2 places to the right, and round to 2 decimal places.
- **Rallye:** Take each participant's score and divide it by the best score. Move the decimal 2 places to the right, and round to 2 decimal places.
- **Concours D'Elegance and Shine and Show:** Take each participant's score and divide it by the best score for their class. Move the decimal 2 places to the right, and round to 2 decimal places.

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

d. Event Chairpersons

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

D. PROTESTS

1. All protests must be written and accompanied by a \$25.00 fee payable to C.C.C.C. West. The protest must be presented to a member of the C.C.C.C. Competition Committee within 2 hours of the announcement of the official results. If a member of the Committee is not present then a cheque or money-order (not cash) with the protest should be mailed via registered mail to the VP Competition within 7 days of the event. If the protest is found valid, then the fee will be refunded.

2. The protest committee will consist of three of the five members of the Competition Committee. However, neither the protested nor protester may be on the protest committee. In the event that there are not 3 people available to serve on the protest committee, then an alternate member may be selected, starting with the CCCC (WR) President and working downward.

3. Procedure for Engine and Power Train protests:

- Protestor must obtain a written estimate for tear-down and assembly of engine including costs for such items as gaskets, etc. This may be obtained from the mechanic of the protestor's choice.
- Protestor must present a certified cheque in the name of the protested, for the cost of tear-down and assembly.
- If the engine is found to be legal, the Committee Chairperson will turn the cheque over to the protested. If the engine protest is upheld, the cheque will be returned to the protestor, and the protested will be responsible for his own engine costs.
- If a protest is upheld, the protested will be disqualified from the event for which the protest was made. The disqualified entrant will receive no championship points.

4. All protests will be formally documented, and the outcome announced and published; with the decision and reasons for same stated.
5. If the protest against an event is successful, the sanction fee will be kept by CCCC (WR).
6. Any member of the Competition Committee can review a slalom entrant's classification, with the vehicle's owner, without requiring a formal protest. If the Committee determines the entrant knowingly classed his/her car incorrectly, the competitor will forfeit all previous championship points earned in that class.
7. At a slalom where two or more members of the competition committee are present they can select one or more car(s) to review their classification. The result(s) are to be used for information for all CCCC (WR) members.

E. GENERAL

1. No club shall monopolize one particular weekend. A long weekend, including Convention, sanction will include one competition of each type (i.e. one Concours/Shine and Show, one Rallye and one Slalom). The host club can have more than one competition of any type for qualification and championship points but it will require separate and specific approval when the request for sanctioning is presented.
2. No sanctioned event may be held on any of the major long weekends by any club in any region or province, other than the events being held during the long weekends. If a long weekend is not being held, then the previous rule will not apply. Specific Holiday long weekends include:
 - Victoria Day in May
 - Canada Day in July
 - Civic holiday in August
 - Labour Day in September
3. Sponsorship for the long weekends will be as per the sponsorship contract in effect. The CCCC (WR) Directors, at their choice, may extend sanctioning without sponsorship for any of the above listed long weekends.
4. Thirty days written notice must be given to all clubs if championship event facilities become unavailable and/or the date has to be changed. Notice must be a registered letter to each Director. If 30 days notice is impossible, club notification will be made under direction of the VP Competition.
5. All sanctioned events must be held, rain or shine.

6. If facilities are lost, or there is a cancellation with less than thirty (30) days notice, the host club has seven (7) days to provide an alternate date. The alternate date must be no less than thirty (30) days later except in a case where the competition season ends sooner.

7. If the host club cannot provide a suitable replacement date they must relinquish the sanction. The V. P. Competition will then determine which, if any, clubs would be eligible to sanction and host the event.

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

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

F. QUALIFICATION POINTS FOR EVENTS

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

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

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

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

G. EXHIBITION CATEGORIES

All three event types (Slalom, Rallye and Concours) will have a non-competitive category known as "Exhibition". This category is intended for novice participants.

The following guidelines will apply:

- participation points will be awarded
- championship points will **not** be awarded
- times/scores can be obtained by the entrants only
- awards will not be presented
- the event chairperson will have the authority to determine whether a participant is to be charged a fee

For Slalom the following will apply:

- an individual who is competing for the first time in a CCCC(WR) sanctioned competition, or at a facility that may be beyond his/her comfort level, can if they choose to notify the Event Chairperson they are a “novice”
- the novice will be allowed a run with an experienced driver of his/her or the Event Chairperson’s choice
- in addition, the novice will be allowed the same number of runs as all other competitors and is allowed an experienced passenger of his/her or the Event Chairperson’s choice

II. SPEED EVENT GUIDELINES

A. GENERAL REQUIREMENTS

1. In the interest of safety, safety inspections from C.C.C.C. tech sheets are **MANDATORY** for all Speed Events. The completed forms must be signed by both the entrant and a technical inspector designated by the Event Chairperson.
2. Each entrant is responsible for classifying their own car. The entrant must present the car in a race ready condition for the class it will be competing in. Where a competitor has a second or “back up” car it may be inspected at the Event Chairperson’s discretion. The previous requirements are applicable and the back up car can only be used in the event of a breakdown.
3. Staging and starting procedures can be accomplished smoothly and with minimum confusion if a pre-staged grid is utilized. Cars should line up by class in pre-staging then proceed to final staging as directed by officials until called to the start line. Each car, upon completion of its run, should proceed back to its pre-staging area.
4. At events where more than 50 entrants are anticipated, "Run Groups" should be used to ease the traffic and staging problems, with one group making its timed runs in the morning and the other in the afternoon.
5. A diagram/map showing direction, pylon location, start and finish must be posted.
6. A course walk(s) or parade lap(s) must be available to all competitors equally. The provision for course walking or a parade lap(s) and when they are allowed is at the Chairperson(s) discretion.
7. If a change/alteration to the course is necessary the map/diagram must be revised. The revised map/diagram must be presented to all competitors during a Drivers Meeting. Refer to item #6 with regards to subsequent course walks etc.
8. Course must be a minimum of 12 feet wide, inside radius of turns a minimum of 18 feet, fixed objects (including pre-staged and staged cars) should be a minimum of **FIFTY FEET**

clear if possible. Square, acute, 180 or 360 degree turns cannot use gates less than 12 feet wide inside. The use of single pylon turns 180 or greater degrees and adjoining gates is not recommended. (See Appendix 5)

9. A minimum of two 10-pound fire extinguishers must be available on the course during Speed Events. A flag(s) must be at each course work station.

10. A driver must present a valid driver's license prior to being allowed to compete.

11. Once a driver starts his/her run, s/he should be safely flagged down if there is a safety hazard or a clock malfunction. The event chairperson must inform drivers, at the meeting, if it is unsafe to flag cars.

12. While making a timed run, if a driver comes upon a pylon that had been knocked down by a previous competitor's car, the competitor must stop and wait for a course marshal. The marshal will inform the timer/scorer and instruct the competitor to proceed to the stop box. A rerun will be allowed as per item #15.

13. Times must be posted as soon as possible after each participant's run.

14. There must be at least 5 minutes between any cars or driver's runs or reruns.

15. If a rerun is required, the entrant must be notified within 5 minutes. Each and every rerun will include all penalties incurred on the original run. No rerun will be allowed for a DNF run.

16. In the interest of safety, all Slalom and Drag or Sprint courses should be designed to be as safe as possible. If at any event any member of the Competition Committee determines that there is a safety concern with the course it must be addressed with the Event Chairperson prior to the driver's meeting. It is the Event Chairperson's responsibility, with the assistance of the Competition Committee member(s) present if necessary, to alter the course in such a manner as to provide a safe event. Any changes/alternations must be made as per items 5, 6, and 7 on page 13.

17. Mufflers which are street legal must be used where by-laws prohibit open headers. A vehicle's exhaust must not exceed the manufacturer's highest published level. If a host club has a mandated noise restriction the level must be published with the information circulated for the event. If the host club intends to test vehicles for noise level the other CCCC (WR) clubs must be notified a minimum of 30 days in advance. All club Directors plus the CCCC (WR) Executive and Competition Committee must be notified by e-mail. This notice must include specific information regarding the test equipment and the procedures used in testing.

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

19. All course finishes shall be constructed in the form of a box such that a competitor must come to a full stop before leaving the end pylon. This finish can be constructed so that the end pylon may not need to be removed to allow the competitor to leave the stop box. This finish area must also be pointed away from all spectators, parking, and staging areas. The end of the course shall be a straight line from the last gate on the course to the stop box, with a **minimum of 60 feet** from the last gate to the timing lights. **The stop box must be 12 feet wide inside and the timing equipment is to be 60 feet or more from the end.** All pylon bases must be clearly outlined.

20. All competitors must come to a complete stop within the stop box at the end of each run. If the stop box is constructed so that the end pylon does not have to be removed (i.e. there is an exit opening) the competitor must wait for a signal to exit the stop box. A competitor not coming to a complete stop or fails to wait for a signal to exit will receive a DNF for that run.

21. All competitors must leave the course through the stop box. Failure to comply with this condition will result in the driver's disqualification for that event and will forfeit any further runs that day.

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

23. If an individual is late or has had a breakdown a technical inspection may be granted by a member of the Competition Committee at their discretion. Where an inspection has been granted it is also the Competition Committee member's decision as to whether any missed runs will be allowed to be made. Should a Competition Committee member not be present the Event Chairperson will assume these responsibilities.

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

25. PASSENGERS ARE NOT ALLOWED DURING ANY TIMED RUNS AT A SANCTIONED EVENT EXCEPT FOR A NOVICE AS PER PAGE 12 UNDER SECTION G. Passengers are allowed only on non-sanctioned (practice, fun, etc.) runs and only if they have signed the release waiver

B. SAFETY INSPECTION FOR SPEED EVENTS

All cars must be inspected by a designated technical inspector prior to competing. The Safety Inspection Form (Appendix 4) must be completed and signed by the competitor and the inspector. Each Competitor will be responsible for the road worthiness of his or her car. C.C.C.C.(WR), its Executive, Directors nor Member Clubs, assumes no responsibility for the mechanical condition of the vehicle. The inspector has the right to request that any member of the Competition Committee review any questionable vehicle prior to competition. Any Competition Committee member has the right to request a Certificate of Road Worthiness from the competitor for the vehicle in question. VEHICLES THAT DO NOT MEET MINIMUM SAFETY STANDARDS WILL NOT BE ALLOWED TO COMPETE.

1. **SEAT BELTS** - Must be firmly attached at all anchor points and in proper operating condition.
2. **HELMETS** - required in all speed events and in all classes - Snell 2005 MA or current DOT approval.
3. **STEERING** – Free play should not be excessive and any leaks should be minimal.
4. **BRAKES** –Checked for pedal travel and firmness. Power boosters (where applicable) should operate properly. Note condition of brake fluid including colour and level.
5. **FLUID LEAKS** - Both the engine compartment and the under-side of the car should be examined for evidence of excessive fluid leaks.
6. **EXHAUST SYSTEMS** - Leakage should be minimal and the components should be adequately attached to the car.
7. **HUB CAPS** - All covers, centre caps and beauty rings must be removed unless they bolt directly to the wheel.
8. **LUG NUTS** - All five must be properly tightened. Any adapters and/or spacers should be approved or certified.
9. **TIRES** - All tires must be DOT approved (except Super Stock tires). No studs, recaps, or tires with excessive sidewall scuffing or bulges will be allowed.
10. **LOOSE OBJECTS** - anything not firmly attached must be removed from the car. The battery must be secured in a proper manner.
11. **SCATTERSHEILD** - Use of a scatter shield or transmission blanket is highly recommended.
12. **STEERING COMPONENTS** - any suspension part not made of appropriate material will be rejected.
13. **THROTTLE RETURN SPRINGS** - All carburetor cars must have a minimum of one working spring which is not an integral part of the carburetor.
14. **FIRE EXTINGUISHER** - Must be carried on cars running without an air cleaner. It must be securely mounted and accessible to the driver.
15. **WARNING LAMPS/MESSAGES** – MIL lights or service messages (in DIC) remain illuminated and or displayed. List any and all observed.

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

C. SCORING FOR SPEED EVENTS

1. Pylon penalties will be charged only if a pylon is upset or if the base is moved completely outside its outline on the course during a timed lap. No time penalties are assessed for pylons originally placed in a horizontal position.
2. Any pylons in the start box will be treated the same as pylons on the course as far as penalties are concerned.
3. Any pylons touched in the **stop box** (any and all pylons between the timing lights and including the end) will result in a **DNF** for the run.
4. If the **stop box** is constructed such that a car can break the inside plane (including an unmanned exit), without touching a pylon, this will result in a **DNF** for the run.
5. If a competitor has a rerun(s) any and all pylon penalties from the previous run(s) will count against the timed run (as per page 14, #12, #14 and #15).
6. An entrant will receive a DNF if they make a 3-wheel off-course deviation on a timed run. (No rerun in event of clock failure). The DNF is specific to the run during which it occurred and does not exclude the individual from the results. If it is objectively determined the DNF was intentional or deliberate the individual may be excluded from further competition. If the entrant is excluded from further competition they must still receive qualification and any championship points earned prior to the exclusion. The course is defined as being between the pylons (not including the pylons) or the asphalt/concrete surface of the track. Two wheels must remain on course.
7. Course **pylon penalties** will be **2 seconds each**.
8. Pylon positions must be clearly marked.
9. The timed run is deemed to have started when the car is staged (stops at a pre-determined line before breaking the start beam).
10. The timed run is deemed to have finished when the end pylon in the stop box is removed or the driver has been signalled to exit.

D. SPEED EVENT CLASSES

1. It is the entrant's responsibility to provide substantiating evidence that the car is as represented. (Refer to Page 11 item 6)
2. Any new parts, tires or changes not covered by the following rules should be submitted to the Competition Committee to determine whether it is a potential modification.

3. An entrant will compete in the same class initially entered into for any series of events held within a three day period.
4. Only in the event of a breakdown will a competitor be allowed to drive another entrant's car or his/her back up car (See Page 9 item #5 and Page 13, A, item #2) during timed runs. (See bumping page 20 - #3)

5. STOCK – All corvettes as per generation with tire restrictions.

For the purposes of classification the following applies:

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

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

1. If the car has a non-generational engine this will take precedence. In this case the starting point for the classification will be the generation of the engine.
2. A non-corvette, major modifications or boosting the existing engine will move the car up one class.
 - Major modifications are non stock displacement, cylinder heads, camshaft and/or intake manifolds.
 - Boosting can be either super or turbo charging.
 - Power adders such as NOS (Nitrous), etc
3. Horsepower numbers are the manufacturer assigned ones. The source of the horsepower numbers is Mike Antonick's Corvette Black Book.
4. Total tire section (TTS) is the accumulated number of millimetres for all four tires. Tire section classification numbers are based on Manufacturer sizing. See Table – Page 23

E. 1. SLALOM CLASSIFICATION SYSTEM

CLASS	GENERATION	HORSEPOWER	TTS (millimetres)
Stock 1	C1 – C3	C1 Max 340 HP C2 Max 435 HP C3 Max 435 HP	Not more than 1020
Stock 2	C1 – C4	C1 over 340 HP C2 Max 435 HP C3 Max 435 HP C4 Max 330 HP	Not more than 1140
Stock 3	C2 – C4	C2 over 435 HP C3 over 435 HP C4 over 330 HP	Not more than 1180
Stock 4	C5 – C6	C5 Max 350 HP C6 Max 400 HP	Not more than 1180
Stock 5	C5 – C7	C5 over 350 HP C6 Max 430 HP C7 Max 455 HP	Not more than 1180
Stock 6	C6 – C7	C6 max 505 HP C7 max 455 HP	Not more than 1240
Stock 7	C1 - C3 C4 – C5 C6 C7	No restriction No restriction C6 over 505 HP C7 over 455 HP	Over 1140 Over 1180 Not more than 1240 Not more than 1240
Super Stock	C1 – C7	No restriction	Competition Tires (See Page 21)

- Use the year of the car (see page 18) to determine the generation.
- Determine whether the car has a correct generation engine using the table on page 22.
- If the engine generation is not correct for the car then the slalom class is based on the engine.
- Any engine modification as per page 18 will add one class to the classification.
- To determine the TTS take the three digit number at the beginning of the tire size from all four tires and add them together. (See page 23 for tire sizing)
- Using the calculated TTS make sure that is equal to or less than the number specified in the table above.
- If the calculated number is greater than the one specified move up in the classification until the number is not exceeded.
- See Appendix 6 – **SLALOM CLASSIFICATION SHEET**

2. SUPER STOCK

- a. Any Corvette with competition tires. (See Page 21)
- b. A blanket or scatter shield is highly recommended.
- c. Any Corvette with lightened body or frame.
 - Lightening of stock body panels or replacing with light weight counter parts (hood, doors, inner or outer fenders, etc).
 - Do not count bumpers, spare tires and/or carrier, roof panels, hardtop, soft top, or removable back window.
- d. Any Corvette with stock windshield removed.
- e. For all pre-1984 Corvettes weighing less than 2949 lbs the following is highly recommended:
 - Roll bar - at least 1 1/2 inches in diameter and 1/8 inch wall thickness. (must be front and back braced and at least as high as the top of the driver's helmet)
 - Seat belts - 3 inches wide and approved.
 - Shoulder harness 2 inches wide and approved.
 - Mounted fire extinguisher (minimum 2 1/2 pounds) readily accessible to the driver.
 - Scatter shield or safety blanket.
 - Full windscreen or helmet facemask.
 - Gas tank and battery must be covered.
- f. Any Super Stock car may run in any of the lower classes provided it does not weigh less than 2949 pounds, and it conforms to all the other requirements of the class it is going to run in.

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

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

SUPER STOCK TIRE (COMPETITION)

Racetrack & Autocross Only

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

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

BFGoodrich g-Force R1
BFGoodrich g-Force RS

Kumho Ecsta V700
Kumho Ecsta V710

Hankook Ventus Z214

Hoosier R7
Hoosier A6
Hoosier A7
Hoosier R6
Hoosier Radial Wet H20

Toyo Proxes R888
Toyo Proxes RA1
Toyo Proxes RR

Michelin Pilot Sport Cup 2
Michelin Pilot Sport Cup
Michelin Pilot Sport Cup +/N-Spec

Michelin Pilot Sport Cup 2 ZP
Michelin Pilot Sport Cup ZP

Pirelli P Zero Corsa (PZC4)
Pirelli P Zero Trofeo

Pirelli P Zero Corsa System
Pirelli P Zero Trofeo R

Yokohama Advan A048

Continental Conti Force Contact

Dunlop Sport Maxx Race

Including any tire not listed above with a tread wear rating less than 140.

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

ENGINE DESIGNATION FOR SLALOM CLASSIFICATION

CLASS	HORSEPOWER See - Corvette Black Book	ENGINE DESIGNATION
Stock 1	C1 Max 340	All 1953 to 1962 engines except 1962 Fuel Injection
	C2 Max 435	All bases, L75, L76, L84, L78, L79, L36, L72, L68, L71, L88
	C3 Max 435	All base, L36, L68, L71, L79, L88, L46, LS5, LT1, LS6, LS4, L82
Stock 2	C1 Over 340	62 Fuel Injection
	C2 Max 435	See Stock 1 Engines
	C3 Max 435	See Stock 1 Engines
	C4 Max 330	L98, LT1 (correct for generation), LT4 (correct for generation)
Stock 3	C2 Over 435	L89
	C3 Over 435	L89
	C4 Over 330	LT5 (ZR1 correct for generation)
Stock 4	C5 Max 350	LS1
	C6 Max 400	LS2 (2005 – 2007)
Stock 5	C5 Over 350	LS6 (Z06 correct for generation)
	C6 Max 430	LS3 (2008 – 2013)
	C7 Max 455	LT1 (correct for generation)
Stock 6	C6 Max 505	LS7 (Z06 correct for generation)
	C7 max 455	LT1 (correct for generation)
Stock 7	C6 over 505	LS9 (ZR1 correct for generation)
	C7 over 455	LT4 (correct for generation)
Super Stock	No Restriction	

F. TIRE SIZE CALCULATIONS

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

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

A. GENERAL

1. Cars will be judged by a minimum of three (3) independent judges.
2. Every car in a class is to be judged by the same judges.
3. Judges cannot judge their own cars or cars in their class, or the car of an immediate family member.
4. Each judge is to judge each car according to his/her individual judgment, and must have his/her own judging sheet.
5. Each judge must be consistent in his/her values and methods.
6. The entrant must remain at his/her car during the judging of the mechanical components of the car (Concours section #14, #15 / Shine and Show #10, #11 / Slalom Prepared #5)
7. Entrants may not speak to a judge unless answering a direct question from the judge. Entrants will direct all questions to the Event Chairperson. Entrants who fail to follow this instruction may be disqualified.
8. Once stop clean has been called and mechanical done, competitors and spectators may be removed from the judging area. When judging is complete, the competitors and Event Chairperson will be allowed to come into the area to inspect their own sheets to ensure completeness.
9. The entered car must be owned by the entrant or their immediate family.
10. Every entry must be ready for judging. There will be no cleaning etc. after stop clean has been called.
11. It is recommended that the Electrical and Mechanical judging be done upon entry to the Concours site. If it is not done upon entry the entrant and event chairperson will agree to the timing of the judging. Where the entrant has not made the car available for this judging they will receive no score for these items.
12. Last minutes clean up in the final Concours area should be restricted to cleaning and polishing. Spray painting and vacuuming etc. should not be allowed, to avoid clouds of overspray and/or dust.
13. All judges will be responsible to the Event Chairperson and must meet with the Chairperson in a pre-event briefing session. The key consideration for all judges is an above average understanding of the score sheets and consistency of judging. Judges should be briefed on the areas they are to judge and made to understand what they are to be looking for, keeping in mind the differences between a "Car Show" or "Custom Car Show" and a "Concours D'Elegance". The judges should be knowledgeable concerning Corvettes and the

areas they are to judge, and be able to recognize omitted or replaced items, substitutions and additions, and not be influenced by bright colours, frills, or parts or areas of the cars that are dressed up from stock condition. This competition is cleanliness and maintenance, not show.

14. A car must be prepared for Concours by not showing massive body damage, lack of paint or parts, etc., and be presented whole and intact. Points will be lost for any exterior and interior parts to be judged that are missing. (e.g. convertible or coupe tops, grill, etc.)

15. If more than one car is entered by the same person(s) (in D'Elegance, Shine and Show, or both) s/he must declare, before judging, which one is entered for championship points.

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

17. If a CLUB trophy requires a tie-breaker, the tie-breaker should be based upon the area of the car for which the trophy is awarded (E.g. Paint, Interior, etc.)

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

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

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

21. The judging of C4 vehicles wheel wells shall be done with the hood down.

B. CLASSES

CONCOURS D'ELEGANCE CLASSES

C1	1953 - 1962
C2	1963 - 1967
C3	1968 - 1982
C4	1984 - 1996
C5	1997 - 2004
C6	2005 – 2013
C7	2014 - newer
Custom	See Sections C and D

SHINE AND SHOW CLASSES

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

SLALOM PREPARED See Section C

NOTE: All cars entered in **SHINE AND SHOW** must provide current and valid registration and insurance certificates. Trailered cars will be allowed in Shine and Show but will not receive any travel bonus points. These cars will be judged on their own judging sheets. Shine and Show classes are eligible to attract **full Championship and Participation points** for events entered.

C. QUALIFYING FOR CUSTOM AND SLALOM PREPARED CLASSES

CUSTOM

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

SLALOM PREPARED

1. This class is only for trailered cars
2. DOT mandated equipment such as wipers, lights, horn, etc have been removed or are non functioning.
3. Interiors have been modified or removed for speed event purposes.
4. Body or chassis has been modified for speed event purposes.

D. CUSTOM QUALIFICATION POINTS

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

E. TRAVEL BONUS POINTS

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

Concour	Abb.	Calg	Chil	Edm	Kam	Kel	Nan	Pr.					
								Gr.	Reg	Sas	Van	Vict	Win
Abbotsford	0.0	5.5	0.0	6.0	2.0	2.0	1.0	5.0	6.0	6.0	0.5	1.0	6.0
Calgary	5.5	0.0	5.5	2.0	4.0	4.0	6.0	5.0	5.0	4.0	6.0	6.0	6.0
Chilliwack	0.0	5.5	0.0	6.0	1.5	1.5	1.0	4.0	6.0	6.0	0.5	1.0	6.0
Edmonton	6.0	2.0	6.0	0.0	4.5	5.5	6.0	4.5	5.0	3.5	6.0	6.0	6.0
Kamloops	2.0	4.0	1.5	4.5	0.0	1.0	2.5	3.0	6.0	6.0	2.0	2.5	6.0
Kelowna	2.0	4.0	1.5	5.5	1.0	0.0	2.5	4.0	6.0	6.0	2.5	3.0	6.0
Nanaimo	1.0	6.0	1.0	6.0	2.5	2.5	0.0	4.0	6.0	6.0	0.5	1.0	6.0
Prince George	5.0	5.0	4.0	4.5	3.0	4.0	4.0	0.0	6.0	6.0	4.0	4.5	6.0
Regina	6.0	5.0	6.0	5.0	6.0	6.0	6.0	6.0	0.0	1.5	6.0	6.0	3.5
Saskatoon	6.0	4.0	6.0	3.5	6.0	6.0	6.0	6.0	1.5	0.0	6.0	6.0	5.0
Vancouver	0.5	6.0	0.5	6.0	2.0	2.5	0.5	4.0	6.0	6.0	0.0	0.5	6.0
Victoria	1.0	6.0	1.0	6.0	2.5	3.0	1.0	4.5	6.0	6.0	0.5	0.0	6.0
Winnipeg	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	3.5	5.0	6.0	6.0	0.0

Shine & Show	Abb	Cal	Chil	Edm	Kam	Kel	Nan	Pr.					
								Gr.	Reg	Sas	Van	Vict	Win
Abbotsford	0.0	3.0	0.0	3.0	1.0	1.0	0.5	2.5	3.0	3.0	0.0	0.5	3.0
Calgary	3.0	0.0	3.0	1.0	2.0	2.0	3.0	2.5	2.5	2.0	3.0	3.0	3.0
Chilliwack	0.0	3.0	0.0	3.0	1.0	0.5	0.5	2.0	3.0	3.0	0.5	0.5	3.0
Edmonton	3.0	1.0	3.0	0.0	2.0	3.0	3.0	2.5	2.5	1.5	3.0	3.0	3.0
Kamloops	1.0	2.0	1.0	2.0	0.0	0.5	1.0	1.5	3.0	3.0	1.0	1.5	3.0
Kelowna	1.0	2.0	0.5	3.0	0.5	0.0	1.0	2.0	3.0	3.0	1.0	1.5	3.0
Nanaimo	0.5	3.0	0.5	3.0	1.0	1.0	0.0	2.0	3.0	3.0	0.0	0.5	3.0
Prince George	2.5	2.5	2.0	2.5	1.5	2.0	2.0	0.0	3.0	3.0	2.0	2.5	3.0
Regina	3.0	2.5	3.0	2.5	3.0	3.0	3.0	3.0	0.0	1.0	3.0	3.0	2.0
Saskatoon	3.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0	1.0	0.0	3.0	3.0	2.5
Vancouver	0.0	3.0	0.5	3.0	1.0	1.0	0.0	2.0	3.0	3.0	0.0	0.5	3.0
Victoria	0.5	3.0	0.5	3.0	1.5	1.5	0.5	2.5	3.0	3.0	0.5	0.0	3.0
Winnipeg	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.5	3.0	3.0	0.0

JUDGES BRIEFING SHEET

All judges for a Concours D'Elegance will be responsible to the Event Chairperson. The key consideration for all judges is an above average understanding of the score sheet and being consistent on each car s/he judges as well as consistent with all judges working the Concours event. Failure to achieve this consistency is the greatest single complaint of entrants.

All judges must be willing to meet with the Event Chairperson in a pre-event briefing session. Judges will follow the general guidelines as they apply to each area.

Judges cannot crawl, kneel, or otherwise gain better access to review the underside/wheel well(s) of any car (except as otherwise noted).

Any object or item causing loss of points will be left in place for the entrant to see. All judges should review ALL the cars in the class or section that s/he is to judge BEFORE starting to judge.

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

Exterior Body:

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

Exterior Paint:

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

Glass:

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

Exterior Chrome and Exterior Trim:

- Check for dirt, smudges, damage, age, peeling, blemishes, scratches, flaws, and rust.
- Check for brightness and polish.
- All trim and emblems must be firmly attached.

Wheels & Tires:

- Check for general cleanliness; tire treads should be free of stones.

Wheel Wells:

- Cleanliness; visible areas of inner skirt should be painted or undercoated.

Carpet & Interior:

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

Engine:

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

1984 and Later:

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

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

G. CONCOURS D'ELEGANCE SUMMARY SHEET

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

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

GUIDELINES FOR PARTICIPANTS - CONCOURS D'ELEGANCE

EXTERIOR

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

GLASS

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

INTERIOR

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

WHEELS

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

ENGINE

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

MECHANICAL

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

GENERAL HINTS

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

CONCOURS D'ELEGANCE JUDGING SYSTEM

POINTS

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

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

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

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

H. SHINE and SHOW SUMMARY SHEET

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

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

GUIDELINES FOR PARTICIPANTS - SHINE & SHOW

EXTERIOR

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

GLASS

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

INTERIOR

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

WHEELS

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

MECHANICAL & ELECTRICAL

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

GENERAL HINTS

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

SHINE AND SHOW JUDGING SYSTEM

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

POINTS

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

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

10	Mechanical		
	Window regulators	2	
	Locks (inside and out)	2	
	Steering (excessive play)	1	
	Exhaust system (leaks)	2	
	Door closing (solid)	2	
	Parking brake	1	
	Heater and controls	2	
	Vent controls	2	
	Total	14	

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

I. SLALOM PREPARED JUDGING SHEET

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

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

SLALOM PREPARED JUDGING SYSTEM

1. EXTERIOR BODY

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

2. EXTERIOR PAINT

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

3. CHASSIS APPEARANCE

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

4. ENGINE AND COMPARTMENT

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

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

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

6. TIRES

Cleanliness	3	_____
Racing Tires (no cords showing)	2	_____
TOTAL	5	_____

7. WHEELS

Cleanliness	3	_____
Wheels without caps: paint and/or chrome finish -half point each		
Mag Wheel cleanliness of visible brake parts - half point each	2	_____
TOTAL	5	_____

8. INTERIOR

Cleanliness	4	_____
Lack of Damage	3	_____
Upholstery (seat – do not take points off for cracking of leather seats)	3	_____
Floor	3	_____
Overall neatness	2	_____
TOTAL	15	_____

IV. RALLYE GUIDELINES

A. GENERAL

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

B. RALLYE RULES

I INSTRUCTIONS

1. Full and complete Rallye rules and instructions must be included with the rallye sheets. Referring to CCCC rules will not be considered compliance.
2. All terms and abbreviations must be consistent with the CCCC Rule book. Additional terms and abbreviations if required shall be stated clearly in the special instructions.
3. Any additional instructions required by entrants must be provided in writing to all entrants prior to the start of the rallye. Written instructions or addenda required along the rallye route will take precedence over previous instructions and all verbal instructions.

4. Special instructions are the Rallye Master's definitions, interpretations, and requirements, for that specific Rallye, and must not contravene CCCC Rallye rules. These special instructions must include the Rallye Master's definitions of abbreviations, terminology, and questions.
For example: Define what a sign is
 Define what does SRIP mean if anything
These special instructions must be in writing, the pages numbered (i.e. 1 of 3) and included with the Rallye sheets.
5. All route instructions shall be independent of any questions asked on the rallye. It will not be necessary to correctly answer questions to complete the rallye course.
6. Eliminate all questions that are not pertinent to the actual rallye (e.g. questions concerning facts about Corvettes). These types of questions are for fun rallyes not CCCC sanctioned rallyes.
7. For the safety of competitors and their vehicles questions should not be asked unless there is a parking lane or paved shoulder for the competitor to pull over and answer the question.
8. No luck situations will be allowed during a CCCC sanctioned rallye (e.g. fortune cookies, playing cards).
9. No route instructions shall be contrary to any legally posted highway sign, either permanent or temporary.
10. Rallye instructions and questions must never be deliberately misleading.
11. Where average speeds are involved in a rallye instructions should state whether the rallye is in legs or overall. The maximum average speed for any section of the rallye must be at least 10% lower than that which can be safely maintained under posted speed limits.
12. In every event involving average speeds and / or distance, an odometer corrections section shall be provided. This section shall be at least 3 miles long and should start and end at some well-defined landmarks or immovable signs. There shall be no speed change before the correction point and the first checkpoint shall be no less than 2 miles after the correction point.
13. Readily identifiable landmarks must be located within 5 miles (8km) of each other, and so noted in the driving instructions so each entrant can verify that they are on course.
14. All distances must be stated in kilometers and miles.
15. The finishing point MUST either be known to all entrants or else written in a sealed envelope containing exact instructions, address, and if possible a telephone number at the end of the rallye.
16. Insurance forms must be completed and signed.

17. A drivers' meeting must be held for the drivers and navigators prior to the start. Any questions will be answered at this time.
18. Rallyes shall be laid out in such a manner that speeds will not exceed legal, reasonable, and safe driving speeds.

II VEHICLES AND PARTICIPANTS

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

III CHECKPOINTS

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

IV. SCORING

1. Timing must be consistent for all vehicles.
2. Scoring shall be based primarily upon driving and navigational skills and must be explained completely in the special instructions handed out with the rallye instructions.
3. Each Rallye team will commence with 1000 points.
4. If time is a consideration, the correct driving time of the rallye or each leg, must be stated at the Drivers Meeting. The time must also be documented in the rallye sheets. A 5% over or under leeway must be given for each timed leg.
5. Deduct 5 points for each minute, or portion thereof, early on each timed leg.
6. Deduct 3 points for each minute, or portion thereof, late on each timed leg.
7. If distance is a consideration, there must be a mileage check between known landmarks, in the rallye sheets. A 2% over or under leeway must be given on each measured leg.
8. Deduct 3 points for each kilometre or portion thereof (.621 miles) more or less than the correct distance for each measured leg.
9. Deduct 5 points for each incorrect answer.
10. Deduct 50 points for missing or entering a legitimate checkpoint incorrectly, or entering an illegitimate checkpoint.
11. Deduct 20 points for each observed violation of traffic laws. Failing to follow any rallye master's special instructions deduct a maximum of 20 points per instruction.
12. DNF shall be given to any rallye team that fails to enter the final checkpoint within a stated maximum time. The allowance will be no more than two (2) times the actual designed completion time.
13. The Rallye Master(s) will be assisted by one or two members of the Competition Committee in scoring the results.

C. RALLYE ABBREVIATIONS

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

- ACUTE - A turn of substantially more than 90 degrees
- B BEAR - A turn of substantially less than 90 degrees.
- CR CROSS - to go straight across. To cross a divided highway is to cross both halves.
- OPP OPPORTUNITY - Crossroads or side road with or with street name or number. {Dirt or gravel roads do not exist}
- RR RAILROAD TRACKS - A pair of parallel railroad tracks
- R RIGHT - A turn to the right of approximately 90 degrees
- L LEFT - A turn to the left of approximately 90 degrees
- SOL SIGN ON LEFT - Sign on left
- SOR SIGN ON RIGHT - Sign on right
- SS STOP SIGN - A conventional highway stop sign that you are required to obey
- ST STRAIGHT - Continue on the presently travelled route in the presently travelled direction
- SRIP SIGN READING IN PART - Sign reading in part
- T TEE - A point in the road being travelled where the road comes to an end by joining another road which meets it at an approximation of 90 degrees. It is not possible to go straight at a "T"
- TL TRAFFIC LIGHT - Any two or more element traffic signal regardless of their mode of operation. A traffic control device that will show at least red and green in sequence. Two or more such traffic control devices at an intersection shall be considered as a single traffic light.
- TURN - A change of direction of approximately 90 degrees to the right or left.
- TURN AFTER - Indicates a landmark located just before an opportunity.
- TURN BEFORE - Indicates a landmark located just after an opportunity

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

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

D. HELPFUL HINTS

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

-Appendix 1 -

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

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

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

APPENDIX 2A GUIDELINES FOR PARTICIPANTS - CONCOURS D'ELEGANCE

EXTERIOR

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

GLASS

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

INTERIOR

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

WHEELS

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

ENGINE

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

MECHANICAL

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

GENERAL HINTS

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

APPENDIX 2B GUIDELINES FOR PARTICIPANTS - SHINE & SHOW

EXTERIOR

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

GLASS

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

INTERIOR

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

WHEELS

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

MECHANICAL & ELECTRICAL

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

GENERAL HINTS

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

CANADIAN COUNCIL OF CORVETTE CLUBS CHAMPIONSHIP EVENT REPORT

Date: _____ Location: _____ Event Type: _____

Chairman: _____ Chairman: _____

Name	Entrant	C.C.C.C.#	Qualification Points	Best Time or Score	Class	Class		Championship Points
						No. in Class	Placing	

- APPENDIX 4 -
SAFETY INSPECTION FOR SPEED EVENTS

COMPETITOR NAME(S) _____
 SLALOM CLASSIFICATION: _____ DATE: _____

All cars **MUST** be inspected by a designated technical inspector prior to competing. The form **MUST** be completed and signed by the inspector and the competitor. Each competitor will be responsible for the road worthiness of his or her car. CCCC(WR) , its Executive, Directors and Member Clubs assume no responsibility for the mechanical condition of the vehicle as a result of the "**SAFETY INSPECTION FOR SPEED EVENTS**".

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

INSPECTION ITEM	PASS	FAIL
SEAT BELT – ATTACHED AND OPERATING		
HELMET – PROPER APPROVAL		
STEERING – MINIMAL FREE PLAY AND LEAKS		
BRAKES – FIRM PEDAL		
BRAKE – POWER BOOSTER OPERATING PROPERLY		
BRAKES – FLUID LEVEL AND COLOUR		
FLUID LEAKS - MINIMAL		
EXHAUST SYSTEM – LEAKAGE AND PROPERLY ATTACHED		
HUB CAPS, TRIM RINGS, ETC - REMOVED		
LUG NUTS – FIVE PER WHEEL		
LUG NUTS – NO WASHERS AS SPACERS		
TIRES – DOT APPROVED EXCEPT SUPER STOCK		
TIRES – NO STUDS, RECAPS, BULGES OR SIDEWALL DAMAGE		
LOOSE OBJECTS - REMOVED		
SCATTERSHIELD OR BLANKET-RECOMMENDED		
STEERING COMPONENTS – OEM OR EQUIVALENT		
CARBURETOR RETURN SPRINGS – MINIMUM ONE EXTERNAL		
FIRE EXTINGUISHER – PRESENT IF REQUIRED		

TECHNICAL INSPECTION **PASS** _____ **FAIL** _____

INSPECTION ITEM	LIST ALL OBSERVED
WARNING LAMPS/MESSAGES – DISPLAYED WHILE ENGINE RUNNING	

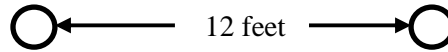
I (the competitor) am aware the safety inspector has visually and physically inspected the car. The safety inspector may not be a licensed or certified official. I am aware the mechanical condition of the car is my responsibility.

COMPETITORS SIGNATURE: _____
 SAFETY INSPECTOR SIGNATURE: _____

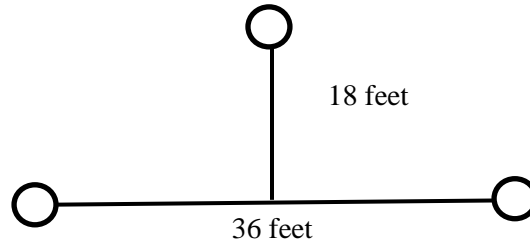
**APPENDIX 5
SLALOM COURSE CONFIGURATION**

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

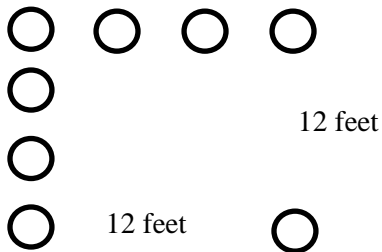
1. 12 feet wide



2. 18 foot radius



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

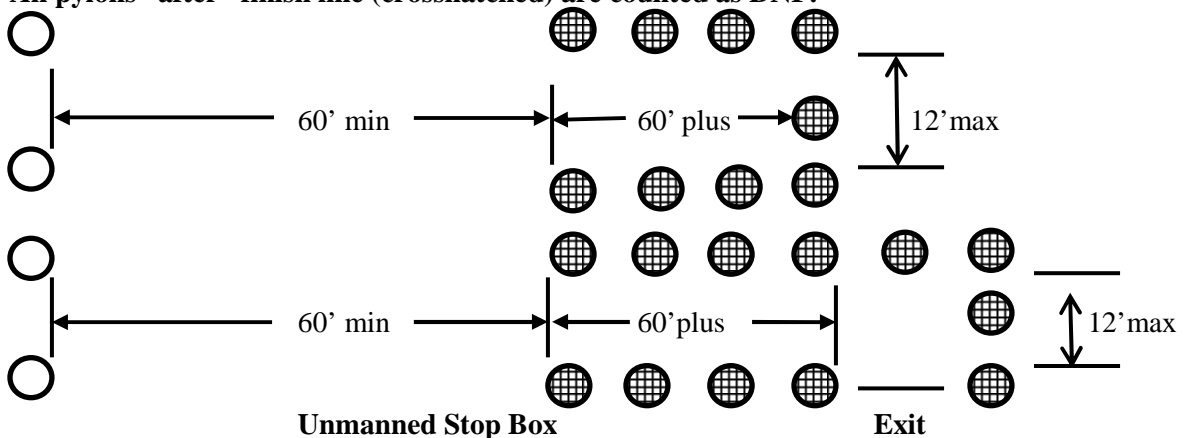


** if a single pylon is used, or there is less than 12 feet between two pylons, the gates must be as above

NOTE; The use of a single pylon for 180 degree or greater turns is not recommended

4. 60 feet minimum to stop box from last gate. Stop Box: 60 ft or greater X 12 ft maximum width.

All pylons "after" finish line (crosshatched) are counted as DNF.



APPENDIX 6 – SLALOM CLASSIFICATION SHEET

1. What year is the corvette? _____
2. Using the list on page 18 and the answer to #1 determine the generation. _____
3. Is the engine a correct original, non-modified (as per page 18) engine? YES or NO
 - If YES then proceed to #7
 - If NO then proceed to #4
4. Is the engine a Corvette engine from a different year than the car? YES or NO
 - If YES proceed to #6
 - If No proceed to #5
5. Is the engine modified as per page 18? YES or NO
 - If YES go to #7 through 9
 - If NO go to #6 through #8 (exclude #9)
6. Using the list on page 18 determine the generation of the engine. _____
7. Determine the tire sizes (all four) on the car and using the tire size chart (page 22) calculate the TTS number (take the three digit number at the beginning of the tire size from all four tires and add them together).

8. Using the generation number from #2 or #6 (whichever is higher) and the calculated TTS from #7 find the class in the Slalom Classification Table (page 19).
 - Make sure that the calculated TTS is equal to or less than the number specified in the table for your slalom class
 - If the calculated TTS is greater than the one specified for your slalom class move up the classification system until your TTS is not exceeded.

9. If the engine is a non-corvette or modified engine as per page 18 – add one to the class determined in #8 _____

APPENDIX 7 - DEFINITION OF SPEED EVENT

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

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

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

APPENDIX 8 – AGENDA FOR SLALOM DRIVERS MEETING

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

1. All cars must be teched and properly signed sheets must be submitted prior to competing.
2. Everyone at the event (participants, spectators, marshals, etc.) must sign the waiver.
3. No alcohol or drugs are permitted before or during the event.
4. Burnouts or similar activities are not permitted (i.e. warming up of tires in pit area, etc.).
5. If a driver loses control during his/her run the vehicle must be brought back under control as soon as possible.
6. Regardless of whether the driver chooses to finish the run, he/she must exit the course through the stop box.
7. Any stop box infraction: including touching a pylon, breaking the plane of any opening or failing to come to a complete stop will result in a DNF for the run.
7. A driver sees a red flag being waved he/she must come to a complete spot and wait for instructions from a course marshal.
8. Failure to comply with the event chair persons or course marshals may result in being excluded from the remainder of the event.
9. If a participant does not make a reasonable effort to regain or maintain control of their vehicle this may result in being excluded from the remainder of the event.
10. If a driver is deemed by the Chairperson and a member of the Competition Committee or the C.C.C.C. (W.R.) executive to be operating a vehicle in an inappropriate and or irresponsible manner this may result in being excluded from the remainder of the event. If neither a Competition Committee nor C.C.C.C. (W.R.) executive member is present, the Chairperson at his/her discretion has the sole authority to enforce a disqualification.
11. The Staging Area is (Description of where and the layout). Cars will be staged as follows (for example numerical order or grid spot).

APPENDIX 9 SETTING UP A RALLYE

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

Where to begin:

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

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

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

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

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

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

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

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

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

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

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

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

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

Scoring

Correct time 50 minutes $\pm 2\% = 1$ minute so times less than 49 or greater than 51 attract penalties.

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

Last but not least it is necessary to record the scores for each participant using the championship event report in the appendices of the rule book prior to handing out the awards and returning the rallye sheets. Failing to do this can be disastrous for the competitors and those in charge of keeping track of points for the yearend awards.