

2. SPEED EVENTS

2.1. WHAT IS A SPEED EVENT?

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

2.1.1. LOW SPEED EVENT VERSUS HIGH SPEED EVENT

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

2.1.2. SPEED EVENT CATEGORIES

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

1. AUTOCROSS – A Low Speed Autocross is held on a paved surface, typically a parking lot or portions of a road course, where the route is defined by cones or pylons, not the track itself. A High Speed Autocross is held on a paved surface, typically a road course where the route is defined by the track layout. However, a High Speed Autocross may be held on any paved area large enough to safely manage the highest speed possible. Examples of such areas may be airport runways, or large vehicle testing areas.
2. MATCHING TIMES (MT) -- Acceleration test of at least one-eighth (1/8) mile (can be run side by side on sanctioned drag strip) or a timed run on an autocross course -- for consistency.

2.2. RULES FOR SETTING UP A SPEED EVENT

2.2.1. GENERAL SETUP

1. All participants (workers and entrants) MUST sign an insurance waiver. A special waiver form is required for minors.
2. All children under twenty-one (21) years of age, or eighteen (18) where applicable, are the full responsibility of their parents and/or guardians.
3. Entrants, workers, or spectators are not to litter the grounds.
4. Cars can be required to close exhausts to comply with local noise restrictions.
5. Be aware of special insurance requirements and/or limitations that may be applicable for High Speed Events, property within 100 feet of racing surface, and events held at airports or on public streets

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6. A copy of this Rulebook must be available at every event. Any additional rules set up by the Host Club must not conflict with any portion of these rules and must apply uniformly to all entrants.

2.2.2. COURSE SETUP

1. Spectators and non-event staff should be located at least fifty (50) feet from course areas and appropriate means of identifying these limits must be implemented (i.e., ropes, safety tape, barriers, etc.).
1. No one in or on a wheeled vehicle is allowed on the course before or after an event except for parade laps, designated practice laps for the entrants or the course checker (a non-entrant). Note: Special allowances, such as wheel chairs, should be made for persons with disabilities.
 - A. Competitors who assist in course setup are specifically barred from driving any vehicle, including setup trucks or cars, through any portion of the actual course. This rule is mandatory to ensure that no one has an unfair course orientation advantage and that all competitors have an equal opportunity to learn the course through walking, official parade laps, etc.
2. Courses **MUST** be laid out so that all cars can safely negotiate them. **The following are provided as course set-up guidelines only and may not be applicable in all situations.** The safety of the course is the responsibility of the host club and the event Chairperson. The Regional Competition Director may override the Host Club and event Chairperson for safety issues.
 - A. Pylons are used to define the course in a Low Speed Event. They should also be used to ensure that speeds are managed in accordance with this rulebook for a Low Speed event and to mark dangerous areas on or near the course.
 - B. Signs should be avoided on an autocross course. However, if used, they must be of a construction that prevents or minimizes potential damage to Corvettes and spectators (i.e., no greater risk than hitting a pylon).
 - C. Pylons should be large enough to be clearly visible well in advance. Pylons used in course setup should pose a minimum risk of damaging a vehicle if they are hit. Fifteen (15) to eighteen (18) inches are recommended maximum heights for pylons in critical course elements such as slaloms, gates, boxes, etc. Larger pylons are frequently used to designate timing light locations, etc.
 - D. Sufficient pylons should be used to clearly identify all elements of the course.
 - E. Directional pylons (lying down) should be used where appropriate.
 - F. Excessive pylons should be avoided to preclude drivers being presented with a “sea of cones” view.
 - G. The minimum distance from any course pylon to any obstacle (i.e., curb, wall, light pole, etc.; or the edge of course surface) should be twenty five (25) feet.
 - H. Autocross course sections should be kept as far from walls as possible. If an autocross course is being conducted on a venue that includes walls (using the straight portion of a drag strip, part of a road course or circle track, etc), inclusion of elements to control speed (slaloms, gates, etc.) is recommended to ensure that there is an absolute minimum chance for a competitor to lose control in the direction of the wall, or walls.
 - I. All driving paths on the course should be at least fifteen (15) feet wide. This applies to all course elements, including “Chicago Boxes,” gates, etc.
 - J. Fifty (50) feet is a recommended minimum distance between pylons in a slalom.

- K. Turns and corners should be clearly identified with sufficient pylons to be clearly visible well in advance of entry.
 - L. Gates should be clearly marked. Gate design (one cone on each side, two cones on each side, one upright and one pointer lying down, etc.) should be explained at the driver's meeting, or on the course map.
 - M. The exit of gates, slaloms, or other course elements should generally result in the Corvette headed toward the next course element rather than requiring a car to reverse direction on the same path.
 - N. Sections of the course that require multiple passages (i.e., a loop, or section to be traversed in two directions) should be clearly marked.
 - O. The mix of course elements should provide the competitor with driving challenges that are reasonably placed to preclude continuous, or overly lengthy, sections of acceleration, braking, or extremely slow passage.
 - P. The start line should be clearly marked with at least a ten (10) foot lead-in to the starting timing lights.
 - Q. The first turn should be no sooner than thirty (30) feet past the start timing lights. Greater distances are preferred.
 - R. The finish line and lights should be set on a straight section of the course for safety purposes.
 - S. The finish area should be angled away from the timing, grid, staging, and spectator areas, walls, and pit areas.
 - T. A turn immediately preceding the finish should be avoided. If used, course design should take the turn into consideration and be such that speeds are reduced to a safe minimum before entering the turn and when exiting toward the finish area.
 - U. A complete stop after the finish line is not recommended and should only be used if required for safety purposes. It is preferred that finishing cars be given sufficient space to safely slow to a maximum of five (5) miles per hour and that the finishing cars exit directly to the grid or staging area. A "shut down" area of sufficient space should be provided beyond the finish line to allow any competing car to safely slow or stop from the highest possible finish line speed without locking brakes or requiring emergency maneuvering.
 - V. Grid, staging, and spectator areas should not be alongside or immediately beyond the finish line and shut down path.
 - W. The Grid, Staging, Return Lane, or other specific areas for competitor vehicles should be clearly marked with chalk and/or pylons. These areas should be located near the course, but located such that there is no danger presented by an "off course" competitor.
 - X. Course layout should include specific Safety Station locations for Course Workers. The Safety Stations should be clearly marked and indicated as such on the Course Map.
 - Y. Safety Stations at a turn should be positioned inside the turn where possible. If outside the turn, they should be located toward the turn entry and removed to a safe distance to accommodate a car going off course toward the outside of the turn.
 - Z. Long straights should be designed such that a competing car has a safe amount of "overrun" space before encountering a barrier or the edge of the course area.
 - AA. When two or more cars are allowed on the course simultaneously, course design and the rate of release of cars from the start should always preclude cars approaching each other on the same and/or adjacent paths that could pose a safety risk if one or more cars experienced a spin or course deviation.
3. All course pylons and directional pylons(including those before and after timed portion) MUST be marked by a line encircling the pylon.

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4. The course layout **MUST** be the same for all drivers.
5. There **MUST** be an official course map showing direction to be run, placement of pylons, start/finish line and any other pertinent information. Entrants should study this map to avoid going off course. Sufficient course map copies should be available for each entrant. If the course design is changed from the general design of the course map, the host club should hold a special meeting to explain the changes and provide sufficient time for entrants to walk the course and, if they desire, make annotations of the changes on their copy of the course map.
6. There **MUST** be sufficient workers to adequately cover all parts of the course.
7. The course setup must be completed and reviewed for safety and rules compliance by the RCD (or his proxy), or in the RCD's absence, the host club's event Chairperson, prior to opening the course for walking by entrants. The course should be pre-run in a vehicle by a non-entrant from the host club, or a non-entrant RCD to validate the safety review and approval process as well as the proper functioning of the timing system.
8. The course shall be set up early enough to allow for entrants to walk-through it prior to the Drivers Meeting. A minimum of one-half hour is recommended.

2.2.3. ENTRANTS

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

2.2.4. PARADE LAPS

1. At all High Speed events, parade laps before the start of timed runs are **MANDATORY**. Parade laps are not required on consecutive days unless the course has been changed or the individual did not have a previous parade lap. Parade laps are at the host club's discretion for Low Speed events.
2. Passengers are allowed provided they meet the eligibility requirements to drive as per the NCCC Rulebook Section 1.7.1.
3. All entrants shall be provided with an equal number of parade laps.
4. No excessive speeds are allowed on parade laps.
5. No passing is allowed on parade laps.
6. No one is allowed on the track/course without wearing an approved helmet and seat belt.

2.2.5. OPERATION OF EVENT

1. A Speed Event must offer a minimum of two runs to each driver. The total number of runs offered for the day must be at least twice the total number of Sanctioned Speed Events (regardless of category). Example: One Autocross Event and one Matching Times Event would require four runs minimum. Each event could utilize two runs, three runs or all four runs. No more than one Matching Times Event can be combined with one Autocross.

- A. Multiple timers, split times, etc. cannot be used to reduce the effective number of runs.
 - B. Multiple cars may be on course simultaneously, providing that they are separated by sufficient time to preclude overtaking or passing situations.
2. It is recommended that events be run by class.
 3. The course conditions MUST be substantially the same for all drivers within a class. The RCD, Chairperson, and/or Host Governor may require drivers, to repeat a run due to changing conditions, such as a sudden rainstorm.
 4. The course must be kept free of debris at all times. This is the responsibility of the workers at each designated Safety Station.
 5. No visual or verbal instructions may be given to a driver during their run except in an emergency, or unless all drivers receive the same instructions. Refer to Section 2.2.8. regarding passengers.
 6. It is recommended that practice be given for long courses or tracks.
 7. Cars MUST be rechecked for safety after an accident or off track excursion.
 8. No one is allowed on the track/course with a car without wearing an approved helmet and seat belt during parade laps, practice runs, or timed runs.
 9. Except for cleanup, no car is allowed on the course after an event is over.

2.2.6. TIMING

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

2.2.7. “FUN (BUCK) RUNS”

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

1. Announced at the Drivers' Meeting as being part of the event.
2. Restricted to Low Speed Events -- No excessive speed!
3. Runs cannot be made until all timed runs for the day are completed.
4. All vehicles must pass a safety tech (see NCCC Tech Inspection Form -- Speed Events and Drag Races, Section 12.4) prior to participating.
5. All participants must have signed the appropriate waivers.
6. No one is allowed on the track/course without wearing an approved helmet that fits properly and a seat belt.
7. All drivers are required to meet the eligibility requirements to compete as per the NCCC Rulebook Section 1.7.1.
8. Passengers are allowed provided they meet the eligibility requirements to be a driver as per the NCCC Rulebook Section 1.7.1.

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9. For safety, the track/course shall be manned with workers (except for timing officials) the same as during the timed runs.

2.2.8. PASSENGERS

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

1. Passengers are not allowed during High Speed events under any circumstances.
2. Passengers must meet the competition eligibility requirements of Section 1.7.1 of the NCCC Rule Book.
3. Passenger seat belts and seats must be equal to, or better than, that of the driver.
4. The entrant's vehicle must pass event Technical Inspection.
5. For safety reasons, the passenger should not coach the driver and should refrain from all conversation until the after the run is complete.
6. If the passenger is not competing in the event, they may ride with anyone at any time.
7. If competing in the event, an entrant cannot be a passenger in another entrant's vehicle unless the passenger has completed all competition runs for that event.

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

2.3. SPEED EVENT WORKERS AND OFFICIALS

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

1. **EVENT CHAIRPERSON AND CO-CHAIRPERSON:** They must be NCCC members of the Host Club. The Chairperson, Co-Chairperson, or the RCD of the Sanctioning Region (RCD may appoint a proxy to represent him at an event) must be present at the event in order for the event to be held. The Chairperson and Co-Chairperson are the commanders of the event and are responsible for appointing officials to fill all positions necessary for organizing and running the event. They are to make all arrangements for insurance, emergency equipment, etc. They are permitted to participate as entrants provided they declare at the drivers' meeting their intentions to do so. If they are entrants, **they earn the higher of entrant or chairperson points, but not both.** Extra practice runs and/or parade laps by the Chairperson or Co-Chairperson are prohibited. The event chairperson and/or co-chairperson may be different than stated on the flyer, but must be declared prior to the beginning of the event. Chairperson or Co-Chairperson can only receive chairperson points once in the competition season.
2. **EVENT SECRETARY:** He/she is responsible for all correspondence connected with pre-event arrangements including overnight accommodations for entrants, pre-registration, advertising, etc. He/she is also responsible for publishing and distributing results. Note: Host Club Governor and Chairperson must approve event results.
3. **CHIEF TECHNICAL INSPECTOR:** He/she is to recruit a staff of technical inspectors to ensure that the cars are examined thoroughly and quickly as specified under Rulebook Section Speed Event Tech. He/she is responsible for ensuring that all competing cars

comply with the requirements of the NCCC Rule Book, as well as additional event rules or policies of the host club and/or the host site, as applicable. He/she is responsible for validating the classification of cars, the affixing of a technical inspection passed sign, and the entrant(s)' number(s) and class on the car.

4. **PADDOCK MARSHAL:** He/she is responsible for maintaining order and safety in the pit and paddock area, for controlling exits and entrances to the course and for marshalling the area. He/she is also to marshal cars for practice and timed runs.
5. **STARTER:** He/she is responsible for opening and closing the course between runs. He/she is responsible for cars entering the course for practice, parade laps, or timed runs. He/she MUST ensure that drivers are wearing required seat belts and/or harnesses, helmets; and fire suits if applicable. He/she is to attend the Drivers' Meeting and inform drivers of any peculiarities of the course and explain the flag signals. He/she signals the start and completion of practice and timed laps. He/she is responsible for the change or relief of Safety Station personnel.
6. **TIMEKEEPER:** He/she is responsible for recruiting enough assistants to ensure efficient and accurate time keeping of all entrants. He/she is to provide practice times if required and supply accurate times for all official timed runs.
7. **SCORER:** He/she is to record on a master record all official times as supplied by the timekeeper. He/she then is responsible for posting times on a scoreboard.
8. **CROWD CONTROL MARSHAL:** It is his/hers responsibility to enlist enough assistants to ensure that no unauthorized persons gain access either to the course or paddock.
9. **COURSE WORKERS:** Two workers are recommended at each course Safety Station. The number of stations should be commensurate with the difficulty and length of the course. The number of course sections and the number of workers assigned to each section should be sufficient to permit workers to restore normal pylon disruption without necessitating stoppage of the event under normal circumstances. They are responsible for overseeing and maintaining their assigned portion of the course and being familiar with fire extinguishers. They shall report any pylon penalties, replace any moved pylons, remove any debris on the track, red flag any cars that need to be stopped for safety reasons, and assist any entrants/cars in distress.

2.4. SAFETY PROCEDURES

2.4.1. SAFETY STATION EQUIPMENT

All Safety Stations MUST be equipped as follows:

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

2.4.2. MEDICAL OR FIRST AID

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

2.4.3. PYLONS

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

2.4.4. FLAG SIGNALS

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

2.5. SPEED EVENT ENTRANTS' REQUIREMENTS

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

1. At no time before an event is anyone allowed on the track for practice runs unless they have permission from the Starter and/or event Chairperson.

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

2.6. SPEED EVENT GROUPS/CLASSES

1. The Groups and Classes defined in this Section are for entrants who are competing in Chevrolet Corvettes.
2. In the interest of providing a fair and competitive Speed Event program, NCCC has divided the Corvettes into separate Groups and Classes. First, the Corvettes are divided into four (4) separate Groups. Depending on the amount of modifications made from the Factory condition, the Corvette will be placed into one of the four (4) Groups starting with Group 1-Street and progressively moving to Group 1, Group 2 and Group 3 as the number of modifications increases. The Groups are then further divided into Classes. The proper Class will depend on the age (body style) of the Corvette and the engine being used. Within Group 3, some of the Class determination is also made by increasing levels of modification starting with the Modified Classes moving to the Race Prepared Class and then to the Race Prepared Altered Frame Class (RPAF).
3. The entrant is responsible for declaring the appropriate and legal group and class in which their Corvette will be competing. The Technical Inspection Committee is responsible for verifying and validating the entrant's group and class selection as required. When Corvettes are classified by the Tech Committee, they **MUST** be placed in the Class with the least modifications for which they qualify. Example: If a Corvette is qualified for both Classes 1D and 2D, it **MUST** be placed in the 1D Class.
4. Once Tech has been closed by flyer or by announcement in drivers meeting, entrant cannot change class unless car breaks.
5. Male and female entrants will be separated into separate Groups and Classes. The Ladies' Classes carry an "L" in front of the designation for the Group/Class. Examples: Men's: 1SE, 1E, 2E or 3ME and Ladies: L1SE, L1E, L2E or L3ME.
6. Refer to the Awards Section 2.12 for award requirements.

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2.6.1. ALL CATEGORIES EXCEPT MATCHING TIMES

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

2.6.1.1. GROUP-1S & GROUP-1 - MENS AND LADIES:

- CL - 1953 through 1962 -- All engines correct for year.
- A* - 1965 through 1974 with 396, 427 or 454 cid,
- B* - 1963 through 1972 with 327 or 350 cid over 300 hp or LT-1.
- C** - 1963 through 1968 with 327 cid 250 or 300 hp,
 - 1969 through 1970 with 350 cid 300 hp,
 - 1973 through 1980 with 350 cid L-82,
- D** - 1971 with 350 cid 270 hp,
 - 1972 through 1980 with 350 cid L-48,
 - 1980 with 305 cid LG4,
 - 1981 with 350 cid L-81,
 - 1982 with 350 cid L-83.
- E - 1984 with 350 cid L-83,
 - 1985 through 1991 with 350 cid L-98.
- F - 1990 through 1995 ZR-1 with 350 cid LT5.
 - 1987 through 1991 RPO-B2K Callaway Twin Turbo Corvette.
- G - 1992 through 1996 with 350 cid LT1,
 - 1996 with 350 cid LT4.
- H - 1997 through 2004 with 346 cid (5.7 liter) LS1.
- J - 2001 through 2004 with 346 cid (5.7 liter) LS6 (Z06).
- K - 2005 through 2007 with 364 cid (6.0 liter) LS2.
 - 2008 and newer with 376 cid (6.2 liter) LS3.
- M - 2006 and newer with 427 cid LS7 (Z06).

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

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

2.6.1.2. GROUP-2 - MENS & LADIES

Note: See regulations, Section 2.7.3., for allowable year/engine substitutions.

- CL - 1953 through 1962 -- All engines correct for class.
- A* - 1965 through 1974 with 396, 427 or 454 cid
- B* - 1963 through 1972 with 327 or 350 cid over 300 hp or LT-1
 - 1973 through 1980 with 350 cid L-82
- C** - 1963 through 1968 with 327 cid 250 or 300 hp
 - 1969 through 1970 with 350 cid 300 hp
- D** - 1971 with 350 cid 270 hp
 - 1972 through 1980 with 350 cid L-48
 - 1980 with 305 cid LG4
 - 1981 with 350 cid L-81
 - 1982 with 350 cid L-83
- E - 1984 through 1996 with 350 cid L-83
 - 1984 through 1996 with 350 cid L-98
- F - 1984 through 1996 ZR-1 with 350 cid LT5
 - 1987 through 1991 RPO-B2K Callaway Twin Turbo Corvette
- G - 1984 through 1996 with 350 cid LT1 or LT4

- H - 1997 and newer with 346 cid (5.7 liter) LS1
- J - 1997 through 2004 with 346 cid (5.7 liter) LS6 (Z06)
- K - 2005 and newer with 364 cid (6.0 liter) LS2.
- 2005 and newer with 376 cid (6.2 liter) LS3.
- M - 2005 and newer with 427 cid LS7 (Z06)
*Cars designated "A" and "B" shall be placed in a class designated "A/B" for purposes of competition, awards, and points.
** Cars designated "C" and "D" shall be placed in a class designated "C/D" for purposes of competition, awards, and points.

2.6.1.3. GROUP-3 - MENS & LADIES

- CLM - 1953 through 1962 -- All Small Block Modified Classics
- MA* - 1963 through 1982 -- All Big Block Modifieds
- MB* - 1963 through 1982 -- All Small Block Modifieds
- ME - 1984 through 1996 -- All Small Block Modifieds
- MH - 1997 through 2004 -- All Small Block Modifieds
- MK - 2005 and newer -- All Small Block Modifieds
- RP - 1953 and newer -- All Race Prepared
- All Big Block Classics and all Big Block 1984 and newer Corvettes.
- All Group III RPO-B2K Callaway Corvettes MUST compete in RP.
- RPAF- All altered frame (not counting reinforcing) Corvettes.
*Cars designated "MA" and "MB" shall be placed in a class designated "MA/B" for purposes of competition, awards, and points.

2.6.1.4. EXHIBITION CLASS - MENS & LADIES

- M - All men.
- L - All ladies.

2.6.1.5. NOVICE CLASS – MENS & LADIES

- M - All novice men.
- L - All novice ladies.

2.6.2. CLASSES FOR MATCHING TIMES – MENS & LADIES

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

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

2.6.3. GROUPS 1S, 1, AND 2 – CLASSIFICATION GUIDE

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

1. 1953 through 1962 Corvettes in Groups 1-S, 1 or 2 go in CL.
2. 1963 and newer Corvettes are classified by year and Factory rated horsepower as shown in the following table: (See Section 2.6.1.2. for allowable Group 2 year/engine update or backdate substitutions)

SPEED EVENTS

2.6.3.1. CLASSIFICATION GUIDE – GROUPS 1S, 1, 2

YEAR	CID or Liters	RATED HP or ENG.	GROUP 1-S	GROUP 1	GROUP 2
63	327	250/300	C	C	C
63	327	340/360	B	B	B
64	327	250/300	C	C	C
64	327	365/375	B	B	B
65	327	250/300	C	C	C
65	327	350/365/375	B	B	B
65	396	425	A	A	A
66	327	300	C	C	C
66	327	350	B	B	B
66	427	390	A, (AA-DRAGS)	A, (AA-DRAGS)	A
66	427	425	A	A	A
67-68	327	300	C	C	C
67-68	327	350	B	B	B
67-68	427	390/400	A, (AA-DRAGS)	A, (AA-DRAGS)	A
67-68	427	435/430	A	A	A
69	350	300	C	C	C
69	350	350	B	B	B
69	427	390/400	A, (AA-DRAGS)	A, (AA-DRAGS)	A
69	427	435/430	A	A	A
70	350	300	C	C	C
70	350	350/370	B	B	B
70	454	390	A, (AA-DRAGS)	A, (AA-DRAGS)	A
71	350	270	D	D	D
71-72	350	330/255	B	B	B
71	454	365	A, (AA-DRAGS)	A, (AA-DRAGS)	A
71	454	425	A	A	A
72-80	350	L-48	D	D	D
80	305	LG4	D	D	D
73-80	350	L-82	C	C	B
72-74	454	270/275	A, (AA-DRAGS)	A, (AA-DRAGS)	A
81	350	L-81	D	D	D
82	350	L-83	D	D	D
84	350	L-83	E	E	E
85-91	350	L-98	E	E	E
87-91	350	RPO-B2K Callaway	F	F	F
90-95	350	LT-5 (ZR-1)	F	F	F
92-96	350	LT1	G	G	G
96	350	LT4	G	G	G
97-04	5.7L	LS1	H	H	H
97-04	5.7L	LS6 (Z06)	J	J	J
05-	6.0L	LS2	K	K	K
05-	7.0L	LS7 (Z06)	M	M	M
06-	6.2L	LS3	K	K	K

2.6.4. CARBURETORS & FUEL INJECTION

2.6.4.1. CARTER CARBURETORS

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

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

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

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

SPEED EVENTS

2.6.4.2. HOLLEY CARBURETORS

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

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

2.6.4.3. ROCHESTER FUEL INJECTION

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

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

2.7. GROUP & CLASS REGULATIONS

This section of the Rulebook deals with specific regulations that determine a Corvette's Group for competitive events. This section is written in a positive nature. I.e., if a change is allowed in a specific group, it will be stated in this section. Conversely, if a change is not specifically listed as being allowed for a group, IT IS NOT ALLOWED for that group. Although some degree of updating and backdating has been permitted, primarily for older Corvettes, the intent of the Competition Committee is to keep Group-1S and Group-1 as close to stock as possible now, and into the future.

1. Refer to the definitions located in the Abbreviations, Terminology, and Definitions Section (2.14) while reading the following Group and Class regulations.

SPEED EVENTS

2.7.1. Speed Event & Drag Race Regulations							
2.7.1.1. Updating, Backdating & Substitutions							
Notes:	1 - For updating/backdating C2 and C3 are considered the same Year Group						
	2 - "Any" implies updating/backdating BETWEEN Year Groups is allowed unless further restricted						
	Group						
	1S & 1	2	3	RP	RPAF	DP	
1.	Updating/backdating (substitution) of individual parts, components, or entire systems WITHIN Year Group (C1, C2/C3, C4, C5, C6.)						
2.	Updating/backdating of individual parts, components, or entire systems BETWEEN Year Groups, EXCEPT where specifically addressed elsewhere in this chapter.						
3.	Factory parts superseded WITHIN a Year Group allowed if supported by a factory Recall or Service Bulletin						
4.	Head, cam, transmission update or backdate allowed WITHIN Year Group - must compete in highest class that is source of components						
2.7.1.2. Safety Requirements & Safety Items							
Notes:	1 - Drag Events are NOT considered "High Speed" events						
	2 - <i>Condition of equipment is part of Tech Inspection. Belts & all safety equipment must be in proper working order & good condition.</i>						
	Group						
	1S & 1	2	3	RP	RPAF	DP	
1.	Fire Extinguisher - Low Speed Event - Minimum rating of 5BC						
2.	Fire Extinguisher - High Speed Event - Minimum rating of 5BC						
3.	Fire Extinguisher, if present, mounting MUST BE bolted, screwed, or clamped securely within driver's reach when belts or harnesses are released						
4.	Functional onboard fire system satisfies fire extinguisher requirement						
5.	Stock Seat Belts or better equivalent stock-type - MUST be in good condition. MUST use shoulder belt if equipped.						
6.	Shoulder & Lap Belts - minimum 3" wide - No age limit - <i>Recommended for all groups in High Speed Events</i>						
7.	Harnesses - 5-point (or better) - Shoulder & Lap belt portion minimum 3" wide - No age limit						
8.	Stock or STOCK-TYPE Seats mounted securely & safely on stock seat mounting tracks						
9.	Stock or STOCK-TYPE, back breakable, upholstered seats mounted securely & safely on stock seat mounting tracks						

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
10.	Stock or STOCK-TYPE Seats mounted securely & safely on STOCK TYPE seat mounting tracks	N	Y	Y	Y	NA	NA
11.	Stock or STOCK-TYPE Seats with SECURE seat mount	N	N	N	Y	NA	NA
12.	Racing seat (non back break) with lateral support & secure mounting - MUST use 5-point or better harness with lap & shoulder belts at least three (3) inches wide (no age limit)	N	Y	Y	Y	Req'd	Req'd
13.	Roll Bar per specifications detailed in Speed Event Tech	Y	Y	Req'd	Req'd	NA	NA
14.	Roadster in a High Speed Event (drags not considered a high speed event) - Roll Bar per specifications detailed in Speed Event Tech	Req'd	Req'd	Req'd	Req'd	NA	NA
15.	Roll Cage per specifications detailed in Speed Event Tech	Y	Y	Y	Y	Req'd	Req'd
16.	Roll Cage Installation - dash can be cut &/or inner fenders can be modified, made of non-stock material, or deleted to permit roll cage installation	N	N	N	Y	Y	Y
17.	Transmission - SFI approved blanket RECOMMENDED	NA	NA	Y	Y	Y	Y
18.	Bell Housing - SFI approved blanket or Scatter Shield RECOMMENDED	NA	NA	Y	Y	Y	Y
19.	Bell Housing CAN be cut or welded	N	N	Y	Y	Y	Y
20.	Traction Bars for Classics (1953-1982)	Y	Y	Y	Y	Y	Y
21.	Drive Shaft Loops - STEEL (C1, C2, C3, C4 only)	Y	Y	Y	Y	Req'd	Req'd
22.	Windshield - stock or stock-type	Req'd	Req'd	Req'd	Y	Y	Y
23.	Windscreen if no stock-type windshield - must be height of driver OR driver must use approved helmet shield	N	N	N	Req'd	Req'd	Req'd
24.	Plastic throttle mounting bracket can be replaced with metal - stock mounting without shims	Y	Y	Y	Y	Y	Y
25.	Plastic throttle mounting bracket can be replaced with metal - mounting position can be adjusted with shims	N	Y	Y	Y	Y	Y
26.	Working Brake Light (at least one)	Req'd	Req'd	Req'd	Req'd	Req'd	Req'd
27.	Must have solid, sealed firewall	Req'd	Req'd	Req'd	Req'd	Req'd	Req'd
28.	Fire suit (SFI 3.2A-1), gloves (SFI 3.2-1), & socks (SFI 3.3-1) in High speed Event	Y	Y	Req'd	Req'd	Req'd	Req'd
29.	Drag Races for all cars with an ET of 9.99 or lower - Fire suit (SFI 3.2A-1), gloves (SFI 3.2-1), & socks (SFI 3.3-1)	NA	NA	Req'd	Req'd	Req'd	Req'd
30.	Fire suit (SFI 3.2A-1), gloves (SFI 3.2-1), & socks (SFI 3.3-1) in all High and Low Speed Events & Drag Races if engine is supercharged or blown with a "Roots-type" blower. Not applicable for an accessory driven (mounted in front of engine) blower. Not applicable for a turbocharger.	NA	NA	NA	Req'd	Req'd	Req'd

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

2-17
 1/01/08

N = Not Allowed
 N/A = Not Applicable

SPEED EVENTS

2.7.1.3.	Frame						
Notes:	1 - Transmission cross member is not considered part of frame						
		Group					
		1S & 1	2	3	RP	RPAF	DP
		Req'd	Req'd	Req'd	Req'd	NA	NA
1.	Stock Frame	Req'd	Req'd	Req'd	Req'd	NA	NA
2.	Stock frame - <i>must be narrowed</i> from forward rear spring mounting location in DPA/DPB 1953-1962	NA	NA	NA	NA	NA	Req'd
3.	Modify front cross member in DPA/DPB 1953-1962	NA	NA	NA	NA	NA	Y
4.	Stock frame - <i>may be narrowed</i> from front pinion support cross member rearward in DPA/DPB 1963-1982	NA	NA	NA	NA	NA	Y
5.	Front pinion cross member <i>may be lowered and/or boxed</i> for proper drive shaft clearance in DPA/DPB 1963-1982	NA	NA	NA	NA	NA	Y
6.	Stock frame - <i>may be narrowed</i> from rear control arm frame bracket rearward in DPA/DPB 1984-newer	NA	NA	NA	NA	NA	Y
7.	Tube Frame, if used in DPC, must be NHRA or SCCA certified.	NA	NA	NA	NA	NA	Y
8.	Frame gusseting and/or seam welding	Y	Y	Y	Y	Y	Y
9.	Reinforcing allowed - bolt-on products (spreader bar, camber brace, cross frame, x-brace, etc.)	N	Y	Y	Y	Y	Y
10.	Modify front cross member to permit air intake through license plate location	N	N	Y	Y	Y	Y
11.	Remove or modify rear cross member (near bumper) for fuel cell	N	N	N	Y	Y	Y
12.	Modify wheelbase (to any stock Corvette specification)	N	N	N	N	Y	Y
13.	Modify track - other than using wider wheels) to a maximum of 70"	N	N	N	N	Y	Y
14.	Engine/transmission setback with engine/trans is same general location	N	N	N	N	Y	Y
15.	Mounting for suspension items can be reinforced but not modified	N	N	N	Y	NA	NA
16.	Relocate rear suspension cross member higher than standard location	N	N	N	N	Y	Y
17.	Bend/alter frame (for increased alignment or any other purpose other than damage repair)	N	N	N	N	Y	Y
18.	Mounting can be reinforced, modified or relocated for drive train & suspension items (members, springs, shocks & sway bars)	N	N	N	N	Y	Y
19.	Any or all of frame can be reinforced, modified, or replaced with tube frame or other material of suitable construction	N	N	N	N	Y	NA

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

2.7.1.4.	Suspension						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock suspension members (control arms, sway bars, etc)	Req'd	NA	NA	NA	NA	NA
2.	Notched trailing arms (pre-'84)	N	N	Y	Y	Y	Y
3.	Adjustable Ball Joints	N	Y	Y	Y	Y	Y
4.	Ball Joint Spacers	N	N	N	Y	Y	Y
5.	Adjustable strut rods, trailing arms	N	Y	Y	Y	Y	Y
6.	Any suspension members, except no updating or backdating between pre-84, 84-96, 97-04, and 05 and up	N	N	N	Y	NA	NA
7.	Any suspension members front and/or rear, includes updating or backdating between Year Groups	N	N	N	N	Y	Y
8.	Suspension members may be strengthened	N	N	N	Y	Y	Y
9..	Replace ANY rubber suspension bushings with polyurethane	Y	Y	Y	Y	Y	Y
10.	Solid suspension bushings - stock configuration	N	Y	Y	Y	Y	Y
11.	Suspension bushings - Any, including Offset	N	N	Y	Y	Y	Y
12.	Aftermarket 5-link suspension bolted on without frame modifications	N	N	N	Y	Y	Y
13.	Aftermarket 5-link suspension with frame modifications	N	N	N	N	Y	Y
14.	All except C4 models - Alignment limited to adjustment range of unmodified stock components	Req'd	Y	NA	NA	NA	NA
15.	C4 only - Alignment limited to range available using unmodified stock components (EXCEPT upper control arm fat and thin positioning washers may be swapped front-to-rear) – C4 only	Req'd	NA	NA	NA	NA	NA
16.	C4 only - Fat/thin conical washers must be used, but may be modified to adjust alignment. Conical surface must be retained	N	Y	Y	Y	Y	Y
17.	Modify stock or allowed replacement components for alignment purposes without removing components or changing mounting points	N	N	Y	Y	Y	Y
18.	Spacers under rear camber (strut) rod bracket. Applies to C2 & C3 only.	N	Y	Y	Y	Y	Y
19.	Stock springs for class	Req'd	NA	NA	NA	NA	NA
20.	Change stock rear spring to stock for class fiberglass spring on any car in D class	Y	NA	NA	NA	NA	NA

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
21.	Factory or aftermarket non-adjustable spring of correct configuration for Year Group – C1, C2, C3, & C4 (C4 CANNOT use aftermarket adjustable spring, even with adjusters removed). Modify/remove spring mounting pads.	N	Y	Y	NA	NA	NA
22.	Factory or aftermarket adjustable spring of correct configuration for Year Group – C5-Newer. Modify/remove spring mounting pads.	N	Y	Y	NA	NA	NA
23.	Cut, shorten, collapse, or alter springs, or modify/remove spring mounting pads – Pre-'84 ONLY	N	Y	Y	Y	Y	Y
24.	Any springs, including coil-over shock/springs. Note frame restrictions – no alteration in RP.	N	N	N	Y	Y	Y
25.	Front and/or Rear springs - any leaf, coil, or coil-over shock type	NA	NA	NA	NA	NA	Y
26.	Correct size/length spring bolts & cannot cut pads/spring mounts	Req'd	NA	NA	NA	NA	NA
27.	Any size/length spring bolts or fasteners	N	Y	Y	Y	Y	Y
28.	Any non-adjustable stock-type shock. Adjustable stock type shocks may be used if controlled by strictly stock Factory shock control system. Mounting hardware shall be stock type. Cannot alter mounting points, shock geometry, or bushings.	Req'd	NA	NA	NA	NA	NA
29.	Any type shock using stock mounting (see item 24)	N	Req'd	Req'd	Y	Y	Y
30.	Any type shocks	N	N	N	N	Y	Y
31.	Stock sway bars for CLASS	Req'd	Y	Y	Y	Y	Y
32.	Any diameter sway bar allowed. May be Heim jointed. May have adjustable sway bar end-links.	N	Y	Y	Y	Y	Y
33.	Sway bar removal	N	N	Y	Y	Y	Y
34.	Sway bar removal or use of any sway bar with non-stock location or mount	N	N	N	N	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

2-20
 1/01/08

N = Not Allowed
 N/A = Not Applicable

2.7.1.5.	Brakes						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock brake system for Class . Includes calipers, rotors, & master cylinder.	Req'd	NA	NA	NA	NA	NA
2.	Stock brake system for Year Group. Includes calipers, rotors, & master cylinder.	NA	Req'd	NA	NA	NA	NA
3.	Brake Pads/Shoes - any compound	Y	Y	Y	Y	Y	Y
4.	Remove dust shield	Y	Y	Y	Y	Y	Y
5.	Steel braided brake lines from chassis mounting point to drum/caliper	Y	Y	Y	Y	Y	Y
6.	Brake cooling ducts (any type - front and/or rear)	Y	Y	Y	Y	Y	Y
7.	1964 & older - Replace drum with stock C-2 Corvette disk brakes	Y	Y	Y	Y	Y	Y
8.	1982-OLDER - Update single pin to stock Corvette dual pin calipers	Y	Y	NA	NA	NA	NA
9.	Upgrade calipers with stainless steel or other compound pistons	N	Y	Y	Y	Y	Y
10.	Stock size steel rotors - slotted, dimpled, and/or drilled - <i>must be commercially manufactured</i>	N	Y	Y	Y	Y	Y
11.	Adjustable bias control or different m/c bias spring	N	Y	Y	Y	Y	Y
12.	Larger steel rotors - slotted, dimpled, and/or drilled - commercially manufactured	N	N	Y	Y	Y	Y
13.	Aftermarket or modified Corvette caliper mounting brackets	Y	Y	Y	Y	Y	Y
14.	Aftermarket calipers, or calipers from a different Year Group	N	N	Y	Y	Y	Y
15.	Aftermarket anti-lock system	N	N	Y	Y	Y	Y
16.	Aftermarket master cylinder or master cylinder from any Corvette	N	N	Y	Y	Y	Y
17.	Any 4-wheel type at all four wheels	N	N	N	Y	Y	Y
18.	Dual master cylinders	N	N	N	Y	Y	Y
19.	Brake rotors manufactured from exotic (non-steel) materials	N	N	N	Y	Y	Y
20.	Water Cooling	N	N	N	Y	Y	Y
21.	Inboard brake system	N	N	N	N	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

2.7.1.6.	Steering						
Notes:	1 -No up/backdating between pre-84, 84-96, 97-04, 05 & newer in Group-2 thru RP						
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock steering system	Req'd	Req'd	NA	NA	NA	NA
2.	Add stock for Class power steering if not originally equipped	Y	Y	NA	NA	NA	NA
3.	Replace stock steering wheel w/aftermarket or Corvette steering wheel w/minimum diameter of 14.5" - (1982-older)	Y	Y	Y	Y	Y	Y
4.	Stock steering wheel on 1984-newer	Req'd	Y	Y	Y	Y	Y
5.	Steering wheel no more than ½" smaller in diameter than stock (1984-newer)	N	Y	Y	Y	Y	Y
6.	Any steering wheel	N	N	N	Y	Y	Y
7.	Replace stock rag joint with u-joint coupling	N	Y	Y	Y	Y	Y
8.	Stock operating type steering system (correct for Class)	NA	NA	Y	Y	Y	Y
9.	Any operating type steering system, including update to rack and pinion IF no frame modifications required	N	N	N	Y	NA	NA
10.	Any operating type steering system, including update to rack and pinion – frame modifications allowed	N	N	N	N	Y	Y
11.	Add power steering cooler if not stock equipment	N	Y	Y	Y	Y	Y
12.	Bump steer correction allowed – Pre-'84 ONLY	N	Y	Y	Y	Y	Y
13.	Removal of air bag	N	Y	Y	Y	Y	Y
14.	Quick release steering wheel (Can modify column to install)	N	N	Y	Y	Y	Y
2.7.1.7	Body						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock body	Req'd	Req'd	Req'd	Y	Y	Y
2.	Stock type body, any materials, intact body understructure, completely enclosed driver's compartment segregated from drive train, must have fenders	NA	NA	NA	Y	NA	NA
3.	Recognizable as a Corvette - any materials, fully enclosed driver's compartment with the upper edge of the sides at least eighteen (18) inches above the bottom of the driver's seat, intact firewall & floor, must have fenders	NA	NA	NA	NA	Y	Y
4.	Stock Corvette non-adjustable spoiler on 1982-older	Y	Y	Y	Y	Y	Y
5.	Stock spoiler for class.	Y	Y	Y	Y	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
6.	Aftermarket air dam to add brake cooling ducts in place of stock air dam (1984-newer)	Y	Y	Y	Y	Y	Y
7.	Add Z06 brake ducts to any C5	Y	Y	Y	Y	Y	Y
8.	Custom body panels of approximately stock weight or heavier - includes hoods, wings, spoilers, fender flares, ground effects, etc.	N	Y	Y	Y	Y	Y
9.	Kevlar, carbon fiber, or similar light materials (unless factory stock)	N	N	N	Y	Y	Y
10.	Removable front end – fiberglass, plastic, sheet metal, aluminum, or other solid material	N	N	N	Y	Y	Y
11.	Remove inner fenders	N	N	N	Y	Y	Y
12.	Add functional intake air scoops	N	Y	Y	Y	Y	Y
13.	Replace stock hood latch with hood pins	N	Y	Y	Y	Y	Y
14.	Replace interior components with approximately stock or heavier weight aftermarket equivalent components (i.e., gauges, stereos, upholstery, etc.)	Y	Y	Y	Y	Y	Y
15.	Remove interior components - including passenger seat.	N	N	N	Y	Y	Y
2.7.1.8.	Engine						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Engine strictly stock for year & class EXCEPT as noted below in the Engine section.	Req'd	Req'd	NA	NA	NA	NA
2.	May be updated or backdated within Year Group (C1, C2, C3, C4, C5, C6, etc). Car must compete in the class correct for the Corvette engine used.	N	Y	Y	NA	NA	NA
3.	Class A (65-74 big block engines) in any 63-82 body	N	Y	NA	NA	NA	NA
4.	Class B (63-80 high compression small block) in any 63-82 body	N	Y	NA	NA	NA	NA
5.	Class C (63-70 low compression small block) in any 63-82 body	N	Y	NA	NA	NA	NA
6.	Class D (71-82 low compression small block) in any 63-82 body	N	Y	NA	NA	NA	NA
7.	Any Chevrolet or Corvette design engine. Must run Class correct for year of body/chassis. Note, MA and DPA are the only classes in which Big Blocks are allowed. CLM, ME, MH, and MK must be small blocks.	N	N	Y	NA	NA	NA
8.	Any Chevrolet or Corvette design engine with any Corvette body style. May mix parts from any Chevrolet or Corvette engine. Must run correct class for engine in drag races.	N	N	N	Y	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
	<i>Engine Maintenance/Tune Ups:</i>						
9.	Normal tune-up items can be stock type or performance type replacement items - i.e. plugs, plug wires, points, condenser, distributor rotor and cap, coil, carb jets & metering rods, filter elements, etc. Must fit in stock location & use stock brackets if applicable. This list is not all inclusive.	Y	Y	Y	Y	Y	Y
10.	Wear components may be OEM replacements - i.e., water pump, alternator, fuel pump, battery, starter, hoses, belts, etc. This list is not all inclusive.	Y	Y	Y	Y	Y	Y
	<i>Engine Mechanical - General</i>						
11.	Corvette engine parts may be replaced with GM authorized superseded parts (Burden of proof on entrant)	Y	Y	NA	NA	NA	NA
12.	Cosmetic engine trim items with no performance advantage	Y	Y	NA	NA	NA	NA
13.	Engine mechanical parts must be Chevrolet, except cosmetic items and replacement tune-up or reliability items	Req'd	Req'd	NA	NA	NA	NA
14.	Reliability items can be added- Flex fan, AccuSump, Engine oil cooler (other than stock), etc. This list is not all-inclusive.	N	Y	Y	Y	Y	Y
15.	ALL engine parts may be performance parts, including manifolds and heads, unless specified otherwise	N	N	Y	Y	Y	Y
16.	Performance pulleys	N	Y	Y	Y	Y	Y
17.	Gasoline must be used. (See section 2.8 para. 9. line L. Item 3.)	Y	Y	Y	Y	Y	Y
	<i>Engine Mechanical - Block</i>						
18.	Stock block (including material)	Req'd	NA	NA	NA	NA	NA
19.	Any Chevrolet or Corvette block with stock for class material, dimensions & components	N	Y	Y	NA	NA	NA
20.	Any Chevrolet or Corvette design type block - steel or aluminum	N	N	Y	Y	Y	Y
21.	Cylinder bore cannot exceed .070 beyond stock	Req'd	Req'd	NA	NA	NA	NA
22.	Stock stroke	Req'd	Req'd	NA	NA	NA	NA
23.	Any bore &/or stroke	N	N	Y	Y	Y	Y
	<i>Engine Mechanical - Top End</i>						
24.	Stock intake manifold for engine and class	Req'd	Req'd	NA	NA	NA	NA
25.	Performance type Intake manifold allowed	N	N	Y	Y	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

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N = Not Allowed
 N/A = Not Applicable

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
26.	Lifter galley splash pan allowed	N	Y	Y	Y	Y	Y
27.	Stock cylinder heads for engine and class	Req'd	Req'd	NA	NA	NA	NA
28.	Performance Chevrolet type cylinder heads allowed - steel or aluminum	N	N	Y	Y	Y	Y
29.	Port matching to a depth of ¼ inch	N	Y	Y	Y	Y	Y
30.	Port matching to any depth	N	N	Y	Y	Y	Y
31.	Change press fit to screw-in rocker studs (with or without guide plates) and/or add stud girdles	N	Y	Y	Y	Y	Y
32.	Stock type rocker arms, pushrods & lifters	Req'd	Req'd	NA	NA	NA	NA
33.	Performance type rocker arms, push rods & lifters allowed	N	N	Y	Y	Y	Y
34.	Double nuts or polylocks on rocker arms	Y	Y	Y	Y	Y	Y
35.	Stock type valves	Req'd	Req'd	NA	NA	NA	NA
36.	Performance type valves allowed	N	N	Y	Y	Y	Y
37.	Stock valve springs, retainers, & keepers	Req'd	NA	NA	NA	NA	NA
38.	Any valve springs, retainers, & keepers	N	Y	Y	Y	Y	Y
	<i>Engine Mechanical - Bottom End</i>						
39.	Stock crankshaft, connecting rods, & rod bolts	Req'd	Req'd	NA	NA	NA	NA
40.	Performance crankshaft and connecting rods allowed	N	N	Y	Y	Y	Y
41.	Pistons, rings, & bearings - stock or stock type OEM with same weight, dimensions & configuration (dome, dome height, flycuts and dish)	Req'd	Req'd	NA	NA	NA	NA
42.	Balancing of pistons, connecting rods, and crankshaft. Blueprinting and/or indexing of crankshaft.	N	Y	Y	Y	Y	Y
43.	Performance type pistons, rings & bearings allowed	N	N	Y	Y	Y	Y
44.	Full floating wrist pins allowed if stock piston can support wrist pin locks	N	Y	NA	NA	NA	NA
45.	Stock harmonic balancer	Req'd	NA	NA	NA	NA	NA
46.	Aftermarket harmonic balancer of any type	N	Y	Y	Y	Y	Y
47.	Stock timing chain & gears for class	Req'd	Y	Y	Y	Y	Y
48.	Double roller or performance type timing chain and gears	N	Y	Y	Y	Y	Y
49.	Stock camshaft	Req'd	NA	NA	NA	NA	NA
50.	Aftermarket camshaft that meets GM production specifications for lift, duration, and overlap for the class	N	Y	NA	NA	NA	NA
51.	Performance type camshafts allowed	N	N	Y	Y	Y	Y
52.	Stock or stock type oil pump	Req'd	Req'd	NA	NA	NA	NA

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

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N = Not Allowed
 N/A = Not Applicable

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
53.	Dry sump oiling system (not original equipment – i.e., add-on or aftermarket). Note, if factory stock, this is allowed in all groups.	N	N	Y	Y	Y	Y
	<i>Engine Fuel & Air Intake Systems</i>						
54.	Fuel system (pump, regulator, lines, etc.) strictly stock (cool cans may not be used)	Req'd	NA	NA	NA	NA	NA
55.	1981-OLDER - Any Quadrajet that fits stock manifold and uses stock choke assembly	Y	NA	NA	NA	NA	NA
56.	Holley or Carter carburetor within Year Group (C1, C2, C3) - proof of up/backdating required if applicable	Y	NA	NA	NA	NA	NA
57.	1953-82 - Any carburetor or mechanical Rochester FI unit that will fit stock manifold. Spacer between manifold & carburetor not allowed Class C limited to 600 CFM with Holley carburetor. Class D limited to Rochester Quadrajet only	N	Y	NA	NA	NA	NA
58.	1984-NEWER - Stock for class throttle body	Req'd	Req'd	NA	NA	NA	NA
59.	Remove MAF screens, aftermarket fuel injectors, aftermarket airfoils	N	Y	NA	NA	NA	NA
60.	Any type carburetion or fuel injection	N	N	Y	Y	Y	Y
61.	Any fuel pump	N	Y	Y	Y	Y	Y
62.	Any fuel pressure regulator, including adjustable &/or shimming stock	N	Y	Y	Y	Y	Y
63.	Wrap fuel lines	N	Y	Y	Y	Y	Y
64.	Wrap intake runners or plenum	N	N	Y	Y	Y	Y
65.	Nitrous Oxide plumbing & fittings allowed IF capped close at supply fitting AND Nitrous Oxide supply removed from car.	N	N	Y	Y	Y	Y
66.	Fuel Cell	N	Y	Y	Y	Req'd	Req'd
67.	Stock air cleaner & air intake system before carburetor or throttle body	Req'd	NA	NA	NA	NA	NA
68.	Any stock or aftermarket air cleaner housing that uses stock size air filter element for class. Air cleaner, air filter, and any stock intake ducts MUST be in place at all times.	Y	NA	NA	NA	NA	NA
69.	Any air cleaner and/or performance air intake system before carburetor or throttle body. Air cleaner housing & filter MUST be in place	N	Y	Y	NA	NA	NA
70.	Any air cleaner and/or performance air intake system before carburetor or throttle body. Air cleaner housing & filter RECOMMENDED to be in place	N	N	N	Y	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
71.	Emissions equipment can be removed/bypassed - '82 & older	Y	Y	Y	Y	Y	Y
72.	Emissions equipment can be removed/bypassed - '84 & newer	N	Y	Y	Y	Y	Y
73.	Modify stock brackets or add aftermarket brackets and pulley to replace emissions pump and/or air conditioning	N	Y	Y	Y	Y	Y
74.	Turbocharged or Supercharged induction system	N	N	N	Y	Y	Y
	Engine Electrical						
75.	Strictly stock computer, sensors, accessories and connections except that any PROM or PROM program is allowed	Req'd	Y	NA	NA	NA	NA
76.	MAT sensor may be relocated from stock location	N	Y	Y	Y	Y	Y
77.	Any aftermarket and/or add-on computer system controller and/or sensors; none required	N	N	Y	Y	Y	Y
78.	Remove ignition shielding	Y	Y	Y	Y	Y	Y
79.	Ignition must be strictly stock	Req'd	NA	NA	NA	NA	NA
80.	1953-1981 ONLY - Ignition may be any battery operated	N	Y	NA	NA	NA	NA
81.	1982-NEWER Ignition must be controlled by ECU Computer	Req'd	Req'd	NA	NA	NA	NA
82.	Any type Ignition except magneto	N	N	Y	NA	NA	NA
83.	Any type ignition system including magneto	N	N	N	Y	Y	Y
84.	Battery in stock location	Req'd	NA	NA	NA	NA	NA
85.	Battery may be relocated if securely mounted. If in passenger compartment, must be in an externally vented box or a Gel Cell type battery	N	Y	Y	Y	Y	Y
86.	Charging system strictly stock	Req'd	Req'd	NA	NA	NA	NA
87.	Charging system (stock or aftermarket)	N	N	Req'd	NA	NA	NA
88.	Eliminate charging system	N	N	N	Y	Y	Y
89.	Stock starter, or OEM replacement of equivalent design, size, & weight	Req'd	Req'd	NA	NA	NA	NA
90.	Performance type starter	N	N	Y	Y	Y	Y
	Engine Cooling						
91.	Alter control of engine cooling fans or add external fan regulation	Y	Y	Y	Y	Y	Y
92.	1953-1982 - Add supplemental electric cooling fan in addition to stock belt-driven fan	Y	Y	NA	NA	NA	NA
93.	May use electrical fan(s) instead of engine driven fan	N	N	Y	Y	Y	Y
94.	Aftermarket engine oil cooler	N	Y	Y	Y	Y	Y
95.	Stock water pump for engine and class	Req'd	Req'd	NA	NA	NA	NA

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

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N = Not Allowed
 N/A = Not Applicable

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
96.	Any water pump, including electric	N	N	Y	Y	Y	Y
97.	Radiator - stock or aftermarket of essentially same or size & weight or heavier	Y	Y	Y	NA	NA	NA
98.	Any type radiator allowed	N	N	N	Y	Y	Y
2.7.1.9.	Clutch and Flywheel						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock or OEM Replacement	Req'd	NA	NA	NA	NA	NA
2.	Stock operating type - no aluminum, no clutchflite	N	Y	Y	Y	Y	Y
3.	Stock operating type - aluminum allowed	N	N	Y	Y	Y	Y
4.	Any type allowed	N	N	N	Y	Y	Y
2.7.1.10.	Transmission						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock, including ratios, for year, model & option	Req'd	NA	NA	NA	NA	NA
2.	Any transmission factory available for Class	N	Y	NA	NA	NA	NA
3.	Any type transmission	N	N	Y	Y	Y	Y
4.	Aftermarket shifter and/or shift kits - 1982-older only	Y	Y	Y	Y	Y	Y
5.	Aftermarket shifter, shift kits, and torque converts	N	Y	Y	Y	Y	Y
6.	Aftermarket transmission cooler	Y	Y	Y	Y	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

2.7.1.11.	Drive Axle						
Notes:							
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock with correct ratios for year/engine/transmission combination	Req'd	NA	NA	NA	NA	NA
2.	Stock for class - any ratio that fits in stock housing allowed	N	Y	Y	NA	NA	NA
3.	Stock type, any ratio that fits in stock housing allowed. Any Hotchkiss type is allowed in CLM	N	NA	Y	NA	NA	NA
4.	Stock type, stock location, any ratio	N	NA	NA	Y	Y	Y
5.	Any type, any ratio, rear wheel drive only	NA	NA	NA	NA	Y	Y
2.7.1.12.	Exhaust						
Notes:	1 - All must comply with event requirements & noise restrictions						
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	Stock or OEM replacement correct for year, model & option Except muffler can be any replacement mounted in stock location Except a complete "cat back" system can be used on 1984-newer if same size(diameter) and configuration as stock system.	Req'd	NA	NA	NA	NA	NA
2.	Stock catalytic converter and Pre-converter Except - may be removed/bypassed only on 1982-older	Req'd	NA	NA	NA	NA	NA
3.	Add-on balance tube, cross-over, h-pipe, etc allowed only on Classics	Y	NA	NA	NA	NA	NA
4.	Update/backdate complete under car exhaust system (except manifolds) on 1963-1982 only No cutting allowed except for muffler installation. Muffler can be welded in place	Y	NA	NA	NA	NA	NA
5.	Transmission cross member can be replaced with stock Corvette cross member from an earlier model to allow installation of dual exhaust only on 1982-older	Y	NA	NA	NA	NA	NA
6.	Factory or OEM replacement side pipes allowed on 1963-1982. Side pipes MUST fit to stock manifolds for engine claimed with out cutting/welding. Must use covers stock for body type covers (reproductions, including fiberglass) allowed	Y	NA	NA	NA	NA	NA
7.	Any exhaust system that meets the site noise restrictions. Headers allowed.	N	Y	Y	Y	Y	Y
8.	H-Pipe and Oxygen Sensors must be exact factory location.	Req'd	NA	NA	NA	NA	NA

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

SPEED EVENTS

2.7.1.13. Wheels							
Notes:	1 - Space Saver spare wheels cannot be used						
		Group					
		1S & 1	2	3	RP	RPAF	DP
1.	1982-OLDER - Any type 15-inch wheel, all 4 same size, 8.5 inch width maximum	Req'd	NA	NA	NA	NA	NA
2.	1984-NEWER - Any type wheel with correct diameter & width for class & axle; adapters allowed	Req'd	NA	NA	NA	NA	NA
3.	1982-OLDER - any width wheel with minimum diameter of 15", adapters allowed	N	Req'd	NA	NA	NA	NA
4.	1984-NEWER - any width wheel with minimum diameter of 16", adapters allowed	N	Req'd	NA	NA	NA	NA
5.	Any width with a minimum diameter of 15" – See note #1	N	N	Y	Y	Y	Y
6.	Any – see note #1	NA	NA	NA	NA	NA	Y
2.7.1.14. Tires							
Notes:	1 - Cannot use recapped or Space Saver Spare tires.						
	2 - Cannot have cords showing.						
		Group					
		1S & 1**	2	3	RP	RPAF	DP
	** The only difference between Group-1S & Group-1 is detailed in 2.7.1.14.1 and 2.7.1.14.2 (following two entries)						
1.	<p>Factory original tires, and replacement STREET tires with MINIMUM DOT wear rating of 110 manufactured with MINIMUM 8/32" tread depth NEW & HAVING 2/32" or more tread remaining (i.e., tread must be ABOVE wear bars).</p> <p>Group-1S tires not meeting minimum tread depth specification move car to Group-1</p> <p>1982-OLDER - All four tires must be same size & construction, minimum profile is Series 60.</p> <p>1984-NEWER - Tire size (diameter, width, & profile) MUST be correct for class & axle.</p>	Req'd If tires fall in this category the car is Group-1S	NA	NA	NA	NA	NN A

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

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N = Not Allowed
 N/A = Not Applicable

SPEED EVENTS

		1S & 1	2	3	RP	RPAF	DP
11.	Remove front license plate bracket (requires stock-type filler if originally factory equipped on the model)	Y	Y	Y	Y	Y	Y
12.	Remove steering column lock, or install factory or aftermarket steering column lock bypass	Y	Y	Y	Y	Y	Y
13.	Remove exhaust system - <i>if event site permits</i>	N	Y	Y	Y	Y	Y
14.	Remove grille	N	Y	Y	Y	Y	Y
15.	Remove rocker panels	N	Y	Y	Y	Y	Y
16.	Remove ignition shielding	Y	Y	Y	Y	Y	Y
17.	Remove engine driven belts - Note that belts still required on crank, water pump (IF BELT-DRIVEN), alternator/generator	N	Y	Y	Y	Y	Y
18.	Remove heater - only on 1953-1968 cars - Note that firewall penetrations must be sealed and factory covers must be in place over dash holes	N	Y	Y	Y	Y	Y
19.	Remove heater hoses	N	Y	Y	Y	Y	Y
20.	Remove front &/or rear bumpers and brackets - Note that facia(s) must remain in place	N	Y	Y	Y	Y	Y
21.	Remove miscellaneous engine and exterior trim items	N	Y	Y	Y	Y	Y
22.	Lighten by removing components, systems, or equipment not listed as required	N	N	N	Y	Y	Y
23.	Remove passenger seat	N	N	N	Y	Y	Y
24.	Aftermarket radio.	Y	Y	Y	Y	Y	Y
25.	Remove radio.	N	N	N	Y	Y	Y

Req'd = Required
 Y = Allowed but not required
 Year Group C1, C2, C3, C4, C5, C6, etc.

2.7.2. EXHIBITION CLASS

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

1. The Exhibition Class is limited to low speed events. (Valid for Low Speed Autocrosses and Low Speed Matching Times. Not valid for other event types including Drag Races or Matching Times on a Drag Strip).
2. In order for the vehicle to be placed in the Exhibition Class, it MUST not be legal for any other NCCC Class.
3. MUST use DOT street tires that are legal in Groups 1-Street or 1.
4. MUST pass a Safety Tech (see NCCC Tech Inspection Form -- Speed Events and Drag Races, Section 12.4.).
5. MUST meet Group-II Safety and Equipment Requirements.

2.7.3. NOVICE CLASS

1. A driver MUST have a valid Novice license to compete in the Novice Class. See Section 1.7.3 (Novice License) of this Rulebook for eligibility requirements.
2. There will be only two Novice Classes, M (Men) and L (Ladies). Corvette type is irrelevant.
3. Safety Equipment - The safety equipment required in this Class shall be the same as the safety equipment requirements of the Group (Group with the least modifications) that the vehicle's tires fit into (i.e. vehicles with tires that are legal in Group 1 and up shall meet the safety requirements of Group 1, etc).

2.7.4. GUESTS AND GUEST CLASS

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

2.8. SPEED EVENT TECH (TECHNICAL) & SAFETY INSPECTION

1. The Tech Committee led by the Chief Technical Inspector is responsible for inspecting and validating the classification of all competing vehicles.
2. All vehicles MUST pass a safety inspection prior to competing. Any vehicles judged unsafe by the Tech Committee MUST NOT be permitted to run. Entry fees MUST be refunded if the car fails to pass the inspection.
3. A vehicle MUST tech for only one class (mens and ladies) at any given event. Using the vehicle for Novice Class in addition to the Class above is allowed.
4. Upon passing inspection, a vehicle shall be marked with a visible check or sign, the vehicle number(s) and, preferably, the class(es).
5. The vehicle number and, preferably, the class MUST be visible at all times on the vehicle.

SPEED EVENTS

6. Cars **MUST** be re-teched for safety after an accident or off track excursion.
7. It is recommended that class winners at major events (NCCC Convention) be re-teched for correct classification at the end of class competition.
8. At the discretion of the RCD or event Chairperson, all cars are subject to re-tech at any time. Cars can be spot-checked during practice, timed, or elimination runs. Cars failing re-tech will be disqualified and receive no points or awards. No second chances will be given.
9. Using NCCC Tech Inspection Form 12.4, perform a safety/technical inspection and classification on all cars/equipment prior to permitting them to compete as follows:
 - A. **HELMETS**
 1. Helmets are **REQUIRED IN ALL CLASSES** at ALL Speed and Drag Race Events.
 2. Helmets must be SNELL Foundation certified, either “SA” (automobile) or “M” (motorcycle). A SNELL foundation rating of “K” (kart) is not allowed. A DOT approval is not sufficient without the SNELL certification.
 3. SNELL ratings are updated every five (5) years (i.e., 1995, 2000, 2005, 2010, etc). The rating dates for legal helmets must fall within the last two testing cycles.
 4. A helmet from the second previous testing cycle is also allowed if it is SNELL certified and has a manufacture date less than ten (10) years old. e.g., in the year 2008, SNELL ratings of SA2000 or M2000 and SA2005 or M2005 will be legal. In addition, a SA1995 or M1995 helmet with a manufacture dates during 1998 and 1999 would be legal until they exceed 10 years of age.
 5. The Chief Technical Inspector reserves the right to prohibit any helmet because of excessive wear, damage, or improper fit.
 6. It is the responsibility of the host club to ensure that all competitors use approved helmets.
 7. When a competitor owns his/her helmet, it is suggested that the driver’s name, birthdate, blood type, allergies, date of last tetanus, and any other essential medical information be affixed to the back.
 - B. **SHOES** - Entrants **MUST** wear shoes of closed construction. No sandals, etc.
 - C. **FIRE SUITS**
 1. Fire suits including gloves and foot socks are required for:
 - a. Drivers of all Group-3 vehicles at High Speed Events (recommended at Low Speed Events),
 - b. Drivers of all vehicles running an ET (Elapsed Time) of 10.00 seconds or less at Drag Race events, and
 - c. At all events for drivers of vehicles equipped with Blowers or Superchargers (not turbochargers). An exception to this rule is made for superchargers that are “accessory” mounted at the front of the engine. As with turbochargers, fire suits are recommended, but not required, for accessory mounted superchargers at the front of the engine.
 2. The suit **MUST** carry a minimum rating of SFI-3.2A-1.
 3. The gloves and foot socks **MUST** carry a minimum rating of SFI 3.3-1.
 4. Fire suits are recommended for Group 1 and Group 2 vehicles.
 - D. **FIRE EXTINGUISHERS** -- **MUST** be UL approved with a minimum rating of 5 BC.
 1. Groups 1-Street and 1 -- Recommended in all classes for Low Speed Events and **REQUIRED** at High Speed Events.
 2. Group 2 and 3 -- Required in all classes.

3. Fire extinguisher **MUST** be solidly mounted (sturdy bracket mounted with bolt, screw, or Roll Bar clamp).
 4. Fire extinguisher **MUST** be accessible from the driver's seat when belts or harnesses are **RELEASED**.
 5. Functional On-Board System will satisfy the Fire Extinguisher requirements.
- E. SEAT BELTS
1. Group 1-S, Group- 1 and Group-2:
 - a. All vehicles **MUST** be equipped with a driver and passenger safety belts that can be quickly released under strain.
 - b. Stock seat belts are acceptable if in good condition.
 - c. If other than stock, the belts must be capable of quick release under strain, and must be fastened in a manner to restrain the pelvic girdle at an angle of about forty-five (45) degrees to vertical.
 - d. It is **MANDATORY** that seat belts have "metal to metal" buckles.
 2. Group III Modified and RP - **MUST** use either seat belt and shoulder harness at least three (3) inches wide and SFI approved; or SFI approved five (5) or six (6) point harness with lap and shoulder belts at least three (3) inches wide. It is **MANDATORY** that all belts have "metal to metal" buckles and are able to be quickly released under strain. It is **recommended** that all belts must be dated within the previous five years. **Belts must be in good condition.**
 3. Group 3 RPAF and DP -- **MUST** use SFI approved five (5) or six (6) point harness with lap and shoulder belts at least three (3) inches wide. It is **MANDATORY** that all belts have "metal to metal" buckles and are able to be quickly released under strain. It is **recommended** that all belts must be dated within the previous five years. **Belts must be in good condition.**
- F. BRAKES -- Brakes will be checked for pedal travel, firmness, and fluid level.
- G. LOOSE OBJECTS - All loose objects **MUST** be removed from the vehicles before they go through tech inspection.
- H. TIRES
1. Recaps, space saver spares, and studded tires are not allowed for competition.
 2. Tires **MUST NOT** touch body or frame at any time.
 3. Tires **MUST NOT** have cords showing.
 4. Street tires **MUST** show visible evidence of an original manufacturer's tread pattern full circle of tire.
 5. All street tires **MUST** have a minimum of twenty-five (25) pounds pressure in speed events (not applicable to DOT autocross/race compound tires). Tires will be checked on a random basis at the start line to ensure pressures are no lower than the minimum pressure. Those that are too low will be disqualified. There are no minimum air pressure requirements for Drag Race events.
 6. DOT autocross/race compound tires and drag slicks **MUST** have visible wear indicators.
 7. In Drag Race events, screws may be used to hold tires in place on wheels of cars in Group-2 and above.
- I. HUBCAPS, CENTER CAPS and TRIM RINGS - **MUST** be removed in all classes.
- J. LUG NUTS and WHEEL STUDS
1. **MUST** have all studs and lug nuts (none broken or missing) on each wheel.
 2. Wheel Shims are legal.
 3. Lug nuts **MUST** be tight and have a minimum of six (6) turns on stud.
 4. ½" Minimum diameter studs are recommended on all Group 3 cars.

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

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

P. ROLL CAGES

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

Q. BLOWERS, SUPERCHARGERS and TURBOCHARGERS

1. Except for the RPO-B2K Callaway Twin Turbo Corvette, only RP or RPAF, Corvettes are allowed to run this equipment.
2. Cars equipped with roots-type superchargers/blowers **MUST** have blower safety strap. Not applicable to accessory mounted (front of engine) superchargers.

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

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

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

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2.9. DRIVERS MEETING

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

2.10. PENALTIES

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

2.11. SCORING

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

2.12. AWARD REQUIREMENTS

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

2.13. PROTESTS

1. See Section 9 of this Rulebook for procedures.

2.14. ABBREVIATIONS, TERMINOLOGY, & DEFINITIONS

CL - Classic

DNF - Did Not Finish

DNR - Did Not Run

ECM - Engine Control Module (engine computer)

ET - Elapsed Time

MT - A Matching Times Event.

OEM - Original Equipment Manufacturer

RP - Race Prepared Class.

RPAF - Race Prepared with Altered Frame Class.

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

AUTOCROSS - An automobile gymkhana. See Section 2.1.2 for NCCC definition

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

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

CLASSIC - A 1953 through 1962 Corvette.

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

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

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

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

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

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

GYMKHANA – Another term for autocross.

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

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

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

MECHANICAL PART - Any fixed or moving part.

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

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

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

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

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

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

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

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

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

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

SMALL BLOCK - A Chevrolet or Corvette engine originally manufactured in displacements from 265 through 400 (427 for LS2) cubic inches. First Generation small blocks (265 – 400 cubic inches) were used in Corvettes from 1956 through 1971 and were limited to 350 cubic inches in the Corvette. Second Generation small blocks were all 350 cubic inches (and designated 5.7 liters) in the Corvette and were used from 1992 through 1996. Third Generation small blocks are an aluminum block with no parts interchangeable to

generations one and two. However, third generation small blocks share similar external dimensions and the same cylinder bore spacing of 4.4 inches. In Corvettes, they include the 5.7 liter (346 cubic inches) LS1 and LS6 engines used between 1997 and 2004. Fourth Generation small blocks began as the LS2 in 2005 and include the LS7 of 2006 and LS3 of 2008. Fourth generation Corvette small blocks are the LS2 at 6.0 liters (or 364 cubic inches), LS3 (376 cubic inches), and LS7 at 7.0 liters (or 427 cubic inches).

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

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

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

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

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

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

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

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

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

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

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

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

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

NOTES

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