

# **SPEED EVENTS**

## **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.

## **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.

## **SPEED EVENT CATEGORIES**

May be either a Low or a High Speed Event

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.

## **RULES FOR SETTING UP A SPEED EVENT**

### **GENERAL SETUP**

1. All participants (workers and entrants) **MUST** sign an insurance waiver.
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.
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.

### **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.).
2. 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 nonentrant). 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.

3. 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 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.

4. All course pylons and directional pylons (including those before and after timed portion) **MUST** be marked by a line encircling the pylon.

5. The course layout **MUST** be the same for all drivers.

6. 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.

7. There **MUST** be sufficient workers to adequately cover all parts of the course.

8. 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.

9. 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.

## 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.
4. No one is allowed on the track/course without wearing an approved helmet and seat belt.

## 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.

## 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.

## **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,
2. **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.
3. **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.
4. **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.
5. **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.
6. **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.

## **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.

## **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.

## **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.

## **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.

## **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 (men's 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.

## 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.

## DRIVERS' MEETING

1. A Drivers' Meeting MUST be held before the event.
2. All 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.

## 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 Drivers' 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.

## 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.

## **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 classes.
  - D. Three (3) awards -- Twelve (12) to seventeen (17) car classes.
  - E. Four (4) awards -- Eighteen (18) to twenty-four (24) car classes.
  - 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.