



NATIONAL COUNCIL OF CORVETTE CLUBS

Paul Hamersly

ROADRUNNER REGION COMPETITION DIRECTOR

May 21, 2009

Roadrunner Governors and Officers,

Results for all Roadrunner Region events to date are posted on the region web site, as are up-to-date point standings.

Results for Sanctioned Events must be submitted using the current form available on the NCCC national web site. The form has been changed to permit submitting multiple events (up to seven) on a single spreadsheet. Special rules that **must be followed** when preparing results:

1. Entrant names must be "exactly" as listed on the current NCCC Membership roster.
2. NCCC numbers must be in the format of "RR-ccc-nnnn" (men) or "RR-ccc-nnnnL" (ladies). RR = Roadrunner, ccc = NCCC Club number, & nnnn = member number with leading zeros, as applicable.
3. Note that speed events have a new-for-2009 bonus point system that is detailed in Chapter 8 of the NCCC Rulebook.
4. All entrants can be listed on the result spreadsheets, including non-NCCC. The language stating "list only NCCC entrants" is no longer valid. Simply ensure that the non-NCCC entrants have nothing entered in the NCCC Number, Club, and Points fields of the result spreadsheet.

Results, copies of signed waivers (scanned and submitted as a "jpg" file is preferred), and the event fees of \$1/Corvette driver in a speed event or \$1/Corvette in other events is due within 15 days of the event.

Event waivers require a witness name and address at the bottom of every sheet, as well as the event description (including Sanction Number) and date at the top of every sheet.

A K&K Certificate of Insurance must be obtained for all Sanctioned events. Clubs must retain Certificates of Insurance and signed event waivers for seven years. All other club events to be covered under the K&K Annual Insurance Certificate should include waivers for participants and guests, as well as documentation in the club's newsletter, flyers, etc. An individual event Certificate of Insurance is suggested for all non-sanctioned events that are autocrosses, rallyes, or other event types that could be sanctioned.

The Tech Inspection Form I created for Roadrunner a few years ago, is updated and was approved as the national form. It is available on the NCCC web site. To ease checking tire sizes for Group-1S cars, I created a spreadsheet of all stock Corvette Tire Sizes. It is being sent to all RR governors.

Competition Committee Meeting Notes from May 1, 2009:

1. Clarification – a larger (2009 version) dry sump oil tank cannot be installed in a 2006-2008 Z06 in Group-1S/1.
2. Clarification – Clubs hosting an autocross must break a tie between two or more drivers with identical times to the third decimal. The tie-breaker process will be to revert to each driver's next best time.
3. Convention Drags – NHRA rules apply, so harnesses must be less than 2 years old.
4. GM is voiding warranties on Corvettes with altered computer programs as well as other modifications. By law, a warranty can be voided for the components affected by an owner's change, but other systems and components are still covered under warranty.

Items being considered for the next rulebook include:

1. Expanding the Rulebook passenger requirement from the current 16-years old and a licensed driver, to include a 12-year old (or older) child of the driver.
2. Changing the passenger rule to allow a driver who is finished competing on a specific course to ride with a Novice driver for the purpose of instruction. If approved, this will also entail removal of the current rulebook entry indicating that a passenger cannot coach the driver; adding a definition of a changed course to be a "substantial change;" and adding a statement that individual clubs can further restrict passengers if they desire.
3. Reconsideration of the Group-1S tire size requirement and potentially changing it to "safely fits the stock wheel" versus requiring the exact original tire size.
4. Considering adding language covering the conduct of reruns in a speed event to ensure that all reruns are treated identically.
5. Considering allowing "any type shock that uses stock mounting points" in Groups-1S/1.

There was discussion of the 2009 point system. Some RCDs appear to be resistant to change. However, the consensus was that the system should be evaluated after at least a year's use. Several comments were made in favor of the new system because it gives more people a chance to win a region or national award by rewarding driver competitiveness within groups of cars with similar performance potential rather than simply the FTD cars.

I encourage all Governors to send me their thought on these issues, as well as any other issues they would like me to present to the Competition Committee on their behalf.

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