

New England Corvette Judging Council

Classification Guidelines

General Guidelines:

- Cars should be grouped on the field by model years rather than judging class (street/super street/show). Cars should be color-coded by class. This could be done by sticking a colored dot on the car's windshield and a matching colored dot on the judging sheets.
- Guidelines for classifying cars as they come in the gate –
 1. If the classifying judge(s) determine a car to be in street class, the participant still has the option to move up to super street or show, although they would be discouraged from doing so.
 2. If the classifying judge(s) determine a car to be in super street or show class, the participant may not compete in street class, but does have the choice between super street or show. The participant may choose to keep his hood closed and compete in super street, or open it to ask for the classifying judges' recommendation on what class to compete in. A participant competing in street or super street must keep his hood closed on the judging field once judging begins. Hoods may be opened only to allow access for cleaning judged exterior areas, and the time open must be kept to a minimum.
 3. A participant whose car is classified super street or show may move down to street only after demonstrating to the classifying judge(s) compelling justification for moving down. Such justification would include significant wear or damage that would not have normally been visible to the classification judge(s).
- Guidelines for determining street vs. super street/show cars.
 1. As a general guideline, street cars should be those that exhibit wear and tear typical of a daily driver.
 2. The car's visible condition is checked for any damage or wear that is not correctable within the cleaning and preparation time allotted before judging begins. The presence of significant such damage or wear would be reason to classify a car as street class.
 3. First the exterior would be evaluated, including all areas to be judged – body and paint, wheels and tires, chrome, weatherstrip, convertible top, etc.
 4. If no significant exterior damage or wear is found that would cause a car to be in street class, then the interior would be evaluated next, including all readily visible areas to be judged – upholstery, carpet, headliner, trim, weatherstrip, etc.
 5. The classifying judge should ask the participant if there is any reason their interior may not be judged. This could save time in inspection of the interior for damage or wear, if such areas are brought to the judge's immediate attention.
 6. If still no significant damage or wear is found, then the car is classified super street/show, with the participant allowed to choose between them. The participant may ask for advice from the classifying judges on whether to compete in super street or show
- There would be at least two NECJC council members (from clubs other than the hosting club) present at each judged show. They would observe classification, for the purpose of promoting

consistency in the process across different clubs' events. They would also be available to settle disputes throughout the day, when requested by the hosting club's officials.

- Current and future model year Corvettes would be prohibited from competing in street or super street classes, therefore only be allowed to compete in show class. Previous model year Corvettes would be prohibited from competing in street class, therefore only be allowed to compete in super street or show class. For example, during 2004, 2002 and older Corvettes might compete in any class, 2003 Corvettes might compete in super street or show class only, and 2004 or 2005 Corvettes must compete in show class.

New England Corvette Judging Council – Classification Guidelines (cont.)

Breakdown of Classes:

- These guidelines do not dictate what classes a club has to have at their show, but provides all the possible classes with guidelines on combining them if a hosting club so chooses. The main reason for this is based on the financial ability of clubs to support different numbers of classes.
- The breakdown of stock classes (with Street, Super Street, and Show divisions) is as follows, with guidelines for combining some of the classes:

53-62

63-67 Roadsters

63-67 Coupes

68-72 Roadsters (may be combined with 73-75 Roadsters)

68-72 Coupes

73-75 Roadsters (may be combined with 68-72 Roadsters)

73-77 Coupes

78-79 (may be combined with 80-82)

80-82 (may be combined with 78-79)

84-90 Coupes

86-90 Roadsters (may be combined with 91-96 Roadsters)

91-96 Coupes

91-96 Roadsters (may be combined with 86-90 Roadsters)

ZR-1s (show only since engine is discriminator from other C4s; may be included in 84-90 or 91-96 as appropriate)

97-00 Coupes (may be combined with 01-04 Coupes)

98-00 Roadsters (may be combined with 01-04 Roadsters)

01-04 Coupes (may be combined with 97-00 Coupes)

01-04 Roadsters (may be combined with 98-00 Roadsters)

99-04 Fixed-Roofs (may be included in 97-04 Coupes)

- Convertibles with hardtops installed would fall under the roadster class, but would receive a 2-point deduction for the convertible top.
- For modified classes, the classes should be based on the what the club can afford, with the following “menu” of classes based on the desired number of modified classes:

1 class - Modified

2 classes - Custom, Personalized

3 classes - Custom, Personalized Super Street, Personalized Show

4 classes - Custom Super Street, Custom Show, Personalized Super Street, Personalized Show

6 classes - Custom Super Street, Custom Show, 53-82 Personalized Super Street, 53-82

Personalized Show, 84-04 Personalized Super Street, 84-04 Personalized Show

- There could be a class for trailered Vettes, but not a separate class for Race Prepared. Race Prepared would fall under Custom.
- Guidelines for classification of modified Corvettes are presented on the following page.

NECJC GUIDELINES FOR CLASSIFICATION OF MODIFIED CORVETTES

0 – 3 CHANGES = STOCK
4 – 5 CHANGES = PERSONALIZED
6 OR MORE CHANGES = CUSTOM

ALL CORVETTES CLASSIFIED AS PERSONALIZED OR CUSTOM MUST COMPETE IN THE “SUPER STREET” OR “SHOW” CLASS, AS APPROPRIATE.

EXEMPT MODIFICATIONS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

EXTERIOR EXEMPTIONS

1. Mud Flaps
2. Antennas
3. Dust Covers
4. Painted Factory Calipers
5. Exhaust Tips, Systems, and Plates
6. License Plate Frames or Covers
7. Valve Stem Caps on Tires
8. Mirror Wind Deflection Add-Ons
9. Static Cling Covers (if removed)
10. Same Generation Corvette Parts (wheels, hood, sidepipes, etc.)

INTERIOR EXEMPTIONS

1. Telephone / CB
2. Radio or Speakers in Stock Location
3. Extra Gauges / Compass
4. Fire Extinguisher
5. Shifter Knob
6. Door Sill Covers (fixed in place)
7. Attached Plates / Lettering
8. Inside of Trunk

ENGINE EXEMPTIONS

1. Replacement Block / Crate Engine
2. Signatures

EXTERIOR CHANGES

- | | |
|---|----------------|
| 1. Full Ground Effects Package | 3 Changes |
| 2. Spoilers / Wings | 1 Change (Per) |
| 3. Wheel Flares (except for '96 GS Coupe) | 1 Change |
| 4. Wheels (non-Corvette, non-generation) | 1 Change |
| 5. Neon | 1 Change |
| 6. Tinted Glass | 1 Change |
| 7. Brakes / Rotors (non-GM) | 1 Change |
| 8. Custom Paint | 1 Change |
| 9. Hood Changes (non-GM or non-generation) | 1 Change |
| 10. Emblems/Decals/Pin Striping/Accent Pieces/Louver Covers | 1 Change |
| 11. Etched Glass | 1 Change |
| 12. Side Exhaust (non-GM or non-generation) | 1 Change |
| 13. Other Body Modifications | 1 Change (Per) |

INTERIOR CHANGES

- | | |
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| 1. Steering Wheel, Carbon Fiber or Woodgrain Dash
Plates, Non-Removable Seat Covers, Embossed or
Embroidered Seats, Carpet on Dash, Roll Bar | Minor (3 or 4 mods) – 1 Change
Major (5 or more mods) – 2 Changes |
| 2. Modified Seats | 1 Change |

ENGINE CHANGES

- | | |
|--|--|
| 1. Headers, Valve Covers, Chrome Pieces, Lettering on Fuel Rail
Covers and/or Shroud, Blowers, Nitrous Oxide Systems, Painted
Engine Compartment (non-GM), Carbon Fiber Enhancements,
Ram Air | Minor (4 or 5 mods) – 1 Change
Major (6 or more mods) – 2 Changes |
| 2. Painted Mural on Underside of Hood | 1 Change |