

3. DRAG RACES

3.1. WHAT ARE DRAG RACES

Drag Race is a wheel to wheel acceleration contest between two (2) cars on a sanctioned drag strip at least one eighth (1/8) mile in length. A Drag Race is a contest of nerves, skill and raw power. When two cars pull up to the staging line, the mental contest begins: who will stage first? Who will get the jump on the other driver without red-lighting (cut that perfect light)? Who will judge the right amount of throttle to get off the line without bogging or going up in smoke? Once the cars are under way, the contest becomes a question of horsepower and driver's skill in controlling the car. Sometimes the driver may want to run just fast enough to win but avoid breaking out or setting a record requiring a tear down. NCCC provides two forms of sanctioned drag racing: (1). Eliminations by Class which can be a Record Drag Event or a Non-Record Drag Event and (2). Eliminations by ET Bracket which can only be a Non-Record Drag Event.

3.1.1. NON-RECORD DRAGS

Current NCCC Drag Records will be used for dial-in times for Top Eliminator runs in Elimination by Class Drags but no new records may be set. Also it is not permissible to run more than 0.15 seconds under the current Class records in ¼ mile Non-Record Class Drags (more than 0.15 under is OK in ET Bracket Drags).

3.1.2. RECORD DRAGS

The VP-Competition maintains a current set of NCCC Drag Records for all Drag Classes. Drag Records will be published in Blue Bars when changes occur. Persons wishing to set a new NCCC Drag Record can only do so at these events.

3.2. RULES FOR SETTING UP A DRAG RACE

3.2.1. GENERAL -- ALL DRAG RACE EVENTS

1. Any special track rules that go beyond the normal NCCC Rules shall be noted on the Flyer. Examples: long pants, long sleeve shirts, etc.
2. Drag Races MUST be held on a drag strip that meets the sanctioning requirements of NHRA, IHRA, AHRA or AARA.
3. A Christmas Tree of 5 amber (21/2 second) lights or 3 amber (11/2 second) lights may be used. A "Pro-Tree" (1 amber then a green) is also permitted.
4. Be aware of special insurance requirements and/or limitations that may be applicable for Drag Race Events and property within 100 feet of racing surface.
5. All workers and entrants MUST sign an insurance waiver.
6. All children under twenty-one (21) years of age, or eighteen (18) where applicable, are the full responsibility of their parents and/or guardians.
7. It is suggested that all cars be able to close exhausts to comply with local laws.
8. 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.
9. Prior to the event, use the procedure and chart in Section 3.16. to correct all NCCC Drag Records to the actual elevation of the drag strip. At the end of the event, use the same procedure and chart to convert new records to sea level.
10. At the drivers meeting, all information regarding how bye runs and pairings must be stated. These guidelines must be adhered to throughout the day's events with no deviation.

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3.2.2. ENTRANTS -- ALL DRAG RACE EVENTS

1. Non-NCCC entrants **MUST** run in a separate Guest Class or separate ET Bracket. They cannot run against NCCC entrants.
2. Entrant maybe required to demonstrate, to the Event Chairperson, their ability to handle their vehicle in an appropriate and safe manner.
3. Only one man driver and one lady driver is allowed per car. Once elimination runs have begun, a driver cannot change cars or Class/Bracket (No substituting for a broken car). If a car breaks during practice, a substitute car eligible for any class can be used provided it has been teched and classed.

3.2.3. PRACTICE -- ALL DRAG EVENTS

1. It is recommended that the drivers be allowed to practice but only after they have been registered, signed the waivers and their car has been teched and classed. If a driver does not wish to practice he/she does not have to.

3.2.4. OPERATION -- ALL DRAG RACE EVENTS

1. No one is allowed on the track without wearing an approved helmet and seat belt during practice or elimination runs.
2. It is recommended that practice be given(no passengers).
3. It is recommended that events be run by Class or ET Bracket.
4. Bye runs -- A random method of selection (luck of the draw, etc.) should be used to determine driver pairings and which drivers get a bye run. "First to the line gets a bye run" should not be permitted. Except in the cases of a broken car, a disqualified car, or a no-show, multiple bye runs by the same driver are not permitted.
5. Top Eliminator runs -- After the Class or ET Bracket winners are determined, the winners will compete in a set of elimination runs to determine the Men's Top Eliminator and the Ladies' Top Eliminator. In Eliminations by Class Drags, each Class winner will run with a dial-in time equal to the NCCC record for their Class. In ET Bracket Drags, each Bracket winner will run based on their own dial-in time.
6. Overall Top Eliminator -- Some Clubs may wish to pair the Men's Top Eliminator and the Ladies' Top Eliminator in a run to determine an Overall Top Eliminator. A run for Overall Top Eliminator is an unofficial run whose use to set a record or to back a record is at the entrant's option. There are no extra points awarded for being Overall Top Eliminator.
7. If a car red lights on a bye run, it is not eliminated.
8. When two (2) cars are running, if one car red lights and the other car breaks, the car that broke is still in the competition if it can be repaired and return to the staging lane in time for his or her Class/Bracket runs. If both cars break, the car that proceeds the farthest without being physically pushed, is declared the winner of that run. If a car that is in a one car Class/Bracket breaks, the car is declared a winner of the Class/Bracket and can proceed to Top Eliminator runs, if repaired before Top Eliminator runs begin.
9. A car must physically start the timing lights to be considered a winner of the run. A car attempting to make a run but not starting the timing lights is considered a DNR for that run. No attempt at making a run is also a DNR.
10. Cars **MUST** be reteched for safety after an accident or off track excursion.

3.2.5. TIMING -- ALL DRAG RACE EVENTS

1. In the event of any malfunction of the timing, except on a DNF, the driver(s) involved shall be allowed a complete restart without penalty.
2. The method of starting, timing and scoring an event **MUST** remain constant throughout the event.

3.2.6. NON-RECORD DRAG RACES

1. Cars must pass the same Safety Inspection and Class Regulations at Tech Inspection for ET Bracket Drags as is required when running drags by class.
2. At Non-Record Drags, there will be no teardowns except for protests.
3. For ET Bracket Drags the cars will run in brackets based on their own dialed-in times.
4. For ET Bracket Drags, entrants can change their dial-in times, as the events proceeds, as long as they stay in the same ET Bracket for the entire event.
5. Except for #6 below, a driver shall be disqualified and eliminated from further competition and shall only receive points/awards earned prior to that point if:
 - A. The driver runs more than 0.15 second under (breaks out) the current NCCC Drag Record/Standard for their Class during elimination or Top Eliminator runs in a ¼ mile Elimination by Class Drag Event. If both cars in a run go more than 0.15 seconds under the record, the time closest to the record (least break out) is the winner of the run but cannot advance further.
 - B. In ET Bracket Drags, the driver runs under (breaks out) their own dial-in time. If both cars breakout, the time closest to the dial-in is the winner of the run, is not disqualified, and advances to the next round.
6. When two (2) cars are running, if one car red lights and one car breaks out, the car that broke out is the winner of the run and advances to the next round.
7. For 1/8 mile Elimination by Class Drag Events, 66% of the current NCCC Records (altitude adjusted) are to be used for dial-in times for Top Eliminator runs. Breakouts are allowed.

3.2.7. RECORD DRAG RACES

3.2.7.1. SCHEDULING OF RECORD DRAG RACES

8. There may be a maximum of three (3) Record Drag Events in a Region per year plus the Drag Event at the National Convention. Only two of a Region's three Drag Events can be held after the National Convention. Only one (1) Record Drag Event is allowed within all of NCCC per day. The schedule of Record Drag Events shall be coordinated by the VP-Competition.
9. Rain date -- A Record Drag Race is the only NCCC event allowed to have a rain date. Only one rain date per Record Drags is allowed. A rain date is **ONLY ALLOWED** under the following conditions:
 - A. The rain date including all registration times, fees, etc. is listed on the flyer. Note: If rain date is not listed on the flyer, the event will be scored as it occurred with all entrants that did not run receiving a DNR and no points or awards. It is not required to refund entry fees.
 - B. The rain date shall be prior to the next scheduled Record Drag Event on an eligible competition day. If there is a Record Drags scheduled the next eligible competition day, a rain date is not possible.
 - C. If weather is threatening, it is recommended that **ALL** Class Eliminations (men's and ladies') be completed prior to starting Top Eliminator runs.
 - D. If both men's and ladies' Class Eliminations are not completed prior to the event being rained-out the event shall start over from the beginning on the rain date. If either men's or ladies' Class Eliminations were completed but not both, whichever was completed shall start with Top Eliminator runs. If **ALL** Class Elimination runs

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have been completed, but Top Eliminator runs have not, the event will be scored as it occurred.

3.2.7.2. OPERATION OF RECORD DRAG RACES

1. Record Drag Events **MUST** be run on Drag Strips whose timed portion is exactly 1320 feet long.
2. Persons wishing to set a NCCC Drag Record can only do so at Record Drags.
3. A Record Drag Event **MUST** be run by Class Eliminations and the breakout rule does not apply.
4. An entrant in Top Eliminator rounds will run on the fastest of any new unofficial records (set and backed-up) for their Class. The record dial-in will change each time the record is lowered.
5. Drag Records may only be set at designated NCCC Record Events. These records must be set during Class Eliminations, Top Eliminator, or Overall Top Eliminator runs. Exception: any drivers running within 0.2 seconds of the NCCC Record during elimination rounds will be allowed 3 attempts, after the first time of running within 0.2 seconds, to set a new record. If needed these attempts will be run after Class Elimination and Top Eliminator runs are over.
 - A. Record setting runs **MUST** be backed up within 0.5 percent to be a official record (fastest run backed up within 0.5 percent is the new record). A faster run can backup a slower run. Example: If a driver made 2 runs of 10.00 and 10.10 seconds that were both under the existing record, the new record would be 10.10 seconds. Example: If a driver made 2 runs of 10.00 and 10.05 seconds and either or both were under the existing record, the new record would be 10.00 seconds.
 - B. Examples of different scenarios:
 1. If a driver sets a record and backs it up, he/she will be awarded one additional attempt to lower it further.
 2. If on the last run for Top Eliminator or Overall Top Eliminator he/she sets the record but has not backed it up, he/she may have three attempts to back it up. If he/she backs it up on the first run, the second and third run will not be allowed.
 3. If a driver does not set a record during Class Elimination or Top or Overall Top Eliminator runs but has run within 0.2 seconds of the current record during those runs (not practice), he/she will be allowed three attempts, after the first time of running within 0.2 seconds, to set a record and back it up. If he/she sets a record on the first run and backs it up on the second, the third run will not be allowed.
 4. If a driver runs within 0.2 seconds of the record established prior to the event and someone else lowers the record before the afore mentioned driver gets to make 3 attempts to set and back up a new record, the driver still gets to make their 3 attempts at setting and backing up a record in case the other entrant is found illegal in teardown.
 5. Cars running under their Class Record and after backing the time up **MUST** be impounded for the balance of the event.
 6. All Group 1 (includes Speed Event Groups 1-S and 1) and 2 class record setters shall be required to follow the teardown procedures in Chapter 11 Teardown Procedures.
 7. Teardown shall check compression ratio, heads, valve size, cam lift, etc.
 8. At a Record Drag teardown, the only persons allowed will be vehicle owner, Driver, Teardown Officials, any RCDs in attendance, and any persons requested by the owner to assist in teardown.

9. Any entrant refusing to teardown after setting a NCCC Drag Record will be disqualified and shall lose all points and awards for that event. Good Sportsmanship dictates an entrant not planning to teardown withdraw from competition as soon as possible after backing-up a new record time. If a class record is broken by more than one car, all cars in that class that are under the Record **MUST** remain in the teardown area until the fastest car is proven legal or illegal. In the event the fastest car does not pass the teardown, the next fastest car in line will be checked and so on until one car is found legal. Any entrants not abiding by the above shall lose all points and awards for that event.
10. The RCD of the host Region shall notify all RCDs and the VP-Competition, in writing postmarked within five (5) days, of all new records or lack of new records. If a written notice is not received prior to the next Drag Event, the RCD of that Region and the VP-Competition **MUST** also be notified by telephone prior to that next Drag Event. If notification is not received within the proper time, and a record is set in the same class in another region and the notice for that record is received within the five (5) day limit the second record will stand and the first record will be disallowed.
11. A new Drag Record is not official until the following items occur (but will be used temporarily until documentation can be reviewed):
 - a. Record is backed up within 0.5 percent. See Section 3.2.7.2. item 5.a.
 - b. The car is found legal at teardown (Tech for Groups III and Drag Prepared) and the documentation is approved by the VP-Competition.
 - c. Proper written notice has been mailed. See Section 3.2.7.2. item 11.

3.3. DRAG RACE WORKERS AND OFFICIALS

All workers and officials should wear distinctive 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 Drag Events are required to use all of the following workers and officials:

1. **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 Drag Race Tech. He/she is responsible for seeing that all competing cars comply with the requirements as set down. He/she is responsible for the classification of cars, the affixing of a technical inspection passed sign and the entrant(s)' number(s) and class(es) on the car.
2. **SCORER:** He/she is to record on a master record all official times and placements as supplied by the timekeeper.
3. **PRESTAGE WORKERS:** They are responsible for overseeing and maintaining their assigned portion of pre-staging. They shall ensure that the entrants are lined up in their proper pre-staging lanes and that cars running under the record for their class are impounded for the balance of the event until they are torn down.
4. Refer to Section 2.3., Speed Event Workers and Officials, for the description of the Event Chairperson, Co-Chairperson and Starter.

3.4. SAFETY PROCEDURES

3.4.1. STAGING LINE EQUIPMENT

Pre-staging area and Staging line **MUST** be equipped as follows:

1. A communications system connecting with the timing tower.
2. **ADEQUATE** fire extinguishers, UL approved type, 10 BC minimum. Fire Extinguishers are **MANDATORY**. The event **WILL NOT** run without them.

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3. Track **MUST** be kept free of debris at all times.

3.4.2. MEDICAL OR FIRST AID

1. See requirements in Section 2.4.2.

3.5. DRAG RACE ENTRANTS' REQUIREMENTS

1. See requirements at Section 2.5.

3.6. DRAG RACE GROUPS/ CLASSES

3.6.1. ELIMINATIONS BY CLASS

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 Drag Race 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 (includes Speed Event Groups 1-Street and I) and progressively moving to Group 1, Group 3 and Group Drag Prepared (DP) 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 Groups 3 and DP some of the Class determination is also made by increasing levels of modification; in Group 3 starting with the Modified Classes moving to the Race Prepared Classes and then to the Race Prepared Altered Frame Class (RPAF) and in Group DP starting with the DPA or DPB Classes and moving to the DPC Class.
3. 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. 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: 1E, 2E or 3ME and Ladies: L1E, L2E or L3ME

3.6.1.1. GROUP 1: (MEN'S & LADIES')

Notes: See regulations, Sections 2.7.1. and 2.7.2. -- Engines **MUST** be correct for year and Class. Includes Speed Event Groups 1-Street and 1.

CLA -- 1953 through 1962 -- All engines correct for year over 300 hp.

CL -- 1953 through 1962 -- All engines correct for year 300 hp and under.

A -- 1965 through 1971 with 396, 427 or 454 cid with solid lifters.

AA -- 1966 through 1974 with 427 or 454 cid with hydraulic lifters.

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 5.7L LS1.
- J -- 2001 through 2004 with 5.7L LS6
- K -- 2005 through 2007 with 6.0L LS2
- 2008 and Newer with 6.2L LS3
- M -- 2006 and Newer with 7.0L LS7

3.6.1.2. GROUP 2: (MEN'S & LADIES')

Note: See regulations, Section 2.6.1.2., for allowable year/engine substitutions.

- CLA -- 1953 through 1962 -- All engines correct for Class over 300 hp.
- CL -- 1953 through 1962 -- All engines correct for Class 300 hp and under.
- 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 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 5.7L LS1
- J -- 2001 through 2004 with 5.7L LS6
- K -- 2005 and Newer with 6.0L LS2
- 2005 and Newer with 6.2L LS3
- M -- 2006 and Newer with 7.0L LS7

3.6.1.3. GROUP 3: (MEN'S & 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.
- RPA -- All big block Race Prepared 1953 and newer.
- RPB -- All small block Race Prepared 1953 and newer.
- All Group 3 RPO-B2K Callaway Corvettes MUST compete in RPB.
- RPAF -- All altered frame (not counting reinforcing) Corvettes.

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3.6.1.4. GROUP DRAG PREPARED (DP) (MEN'S & LADIES')

DPA -- All big block 1953 and newer Corvettes with narrowed rear frame and straight rear drive axle or non-Corvette swing axle.

DPB -- All small block 1953 and newer Corvettes with narrowed rear frame and straight rear drive axle or non-Corvette swing axle.

DPC -- Any S.E.M.A. approved tube chassis Corvette with any Chevrolet type engine

3.6.2. ELIMINATIONS BY ET BRACKETS

Male and female entrants will be separated into separate ET Brackets. The Ladies' Brackets carry an "L" in front of the letter designation for the Brackets. The brackets below are illustrative. The event chairperson may use these brackets or change them before the event. The goal should be to choose ET Brackets that will provide balance to the numbers of vehicles across the brackets. ETs should be specified in advance on the event flyer. In addition, at the discretion of the event chairperson, there may be more than four Brackets.

3.6.2.1. QUARTER (1/4) MILE DRAGS

Bracket D: -- 14.75 seconds and above: (men & ladies)

Bracket C: -- 14.00 to 14.74 seconds: (men & ladies)

Bracket B: -- 13.00 to 13.99 seconds: (men & ladies)

Bracket A: -- 12.99 seconds and below: (men & ladies)

3.6.2.2. EIGHTH (1/8) MILE DRAGS

Bracket D: -- 9.75 seconds and above: (men & ladies)

Bracket C: -- 9.25 to 9.74 seconds: (men & ladies)

Bracket B: -- 8.60 to 9.24 seconds: (men & ladies)

Bracket A: -- 8.59 seconds and below: (men & ladies)

3.6.3. GROUP 1 AND GROUP 2 CLASSIFICATION GUIDE

1. Use Section 2.6.3 (Speed Event Classification guide) for this information except 1953-62 Corvettes are separated into CL or CLA (over 300 hp). Note: All Group I and Group II 1960 315 hp Fuel Injection engines with 1959 cast iron heads (rated 290 hp) shall be placed in the appropriate CL Class.

3.6.4. CARBURETORS AND FUEL INJECTION

1. Use Section 2.6.4 (Carburetors and Fuel Injection) for this information.

3.7. GROUP AND CLASS REGULATIONS

Electronic devices used for driver assist in reaction time, dial-in-time, etc. are not allowed in cars in NCCC Classes. Examples: throttle stops and ignition cutoffs.

3.7.1. GROUP 1 REGULATIONS

1. Cars that fit in Group 1 for Drag Race Events MUST meet the same regulations as cars in Group 1-Street or 1 for Speed Events. Use Speed Event Groups 1-Street and 1 regulations specified in Section 2.7 of this Rulebook for Group 1 Drag Race regulations.

3.7.2. GROUP 2 REGULATIONS

1. Cars that fit in Group 2 for Drag Race Events MUST meet the same regulations as cars in Group 2 for Speed Events. Use Speed Event Group 2 regulations specified in Section 2.7 of this Rulebook for Group 2 Drag Race regulations.

3.7.3. GROUP 3 REGULATIONS

1. Cars that fit in Group 3 for Drag Race Events **MUST** meet the same regulations as cars in Group 3 for Speed Events. Use Speed Event Group 3 regulations specified in Section 2.7 of this Rulebook for Group 3 Drag Race regulations.

3.7.4. GROUP DRAG PREPARED (DP) REGULATIONS

1. Cars that fit in Group DP for Drag Race Events **MUST** meet the DP regulations specified in Section 2.7 of this Rulebook for DP Drag Race regulations.

3.8. DRAG RACE TECH INSPECTION

1. See Section 2.8 of this Rulebook for requirements.

3.9. DRIVERS MEETING

1. See Section 2.9 of this Rulebook for requirements.
2. Entrants should be informed of drag strip exit priorities.

3.10. PENALTIES

1. A car must physically start the timing lights to be considered a winner of the run. A car attempting to make a run but not starting the timing lights is considered a DNR for that run. No attempt at making a run is a DNR.
2. Any driver crossing the drag strip centerline during Class or ET Bracket elimination or Top Eliminator runs shall be disqualified for that run and eliminated from further competition.
3. An entrant shall be disqualified and shall lose all points and awards for that event for the following: (a) refusing to teardown after setting a NCCC Drag Record or after being protested, (b) being found illegal in a teardown, (c) being another driver of the car involved in a or b.

3.11. SCORING

1. Event Results should indicate driver's time/score for their last Class/Bracket run. Drivers that DNR their last Class/Bracket run should be scored at the bottom of that run. Drivers that red light their last Class/Bracket run should be scored next above DNRs with fastest or closest to dial-in ranked highest. Drivers that DNF their last Class/Bracket run should be scored next above red lights.

3.11.1. ELIMINATIONS BY CLASS

1. Each Class winner and runner-up (second) is determined by elimination (last two drivers to run within the Class).
2. Third and lower finishing positions are determined by number of rounds won and then by elapsed time within last round run. Most rounds won and then fastest time within last round run ranks highest. In Non-Record Drags, a break-out run beats a DNF or red light run.

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3.11.2. ELIMINATIONS BY ET BRACKETS

1. Each Bracket winner and runner-up (second) is determined by elimination (last two drivers to run within the Bracket).
2. Third and lower finishing positions are determined by number of rounds won and then by elapsed time closest to dial-in without breaking out in last round run. Most rounds won and then closest time within last round run ranks highest. A break-out run beats a DNF or red light run.

3.12. AWARDS

1. See Section 2.12 of this Rulebook for requirements.

3.13. PROTESTS

1. See Section 10 of this Rulebook for procedures.

3.14. TERMINOLOGY

Backed up -- In a Record Drags, a run is “backed up” when a second run is either slower by less than 0.5 percent or more than 0.5 percent faster.

Breakout -- A “breakout” is when a car runs more than 0.15 seconds under the NCCC record for their class in a Non-Record Eliminations by Class Drags or runs under their dial-in time in a ET Bracket Drags.

Bye run -- When an odd number of cars remain in a Class or Bracket, one car is given a “bye run” where the car runs down the drag strip by itself.

Christmas Tree -- A set of lights at the starting line that turn on in sequence to start the drag race.

DNF -- Did Not Finish. A driver that breaks after starting the timing lights or is the first to break (goes least distance), if both cars break, after starting the timing lights shall be scored a DNF for that run. Note: different from Speed Event.

DNR -- Did Not Run. Any driver not attempting to make a run when called to the staging line or one that breaks in staging (burn out, etc.) before starting the timing lights. Driver will be scored a DNR for the event if they don't start the timing lights for their first elimination run or a DNR for the run on the second or later runs.

ET Bracket -- A grouping of cars that have dialed-in their predicted finishing times within a given time range.

Index -- When a NCCC Class record has not been broken in a pre-determined period of time it is retired and replaced with an “Index” time that is slower.

Non-Record Drags -- A Drag Event where new NCCC Drag Records cannot be set. If Eliminations by Class, cannot run more than 0.15 seconds under record.

Overall Top Eliminator -- The winner of an unofficial Drag Race between the Men's Top Eliminator and the Ladies' Top Eliminator.

Record Drags -- A Drag Event where NCCC Class Drag Records can be exceeded or broken.

Tear Down -- If a car is protested or sets a Class record, a disassembly of the car maybe required to verify the car's legality. See Section 10 -- Teardown Procedures.

Top Eliminator -- The men's and ladies' “Top Eliminators” are the winners of a set of eliminations runs where the Class or ET Bracket winners compete against each other.

3.15. SET/MAINTAIN/RETIRE DRAG RECORDS

1. The VP-Competition maintains a current set of NCCC Drag Records for all Drag Classes. Those Drag Records are published in each issue of Blue Bars. A NCCC Class Drag Record will stand until broken by a faster car or for a period of two (2) years. If a Class Drag Record is not broken within two (2) years, an Index time, which is 1% slower shall be established for the Class.
2. Any Index time that has not been reached and a new Class Record established within one (1) year will be increased by one (1) percent and re-established at the Competition Committee meeting immediately following its one year anniversary. This will continue each year until a new Class Record is established.
3. The establishment of a Index time for new Classes shall be at the option of the VP-Competition with the advice of the Competition Committee.

3.16. ALTITUDE CORRECTION OF DRAG RECORDS

1. The altitude correction chart below shall be used to determine actual elapsed times corrected to sea level elevation. Prior to each Drag event, all NCCC official drag records (which are corrected to sea level) are to be re-factored to the actual elevation of the drag strip where the event is being held. Those re-factored numbers shall be used to determine whether a participant has set a new record, broken out by running more than 0.15 second under the existing record in a non-record event and for class dial-ins during the Top Eliminator runs.
2. **EXAMPLES:** -- (a). If you are running at a drag strip that has an altitude of 1763 feet and your elapsed time is 13.63 seconds, the actual corrected time would be $13.63 \times 0.9796 = 13.35$ seconds. (b). To figure dial-in times for running top eliminator rounds or break out times in a non-record event at the same drag strip you would multiply the record for each class by the correction factor. If the record for the class is 12.63 seconds you would multiply by 1.0208 to get the dial-in or break out time of 12.89 seconds.

See table next page

DRAG RACES

ALTITUDE IN FEET	BACK TO SEA LEVEL	SEA LEVEL TO ALTITUDE	ALTITUDE IN FEET	BACK TO SEA LEVEL	SEA LEVEL TO ALTITUDE
0-49	1.0000	1.0000	3050-3149	0.9627	1.0387
50-149	0.9990	1.0010	3150-3249	0.9614	1.0401
150-249	0.9980	1.0020	3250-3349	0.9601	1.0416
250-349	0.9970	1.0030	3350-3449	0.9588	1.0430
350-449	0.9960	1.0040	3450-3549	0.9575	1.0444
450-549	0.9950	1.0050	3550-3649	0.9562	1.0458
550-649	0.9939	1.0060	3650-3749	0.9549	1.0472
650-749	0.9928	1.0072	3750-3849	0.9536	1.0487
750-849	0.9917	1.0084	3850-3949	0.9523	1.0501
850-949	0.9906	1.0095	3950-4049	0.9510	1.0515
950-1049	0.9895	1.0106	4050-4149	0.9497	1.0530
1050-1149	0.9884	1.0117	4150-4249	0.9484	1.0544
1150-1249	0.9873	1.0129	4250-4349	0.9471	1.0559
1250-1349	0.9861	1.0141	4350-4449	0.9458	1.0573
1350-1449	0.9848	1.0154	4450-4549	0.9445	1.0588
1450-1549	0.9835	1.0168	4550-4649	0.9432	1.0602
1550-1649	0.9822	1.0181	4650-4749	0.9419	1.0617
1650-1749	0.9809	1.0195	4750-4849	0.9406	1.0632
1750-1849	0.9796	1.0208	4850-4949	0.9393	1.0646
1850-1949	0.9783	1.0222	4950-5049	0.9380	1.0661
1950-2049	0.9770	1.0235	5050-5149	0.9367	1.0676
2050-2149	0.9757	1.0249	5150-5249	0.9354	1.0691
2150-2249	0.9744	1.0263	5250-5349	0.9341	1.0705
2250-2349	0.9731	1.0276	5350-5449	0.9328	1.0720
2350-2449	0.9718	1.0290	5450-5549	0.9315	1.0735
2450-2549	0.9705	1.0304	5550-5649	0.9302	1.0750
2550-2649	0.9692	1.0318	5650-5749	0.9289	1.0765
2650-2749	0.9679	1.0332	5750-5849	0.9276	1.0781
2750-2849	0.9666	1.0346	5850-5949	0.9263	1.0796
2850-2949	0.9653	1.0359	5950-6049	0.9250	1.0811
2950-3049	0.9640	1.0373	6050-6149	0.9237	1.0826