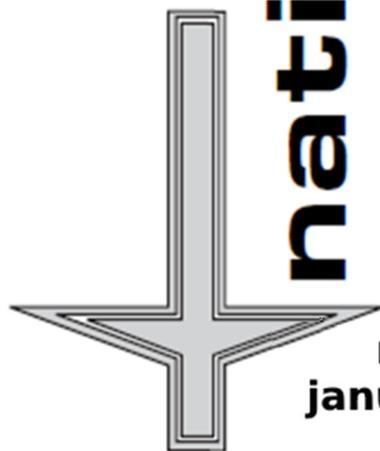


**coorsa**



**national  
autocross  
rules**

**revision 8  
january 2025**

# CORSA National Autocross Rules

## 1. Roles And Definitions

- 1.1. An Autocross is a low-speed driving skill contest in which a driver alone is individually timed over a short, clearly defined course, with the elapsed time and penalties for deviations from the course being the determining factors for the awards.
- 1.2. The name of the autocross at the annual CORSA Convention shall be: CORSA National Autocross Championships
- 1.3. At National, regional, and other sanctioned autocross events, the chairperson and members of the CORSA Autocross Committee or other designated persons shall:
  - 1.3.1. Be responsible for the course safety inspection per section 2 and 3 of this rulebook.
  - 1.3.2. Aid in classification of cars per section 9 of this rulebook.
  - 1.3.3. Decide all protests per section 6.13.6 of this rulebook.
  - 1.3.4. Be the final authority on these rules per section 6.16 of this rulebook.

## 2. Course Safety

- 2.1. Everyone involved with the event (host chapters, event chairperson, course designers, workers, entrants, spectators, and all other persons) are subject to rules and restrictions dictated by the liability insurance carrier. The event host is required to secure the appropriate insurance and is responsible for any liabilities.
- 2.2. Speed alone is not the operative factor in determining what is and is not a proper autocross course. Hazard is the operative word, and hazards must not exceed those encountered in normal, legal highway travel.
- 2.3. The course layout must comply with the autocross minimum insurance qualifications in effect at the time of the event. If standards in that document conflict with these rules, the minimum insurance qualifications will take precedence. This information may be obtained from the liability insurance provider.
- 2.4. Speed Potential: The protection of life and property shall be the prime factor governing all decisions related to course design or approval. Courses shall be tight enough so that cars run the entire course in their lower gears. Speed on straight stretches should not normally exceed 60mph, and the fastest portions of the course shall be the most remote from spectators and property. Any course involving speeds in excess of those normally encountered on the street requires extreme care in its layout and design, so that cars without rollbars or other safety equipment may compete safely.
- 2.5. Safety Margin: All courses must have adequate spin-off areas (taking into account the speeds involved and course design) which are clear of fixed objects and major grade changes. Every attempt shall be made to follow the SCCA National SOLO Autocross safety distances of 75 feet from the edge of the course to spectators, unless a substantial barrier exists, as well as 25 feet from the course to solid objects.

- 2.6. Hazards: Course layout shall ensure that competitors are not endangered by proximity to curbs, trees, buildings, etc. There shall be no dips that could cause a car to become airborne. Long straights shall not terminate at a point where spectators or obstacles are directly in front at a distance closer than that required to bring a car to a full stop, even with brake problems, a stuck throttle, etc.
- 2.7. Spectator Safety: Special effort shall be made for spectator safety. Casual and uninformed spectators must be expected, and provisions must be made so that they will not unwittingly wander onto the course or into areas of risk. Spectator areas shall be clearly marked and event personnel present to ensure that spectators remain in these areas.
- 2.8. Course Personnel: Sufficient course personnel must be provided to adequately supervise the operation and safety of all parts of the course and spectator areas. It is strongly encouraged that all course personnel shall be identified by bright colored vests, arm bands, or other means of quick identification. Course personnel must be at least 18 years of age.
- 2.9. Course Safety Equipment: Large capacity dry chemical, Halon, or carbon dioxide type fire extinguishers, adequate red flags, and material and equipment for cleaning up spills must be available. Flags and fire extinguishers shall be located at corner worker stations.

### **3. Course Layout**

- 3.1. Start/ Finish: Extreme care shall be taken in the location of the start/finish area. Entrance and exit lanes shall enter the course at separate points, though they may be close together. The lanes will be kept clear for use by competing cars - at all times. A course worker shall be stationed at the entrance and exit lanes to control traffic in those areas.
  - 3.1.1. There should be no standing starts though the timing lights. Rolling starts are required.
  - 3.1.2. Cars shall be staged and started three to four car lengths before the timing lights.
  - 3.1.3. There shall be a speed limiting tight turn immediately preceding the start timing lights.
  - 3.1.4. The finishing straight should be tightly defined but shall allow enough distance to cross the line at throttle and still bring a car to a safe stop without brake lock-up or wild maneuvering, before the car leaves the course to return to the pit area.
  - 3.1.5. If a Stop Box must be used, the entrant must stop in the box. Increasingly tight turns are preferred.
- 3.2. Timing and Staging Location: The timers and staging areas must be placed well clear of the course in a safe area.
- 3.3. Course Marking: Corner limits shall never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a car, or possibly cause a car to overturn. Except on a permanent track (such as a go-kart track), the inner and outer limits of turns and corners should be marked by pylons, displacement of which during a competition run will result in time penalties as described elsewhere in this rule book.
- 3.4. Course Width, Slalom, and Gate spacing.

- 3.4.1. Width: Minimum of 13 feet as the closest distance between pylons
- 3.4.2. Slalom and Gate spacing: Minimum of 45 feet in the direction of travel.
- 3.5. Participant Parking: There shall be a clearly marked parking area for all competitor's cars, separate from the spectator parking area, but with easy access to and from the course.
- 3.6. Pylons: All pylons used must be in good condition. Split or otherwise damaged pylons must be replaced. Recommended pylon height is a minimum of 18 inches. It is recommended that the pylon height or color be different indicating the inside and outside of the course (to indicate and upcoming corner)
- 3.7. Pylon Marking: All course marking pylons must be located by a line encircling the pylon, and this line must be adjacent to the bottom edges of the pylon (i.e.: a chalk-drawn box around the base of the pylon)
- 3.8. Course Reversals: All corners shall be negotiable without reversing the car.
- 3.9. Course Layout and Safety Inspection:
  - 3.9.1. The autocross event chairperson shall submit to the CORSA Autocross Committee Chairperson, or their designated representative, a detailed, scale map of the course, no later than 90 days before the CORSA National Autocross Championship, or 45 days before a regional sanctioned event. The map shall include all spectator and parking areas. Photographs may be used to illustrate any special features or problem areas.
  - 3.9.2. On site inspection (at least 30 days prior to the event) shall be done by two persons familiar with autocross, plus the course designer. It is recommended that the course be pre-run by a non-competitor, in a Corvair that is not in competition, on the day of the event. This Corvair must pass Tech Inspection, even though they are not competing.
  - 3.9.3. The Chairperson and members of the Autocross Committee or other designated individual(s) shall inspect the course before the first car runs and any other time deemed necessary. Any changes to ensure the safety of all competitors and spectators, required by the initial or subsequent safety inspection must be made before the event may continue.
- 3.10. Emergency Precautions: The event officials shall take all reasonable precautions for the safety of the drivers, workers and spectators. Emergency fire, ambulance, and towing phone numbers shall be clearly posted, as well as the directions to the nearest hospital.

## **4. Course Event Management**

- 4.1. Course Map: A course map (not necessarily to scale) must be prominently displayed.
- 4.2. Course familiarity: The event officials must give all entrants at least one of the following:
  - 4.2.1. An opportunity to walk the course before the event starts.
    - 4.2.1.1. If time allows, a guided walk for all first-time participants in Autocross (but not limited to first-timers) may be given by the course designer, Autocross

Chairperson, or experienced Autocross participant. The purpose of this walk should be solely to define the course, not provide strategy or driving suggestions. This is intended to be a Rookie Walk.

4.2.2. An untimed, non-penalty practice lap

4.3. On-Course Instructions: No instructions may be given to a driver during their timed run, except in an emergency. When a red flag is displayed, competitors shall immediately come to a controlled stop on course and wait for instructions from the course workers. When instructed to leave the course, competitors shall do so by the safest and shortest route. Competitors shall exit through the timing lights, or as guided by course workers.

4.4. Pre-Grid Procedure: The event officials shall devise, use and enforce a pre-grid and class running system for expediting the running of the cars in each class within a reasonable time. The following grouping is recommended:

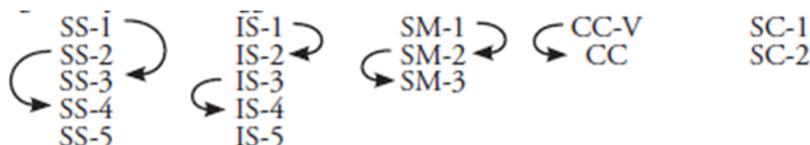
Group 1: All Street Stock Classes

Group 2: All SM, CC, and SC Classes

Group 3: All Improved Stock Classes

4.5. Content of Results: The event results shall be posted by class, and position in class in order of best time and must include (at minimum) the drivers name, car number, designation of trophy winners, net time for each run, and any penalty for each run. This should be posted as soon as possible upon conclusion of each group.

4.6. Combining of Classes: Event officials may combine classes within the Street Stock or Improved Stock categories if there are two or less cars in a class. No bumping will take place at the CORSA National Autocross Championships. No car may be bumped more than one time, and no car may be bumped into a higher category (for example from Street Stock to Improved Stock). All combining of classes shall be announced and/or posted before the event begins, if possible. Suggested combinations:

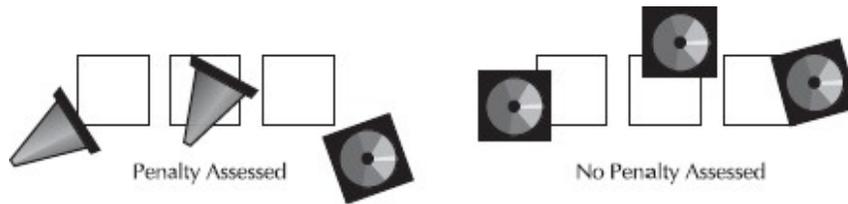


## 5. Timing and Scoring

- 5.1. Timing: The timers must be capable of timing a car to the nearest hundredth of a second. Timing to the nearest thousandth of a second is recommended.
- 5.2. It is recommended that the timing system be capable of timing more than one car at a time.
- 5.3. Actuation: Automatically actuated timers are required.
- 5.4. Back-up timers: A back-up system of electronic stopwatches or better is required. Back-up system will be available at the event site, if needed, during the event.

- 5.5. Number of runs: Contestants must be given the opportunity to make at least two timed runs on the course. Three or more runs are preferred. They must be scored on the best-timed run, except as noted in paragraph 5.11 Re-run timing.
- 5.6. Timed / Practice Runs: There is no limitation to the number of practice runs and timed runs if all contestants are allowed the same number of each without an excessive waiting period.
- 5.7. Re-runs: Re-runs shall not be allowed due to an on-course mechanical failure of a car. A re-run may be granted for a car whose run was impacted by another car having an on-course mechanical failure.
- 5.8. Timer start: If the timer fails to start, the driver must be flagged off the course as soon as possible. Drivers shall be given re-runs for errors caused by timing equipment failure.
- 5.9. Early or Fun Runs: No one shall be allowed to make an untimed fun run with or without passenger until all timed competition runs are completed.
- 5.10. Fair Run: An official re-run is allowed if the officials in charge of the event decide that the driver did not receive a fair run. If a driver comes upon a pylon already down (or out of the box) as they approach it, they should immediately stop and bring it to the attention of the course workers. A re-run shall be awarded in this case. Note, however, that pylons already scored shall be carried over to the re-run.
- 5.11. Re-run timing: Re-runs shall be given as soon as practical, but should not be immediately following their previous run, or back-to-back with any of their other competition runs. If possible, a minimum of 3 runs by other competitors should be completed between an individual competitors run, and subsequent re-run.
- 5.12. Starting, Timing, Judging: The method of starting, timing, judging, and scoring of the event must remain constant throughout the event and method of such shall be communicated in a Driver's Meeting with all participants prior to the event start.
- 5.13. Unofficial Time: As soon as possible after each run, the driver shall be informed (via scoreboard and/or public address system) of the unofficial corrected time for that run.
- 5.14. Scoreboard: A displayed scoreboard must list the driver's name, unofficial time, and any penalties for each run. This may be printed, or available via a "Live Timing" internet application accessible during the event.
- 5.15. Car Identification: The car number shall be visible from the timer location. The car number must be visible to the Starter and all other course workers. Car identification number may need to be visible from both sides of the vehicle. When a car is entered in both Open and Women's classes, or more than once within a class (2-driver car, for example), the car shall have replaceable identification, which shall be changed between runs. Magnetic letters / numbers are recommended for this case. For CORSA National Autocross Championship events, CORSA provides each participant with their designated car number. Each car/driver shall have a unique number.
- 5.16. Pylon penalty: Each pylon shall have a uniform with line encircling its base (see section 3.7). If a stop box is used, all pylons should be marked, including a removable, if used. These pylons are scored, and penalties assessed if upset after the run's conclusion. A two second penalty shall be charged to the driver for each pylon they upset and for each pylon

that the vehicle moves entirely outside of the line encircling its base (box). The following sketches illustrate situations in which penalties should and should not be assessed.



- 5.17. DNF: A DNF (Did Not Finish) shall be charged for leaving the course with all four wheels, unless the course is reentered at or before the point at which it was exited, and the course is successfully completed.
- 5.18. Event delay: A DNF charge on a run for which a re-run would otherwise have been given (timer error, pylon down from previous driver, etc.) shall stand and no re-run shall be given.
- 5.19. Mechanical Failure: In the case of a vehicle mechanical failure, the driver shall be allowed to compete any remaining runs providing that the vehicle passes tech re-inspection, and the driver returns the vehicle to the event before all other vehicles in the class have made their final runs. The run on which the mechanical failure occurred shall be scored as a DNF.

## 6. Event Operating Rules

- 6.1. Eligibility: To be eligible to participate, a vehicle shall be either
  - a) Corvair (bodied and powered),
  - b) Corvair-based (example: Alternate engine in a Corvair body), or
  - c) Corvair-powered (example: Fiberglass Dune Buggy, Volks-Vair)
- 6.2. License: All drivers shall possess a valid driver's license. All drivers under 18 years of age must have evidence of parent or guardian consent to participate.
- 6.3. Multiple Entries: Drivers may only enter competition with one vehicle. A driver may run an alternate vehicle only during Fun-runs, and only after timed competition has completed, and only if the alternate vehicle has previously passed tech inspection. All vehicles or drivers taking fun-runs must have previously been in competition during the event.
- 6.4. Multiple Driver Cars: Each entered car may only have 2 Drivers (multiple driver car) per class. If the car is eligible in higher classes, additional drivers may enter those classes, with the maximum of 2 drivers per car, per eligible class.
- 6.5. Drivers Meeting: All drivers shall attend a mandatory driver's meeting prior to participating in the event. Event official should devise a method to ensure attendance.
- 6.6. Women's Classes: Women's classes shall parallel Open classes. Combining of women's classes will apply per section 4.6 except at the CORSA National Autocross Championship. Women must choose beforehand to run in either the Women's class or the equivalent Open class but may not enter both. The Women's class cars shall be designated by an "L" or "W" above or after the car's class identification. Example: SS-1W, SS-4L

- 6.7. Waivers: Prior to the start of the event, all participants, competitors, and workers are required to sign a waiver form, which shall be obtained from the host club, or their representative. Spectators may be required to sign the waiver, depending on insurance policy requirements.
- 6.8. Helmets: Safety helmets must be worn by all drivers or passengers at all times on the course. Helmets must bear a date within the prior 15 years from the current date, or newer M or SA Snell Foundation, or DOT approval sticker. Pre-event publicity shall announce the availability of any loaner helmets.
- 6.9. Seat Belts: Seat belts are required and shall be worn by drivers or passengers at all times when on course. A grid worker will check to see that all competitors have their seat belts fastened and adequately tightened.
- 6.10. Footwear: Suitable footwear shall be worn by drivers. No sandals, heavy boots, or open-toed shoes.
- 6.11. Passengers: A single passenger may be allowed on timed runs, or fun runs. Passengers shall observe all driver safety requirements specified by these rules, including signing the waivers. A passenger MAY NOT be a competitor in a different vehicle, in any class.
- 6.12. Cameras: Any in-car cameras or recording devices must be firmly mounted. Cameras may not be held by driver or passenger, under any circumstances.
- 6.13. Hands / Arms: No hands or arms may be outside of the cockpit / interior of the car at any time during a run, by driver or passenger. This includes holding onto drip rails or vent window frames. Hands / Arms outside the car will result in a Red Flag, and a DNF will be scored for that run, without re-run.
- 6.14. Disqualification: Squirreling, intentional drifting, or any other unsafe driving at, or in the vicinity of the event, or other unsportsmanlike conduct will cause for immediate disqualification. A disqualified participant is not eligible for awards, and no refund of any fees paid will be given.
- 6.15. Classification of cars: A car may be entered in its proper category (SS, IS, SM, CC, SC), and any higher categories any number of times without having to meet further preparation rules. Each driver may only enter competition once.
- 6.16. Each competitor shall be responsible for classification of their vehicle.
- 6.17. Multiple Driver Vehicles: Each vehicle may only be entered into competition twice per Classification (SS, IS, SM, CC, SC). Each vehicle must be legal in that class, per rules elsewhere in this document. (Example: there can be no 3 driver cars in any combination of IS classes)
- 6.18. Autocross Committee and/or technical inspection personnel shall aid in car classification when requested by a competitor.
- 6.19. Any competitor that is protested for improper classification shall be moved to the correct class without penalty if protest is upheld.
- 6.20. Any driver may request and competitor in their class to reclassify their car if they think the classification is in error. The requested driver shall have the opportunity to reclassify their own car.

- 6.21. Protests: All protests of event conduct, disqualification, or car classification shall be made in writing, shall state the car or reason/circumstances of the protest, and shall be given to the Chairperson of the CORSA Autocross Committee, or other designated individual(s), no later than sixty minutes after the protested competitors disqualification, second run (car classification) or event's conclusion (event conduct). In protests involving classification, competitors may still complete their runs. In protests involving disqualification, runs may be completed under protest until the protest is resolved.
- 6.22. Final Authority: The Chairperson of the CORSA Track Event Committee, or other designated individual(s) has the final authority in all matters pertaining to the implementation and interpretation of these rules at the CORSA National Autocross Championships.
- 6.23. Tech Inspection: All vehicles shall successfully pass the technical inspection outlined below, prior to being permitted on course. If a vehicle fails to pass, entry fees will be refunded. Before presenting your car for tech inspection, read through the classification section of this document and know the class in which your competition vehicle should be classified. Tech personnel can offer advice, but the entrant is responsible for their choice.
- 6.24. Alcohol / Drugs: Driving under the influence, or consumption and/or use of alcoholic beverages, narcotics, and/or other dangerous drugs by any one at the event site is prohibited. Violations shall be grounds for disqualification of the driver and/or removal of the offending party from the area.
- 6.25. Smoking: There shall be no smoking or vaping allowed in the grid area, at a minimum.
- 6.26. Autocross Rule Book: All competitors shall have access to the CORSA Autocross Rules and the Autocross Technical Inspection/Car Classification Form. The current rules and forms should be available on the CORSA website and shall also be available at the registration desk. If the event is off-site, each participant shall be given directions to the event site. Each participant will also be given a number card (minimum 8.5x11" card), displaying the competitor's car number, at a minimum. This card may be used to display to car number on one side of the vehicle.

## **7. Awards**

- 7.1. Class winner awards: The distribution of trophies to competitors in the various autocross classes shall conform to instructions provided in the CORSA Trophy Policy.
- 7.2. Open Classes:
  - 7.2.1. All drivers are eligible to run in the Open Class.
  - 7.2.2. Subject to Section 4.6 (Combining Classes), trophies will be awarded to the fastest Open Class drivers for each of the Vehicle Classifications described in Section 9.
- 7.3. Women's Classes:
  - 7.3.1. Parallel Women's classes will be provided for women who wish to enter them.
  - 7.3.2. Scoring for the Women's Class will be handled in the same manner as Open Class.

- 7.4. Trophies for the following additional awards shall be distributed at the CORSA National Autocross Championships:
- 7.4.1. Don Yenke Award: A trophy for the Don Yenke Award shall be given to the driver who ran the fastest time of day in a Corvair-bodied and Corvair-powered vehicle. Powertrain must remain in the stock location. The Chicagoland Corvair Enthusiasts chapter reimburses the convention host chapter for the cost of the Don Yenke Award trophy.
  - 7.4.2. Donna Mae Mims Award: A trophy for the Donna Mae Mims Award shall be given to the female driver who ran the fastest time of the day. The Western Pennsylvania Corvair Club reimburses the convention host chapter for the cost of the Donna Mae Mims Award trophy.
  - 7.4.3. Ted Trevor Award: A trophy for the Ted Trevor Award shall be given to the driver who ran the fastest time of day among classes SM-2 and SC-1, as described in Section 9 – Vehicle Classification. The V8 Registry special interest group has volunteered to reimburse the convention host chapter for the cost of the Ted Trevor Award Trophy.
- 7.5. All trophies distributed at the CORSA Convention shall be inscribed with the following minimum information: CORSA National Convention or CORSA International Convention, the name of the event, the date of the event, and the name of the class or trophy in which the competitor ran.

## 8. Technical Inspection

- 8.1. Autocross Technical Inspection / Car Classification Form: Competitors shall be instructed to fill out the Autocross Technical Inspection / Car Classification form before going to the Technical Inspection area. The competitor shall bring the form with them, with any pertinent information filled out. The competitor shall prepare their car for Technical Inspection prior to moving to the Technical Inspection area (loose objects removed, floor mats removed, hub caps removed, etc.)
- 8.2. Technical Inspection shall be performed by a minimum of three people at the Technical Inspection site.
- 8.3. Wheels: Snap ring hubcaps, wheel covers, and trim rings must be removed. All lug nuts must be in place, and proper match to the rim style.
- 8.4. Tires: Tires must have a minimum of 1/16” of tread on non-racing tires. Tires must be free of visible cords, cuts, bulges, sidewall cracking, dry rot, etc. A 10psi inflation pressure increase is recommended. No recaps/ retread are allowed in any street tire class.
- 8.5. Brakes: The pedal must be firm and able to maintain pressure when held. No visible signs of leakage at master cylinder or wheel cylinders will be allowed. Brakes must operate all four wheels and must be actuated by a single pedal.
- 8.6. Shocks: The vehicle must be free from excessive bounce when rocked
- 8.7. Suspension: The front and rear suspension shall be free of excessive play in the suspension joints, bushings, linkages, bearings, and steering gear.

- 8.8. Chassis: Except for vehicles in Competition Class, Specialty Class, Street Modified 3 Class, no part of the chassis, except sway bars and their mountings, may be lower than the lowest part of the wheelrims.
- 8.9. Accessories: Aftermarket accessories and/or modifications that have negligible contributions to autocross performance will be allowed in any or all classes. For example: spoilers, finned valve covers and pans, lower shrouds removed.
- 8.10. Leaks: No excessive fluid leaks will be allowed in any participating vehicle.
- 8.11. Throttle: Throttle linkage and/or cables shall be in a safe operating condition and return spring tension must be adequate. Additional throttle return springs are recommended.
- 8.12. Noise: Pre-event publicity shall announce any noise level regulations. Unless otherwise announced, mufflers are required on all cars.
- 8.13. Seat Belts: Metal-to-metal connections are required. All hardware must be secure and tight.
- 8.14. Interior: All loose objects (cameras, tools, coolers, floormats, etc.) must be removed from the interior of the car.
- 8.15. Fire Extinguishers: If installed, fire extinguishers must be securely mounted, and within easy reach of the driver.
- 8.16. Battery: The battery must be securely held in place. If placed within the cockpit, it must be enclosed in an acid-resistant container.
- 8.17. Fuel: Fuel shall be gasoline or commercially available gasohol. Fuel additives such as octane booster are permitted. Nitrous oxide injection is not permitted in any class. If a Nitrous system is present, bottle valve must be turned off, or bottle removed from the vehicle.
- 8.18. Spare tire, jack, and lug wrench shall be removed from all cars in all classes.

## 9. Vehicle Classifications

### 9.1. STREET STOCK CLASS:

Class SS-1: 1960-1964 low performance (80-110 HP)

Class SS-2: 1962-1964 high performance (150 HP turbo)

Class SS-3: 1965-1969 low performance (95-110 HP)

Class SS-4: 1965-1969 high performance (140-180 HP)

Class SS-5: All Forward Controls

***Street Stock Class must run as delivered from the factory except as follows:***

1. Overbore with stock cylinder barrels is allowed. 3.4975" Maximum (+0.060")
2. Dual mufflers are allowed on any vehicle. Any replacement muffler (no updating of stock type) may be used. Stock manifolds are required.
3. Any wheel rims may be used as long as they meet these specifications. The following diameter wheels are allowed for cars: 13" and 14", with no wheel exceeding 6" in width, and no change in offset exceeding 1/4". Forward Controls are allowed 14" or 15" wheels only, with no wheel exceeding 6" in width.
4. For classes SS-1 through SS-4, any DOT tire with an aspect ratio of 70 or above, a wear rating of 200 or above, and measuring 23" or above, unloaded at 32psi is allowed. Tires must fit the wheels with no interference with the body work or suspension. For class SS-5, any DOT tire with an aspect ratio of 70 or above, a wear

rating of 200 or above, and measuring 24.5" diameter or larger unloaded at 32psi is allowed.

5. Chassis changes to improve safety and handling may be made provided these changes do not exceed factory optional equipment specifications, dimensions and attachment points. Camber compensators are permitted on swing axle vehicles. Any replacement shock absorber of stock or factory optional type may be fitted provided that it attaches to the standard mounting points without alteration.
6. Yenko Stingers or Fitch Sprints must return to stock Corvair powertrain specifications to compete in the appropriate Street Stock Class, including wheel and tire allowances above.
7. All chassis of the same (early or late) are considered the same. Updating and backdating of bolt-on production suspension components is allowed.
8. All cars are allowed to modify the carburetor venting for cornering only and baffle the oil pan and/or pushrod tubes in an inconspicuous manner to prevent harm to the cars.
9. Insignificant performance enhancing or reliability enhancing changes that do not noticeably change the appearance or function of the vehicle are allowed. Examples are but not limited to: hidden electronic ignition modules, slightly smaller steering wheels (within 2 in. of stock 16" outside diameter), dress-up valve covers and oil pans, electric fuel pumps, alternators, lower shroud removal, and compression change due to cleanup machining. Etc.

#### 9.2. IMPROVED STOCK CLASS:

Class IS-1: 1960-1964 low performance (max. two-venturi)

Class IS-2: 1965-1969 low performance (max. two-venturi)

Class IS-3: 1960-1969 high performance (140/150/180HP max. four-venturi)

Class IS-4: 1961-1965 Forward Control

Class IS-5: All Corvair cars regardless of year or type, equipped with "R" type DOT approved tires or tires with a wear rating less than 200.

***Improved Stock Class must conform to Street Stock rules except as follows:***

1. Air Cleaner(s)
2. Complete engines, transmissions, and differentials may be updated and back dated using stock parts. The car must run in the class for which the engine type belongs.
3. Any cooling system, fan and pulleys may be used.
4. Chassis changes may be made as in stock, but do not have to comply with factory specifications. Changes may include springs, shocks, steering and brakes. Stock rubber suspension bushings may be replaced with non-metallic suspension bushings, but spherical or solid metal bushings are not allowed.
5. Lowering is allowed but car must be street legal. All lights and wipers must be present.
6. Wheel wells may be modified internally but not externally, no fender flares allowed.
7. Any DOT approved tire.
8. Cylinder bore greater than 3.4975" (stock + .060") is not allowed in Improved Stock

9. Interior changes: Front seats may be replaced by other seats which are fully upholstered. Rear seat may be removed for the installation of an SCCA roll bar. All Corvair cars must have either a full back seat or an SCCA-style (minimum 4 mounting points) full width, bolt in roll bar. If desired both a roll bar and a full back seat may be present. If neither is present a point penalty is applied. 3-point OEM style seat belts and racing style (4 or 5 point) seat harnesses are allowed.
10. A steel front trunk lid is required.

The following additional modifications are allowed in Improved Stock. Indicated modifications each carry a point value. You may not exceed 125 points if you wish to compete in Improved Stock. Remember, you may choose any of the allowed listed modifications, but do not exceed 125 points! A form is available to make it easy for you to tally up the points. It is posted in the Rules section of the CORSA Website. Fill it out and bring it with you to tech inspection. If there are questions, please refer to the Tech Inspectors, or CORSA Autocross Chairperson. If you do not wish to fill out a form, the car will be placed into the appropriate Street Modified class (if legal in that class).

<b>Chassis and body modifications</b>	<b>point penalty</b>
1. Wheels, any diameter, with rims wider than allowed in Street Stock up to and including 7" width .....	25
over 7" width .....	35
2. Tires, any width, with aspect ratios higher than and including 70 series .....	free
higher than and including 60 series .....	15
higher than and including 50 series .....	25
lower than 50 series .....	30
3. Anti-sway bars other than stock .....	20
4. Relocated suspension pick-up points, other than the original design Crown lower bracket (which is free).....	5
5. Alternate non-metallic bushings in A-arms or rear trailing arms (This does not include metal spherical bearings) .....	5
6. Aftermarket quick steering arms.....	free
7. Minor weight reductions: example is hinged Yenko replica deck lid. ....	5 each
8. Rear seat removal is allowed per 8.2.9 - If a roll bar is then installed, no points will be assessed. A car with no back seat and no roll bar.....	5
9. Steering wheel smaller than stock (16"outside diameter) .....	free
10. Steering wheel smaller than 13.75" in outside diameter (stock is 16").....	5
11. Disc brake conversion.....	15
12. Battery relocation from the engine compartment .....	5
13. Convertibles.....	-5
14. Air conditioned vehicles.....	-5

15.	Intake system. Water injection.....	10
16.	Water/alcohol injection systems .....	15
17.	For normally aspirated engines: Changing to other than Rochester H-series carburetors, or exceeding maximum 1.125" venturi diameter on Rochester H-series. .....	20
	(Changes limited to bolt-on only. The addition of throttle body fuel injection or bolted-on intake manifolds is allowed. No welding or machining of heads is permitted except to install aftermarket glue-on 4x1 conversions.)	
18.	For turbocharged engines: the addition of a wastegate .....	10
19.	a non-stock turbocharger .....	20
20.	a non-stock carburetor.....	20
21.	other than stock or 95 hp heads .....	15
22.	Exhaust system: Only stock exhaust tubes allowed, headers. ....	20
23.	Step removal to increase compression. (Cleanup of gasket face, no penalty).....	10
24.	Other than stock specification camshaft.....	15
25.	Non-distributor ignition system.....	5

Remember, 125 points MAXIMUM for Improved Stock Classes.

### 9.3. STREET MODIFIED CLASS:

Class SM-1: All 1960-1969 Corvair chassis with Corvair engines, (restricted preparation) up to 3.0L

Class SM-2: All 1960-1969 Corvair vehicles with alternate engine configurations (4/6/8 cylinder, etc.)

Class SM-3: Corvair based chassis, Corvair based engine exceeding 3.0L (See Rule 9.3.16)

***Street Modified Class must conform to Improved Stock rules except as follows:***

1. Any Corvair engine of any displacement is allowed in the stock location. There must be a "finished" firewall. Any pistons/rods or cylinder barrels are allowed. Any compression ratio and camshaft are allowed. Corvair engines with up to 3.0L are allowed in SM- 1 All mid-mounted Corvair-engined vehicles move to SM-3.
2. Any induction system may be used. Any carburetor modifications may be used. Any manifold modifications may be made.
3. Any turbocharger or supercharger may be used. Any wastegate may be used.
4. Improved exhaust systems and headers are allowed.
5. Battery may be relocated. (Note rule 8.16 applies.)
6. Chassis lowering is allowed.

7. Brake type may be changed.
8. Wiper arms and blades must be present, in factory location.
9. Suspension mounting points may be relocated. Alternate non-metallic bushings are allowed.
10. Any diameter and width rim may be used with any DOT approved tires.
11. Fender flaring is allowed, but fender edge bodywork must be finished.
12. No changes are allowed for the purpose of weight removal. A steel front trunk lid is required. Alternate material lighter deck lids are allowed, including Yenke Stinger "style" lids. The rear seat may be substituted or removed, provided the area is then covered (carpet or other original-type floor covering). Original door/side glass is required.
13. Alternate, non-Corvair based engine, Corvair-bodied cars that are registered and licensed for street use may run in Class SM-2, provided they meet all specifications not related to engine type or location. Limited to four throttle-bores max or the stock intake system that came on the adopted engine. There must be an adequate (flame proof) firewall between the engine and the cockpit.
14. Alternate transaxles may be used.
15. Any upholstered front seats are allowed. Door and quarter side covering panels are required.
16. Class SM-3 must conform to SM-1 rules, except as follows:
  - a. Stock Corvair car wheelbase (108" +/- 1/2") required.
  - b. Engine location and displacement is free.
  - c. All safety rules apply (see Section 8)
  - d. Stock size glass front/rear windshield required (no rear glass requirement on convertibles)
  - e. Any fender flaring is allowed.
  - f. Spherical bearings may replace rubber bushings.
  - g. Aftermarket hoods and deck lids of any safe material or construction are allowed. Each must be retained by a minimum of four fasteners (hinges or hood pins)

SM-3 allows modifications in excess of rules 9.3.6, 9.3.8, 9.3.11 and 9.3.12 (items listed in 9.3.16 above take precedence)

#### 9.4. COMPETITION CLASSES:

Class CC-V: Vintage 1960-1969 Corvair cars (Restricted Preparation)

Class CC: Open class 1960-1969 Corvair cars

#### **Class CC-V:**

1. Only Corvair engines, in stock Corvair locations, are allowed in this class.
2. Engine Modifications:
  - a. Must use original Corvair crankcase and crankshaft.
  - b. Original direction of crankshaft rotation must be maintained.
  - c. Maximum engine bore 3.4975" (Stock +0.060")
  - d. No mechanically driven superchargers allowed.
  - e. Any camshaft or valve train modification are allowed.
  - f. Ignition system may be changed.
  - g. Machine work on cylinder heads is allowed.
  - h. Original carburetor mounting pads must be used, oversize boring is allowed.
  - i. Any exhaust system is permitted.
3. Normally aspirated engines:
  - a. Rochester H-series Carburetors (4 max)
  - b. Any modifications allowed to Rochester carburetors.
  - c. Any center mounted 4-barrel carburetors is allowed – 4 runner manifolds only (no 6-tube intakes)
  - d. Any other carburetion that bolts to original mounting pads is allowed.
4. Turbocharged Engines:
  - a. Any single or dual carburetor installation is allowed.
  - b. Only Corvair-sized/ based (TRW/Rayjay) turbochargers allowed.
  - c. No waste gates are allowed.
  - d. Water or alcohol injection is allowed.
5. Chassis Modifications:
  - a. 13",14",15" diameter wheels are allowed (CC-V)
  - b. Wheel rim width is limited to 7 inches front, and 8 inches rear. Racing tires are allowed.
  - c. Solid bushings and/or spherical bearings/joints may be used in the suspension. Pickup points may be relocated. Stock Corvair car wheelbase (108" +/- 1/8") is required.
  - d. Fender flaring is allowed.
  - e. Weight reduction is limited to un-boltable items, and air-flow allowance (ducting to oil coolers). Interior door panels are required, except where a roll cage interferes. Minimum weight without the driver is 2080 pounds. Any weight-related protests shall be settled with the Event Chairperson and/or the CORSA Track Events Chairperson
  - f. Corvair-based transaxles are required.

- g. Roll bars and/or roll cages are encouraged: open cockpit vehicles with tires not allowed in Improved Stock (see section 9.2.7) must have a braced roll bar installed.
- h. Safety harnesses, window netting, and fire extinguishers are encouraged.
- i. Fuel cells are allowed but as near as possible to the stock fuel tank location, eight gallons minimum capacity.
- j. On closed cars, front and rear windshields are required. Any window may be replaced by a polycarbonate plastic, minimum thickness of 1/8" or metric equivalent. All side windows may be removed.
- k. Any brakes are permitted. Brakes must be present on all 4 wheels.
- l. Chassis lowering is allowed. No part of the chassis may extend below the wheel rims (except headers, sway bars, and their mounts)

Class CC:

- 1. Corvair bodied, Corvair-based engine with any wheels/tires
- 2. Any engine modification is permitted (heads and case must be retained)
- 3. Engine relocation is permitted.
- 4. Any chassis modifications are allowed. Stock Corvair wheelbase (108" +/-1/2" is required)
- 5. Safety rules listed in this rule book apply.
- 6. NO minimum weight
- 7. Fuel Cells are allowed but as near as possible to the stock fuel tank location and five-gallon minimum capacity.
- 8. Transaxles are unrestricted.
- 9. Fender flaring is allowed.
- 10. Roll bars and/or roll cages are encouraged; open cockpit vehicles with tires not allowed in Improved Stock (see Sec 9.2.7) must have a braced roll bar installed.
- 11. Safety harnesses, window netting, and fire extinguishers are encouraged.
- 12. On closed cars, front and rear windshields are required. Any window may be replaced by polycarbonate plastic, minimum thickness of 1/8" or metric equivalent. All side windows may be removed.
- 13. Lowering is unlimited.
- 14. Any and all plastic / vinyl/ fabric interior panels may be removed or replaced. Seats may be removed or replaced. Safety rules must be followed.

9.5. SPECIALTY CLASS:

Class SC-1: Corvair-bodied / Corvair chassis cars with other than Corvair-based engines. No Corvair engine cases allowed. (V8 Competition cars, Electric swaps, etc.)

Class SC-2: Corvair powered vehicles – may be other than Corvair body (i.e.: Kit Cars, Dune Buggies, Etc.). Use of Corvair engine case is required.

***Specialty Class is for all vehicles that are not otherwise specified but are either Corvair-based or Corvair-powered. They must conform to Competition Class (CC) rules except as follows:***

- The source or sources of motive power may be located anywhere within the vehicle (i.e.: front, mid, rear)
- There must be an adequate (flameproof) firewall between the engine and cockpit, extending as high as the drivers' shoulders. Exception may be given for "Formula" style cars if Driver is wearing a fire suit. See Autocross Chairperson for pre-approval.
- Any wheelbase is allowed.
- Unlimited wheel rim width is allowed.
- All vehicles must have a floorplan under the driver's feet and legs. Expanded metal is okay. Open vehicles must have part of the body extending longitudinally around the driver's compartment at least as high as the driver's waist and must surround the driver. Roll bars and/or roll cages are encouraged.
- If an open cockpit vehicle is equipped with tires not allowed in Improved Stock Class (See section 9.2.7), then they must have a braced roll bar installed.
- If no windshield is installed, shatterproof eye protection must be worn by the driver. A passenger must also comply with this rule.

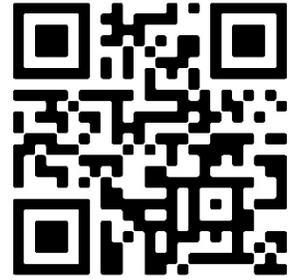
## **10. Application**

10.1. Compliance with these rules is mandatory for all those who plan, organize, operate, and participate in autocross events at any CORSA sanctioned convention. Compliance for chapter autocrosses is recommended.

## **11. Revision**

11.1. These rules will be revised as needed. Any suggestions concerning them should be sent to the current Track Event Committee Chairperson as listed in the front of the CORSA Communique, or on the CORSA website.

# CORSA Technical Inspection Form



Fill out for your car.

Scan the QR Code to your right to retrieve CORSA's Autocross Rule Book or download from [corvair.org](http://corvair.org). Among other things, the rule book provides instructions for [car classification](#) and [tech inspection](#).

***Participant's Name:*** \_\_\_\_\_

Vehicle Competition Number: \_\_\_\_\_

Car Class: \_\_\_\_\_

Item	Description	Passed?
Wheels	Hubcaps, wheel covers and trim rims must be removed All lug nuts must be in place, and be a proper match to the rim	_____ _____
Tires	Tread depth of 1/16" min. on DOT tires Free of cuts, bulges, visible threads	_____ _____
Brakes	No recaps allowed Firm pedal . No bleed-down. No visible signs of leakage Brakes must operate on all four wheels	_____ _____ _____ _____
Shocks Suspension	Brakes actuated by a single pedal. Vehicle free from excessive bounce No excessive play in joints, rod ends No excessive play in bushings No excessive play in wheel bearings No excessive play in steering gear	_____ _____ _____ _____ _____
Chassis	Adequate ground clearance (See Note 1)	_____
Leaks	No excessive oil or fluid leaks	_____
Throttle	No binding in linkages & cables Adequate return spring tension	_____ _____
Noise	Mufflers required (See Note 2)	_____
Seat belts	Metal to metal connections only All hardware secure and tight	_____ _____
Interior	Loose & removable objects out	_____
Fire extinguishers	If installed, must be securely mounted & within easy reach of driver	_____
Battery	Must be securely held in place with all battery caps in place If located in cockpit, must be enclosed in acid-resistant container	_____ _____
Fuel	Limited to gasoline & gasohol Commercial additives OK Nitrous oxide injection disconnected	_____ _____ _____
Spare tire, jack	Either secured or removed.	_____
Helmet	Snell (M or SA) or DOT sticker Manufactured within last 15 years If no windshield, helmet eye protection	_____ _____ _____

Owner/Driver Signature \_\_\_\_\_ CORSA Inspector's Initials \_\_\_\_\_

Note 1: See CORSA Autocross Rule Book for specific ground clearance requirements

Note 2: Local ordinances, if any, will prevail. Notwithstanding, mufflers are required unless waived in advance by the CORSA Competition Committee.

# CAR CLASSIFICATION FORM

FILL OUT THIS FORM FOR YOUR CAR AND BRING TO TECH!

Is my car in Street Stock Class?		Yes	No
1.	Stock cylinders in the engine (over-bored okay)	<input type="checkbox"/>	<input type="checkbox"/>
2.	Stock exhaust manifolds	<input type="checkbox"/>	<input type="checkbox"/>
3.	Stock sized wheel rims	<input type="checkbox"/>	<input type="checkbox"/>
4.	DOT tires with aspect ratio of 70 or above and wear ratings of greater than 180	<input type="checkbox"/>	<input type="checkbox"/>
5.	Stock carburetor or carburetors (vent tubes are allowed)	<input type="checkbox"/>	<input type="checkbox"/>
6.	Stock or stock equivalent camshaft	<input type="checkbox"/>	<input type="checkbox"/>
7.	All original type, unmodified suspension components (no cut-down springs, etc.)	<input type="checkbox"/>	<input type="checkbox"/>
8.	All components in their original locations (battery, seats, etc.)	<input type="checkbox"/>	<input type="checkbox"/>
9.	Steering wheel at least 14" in outside diameter.	<input type="checkbox"/>	<input type="checkbox"/>

If you answered yes on all of the above, you are in Street Stock class. You do not need to finish this form. If you answered no to any of them, continue through the form.

Is my car in Improved Stock Class?		Points	My Car
Wheel width:	over 6 inch, up to and including 7 inch width	25	
	over 7 inch width	35	
Tires aspect ratios:	higher than and including 60 series	15	
	higher than and including 50 series	25	
	lower than 50 series	30	
Anti-sway bars other than stock?		20	
Relocated suspension pick-up points, other than the original design Crown lower bracket		5	
Alternate non-metallic bushings in A-arms or rear trailing arms (this does not include metal spherical)?		5	
Any quick-ratio steering arms, including factory quick steering		5	
Minor weight reductions: example is hinged Yenke replica deck lid?		5 per	
Rear seat removed and no roll bar installed		5	
Steering wheel smaller than 13.75 inch in outside diameter? (stock is 16 inch)		5	
Disc brake conversion?		15	
Battery relocation from the engine compartment?		5	
Convertible? (You get to subtract points) – folding top MUST be present		-5	
Air-conditioned vehicles? (You get to subtract points) – all AC equipment must be present		-5	
Intake system: Water injection?		10	
Water/alcohol injection systems?		15	
For normally aspirated engines:			
	Changing to other than Rochester H-series carburetors, or exceeding maximum 1.125 inch venturi diameter on Rochester H-series. Attention! Changes limited to bolt-on only. The addition of throttle body fuel injection or bolted-on intake manifolds is allowed. No welding or machining of heads is permitted except to install aftermarket glue-on 4x1 conversions.)	20	
For turbocharged engines: the addition of a wastegate?		10	
	a non-stock turbocharger?	20	
	a non-stock carburetor?	20	
	other than stock or 95 hp heads?	15	
Exhaust system: Only stock exhaust tubes allowed. Installed headers		20	
Step removal to increase compression. (Cleanup of gasket face, no penalty)		10	
Other than stock specification camshaft?		15	
Non-distributor ignition system?		5	
	<b>Total</b>		

If the total for your car is less than or equal to 125 points, your car is eligible to run in one of the Improved Stock classes. Display this form on your car during tech inspection. If the total exceeds 125 points, your car must run in one of the Street Modified, Competition or Specialty classes.