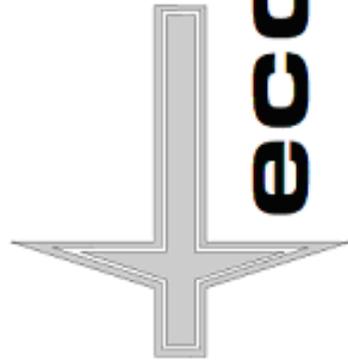


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CORSA ECONOMY RUN RULES

1.0 INTRODUCTION AND BACKGROUND

An overview of CORSA's economy run competition.

- 1.1 This document establishes the standards under which economy run competitions shall be conducted at CORSA annual conventions and all CORSA sanctioned events.
- 1.2 The object of an economy run is to obtain the best possible fuel mileage in actual road conditions, and is a test of both the vehicle and its driver. It is intended to encourage safe and economical use of the Corvair. Vehicles are driven over a known distance over public roads and the amount of fuel used during that drive is measured to calculate fuel mileage. Vehicles start the run with full fuel tanks and are filled up after the run to measure the quantity of fuel used. A maximum elapsed time requirement, from start to finish, is specified during which each competitor must complete the economy run. The purpose of this time limit is to encourage vehicle operation in a safe manner at reasonable and proper road speeds.
- 1.3 A CORSA Economy Run Chair is appointed to represent CORSA interests during these events, to serve as a member of CORSA's Competition Committee, and to assist the local event master. The local CORSA Chapter(s) hosting a sanctioned convention, or a stand-alone event, appoints a person to be the local event master who is to be responsible for organizing and administering an economy run in accordance with these rules.

2.0 ECONOMY RUN RULES

An overview of what the economy run participant can expect. The following paragraphs apply to all sanctioned CORSA events unless specifically noted otherwise.

- 2.1 The basic elements of an economy run include: (a) vehicle registration, (b) pre-competition meeting, (c) fuel tank top-off by drivers prior to arrival at a designated staging area, (d) line-up of vehicles at the staging area, (e) vehicle send-off, (f) driving the economy run route, (g) stopping at one or more designated Checkpoints, (h) observing one or more Time Reference Points, (i) arrival at the finish line, and (j) vehicle refuel by event officials at a designated gas station.
- 2.2 The economy run route shall be of a distance long enough to ensure accurate estimates of gas mileage. The route shall be clearly defined by unambiguous instructions.
- 2.3 Competitors shall be subject to a time limit for driving the route. The time spent by each competitor shall be recorded by event officials.
- 2.4 Vehicles shall be "street legal" and meet current vehicle standards where they are registered.
- 2.5 Drivers shall have a valid driver's license.
- 2.6 There shall be no restriction placed on the number of passengers or navigators accompanying the competing driver. Drivers are strongly encouraged to be accompanied by a navigator.
- 2.7 During registration, each competitor shall determine the class of his or her vehicle. This shall be accomplished by inspection of the vehicle for the features that determine a class.

- 2.7.1 Economy run classes shall be employed to provide the best competitive groupings of capabilities for the various models and options available within the Corvair line.
- 2.7.2 Classification shall be verified by event officials before the start of the competition. In the event of a conflict between the determination made by the competitor and the event official, the event official's determination shall prevail.
- 2.7.3 Additional details are covered in Section 4.
- 2.8 All competitors shall attend a pre-competition meeting where event officials shall make the following announcements:
 - 2.8.1 The length of the course, in miles or kilometers, that will be used by event officials for computing fuel economy.
 - 2.8.2 The maximum amount of time ("time limit") that a competitor will be allowed to complete the course.
 - 2.8.3 A clear warning that competitors are responsible to ensure that event officials record their entry and departure times for their vehicles at the starting line, finish line, and checkpoint. (Competitors will be allowed to examine the times that are recorded for them as they occur).
 - 2.8.4 The start location for the course.
 - 2.8.5 The time of day when competitors should begin to line up their vehicles in the staging area.
 - 2.8.6 The time of day when the staging area will be closed. (Drivers who arrive too late will not be allowed to participate in the competition, irrespective of whether they have registered).
 - 2.8.7 Any last-minute corrections or updates to the route instruction booklet.
 - 2.8.8 Reserved.
 - 2.8.9 Other grounds for disqualification.
 - 2.8.10 Deadline and point of contact for issuing protests.
 - 2.8.11 Competitors unable to attend the pre-competition meeting shall have to make personal arrangements with the event master.
- 2.9 Prior to send-off, event officials shall distribute the following materials to each competitor: (At the discretion of the event officials, this can be done at either the pre-competition meeting or the vehicle staging area).
 - 2.9.1 Route instruction booklet,
 - 2.9.2 A sheet with the vehicle number for posting in the vehicle window,
- 2.10 Competitors must arrive at the vehicle staging area with a full tank of fuel. Filling the fuel tank at the start of the economy run shall be the responsibility of the competitor. The brand and octane rating shall be as desired by each competitor, so long as it is commercially available automotive fuel. The tank shall be considered sealed after the start of the measured distance, but literally sealing the tank is not recommended.
- 2.11 Upon arriving at the vehicle staging area, competitors shall surrender any fuel cans, fuel bottles and auxiliary fuel tanks to the event officials. Failure to do so shall result in immediate disqualification.
 - 2.11.1 At the staging area, event officials shall inspect the trunk, engine compartment and interior of each vehicle to ensure this rule is enforced.
 - 2.11.2 During the inspection, event officials shall also verify that the competitors' vehicles have been properly classified.
- 2.12 There will be at least one Checkpoint part way through the route where entry and departure times shall be recorded so that time spent there shall not be counted against the time limit for the route. Stopping at the Checkpoint is mandatory.

- 2.12.1 Definition: A Checkpoint is a location manned by event officials along the economy run route where entrants must stop. This off-highway location must be clearly described in route instructions and marked with some sort of event signage. The location must offer restroom facilities but may have other points of interest, food, refreshments, etc. Entrants are clocked into and out of the location so that the duration of stay does not count against their required time to complete the event.
- 2.13 There will also be at least two Time Reference Points along the route where competitors can check their progress independently. Stopping at Time Reference Points is neither required nor recommended.
 - 2.13.1 Definition: A Time Reference Point is a place along the economy run route where entrants may note their elapsed time in order to monitor their progress regarding finishing the route in the required time. The route instructions clearly identify location and recommended maximum elapsed time to arrive at this point. The Time Reference Point is typically unmanned, but an observer may be stationed to keep a record of passing entrants. Examples of acceptable TRP's include an intersection, change of direction, unique highway sign or significant landmark, such as an obvious restaurant, gasoline station, etc. Entrants are not required to stop. If the entrant stops at this point the duration of the stay counts against their required time to complete the event.
- 2.14 There shall be no restrictions placed on driving techniques used to maximize gas mileage during the economy run unless expressly prohibited by applicable traffic laws.
- 2.15 Compliance with the event time limit shall be determined by measuring the amount of time that each competitor spends on the course.
 - 2.15.1 Event officials shall record the competitors' departure times and entry times at the start and finish line respectively.
 - 2.15.2 Likewise, event officials shall record entry and departure times at the Checkpoint(s).
 - 2.15.3 The recordings shall be used to calculate each competitor's elapsed time for the event. Time spent at the Checkpoint(s) shall be deducted from the total.
 - 2.15.4 Reminder: Competitors are responsible to make sure event officials record their entry and departure times. To enable competitors to carry out this responsibility, the officials who are recording the times should encourage the competitors to examine their entry and departure times as they are being recorded.
 - 2.15.5 Competitors should also record their entry and departure times so they can monitor their progress against the time limit. In the event of a conflict, the event officials' recordings shall prevail.
- 2.16 All competitors should be subject to the same traffic conditions and stoppages for the competition to be a fair and accurate measure of car/driver abilities, and not subject to events beyond their control. Competitors who believe they have been unfairly delayed by unusual traffic conditions or stoppages have the option to request a time allowance through the protest procedure provided in Section 6.
- 2.17 Event officials shall use the most accurate method practicable to compute gas mileage. A "standard distance," representing the total distance driven on the economy run route, shall be used in computing gasoline mileage for each competitor. This distance shall be specified in writing. Actual distance driven, or indicated distance driven, including wrong turns, by individual competitors shall not be used in computing individual gas mileage.
- 2.18 At CORSA sanctioned events, trophies shall be awarded by class and by place in class in accordance with the current CORSA Trophy Policy. At other Corvair events, the awards may be tailored as desired. Additional information is contained in Section 5.
- 2.19 Pushing a vehicle by hand to the start line and from the finish line is permissible.

- 2.20 Grounds for disqualification include:
- 2.20.1 Cheating in any form. This includes, but is not necessarily limited to: adding anything to the gas tank during the economy run, towing or pushing the vehicle while on the route, or taking a short cut,
 - 2.20.2 Failure to have entry and departure times recorded by event officials at Checkpoint(s),
 - 2.20.3 Failure to complete the route within the time limit,
 - 2.20.4 Use of an automotive navigation system, GPS-based or otherwise,
 - 2.20.5 Opening the gas tank prior to fill-up at the end point of the route.
 - 2.20.6 Unsafe driving, unsportsmanlike conduct, use of alcoholic beverages, narcotics, or other dangerous substances,
- 2.21 Corvairs entered in the Edward Cole Competition (where applicable) shall be dispatched from the starting line before other vehicles. Vehicles entered in the non-Corvair class shall start the competition after all Corvairs have done so.
- 2.22 At CORSA sanctioned events, the appointed CORSA Economy Run Chair shall be the final authority on any questions relating to the economy run, interpretation of these rules, or on matters that are not specifically covered in this document. In the absence of the CORSA Chair, his designated representative (or the local event master in the absence of a designated representative) shall be the final authority. For other Corvair events, the local event master shall be the final authority.

3.0 ECONOMY RUN ADMINISTRATION

Instructions to be used by event organizers and event officials for implementing these Economy Run Rules are provided in a separate document named "CORSA Economy Run Operating Procedure".

4.0 ECONOMY RUN CLASSES

Definition of the competitive classes used in CORSA sanctioned events. Other Corvair events may tailor these classes as desired.

- 4.1 CORSA sanctioned economy runs shall consist of seven vehicle classes— six Corvair classes and one non-Corvair class.
- 4.2 General statements governing and defining the Corvair classes are:
 - A major division in the Corvair class shall be made by whether the Corvair is both Corvair bodied and powered, or whether it is Corvair bodied or powered, but not both. All Corvair classes allow any body, interior, cosmetic, or structural modification. Any fuel distribution system shall be allowed: stock carburetors, non-stock carburetor make or configuration, or fuel injection may be used.
 - The Corvair-bodied and Corvair powered classes shall be divided into Forward Control vehicles and cars. Cars shall be divided into turbocharged and naturally aspirated engines. Naturally aspirated engines shall be divided into automatic and manual transmissions.
 - Corvair Forward Control vehicles shall be those vehicles characterized by an original 95” wheelbase, and forward control steering geometry. They may have any number of doors and windows, or any number of loading gates.

- Corvair-bodied and Corvair powered cars shall be of any body style, including the station wagon.
 - Vehicles shall be considered naturally aspirated so long as a turbocharger or supercharger is not used.
 - Vehicles equipped with a turbocharger, or modified with the addition of a supercharger, shall compete in the turbo class.
 - Transmission types shall be divided into manual/clutch and automatic. Any transmission may be used, whether it is stock or not.
- 4.3 The relationships between these classes are shown in the accompanying table. These classes are further defined in the following paragraphs.

Class	Description Overview				
Manual 2 carb	80-110 HP Engine	Manual Transmission	Normally Aspirated Engines	Cars including Station Wagons	Corvair-bodied and Corvair-powered Vehicles
Manual 4 carb	140 HP Engine				
Automatic	Automatic Transmission				
Turbo	Turbocharged Engine				
FC	Forward Control Vehicle				
Other Corvair	Corvair-bodied or Corvair-powered, but not both				
Non-Corvair	Non-Corvair Vehicle (no trophy)				

If there are any other non-original combinations encountered in a competition that are not otherwise covered in this section, then their classification shall be in accordance with the right-to-left progression of classes shown in the table. The first classification decision shall be based on body type (a turbo FC competes in the FC class); the second shall be by engine type (an automatic turbo competes in the turbo class); and so on.

- 4.4 The “Manual, 2-Carb” class shall be defined as Corvair bodied and Corvair powered cars with manual transmissions and naturally aspirated engines having one carburetor pad on each cylinder head as the head was originally manufactured. Any number and type of carburetors may be mounted to that one pad. Fuel injection is also acceptable provided, however, that the point of entry point for the air or air-fuel mixture must be limited to the one pad on each cylinder head. If heads have undergone modifications and machining so that, with the engine sheet metal in place, it appears to be a stock one-pad head, then it belongs in this class unless the competitor wishes to be placed in the “Manual, 4-Carb” class. Any head that has been machined to the extent that the number of original pads cannot be determined (for example, to mount alternate non-factory carburetors on each head) shall be placed in the “Manual, 4-Carb” class.
- 4.5 The “Manual, 4-Carb” class shall be defined as Corvair bodied and Corvair powered cars with manual transmissions and naturally aspirated engines having two carburetor pads on each cylinder head as the head was originally manufactured. Any number and type of carburetors may be mounted to those pads. Fuel injection is also acceptable provided, however, that points of entry for the air or air-fuel mixture must be limited to the two carburetor pads on each cylinder head. A standard 140 hp engine that has the secondary carburetors removed and blocked belongs in this class. An otherwise standard one-pad head that has been machined to accept two pads per head belongs in this class. Any head that has been machined to the extent that the number of original pads cannot be determined (for example, to mount alternate non-factory carburetors on each head) shall be placed in this class.

- 4.6 The “Automatic” class shall be defined as Corvair bodied and Corvair powered cars with automatic transmissions and naturally aspirated engines. Any fuel delivery system is allowed in this class.
- 4.7 The “Turbo” class shall be defined as Corvair bodied and Corvair powered cars with turbocharged or supercharged engines. Transmission type shall not be a determining factor in this class. Manual or automatic transmissions, whether or not they are stock Corvair, belong in this class.
- 4.8 The “FC” class shall be defined as a Corvair bodied and Corvair powered Forward Control vehicle using any transmission and any fuel distribution system including turbocharged and supercharged engines.
- 4.9 The “Other Corvair” class shall be defined as a vehicle configuration that is either Corvair bodied or Corvair powered, but not both. UltraVans, dune buggies, and Corv-8s are some of the more common examples of such a configuration. Engine sizes and types, transmission types, or body/structural modifications are not determining factors in this class.
- 4.10 CORSA sanctioned economy runs shall provide a “Non-Corvair” class for those who may wish to compete without a Corvair for record or for fun; this class shall not be eligible for awards.
- 4.11 At local or regional CORSA-sanctioned events, officials may combine or sub-divide the six classes at their discretion provided they provide adequate advance notice to the competitors. However, at CORSA annual conventions, there shall be no combining of classes within or among the six Corvair classes regardless of how few entrants there may be in a class. Likewise, at CORSA annual conventions, the six Corvair classes shall not be subdivided.

5.0 TROPHIES AND PLACES RECOGNIZED

Definition of the trophy requirements in CORSA sanctioned events. Other Corvair events may tailor these requirements as desired.

- 5.1 Trophies awarded at the CORSA annual convention shall be in accordance with the current CORSA Trophy Policy. This policy shall be considered the minimum requirement and may be exceeded at the discretion of event organizers.
- 5.2 At the option of the event organizers, an additional award may be given for best mileage of the day. If these rules are used at events not sanctioned by CORSA, event organizers should consider awarding trophies in accordance with the following schedule:

Number of Competitors

1 to 3 per class
 4 or 5 per class
 6 or 7 per class
 8 or 9 per class
 10 or more per class

Number of Places Awarded

First place in class only
 First and second place in class
 First, second and third place in class
 First through fourth place in class
 First through fifth place in class

6.0 PROTEST PROCEDURES

- 6.1 The local event master shall consider protests regarding misclassification of vehicles and other conditions which may put one or more competitors at an unfair disadvantage with respect to the others.
- 6.2 The aggrieved competitor must issue his or her protest in writing no later than one hour after the competitor's time of entry at the finish line, such entry time having been recorded by an event official. The written protest should be submitted to the local event master whose cell phone number shall be made available in the route instruction document. The protest should include the name and cell phone number of the aggrieved competitor and include an explanation of the grievance.
- 6.3 The local event master shall investigate each protest and render a judgment as to its veracity. Although provisional results may be posted earlier, any decision affecting the final results of the Economy Run must be conveyed to the individuals in charge of scoring for the Economy Run and the Edward N. Cole Memorial Award (where applicable). This shall be done as soon as possible so that the decision can be taken into account in the scoring process. Best efforts must be made to settle any matter before trophies (or other awards) are publicly presented to the winners.
- 6.4 The local event master shall notify the aggrieved competitor and other affected parties of the decision and its basis. Decisions made by the local event master are final.

NOTES: