corsa

road rally rules
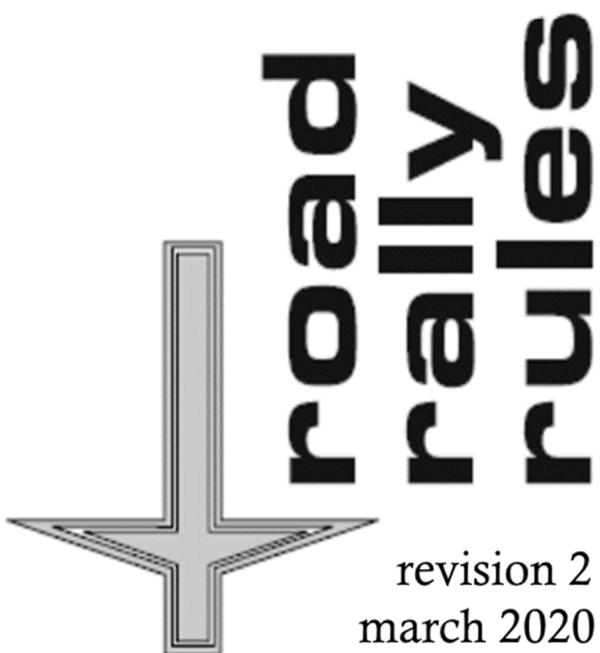
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CORSA Road Rally Rules

Preface

This booklet is organized into sections. Many are addressed to a specific audience. Others are general rules that apply to all. The sections are:

Section 1 Overview

1.1 A road rally is a competitive automotive event, a test of each participating team's ability to follow instructions on public roads. A rally measures only the team's ability to follow these instructions, not their vehicle, luck, physical condition, general knowledge, or speed.

1.2 A rally is not a race. Speed, when used as an element of scoring, is measured only in terms of each team's ability to adhere to predetermined legal speeds. The object is not to complete the course quickly, but to stay on the course without getting lost and to follow any specified rally speeds as closely as possible. Posted speed limits are to be observed at all times and at all points along the rally route, regardless of rally type.

1.3   There are many different types of rallies and there are many different types of rally instructions. It is the intent of the CORSA Road Rally Rules to provide a stable framework for a consistent quality of rallies, with standardized terms and abbreviations, and with uniform rules and regulations.

1.4   These rules are to be used to conduct the rally at all CORSA Conventions and at all CORSA-sanctioned regional conventions. While written with CORSA events in mind, these rules are intended to be adaptable to most rally types run by CORSA chapters. Rally organizers having questions are encouraged to contact the CORSA Rally Rules Advisor for assistance. Refer to the CORSA Communique magazine to obtain the Rally Rules Advisor's name, phone number and email address.

1.5   The Rally Rules Advisor shall be the final authority on any questions relating to the rally, interpretation of these rules, or on matters that are not specifically covered in this document.

Section 2   Rally Types

2.1 Types of Rallies. CORSA recognizes three types of rallies: Navigational, Continental and Gimmick. They are described below. Gimmick rallies are not an acceptable format for CORSA Conventions and CORSA-sanctioned regional conventions.

2.2 Navigational Rallies. Navigational rallies, also known as Time-Speed-Distance rallies, are precision driving and navigating events. The goal is to complete the route defined in the instructions at the pace defined in the instructions. The objective is to always be in the right place at the right time. Timed checkpoints are scattered along the route, at locations often unknown to the competitors. If the instructions are followed precisely, teams will arrive at all checkpoints in the

correct order and at the right time. However, due to navigation or driving errors, teams may miss checkpoints or arrive early or late. This results in penalties. Thus, the team which best follows the route correctly and at the right pace wins.

2.3 Continental Rallies. The Continental rally may have a navigational format in whole or in part, but will have other scorable elements such as mileage (miles travelled, not fuel economy), and/or items which must be based on things or places related to the rally route, such as answers to questions about signs, landmarks, and the like. Scoring is not to be based on chance or lottery-type luck.

2.3.1 Photo Rallies. A Photo rally is a particular type of Continental rally that requires the rally team to record the mileage whenever the driver or navigator recognizes a scene pictured in a photograph. The best score can be attained by recording the mileage to the photo's exact vantage point. There can be as many as a dozen or more scenes to be identified along the rally route. The photos are provided in an attachment to the Route Instructions document. The order in which the photos appear in the attachment are likely to differ from the order in which the corresponding scenes appear along the rally route.

2.4 Gimmick Rallies. The Gimmick rally is distinguished by the fact that time and mileage have little or no impact on rally team scores. Instead, scores are based on the rally teams' responses to puzzles or tricks posed by the Route Instructions along the route. There are several types of Gimmick rallies, including poker runs, map rallies, treasure hunts, question & answer rallies and gimmick trap rallies. Random chance, such as a throw of the dice or a poker hand, may be included as part of the scoring. As noted above, Gimmick rallies are not an acceptable format for CORSA Conventions and CORSA-sanctioned regional conventions.

2.5 Choosing the Right Type of Rally. Continental rallies are recommended for CORSA Conventions because they are suitable for novice as well as experienced competitors. Navigational rallies may also be used for CORSA Conventions provided that the rally organizers keep to a straightforward design as explained in the Rally Route Designers (Section 3) of this document.

Section 3. Rules for Rally Route Designers

3.1 Design Objective. For successful rallies that beginners and novices can finish and enjoy while experienced rallyists are challenged and have fun, the course must be designed in a straightforward and simple manner, with no tricks and no ambiguous instructions. Novices should have a reasonable chance of finishing the rally without getting lost. Experienced rallyists should find sufficient challenge in finishing the rally without incurring penalty points.

3.2 Choosing Suitable Roads

3.2.1 Acceptable Roads. CORSA-sanctioned rallies use paved public roads. Do not consider private roads, driveways, dead ends, dirt roads, gravel roads, freshly oiled roads or entrances to public or private grounds to be rally roads.

3.2.2 Prohibited Roads. For the purposes of the rally, these roads and roads marked "Closed," "Private," "Dead End," "One Way" (the opposing way), and the like do not exist. Likewise, unpaved roads and roads that are physically blocked do not exist.

3.3 Rally Route Length & Duration. For CORSA Conventions, the rally route must be at least sixty miles in length. The duration shall be such that the last-dispatched rally team can be reasonably expected to complete the rally prior to the next moving event.

3.4 Mileage Measurement Precision. The Mileage numbers quoted in Route Instructions should be sufficiently precise so

that a rally team using a calibrated odometer can match each one of them within a tolerance of plus or minus 1/10th of a mile.

3.5 Visibility of Signs and Objects. Signs or objects to be referenced in the Route Instructions must be visible to drivers and navigators without looking behind, nor should competitors find it necessary to leave their vehicles to read signs or find landmarks. The organizers should avoid using clues such as small numbers on utility poles or mailboxes. All clues, signs, and landmarks should be readily visible in a 180-degree forward field of vision. No general or specific local knowledge, such as shorthand or slang names for local sites, is to be necessary for following the route.

3.6 Calibration Requirements. If Mileage is a factor to be used in scoring, then the first Leg of the rally shall be designated as an odometer calibration Leg. The odometer calibration Leg shall be at least ten miles long and easy for rally teams to follow.

3.7 Transit Zone Requirements. Rallying should be viewed as a suburban or rural activity. If time is a factor to be used in scoring your rally, and if the rally route must travel through congested areas, then these areas should be regarded as Transit Zones. Typically, rally teams will arrive at the end of a Transit Zone before the time allotted. Consequently, teams often find it necessary to wait at the end of the zone until their allotted time is over. Due to varying degrees of congestion within the zone, several teams may find themselves parked together as they wait, causing undue attention from curiosity seekers passing by as well as law enforcement officials. To prevent this from happening, the end point for any Transit Zone should be in a parking area not located on the main thoroughfare. The distance to and from the parking area must be included in the rally's official Mileage.

3.8 Free Zone Requirements. Rally organizers have the option to include Free Zones in the rally route. If time

and/or mileage are scoring factors in your rally, then a method must be put in place to ensure that rally teams are held harmless for the time spent and/or miles driven inside the Free Zone. These quantities need to be measured at the Free Zone and forwarded to the scorekeepers for processing.

3.9 Checkpoint Requirements. The rally route may include a number of checkpoints. Rally officials stationed at Regular and Passage Checkpoints shall record the car number of each car that arrives, and depending on the type of rally, the time of day when each car arrives. Rally route designers may also consider "Do It Yourself" Checkpoints where rally teams will record their own time or mileage data. Do not use Hidden Checkpoints. They are prohibited in CORSA rallies because the limited sight lines associated with them cause difficulties in distinguishing rally cars from other traffic.

3.10 Minimum and Maximum Mileages Between Instructions. To enable rally teams to remain on-course, the distance from one route instruction to the next shall not be less than one tenth of a mile unless an instruction is denoted by the term "Immediate". Similarly, the distance from one driving instruction to the next shall not exceed five miles. If it is necessary for rally teams to travel more than five miles on the same road, then either (a) the instruction leading onto the road should cite the number of miles to be travelled or (b) an additional instruction, such as "SAP", should call out a landmark along the road. In this manner, the distances between instructions can be kept below five miles.

3.11 Where to Include "Helpers". Rallymasters should consider the use of Helpers such as Course Checks ("CC") and Off-Course Markers ("OCM") in those situations where a particular route instruction may be difficult for novice competitors to follow or on long stretches to assure the competitor has not missed an instruction.

Section 4 Rules for Preparing Route Instructions

4.1 Content of Route Instructions. Route Instructions contain the specific directions by which each team follows the rally route. They are typically in abbreviated form, using the terms and abbreviations shown in the Glossary of Terms and Abbreviations (Section 13).

4.2 Sequence of Instructions. Positioning of Questions. Nearly every rally requires competitors to answer questions about mileage, landmarks, etc. All such questions shall be posed in the Route Instructions . Except where otherwise noted, instructions and questions shall appear in chronological order; not scrambled.

4.3 Line Spacing. Margins. Route Instructions are to be double-spaced between instructions so as to be easy to read in a moving vehicle. Margins should be sufficiently wide for the navigator to mark the team's progress.

4.4 Fonts and Pictographs. Abbreviations defined in Section 13 must be highlighted in Route Instructions through the use of altered fonts, such as small capitals, bold print or italics. Alternatively, Route Instructions may take picture form such as sketches of intersections (known as "tulips") or even photographs of intersections or landmarks.

4.5 Road Sign Highlighting. Signs will be designated in the Route Instructions by the use of quotation marks (i.e., "RIDGE RD"), whereas material not enclosed in quotation marks refers to the actual object (i.e., Ridge Road). Spelling within quotes will be precise although punctuation and capitalization need not be.

4.6 Road Sign Abbreviation. Signs may be quoted fully or in part, but no words, letters, or numbers will be skipped, added, or scrambled in the portion quoted.

4.7 Road Sign Consistency. Highways referenced in Route Instructions should be called out consistent with road signs posted at their entrances. For example, if the rally route includes a portion of Interstate 80 and the sign at the entrance

ramp says "I-80", so should the route instruction for that turn. Likewise, do the same for other federal, state, county and municipal roads. Examples include US-30, SR 49 in California, CR 509 in New Jersey, Charlotte 4 in Charlotte, North Carolina.

4.8 Multiple Signs on One Post. Multiple signs mounted on a single post or support structure are considered to be one sign. Signs painted on the road surface will not be used.

4.9 Identify Roads to Be Taken. The Route Instructions should make clear which direction to take when there is a fork in the road. The terms "Follow" and Straight as Possible ("SAP") as described in the Glossary of Terms and Abbreviations (Section 13) should be used as applicable. Course Checks ("CC") and Off-Course Markers ("OCM") can also be used for this purpose.

4.10 Identify Roads to Be Ignored. As noted above, rally teams are to ignore certain types of roads or pathways. If signage or other features make it difficult to make a distinction, then the Route Instructions should tell competitors how such roads are to be regarded. For example, an access road through a shopping mall may be public even though its purpose is simply to serve mall traffic. However, such roads may be used as landmarks if specifically referenced in the Route Instructions.

4.11 Road Sign Clarity. No two consecutive route instructions refer to the same sign, object, or intersection. All drawings used in the Route Instructions, whether representations of signs, objects, or intersections, are to be drawn as accurately as the organizers' artistic talents allow, and there are no traps based on slight variations between a drawing and the item it represents.

4.12 Question and Answer Clarity. All questions posed in the Route Instructions must be factual and neither be ambiguous nor require interpretation. An example of an

acceptable question is "How much are Fords selling for?" where the answer, "$32,900," is displayed clearly on a Ford billboard. An example of an unacceptable question is "Where is the shoe tree located?" when the answer is based on a tree that has a shoe nailed to it.

4.13 Mileage – Cumulative or Interval? The Route Instructions shall specify whether Mileages cited within are cumulative (i.e. measured from the rally starting line) or interval (i.e. measured between specific points along the route).

4.14 Calibration Leg Instructions. The official Mileage for the Calibration Leg (if any) shall be specified in the Route Instructions.

4.15 Transit Zone Instructions. The official time allotted for any Transit Zone shall be specified in the Route Instructions.

4.16 Free Zone Instructions.

> 4.16.1 If a team spends too much time in a Free Zone, it runs the risk of finishing the rally too late. The Route Instructions shall specify a recommended maximum so this does not occur.

> 4.16.2 Also, be sure the Route Instructions identify the party responsible for recording time spent and mileage driven within the Free Zone. The responsible party can be either (a) event officials stationed at the entrance and exit of the Free Zone, or (b) the rally team navigator.

4.17 Same Instructions for All. All rally teams shall be issued the same set of Route Instructions. They shall be written so that all teams follow the list of instructions in the same sequence. No rally team shall be required to follow the route in reverse order or at different starting points along the route.

4.18 Use of Answer Sheets. Depending on the type of rally, the Route Instructions may include a separate Answer Sheet

for calculating odometer correction factors, recording time and/or Mileage at DIY checkpoints, and recording the answers to any questions that may be posed within the body of the Route Instructions document.

4.19 Panic Envelopes. All participating rally teams are to be provided with a means of getting "unlost," including a sealed "panic envelope" containing a map or directions.

4.20 Contact Number. The information in the panic envelope shall include the phone number of a rally official who can assist rally teams who are lost or broken down along the way.

Section 5 Rules for Preparing General Instructions

5.1 Purpose of General Instructions. CORSA Road Rally Rules address many topics, not all of which are applicable to each and every rally. To provide a more relevant reference, organizers have the option to prepare and offer a separate document containing a more narrowly focused set of instructions for your particular rally, i.e. a General Instructions document.

5.2 Required Content for General Instructions.

5.2.1 The General Instructions shall include certain sections of these CORSA Road Rally Rules, namely Rules for Rally Teams (Section 8), Rally Team Classes (Section 9), Scoring and Awards (Section 10), Disqualification (Section 11), Protest Procedure (Section 12) and Glossary of Terms and Abbreviations (Section 13).

5.2.2 It may be advisable to include the following paragraphs from these CORSA Road Rally Rules: Identify Roads to Be Taken (Paragraph 4.9), Identify Roads to Be Ignored (Paragraph 4.10), Lining-Up the Cars (Paragraph 7.8), Final Vehicle Classification Checkup (Paragraph 7.10) and Dispatching the Cars (Paragraph 7.11).

5.2.3 Other sections of the CORSA Road Rally Rules, such as Overview (Section 1), Rally Types (Section 2), Rules for Rally Route Designers (Section 3), Rules for Preparing Route Instructions (Section 4), Rules for Preparing General Instructions (Section 5), Rules for Testing the Route (Section 6) and Rally Day Management Rules (Section 7) can be omitted either in-part or in their entirety.

5.3 Allowable Edits. Rally organizers have the option to omit sentences in the CORSA Road Rally Rules that are not relevant to the type of rally they intend to run. For example, if the rally does not include Checkpoints, Transit Zones, Free Zones, or certain Terms and Abbreviations, the General Instructions need not mention them.

5.4 Precedence of Documents. In the event of conflict between CORSA Road Rally Rules and General Instructions, CORSA Road Rally Rules shall prevail.

Section 6 Rules for Testing the Route

6.1 The rally route and its instructions are to be checked by an experienced rallyist prior to the actual event, and it is recommended that such a check be conducted on the same day of the week and at the same time of day as the planned rally.

6.2 Additionally, the route should be inspected again immediately prior to the event, preferably in the early morning hours of the day of the event. Signs and landmarks can change overnight.

Section 7. Rally Day Management Rules

7.1 Participants Meeting. A Participants Meeting is to be held on the morning of the rally. The purpose of this meeting is to (1) provide information about the time of day, place and procedure for staging and dispatching rally cars, (2) announcing the time limit for submitting Answer Sheets, if applicable, at the end of the rally, (3) distribute copies of General Instruction documents, (4) announce any corrections

to the Route Instructions revealed through rally route testing, and (5) provide an opportunity for rally competitors to ask questions about the event. Although corrections to the Route Instructions are to be discussed, Route Instructions, Answer Sheets and Panic Envelopes are not to be distributed at this time.

7.2 Time Limit for Answer Sheets. The time limit for rally teams to submit their completed Answer Sheets shall be determined by the Rallymaster and announced during the Participants Meeting. It should be sufficient for the teams to perform any required calculations.

7.3 Distribution of Route Instructions, etc. Copies of Route Instructions, Answer Sheets (if applicable) and Panic Envelopes shall be made available to each rally team no more than five minutes and no fewer than three minutes before the team's scheduled start time.

7.4 Document Lockdown. Aside from addressing corrections, Rally organizers are prohibited from adding rules, procedures and instructions to those published in the CORSA Road Rally Rules, Route Instructions, Answer Sheets and Panic Envelopes once the Participants Meeting has commenced. All questions regarding the rally shall be answered in the open forum provided by the Participants Meeting. After the meeting is adjourned, rally officials shall not impart information to any rally participant that has not already been shared with all.

7.5 Clock Synchronization. In any rally where time is a factor, time shall be measured at all locations (checkpoints etc.) using clock readings broadcast from local cell networks as displayed on common cell phones.

7.6 Time Management. All participating rally teams must be afforded the same length of time in which to complete the rally. All checkpoints and related points of interaction between competitors and organizers should remain "open for

business" until all participating rally teams have passed or until one half-hour after the last vehicle is scheduled to pass, whichever comes first.

7.7 Checkpoint Readiness. The Rallymaster shall contact Checkpoint officials by way of cell phone to ensure they are present prior to the arrival of the first vehicle. Checkpoint officials need to be ready to record the car number and the time of day when each car passes. In addition, they need to be ready to accept Time Allowance requests from the rally teams. All such information must be passed on to the scoring team at the end of the rally.

7.8 Lining-Up the Cars. Generally, competitors for the Edward N. Cole competition should be lined up first, Primary Class cars second, and Touring Class cars third. Non-Corvairs should be lined up last. Competitors who need to finish the rally early should be given the opportunity to get in line ahead of others.

7.9 Treatment of Non-Corvairs. Vehicles entered in the non-Corvair class shall start the competition after all Corvairs have had the opportunity to do so. (This shall not prevent a late-arriving Corvair from running in the rally after non-Corvairs have already left).

7.10 Final Vehicle Classification Checkup. Event officials are responsible for performing a final check on each vehicle's class as it approaches the starting line. The event official's determination shall prevail.

7.11 Dispatching the Cars. Rally teams shall be dispatched from the starting line no less than one minute apart. If time is a scoring factor in your rally, an official at the starting line should tell each rally team the exact time when it should leave. The time dictated by the official, not the team's actual start time, becomes the official departure time for that team. The official departure time for each rally team along with the

vehicle's car number and class shall be recorded at the starting line for scoring purposes.

Section 8. Rules for Rally Teams

8.1 Registration. Your registration package should include a copy of the CORSA Road Rally Rules. Read it before the Participants Meeting.

8.2 Vehicle Preparation. Competitors are reminded to begin the rally with sufficient fuel to complete the route. Pets in rally cars shall be restrained in accordance with applicable laws. Vehicles that are not street legal shall be prohibited from participating in the competition.

8.3 Participants Meeting. Use this meeting to ask questions about CORSA Road Rally Rules, General Instructions, the type of rally to be run, starting location of the rally, line-up procedures, and any course corrections the officials may announce. Copies of General Instructions are made available at the Participants Meeting. Be sure to pick up a copy. Do not expect rally officials to discuss details about the rally route. Do not expect rally officials to address additional questions after the meeting is over.

8.4 Car Numbers. Vehicles will be identified for the benefit of rally workers by means of a card, sticker, or insignia provided to you. Display this identification as directed. It is necessary for your car number to be readily visible so that checkpoint officials can account for your car in the scoring process.

8.5 Send-Off.

8.5.1 You will receive your copy of the Route Instructions, Answer Sheet (if applicable) and Panic Envelope no more than five minutes and no fewer than three minutes before your car's scheduled start time.

8.5.2 Approximately one minute in advance, a starting line official shall tell you the exact time when your car should leave. This time becomes your car's official start time.

8.5.3 If time is a scoring factor, your navigator should record the assigned start time and calibrate his or her timing device accordingly so that, with careful driving, you can arrive at each checkpoint on-time.

8.6 Use of Panic Envelopes. With your Route Instructions, you will receive a Panic Envelope containing directions and/or a map to assist you in getting to the rally's end point in the event you become hopelessly off-course. The Panic Envelope should include the phone number of an official who can assist lost or broken down rally teams. This envelope will be sealed, and must be turned in at the end of the rally, still sealed, in order for your score to be valid. An unsealed Panic Envelope will void your score.

8.7 Use of Answer Sheets. As noted above, the Rally Instructions may include an Answer Sheet for the teams to fill-out during the course of the rally. Each team is responsible for filling out any such Answer Sheet and turning it in to designated event officials within a certain amount of time after the rally is completed. Any rally team that fails to turn in its Answer Sheet within the allotted time shall be accorded a "DNF" for the event.

8.8 Route Instruction Sequence. Route Instructions are to be executed in numerical order. Complete each instruction fully before proceeding to the next. They are canceled upon completion, except for those instructions which are specified to overlap other instructions or for speed changes of unspecified duration. No two consecutively numbered route instructions can be executed at the same time.

8.9 Route Instruction Interpretation. This CORSA Road Rally Rules booklet requires rally organizers to meet certain

criteria with respect to the visibility of signs and objects you will encounter along the rally route. In addition, there are criteria for the manner in which signs and objects are described in the Rally Route Instructions. Please become familiar with Section 3 (Rules for Rally Route Designers) and Section 4 (Rules for Preparing Route Instructions) of this CORSA Road Rally Rules booklet.

8.10 Mileage Adjustment Calculations. The route instructions may require you to record your mileage at various points along the route. To obtain the best possible score, the navigator should adjust the number of miles displayed by the vehicle odometer so that your recorded mileage is (a) calibrated to the official Mileage, and (b) compensates for any off-course excursions that may have occurred while driving the rally route.

8.11 Odometer Calibration Leg. In rallies where time, speed or distance are scoring factors, the first Leg of the rally will be an odometer calibration Leg. The Route Instruction for the calibration Leg will specify its official Mileage. It is likely to differ slightly from the mileage recorded on your odometer. Your odometer readings can be corrected to match the official Mileages for all of the Legs in the rally by using the following formula:

$$A = B \times C$$

Where:

A = Corrected Odometer Reading
B = Your Actual Odometer Reading
C = Correction Factor

And:

$$C = X / Y$$

Where:

X = Calibration Leg Mileage per Route Instructions
Y = Calibration Leg Mileage per your Odometer

The odometer calibration Leg may, at the option of the rally organizers, be scored as part of the rally.

8.12 Other Handy Formulas. The following are intended for the rally team navigator to use:

Minutes = Miles/MPH x 60

MPH = Miles/Minutes x 60

8.13 Stopping at Checkpoints. You can expect to encounter checkpoints along the rally route. Checkpoints will be placed at intervals along the rally route in order to record the progress of the competitors.

8.13.1 Stop at all Regular and Do It Yourself (DIY) Checkpoints. Do not stop at Passage Checkpoints. (For definitions, refer to Section 13, Glossary of Terms and Abbreviations).

8.13.2 Regular Checkpoints require that you stop just beyond the checkpoint and have your car checked-in by checkpoint officials. Do not stop before or alongside the checkpoint, but instead pull to the shoulder of the road beyond the checkpoint or into a designated area. A penalty will apply if you stop or "creep" within sight of such a checkpoint. These checkpoints will be marked by a "Check-Point" sign. The restart will be a specified landmark after the checkpoint. A sample of the rally's "Check-Point" sign will be displayed at the starting point.

8.13.3 Passage Checkpoints do not require you to stop. Passage Checkpoints will be marked by a "Check-Point" sign with the notation "Do Not Stop."

8.13.4 At all of the above checkpoints, your passage will be recorded as your front wheel crosses a line even with the "Check-Point" sign, or, in the case of Hidden Checkpoints, a line even with the view of the rally workers perpendicular to the direction of travel.

8.13.5 Do-It-Yourself Checkpoints ("DIY"), You may encounter DIY Checkpoints along the rally route. Their locations will be specified in the Route Instructions with reference to signs or landmarks. You are to record your arrival time and/or Mileage at DIY checkpoints as instructed.

8.14 Transit Zone Instructions. If time is a scoring factor in the rally, the route may include one or more Transit Zones. The Route Instructions will tell you the amount of time you will be given to traverse each Transit Zone. The amount of time allotted should be more than sufficient for you to cope with any vehicular traffic, stop lights, or other impediments you may encounter there. It is likely you will arrive at the end of the Transit Zone early. To attain the best possible score, park or pull over until the allotted time runs out.

8.15 Free Zone Instructions. If either time or mileage is a scoring factor in the rally, the rally route may include one or more Free Zones where you can stop, take a break, or drive around at your leisure without being penalized.

8.15.1 The Route Instructions should tell you to either (a) have event officials check you into and out of the Free Zone when you arrive and depart, or (b) record the time you have spent and/or miles you have driven within the Free Zone.

8.15.2 If a rally team spends too much time in a Free Zone, it runs the risk of finishing the rally too late. The Route Instructions should specify a recommended maximum so this does not occur. Pay attention to this maximum.

8.16 Recovering from Navigation Errors. If you determine that you have strayed from the proper route, retrace your steps until you are confident that you are back on the correct route. In rallies where time and mileage are scoring factors, you can

take the following actions to minimize the penalty points that you would otherwise incur due to your mistake.

8.16.1 Mileage Adjustments. Please remember that the mileage you report on your Answer Sheet need not be the same as your odometer reading. You have the option to adjust your reported mileage to compensate for mistakes. If you go off course or fail to record the odometer reading when passing a location where the Route Instructions require an answer, the navigator has the option to recover by marking mileage at each instruction and then having the driver-re-run the Leg where the error was made. In this way, the navigator can adjust the team's reported mileage to compensate for the error.

8.16.2 Time Allowances. You have the right to request one or more Time Allowances. Time Allowances shall be granted for conditions that prevent a participating team from completing any portion of the rally on time so as to eliminate the need to "make up time" by driving faster than posted speed limits.

A request for a Time Allowance must be submitted to officials stationed at the Regular Checkpoint located at the end of the Leg in which the delay occurred. Time Allowance requests submitted at the end of the rally will be declined unless the delay was experienced during the last Leg of the rally route.

Time Allowances must be submitted in writing and shall include the car number as well as the number of minutes of allowance requested. Minutes must be stated in whole numbers, not fractions. The reason for the request may also be included but is not mandatory.

Each granted Time Allowance shall incur an automatic 25-second penalty in addition to the normal leg score. It is not possible for a rally team to get an overall score of zero if a Time Allowance is granted.

Section 9. Rally Team Classes

    9.1 Primary Class.

        9.1.1 This class is open to two-person teams consisting of a driver and a navigator, in a Corvair production vehicle, a Corvair-based vehicle, or a Corvair-powered vehicle, licensed for operation on the public roads.

        9.1.2 No passengers, including infants and young children, are permitted in Primary Class vehicles. Teams are limited to the driver and navigator, only.

    9.2 Touring Class.

        9.2.1 This class is open to teams consisting of more than two persons, in a Corvair production vehicle, a Corvair-based vehicle, or a Corvair-powered vehicle, licensed for operation on the public roads.

        9.2.2 Touring Class is a secondary class, intended to permit CORSA families and friends to participate in the rally. All entries in this class are to be directed onto the course after the entries in Primary Class.

    9.3 Non-Corvair Class.

        9.3.1 This class is open to teams consisting of two or more persons, in any non-Corvair vehicle licensed for operation on the public roads.

        9.3.2 Non-Corvair Class is a participatory class, with scoring for informational and entertainment purposes only, at CORSA Conventions and CORSA-sanctioned regional conventions. All entries in this class are to be directed onto the course after the entries in Touring Class.

    9.4 Notes on Classifications.

        9.4.1 The registration process may require competitors to specify their respective vehicle's class. This shall be considered a preliminary determination. Experience has

shown that competitors sometimes arrive at the starting line with an alternate vehicle or a change in passenger count. Such changes can affect the class in which the vehicle should be entered. Event officials have the authority to reclassify any affected vehicle.

9.4.2 Classes as defined above may not be combined or mixed.

9.4.3 Motorcycles, trucks larger than conventional pickups and vans, and motorhomes other than UltraVans and camper-converted Corvair FCs are expressly prohibited from participating.

9.4.4 All vehicles must operate in compliance with local, state and federal laws. It is the responsibility of the entrant to meet all applicable licensing and motor vehicle requirements.

9.4.5 No vehicle may participate with fewer than two persons, driver and navigator. All participating drivers must possess a valid driver's license. There are no restrictions on navigators.

9.4.6 "Corvair production vehicle" means all Corvair cars and trucks built and sold by Chevrolet, plus those vehicles modified from production vehicles by aftermarket firms such as Fitch & Company and Yenko Chevrolet.

9.4.7 "Corvair-based vehicle" means Corvair-bodied vehicles utilizing an alternative powerplant (e.g., Corveight), and/or an alternative chassis (e.g., four-wheel drive). Included are such modifications as extended-length vehicles or shortened vehicles.

9.4.8 "Corvair-powered vehicle" means any non-Corvair-bodied vehicle utilizing the Corvair engine (e.g., Cord replica, dune buggy), and/or the Corvair chassis (e.g., customized body no longer visually identifiable as a Corvair).

9.4.9 "Non-Corvair vehicle" means any vehicle not bearing a mechanical or visual relationship to the Chevrolet Corvair.

Section 10   Scoring and Awards

10.1   In all types of rallies, the lowest score wins. In CORSA rallies, penalty points will be assessed as follows, as applicable:

- One point for each 0.1 mile over or under the official Mileage.

- One point for each second over or under the official time, to a maximum of 600 points per timed Leg.

- 25 points per Time Allowance granted.

- 1200 points for failure to reach a checkpoint.

- 120 points for stopping or "creeping" within sight of a checkpoint.

- 600 points for arriving at a checkpoint backwards, i.e., from the wrong direction.

10.2   In addition, questions which are to be answered along the rally route or information that is to be completed by the competitors for scoring purposes (other than DIY checkpoints) will be scored as follows:

- Correct, 0 points.

- Incorrect, 10 points.

- Un-answered, 20 points.

10.3   Scoring for Time.

10.3.1   Insofar as timing is concerned, each Leg of the rally should be scored independently. For example, if a rally team takes too much time to complete the first leg of the rally and then tries to make up for it by beating

the official time for the second leg, then the team should be penalized in both legs; the first for driving too slowly and the second for driving too fast. Time lost on one leg cannot be made up on the next.

10.3.2 The purpose of this rule is to remove any incentive for rally teams to engage in reckless driving to improve their total rally score.

10.4 Tie Breakers. Tied scores will be broken by (1) the best individual leg score, (2) the closest mileage to the official Mileage, (3) tie-breaker questions identified as such from the beginning.

10.5 Trophies. Trophies are to be awarded in the Primary and Touring classes in accordance with the CORSA Trophy Policy. There is no requirement to award trophies for the Non-Corvair class.

10.6 Score Sheets. Point scores for all competitors shall be made available as soon as practical through either the CORSA Communique, CORSA website, or an email blast.

10.7 Answer Sheets. An Answer Sheet annotated with the correct Mileages, answers, etc. shall be posted at the same time as the point scores.

10.8 In CORSA Conventions, final scores shall be conveyed to the CORSA Convention Services Coordinator.

Section 11 Disqualification

Any of the following conditions shall serve to disqualify the offending rally team.

11.1 Cheating in any form. This includes but is not necessarily limited to cheating as determined as the result of a protest.

11.2 Unsafe driving, unsportsmanlike conduct, use of alcoholic beverages, narcotics, or other dangerous substances.

11.3 Providing Mileages, time elements or answers to questions to any other rally team that have not yet submitted its own Answer Sheet to rally officials at the end of the rally.

11.4 Submittal of completed Route Instructions or Answer Sheets beyond the amount of time allotted by the Rallymaster.

11.5 An opened Panic Envelope submitted at the end of the rally.

Section 12 Protest Procedure

12.1 The Rallymaster 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.

12.2 The aggrieved competitor must issue his or her protest in writing to the Rallymaster no later than one hour after the aggrieved competitor's time of entry at the finish line, such entry time having been recorded by an event official. The protest should include the name and cell phone number of the aggrieved competitor and include an explanation of the grievance.

12.3 To enable the aggrieved competitor to locate the Rallymaster, the Rallymaster's cell phone number shall be made available at the rally finish line.

12.4 The Rallymaster 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 Rally must be conveyed to the individuals in charge of scoring for the Rally 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. All protests must be settled before awards are publicly presented to the winners.

12.5 The Rallymaster shall notify the aggrieved competitor and other affected parties of the decision and its basis.

12.6 Decisions made by the Rallymaster about protests are final.

Section 13. Glossary of Terms and Abbreviations

After: Indicates action is to be taken at some point beyond the referenced sign or landmark.

AL: Acute Left; a left turn of substantially more than 90 degrees.

AR: Acute Right; a right turn of substantially more than 90 degrees.

At: Indicates action is to be taken in line with or in the immediate vicinity of the referenced sign or landmark.

Before: Indicates action is to be taken in sight of and prior to the referenced sign or landmark.

BL: Bear Left; a left turn of substantially less than 90 degrees.

BR: Bear Right; a right turn of substantially less than 90 degrees.

CAS: Change Average Speed [to]; Commence Average Speed [of]; or Continue Average Speed.

CC: Course Check: a reference to verify that you are on the correct course.

DIY: Do It Yourself checkpoint; a vacant location on the course where rally teams are required to stop and record their own mileage or time. The locations of DIY Checkpoints shall be identified in the Route Instructions.

Follow: Stay on a road designated by name or number in the previous instruction.

Free Zone: A Free Zone will appear on a rally route where competitors can stop, enjoy a meal, visit a point of interest, or

engage in similar activities. A Free Zone (1) has no stated average speed, (2) has no stated Mileage, and therefore (3) is exempt from scoring on the basis of time and Mileage. .

Helper: Additional information to help you stay on course.

Hidden Checkpoint: A staffed location on the course where the occurrence and/or time of each passing entry will be recorded. The locations of Hidden Checkpoints are not to be identified in the Route Instructions or by any other means. Rally teams are not permitted to stop at Hidden Checkpoints irrespective of whether they recognize them or not.

Immediate: Action comes up in less than one-tenth mile.

Intersection: The meeting or crossing of two or more public roads at grade level.

Jog L: A left turn, immediately followed by a right turn.

Jog R: A right turn, immediately followed by a left turn.

L: Left; a left turn of any angle.

Leg: Any section of the rally route between the starting line and the first checkpoint, between any two consecutive checkpoints, and between the final checkpoint and the finish line.

Look Sharp: Indicates that the referenced sign, landmark or action point comes up quickly on the rally route.

Mileage: For rally purposes, mileage means the official number of miles specified in the Route Instructions.

OCM: Off-Course Marker; refers to a sign or landmark that indicates that you have missed an action point and are off course.

OPP: Opportunity; the point at which a route instruction can be executed.

Passage Checkpoint: A staffed location on the course where the occurrence or time of each passing entry will be recorded.

The locations of Passage Checkpoints shall be identified in the Route Instructions. Rally teams are not permitted to stop at them.

Pause: To delay up to the indicated period of time; pause times are provided to allow for such minor delays as stop signs and traffic lights; the pause time is added to the time required to travel the specified distance.

POI: Point of Interest; a local site or attraction.

R: Right; a right turn of any angle.

Regular Checkpoint: A staffed location on the course where rally teams are required to stop and have either their mileage or time recorded by an event official. The locations of Regular Checkpoints may or may not be identified in the Route Instructions as determined in the discretion of the rally organizers

RR: Railroad; a grade level crossing of one or more railroad tracks.

SAP: Straight as Possible; the least possible turn.

SL: Speed Limit; refers to a conventional regulatory speed limit sign, not black-on-yellow advisory signs.

SOL: Seen on Left; the referenced sign or landmark will be seen to the left of your vehicle.

SOR: Seen on Right; the referenced sign or landmark will be seen to the right of your vehicle.

SRIP: Sign Reads in Part; used when quoting a portion of a sign.

STOP: Refers to the conventional octagonal sign governing traffic in the direction of rally travel.

T: Refers to an intersection in the approximate shape of a capital letter "T", always approached from the bottom or stem, such that you must turn left or right.

TL: Traffic Light; the conventional tri-colored lights, functioning or not. Any combination of TL units controlling an intersection are to be considered one TL.

Transit Zone: A Transit Zone will appear on a rally route where competitors are likely to encounter traffic, stop signals or other impediments. The official time accorded to a Transit Zone should be more than sufficient for rally teams to contend with these contingencies.

Triangle: An approximately triangular island in the junction of two or more public roads.

TS: Traffic Signal; a traffic control light, usually blinking with a single color in each direction, functioning or not. Any combination of TS units controlling an intersection are to be considered one TS.

Turn: Directs a change in direction which would otherwise not have been made.

Y: Refers to an intersection in the approximate shape of a capital letter "Y", always approached from the bottom.

YIELD: Refers to the conventional triangular sign governing traffic in the direction of rally travel.