

**corsa**

  
**road  
rally  
rules**  
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# CORSA Road Rally Rules

## 1. Guidelines

### 1.1 Overview

- 1.1.1 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.
- 1.1.2 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 at all points along the rally route, regardless of rally type.
- 1.1.3 There are many different types of rallies, and there are many different types of rally instructions. It is not the intent of CORSA to limit the creativity of its rally organizers. Rather, it is the intent of these Rules to provide a stable foundation for a consistent quality of rallies, with standardized terms and abbreviations, and with uniform rules and regulations.
- 1.1.4 These Rules are to be used to conduct the rally at all CORSA Conventions and at all CORSA-sanctioned regional conventions. While written with these 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 CORSA for assistance.

### 1.2 Types of Rallies

- 1.2.1 The rally types to be considered for use in CORSA events are the Navigational, the Continental, and the Gimmick.
- 1.2.2 The Navigational rally is commonly known as a TSD (time, speed, distance). This type of rally must be accurately measured to the nearest 1/100th mile; a minimum of a ten-mile odometer check leg must be the first leg. All mileage must be measured continuously from the start to the finish, although the odometer check leg may be considered separately from the overall rally route. The rally must be at least sixty statute miles long overall and be scored on a minimum of three valid checkpoints (two mid-route checkpoints and the end point), exclusive of "do-it-yourself" unmanned-type checkpoints.
- 1.2.3 A Navigational rally must be scored only on the basis of time, one point per second early or late, 600 points maximum per checkpoint, 1,200 points for missing a checkpoint entirely. The rally may use Open, Closed, Hidden, Passage, or DIY checkpoints, not located within two miles or three minutes of another checkpoint of any type nor within 1/2 mile of a speed change point.
- 1.2.4 A Navigational rally must provide an official time at the start. WWV or CHU time signals are considered to be acceptable sources of official time. Time Allowances shall be provided 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."

- 1.2.5** A Navigational rally often requires classes to be set up on the basis of experience and equipment, but this is not typical in CORSA rallies (see Section 4, Classes).
- 1.2.6** The Continental rally may have a navigational format in whole or in part, but will have other scorable elements such as mileage (adherence to the precise route, 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.
- 1.2.7** A Continental rally must also be at least sixty miles in overall length, but the navigational element may be reduced to a simple math factor that converts mileage into time, based on the average speeds, or may adhere to the more stringent navigational requirements outlined above. Rally organizers are cautioned that navigational checkpoint design and operation are critical to a TSD rally, and that simply adding a timed element to a rally does not make it a TSD.
- 1.2.8** The Gimmick rally is not scored on time and distance, but solely on things or places related to the rally route. Overall mileage may be considered as a scoring factor, but time may not. Random chance, such as a throw of the dice or a poker hand, may be included as part of the scoring, but this practice is to be used only at the local level. A Gimmick rally need not be sixty miles in minimum length.
- 1.2.9** At CORSA Conventions, it is recommended the Rally be a Continental type. In these rallies, the main objective is to stay on course, see the local sights, and have fun. These types of rallies are good for beginner or infrequent rallyists, typical of CORSA Convention participants. A purely Navigational TSD rally may also be used for CORSA Conventions, provided the rally organizers keep to a straightforward design, as explained under Rally Design, below. A Gimmick rally is not to be used for CORSA Conventions, as this type diminishes the competitive element to an unsuitable level.

### **1.3 Rally Design**

- 1.3.1** Rallying should be viewed as a suburban or rural activity. If the course must travel through congested areas, these areas should be regarded as “free zones” or “transit zones” that do not require difficult navigation or average speeds.
- 1.3.2** For successful Navigational 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. If beginners get lost on a properly designed course, they will be able to backtrack and find their way to the finish. Experienced rallyists will find sufficient challenge in trying to “zero” the checkpoints.
- 1.3.3** In Continental rallies and other rallies using questions, the questions must be factual and not be ambiguous nor require interpretation. An example of an acceptable question is “How much are Fords selling for?” where the answer, “\$12,900,” 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. Questions must be

inserted between route instructions in their proper order as they occur, or, if listed separately, must be similarly listed in proper order. Adequate space must be provided on the route instructions or an answer sheet for the answers to questions.

- 1.3.4 Participants should not 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 mail-boxes. 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.
- 1.3.5 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. 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.
- 1.3.6 All participating teams must be afforded the same length of time in which to complete the rally. All checkpoints and related points of interaction between participants 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.
- 1.3.7 All participants are to be provided with a means of determining when they are off course or have missed a landmark, and there is to be a five-mile maximum limit between instructions. All participating rally teams are to be provided with a means of getting “unlost,” including a sealed “panic envelope” containing a map or directions.
- 1.3.8 A sweep vehicle operated by persons familiar with the route should follow the rally as the last vehicle, and lend assistance to those no longer able to complete the route unaided.
- 1.3.9 Once the rally is completed, protests are to be accepted until 30 minutes after the scheduled completion of the course by the last vehicle. At CORSA Conventions, results are to be announced at the time of the awards presentation, and official printed results are to be available to all participants immediately after the awards presentation. At the local level, provisional scores may be posted prior to becoming official.

#### **1.4 Rally Instructions**

- 1.4.1 Each participating team is to receive two sets of printed instructions: the General Instructions (commonly known as “the Generals”), and the Route Instructions.
- 1.4.2 The General Instructions contain all the rules and regulations under which the rally will be run, and all the terms and definitions that will be used. The Generals are to be provided to each participating team a minimum of one half-hour before their scheduled start time. Questions concerning information in the Generals are to be freely answered until each team receives its Route Instructions, but not after.
- 1.4.3 Section 2 provides the General Instructions that are to be used for all CORSA rallies. Items 2.1 through 2.5 are to be used without modification. Item 2.6 (Checkpoints) may be edited for those rallies which do not use all

checkpoint types. Item 2.7 (Scoring) is to be used without modification for Navigational rallies, but may be edited for Continental rallies which do not use all the scoring elements shown, or for Gimmick rallies using different scoring criteria. Item 2.8 (Time Allowances) may be omitted for untimed rallies. Items 2.9 through 2.12 are to be used without modification.

- 1.4.4 Additional General Instructions may be used, consistent with overall rally design and these Guidelines. Additions such as Forced Turns (automatic left at all T intersections, for example) or Grab Bags (collections of four or five instructions which are executed in the order they are found) or Clock Turns (where the hands of a clock represent the roads at an intersection, such that 9:00 is a right turn) may be used when adequately explained in the General Instructions. There are to be no ambiguities nor “tricks” in any additional General Instructions.
- 1.4.5 A copy of the Glossary of Terms and Abbreviations, as provided in Section 3, must be given to each participating rally team with the General Instructions.
- 1.4.6 A copy of CORSA’s Road Rally Classes, as provided in Section 4, must be given to each participating rally team with the General Instructions.
- 1.4.7 The 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 Section 3. But the Route Instructions may take picture form such as sketches of intersections (known as “tulips”) or even photographs of intersections or landmarks, or they may be presented in a variety of other forms consistent with the General Instructions. The Route Instructions are to be provided to each participating rally team no more than five and no fewer than three minutes before each team’s scheduled start time.
- 1.4.8 Route Instructions are to be double-spaced between instructions so as to be easy to read in a moving vehicle. Route Instructions are to be sequentially numbered in order of execution, and cumulative or interval mileages may be provided as an aid to navigation. When mileages are provided, it must be made clear whether they are cumulative or interval. Parenthetical information may also be provided as an aid to navigation.
- 1.4.9 In addition to the printed instructions, a Participants’ Meeting is to be held prior to the distribution of Route Instructions, at which any necessary corrections or updates to the printed instructions are to be made known. Any new information is to be limited to corrections, revisions and clarifications, and is not to include additional rules and instructions not already provided in the written instructions. This meeting is also an opportunity for participants to ask questions concerning the General Instructions.

## **1.5 Rally Documents**

- 1.5.1 Rally organizers are expected to be familiar with and use the information in the following three sections (General Instructions, Glossary of Terms and Abbreviations, and Road Rally Classes) for the design of all rallies.

## 2. General Instructions

### 2.1 Purpose

- 2.1.1 This is a rally, not a race. The object is to follow the route as accurately as possible, not as quickly as possible. Observe all traffic regulations, and do not exceed posted speed limits. Any speeds indicated in the Route Instructions are intended as average speeds. They are not minimum speeds, and they are not maximum speeds. Any portion of the rally route on which the average speed is above the posted speed limit will be offset by portions where the average speed is below the speed limit. Again, do not exceed the posted speed limit at any point, and do not impede traffic; by travelling at or slightly below the speed limit you will be able to achieve the correct average speed.

### 2.2 Car Numbers

- 2.2.1 Your Car Number and Class Number will be noted on your Route Instructions and any checkpoint slips or scorecards. Vehicles will be identified for the benefit of rally workers by means of a card, sticker, or insignia provided to you with these General Instructions; display this identification as directed.

### 2.3 Landmarks & Signs

- 2.3.1 Route Instructions may refer to signs or objects. The signs or objects used will be visible ahead, above, to the right or to the left, but will not be behind you.
- 2.3.2 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. Signs may be quoted fully or in part, but no words, letters, or numbers will be skipped, added, or scrambled in the portion quoted. Multiple signs mounted on a single support structure are considered to be one sign. Signs painted on the road surface will not be used.
- 2.3.3 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 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.
- 2.3.4 In order to help you stay on the course, information may be given in the Route Instructions to indicate that you have gone off course. 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 addition, last-minute changes to the Route Instructions, or Supplemental Instructions to these General Instructions, may be issued. Follow these instructions if they are issued to you, as they indicate last-minute or emergency changes, and they therefore take priority over any route instruction and these General Instructions.

### 2.4 Roads

- 2.4.1 The rally uses paved, public roads. Do not consider private roads, driveways, dead ends, dirt roads, gravel roads, or entrances to public or private grounds to be rally roads unless specifically referenced in the Route Instructions. 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. However, such roads may be used as landmarks if specifically referenced in the Route Instructions.

## **2.5 How to Follow the Route**

- 2.5.1** 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. No two consecutive Route Instructions will be less than one-tenth mile apart nor more than 5 miles apart, unless specified as such.
- 2.5.2** Act upon Route Instructions in accordance with the following priorities:
- a.) Execute the next instruction where applicable.
  - b.) When directed onto a road by name or number, follow that road by name or number.
  - c.) Stay on the main road by following black-on-yellow road signs or road markings.
  - d.) Stay on the main road by avoiding opposing STOP or YIELD signs.
  - e.) Proceed as straight as possible.

## **2.6 Checkpoints**

- 2.6.1** Checkpoints will be placed at intervals along the rally route in order to record the progress of the participants.
- 2.6.2** Open checkpoints require that you stop just beyond the checkpoint and obtain a checkpoint slip. 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.
- 2.6.3** Closed or Passage checkpoints do not require you to stop, and will assess a penalty if you stop or creep within sight of the checkpoint. These checkpoints will be marked by a “Check-Point” sign with the notation “Do Not Stop.”
- 2.6.4** Hidden checkpoints are placed to record your progress without your knowledge of their location. These checkpoints are not marked with any sign or identification.
- 2.6.5** 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.
- 2.6.6** DIY (Do-It-Yourself) checkpoints may also be used. These 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.
- 2.6.7** Off-Course checkpoints may also be used to monitor participants who may have strayed from the proper route. These checkpoints may be of the Open, Closed or Passage, or Hidden type.

**2.6.8** All checkpoints will remain operational until all participating vehicles have passed or until one half-hour after the last vehicle is scheduled to pass, whichever comes first.

## **2.7 Scoring**

**2.7.1** 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 segment.

1200 points for failure to reach a checkpoint.

120 points for stopping or “creeping” within sight of a checkpoint.

600 points for arriving at an Off-Course checkpoint.

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

**2.7.2** Each leg will be scored individually, with the penalty for individual legs being added to determine the total score. Time lost on one leg cannot be made up on the next.

**2.7.3** In addition, questions which are to be answered along the rally route or information that is to be completed by the participants for scoring purposes (other than DIY checkpoints) will be scored as follows: Correct, 0 points; incorrect, 10 points; un-answered, 20 points.

**2.7.4** 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.

**2.7.5** Unsportsmanlike conduct, use of alcoholic beverages or controlled substances, careless or reckless driving, or receipt of a traffic summons will be grounds for disqualification.

## **2.8 Time Allowances**

**2.8.1** In order to discourage attempts to “make up for lost time” with rapid driving, Time Allowances (TAs) will be granted by the rally organizers for delays caused by extenuating circumstances along the rally route. TAs will be considered for delays caused by such circumstances as trains, fires, flat tires or mechanical breakdowns, and so on.

**2.8.2** Time Allowances may be requested in whole minute intervals plus 30 seconds only, (i.e., 1:30, 2:30, 3:30, etc.) and will incur an automatic 25-second penalty in addition to the normal leg score after the TA is granted. It is not possible to get a zero by use of a Time Allowance.

**2.8.3** To receive a Time Allowance you must: Notify the first checkpoint after the delay of your intent to request a TA and the number of minutes being requested, before you receive any timing information from that checkpoint; submit in writing at the end of the rally a request for a TA, containing your name and car number, the number of minutes being requested, and the reason for the delay. Time Allowances will be granted for all verifiable delays.

## **2.9 Route Instructions**

**2.9.1** You will receive your Route Instructions no more than five minutes and no fewer than three minutes before your start time. Your start time is the offi-

cial starting time of the rally, plus your car number. You will receive your start time when you receive your Route Instructions.

## 2.10 Questions

2.10.1 All questions regarding the General Instructions shall be asked prior to the competitors receiving the route instructions.

## 2.11 Panic Envelopes

2.11.1 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. 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.

## 2.12 Odometer Calibration

2.12.1 The first leg of the rally is an odometer calibration leg, for you to use to arrive at a correction factor relating your odometer mileage to official mileage. This leg may, at the option of the rally organizers, be scored as part of the rally. Your odometer reading can be corrected to match the official rally mileage by using the following formula:

Official mileage, divided by your mileage, equals the correction factor.  
Your mileage, multiplied by the correction factor, equals the official mileage.

## 3. 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.

**CR:** County Route.

**Crossroad:** The crossing of two public roads at grade level.

**DIY:** Do It Yourself checkpoint.

**Follow:** Stay on a road by name or number.

**Free Zone:** A portion of the route in which there will be no timed checkpoints.

**Helper:** Additional information to help you stay on course.

**HTS:** Hard To See; the referenced sign or landmark may be difficult to see or easy to miss.

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

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

**I-:** Interstate Route (Example: I-75).

**ITIS:** If There Is Such; the referenced sign or landmark signifies an action to be taken if an opportunity to do so is found before the subsequent instruction.

**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.

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

**MBCR:** May Be Considered Redundant; indicates a route instruction that may not be essential for following the course, but which is provided as a helper in a possibly ambiguous situation.

**Mileage:** For rally purposes, mileage means statute miles or odometer miles, not fuel economy.

**MR:** Mileage Reference; official rally mileage.

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

**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 sight or attraction.

**R:** Right; a right turn of any angle.

**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.

**Stopper:** Refers to a sign or landmark that indicates that you have missed an action point and are off course.

**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 portion of the route in which there will be no timed check-points but which has a specified time or amount of time for completion.

**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.

**US-:** U.S. Route (Example: US-30).

**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.

## 4. Classes

### 4.1 Class 1: Primary

- 4.1.1 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.
- 4.1.2 No passengers, including infants and young children, are permitted in Primary Class vehicles. Teams are limited to the driver and navigator, only.
- 4.1.3 Primary Class is the principal class for competitive awards, including the Edward N. Cole Award at CORSA Conventions. All entries in this class are to be directed onto the course before the entries in other classes.
- 4.1.4 Trophies and/or awards in Primary Class are to be provided in accordance with CORSA policy at CORSA Conventions and CORSA-sanctioned regional conventions, and at the discretion of the organizers at local events.

### 4.2 Class 2: Touring

- 4.2.1 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.
- 4.2.2 Touring Class is a secondary class, intended to permit CORSA families and friends to participate in the rally. At CORSA Conventions, this class is not to be scored toward the Edward N. Cole Award. All entries in this class are to be directed onto the course after the entries in Class 1.
- 4.2.3 Trophies and/or awards in Touring Class are to be provided in accordance with CORSA policy at CORSA Conventions and CORSA-sanctioned regional Conventions, and at the discretion of the organizers at local events.

### 4.3 Class 3: Non-Corvair

- 4.3.1 This class is open to teams consisting of two or more persons, in any non-Corvair vehicle licensed for operation on the public roads.
- 4.3.2 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 Class 2.
- 4.3.3 Trophies and/or awards in Non-Corvair Class are not to be provided at CORSA Conventions and CORSA-sanctioned regional Conventions, and are optional at the discretion of the organizers at local events.

### 4.4 Notes on Classifications:

- 4.4.1 Classes as defined above may not be combined or mixed. At the discretion of the event organizers and if the nature of the event and entries warrants, classes may be subdivided by vehicle type, vehicle equipment, and/or participant experience. (e.g., Primary Class Novice, Primary Class Seat-of-Pants, Primary Class Equipped, etc.) Such sub-divisions may only be made as part of the overall rally design, with adequate prior notice to participants.
- 4.4.2 Except where class subdivisions are made for vehicle equipment, permissible equipment is limited to stock production instrumentation. Except where class subdivisions are made for vehicle equipment, vehicles equipped

with specialized rally equipment such as hundredths-reading odometers or rally computers may enter only with this equipment disabled or masked.

- 4.4.3** Motorcycles, trucks larger than conventional pickups and vans, and motorhomes other than UltraVans and camper-converted Corvair FCs are expressly prohibited from participating.
- 4.4.4** All vehicles must operate in compliance with local, state, and national laws. It is the responsibility of the entrant to meet all applicable licensing and motor vehicle requirements.
- 4.4.5** 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.
- 4.4.6** At CORSA Conventions, participation in all classes is limited to Convention registrants and recognized guests.
- 4.4.7** At CORSA Conventions, Primary Class is the only class scored toward the Edward N. Cole Award. If Primary Class is subdivided as permitted above, each subdivision is scored equally toward overall Convention standings and the Cole Award.
- 4.4.8** "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.
- 4.4.9** "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.
- 4.4.10** "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).
- 4.4.11** "Non-Corvair vehicle" means any vehicle not bearing a mechanical or visual relationship to the Chevrolet Corvair.