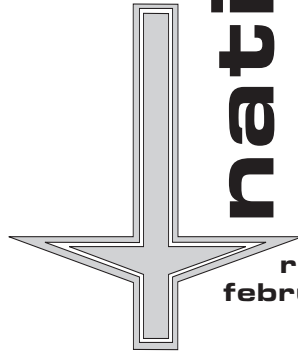


**corsa**



**national  
autocross  
rules**

**revision 6.0  
february 2008**

# CORSA NATIONAL AUTOCROSS RULES

## 1. ROLES AND DEFINITIONS

- 1.1 An autocross is a low speed driving skill contest in which a driver alone is individually timed over a short, clearly-defined course, with the elapsed time and penalties for deviations from the course being the determining factors for awards.
- 1.2 The name of the autocross at the annual CORSA Convention shall be: CORSA National Autocross Championships.
- 1.3 At National, regional and other sanctioned autocrosses, the chairman and members of the CORSA Competition Committee or other designated persons shall:
  1. Be responsible for the course safety inspection per 4.9
  2. Aid in classification of cars per 6.12.2
  3. Decide all protests per 6.13
  4. Be final authority on these rules per 6.16

## 2. COURSE SAFETY

- 2.1 Everyone involved with the event (host chapters, event chairmen, course designers, workers, entrants, spectators, and all other persons) are subject to rules and restrictions dictated by the liability insurance carrier. Applicable rules must be complied with in all respects including preparation, course design, and event conduct. This information may be obtained from the CORSA Executive Office.
- 2.2 Speed alone is not the operative factor in determining what is and is not a proper autocross course. Hazard is the operative word, and hazards must not exceed those encountered in normal legal highway travel.

## 3. COURSE LAYOUT

- 3.1 The course layout must comply with the Autocross minimum insurance qualifications in effect at the time of the event. If standards in that document conflict with these rules, the minimum insurance qualifications will take precedence. This information may be obtained from the CORSA Executive Office.
- 3.2 Speed Potential: The protection of life and property shall be the prime factor governing all decisions related to course design or approval. Courses shall be tight enough so that cars run the entire course in their lower gears. Speed on straight stretches should not normally exceed 60 MPH, and the fastest portions of the course shall be the most remote from spectators and property. Any course involving speeds in excess of those normally encountered on the street requires extreme care in its layout and design, so that cars without roll-bars and other safety equipment may compete safely.
- 3.3 Safety Margin: All courses must have adequate spin-off areas (taking into account the speeds involved and course design) which are clear of fixed objects and major grade changes.
- 3.4 Hazards: Course layout shall be such that competitors are not endangered by proximity of curbs, trees, buildings, etc. There shall be no dips that could get a car airborne. Long straights shall not terminate at a point where spectators or obstacles are directly in front at a distance closer than that required to bring a car to a halt even with brake problems, a stuck throttle, etc.
- 3.5 Start/Finish Location: Extreme care shall be taken in the location of the start/finish area. Entrance and exit lanes shall enter the course at separate points,

though they may be close together. The lanes will be kept clear for use by competing cars at all times. A course worker shall be stationed at the entrance and exit lanes to control traffic in these areas. There should be no standing starts through the timing lights. Rolling starts are required. Cars shall be staged and started three to four car lengths before the timing lights. There shall be a speed limiting tight turn immediately preceding the timing lights. The last turn should be as tight as possible. The finishing straight should be tightly defined, but shall allow enough distance to cross the line at full throttle and still bring the car to a safe stop without brake lock-up or wild maneuvering, before the car leaves the course to return to the pit area. If a stop box must be used, the entrant must stop in the box. Increasingly tight turns are preferred.

- 3.6 Timer and Staging Location: The timers and staging area must be placed well clear of the course in a safe area.
- 3.7 Spectator Safety: Special effort shall be made for spectator safety. Casual and uninformed spectators must be expected, and provisions must be made so that they will not unwittingly wander onto the course or into areas of risk. Spectator areas shall be clearly marked, and event personnel present to insure that spectators remain in these areas.
- 3.8 Course Marking: Corner limits shall never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a car, or possibly cause a car to overturn. Except on permanent (such as go-cart) tracks, the inner and outer limits of turns and corners should be marked by pylons, displacement of which results in time penalties.
- 3.9 Course Lines: To prevent the autocross from becoming a memory contest, white course lines should be used between pylons to clearly mark both the courses direction and its edges. Lines may be crossed without penalty.
- 3.10 Course Width, Slalom and Gate Spacing: Width: minimum of 15 feet as the closest distance between pylons. Slalom and gate spacing: minimum of 35 feet in the direction of travel.
- 3.11 Participant Parking: There shall be a clearly marked parking area for all competitors' cars, separate from the spectator parking area, but with easy access to and from the course.
- 3.12 Pylons: All pylons used must be in good condition. Split or otherwise damaged pylons must be replaced. Recommended pylon height: 18" minimum. It is recommended that the pylon height or color be different indicating the inside and outside of the course (to indicate an upcoming corner). If this is not done, the lining identified in paragraph 3.8 is required, unless prohibited by local laws.
- 3.13 Pylon Marking: All course marking pylons must be located by a line encircling the marker and this line must be adjacent to the bottom edges of the pylon.
- 3.14 Course Reversals: All corners shall be negotiable without reversing the car.

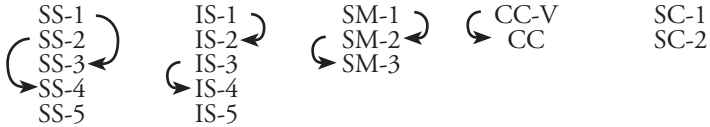
## **4. COURSE EVENT MANAGEMENT**

- 4.1 Course Map: A course map (not necessarily to scale), must be prominently displayed.
- 4.2 Course Familiarity: The event officials must give all entrants at least one of the following:
  - (a) an untimed, non-penalty practice lap
  - (b) an opportunity to walk the course before the event starts.
- 4.3 On-Course Instructions: No instructions may be given to a driver during his timed run except in an emergency. When a red flag is displayed, com-

petitors shall immediately stop on course and wait for instructions from course workers. When instructed to leave the course, competitors shall do so by the safest and shortest route.

- 4.4 Pregrid Procedure: The event officials shall devise, use and enforce a pregrid and class running system for expediting the running of cars in each class within a reasonable time. The following grouping has been used successfully:
  - Group 1 - All Street Stock Classes
  - Group 2 - SM, CC, SC Classes
  - Group 3 - All Improved Stock Classes
- 4.5 Course Personnel: Sufficient course personnel must be provided to adequately supervise the operation and safety of all parts of the course and spectator areas. All course personnel shall be identified by bright colored vests, arm bands, or other means of quick identification. All course personnel must be at least 18 years of age.
- 4.6 Content of Results: The results shall be printed by class and position in class in order of best time and must include (at least) the drivers name, car description, designation of trophy winners, net time for each run and penalty for each run.
- 4.7 Awards: The distribution of awards shall conform to the CORSA Trophy Policy. There shall be a trophy for fastest time of the day.
- 4.7.1 At the CORSA Convention, all awards shall have on them the following information: CORSA National Convention or CORSA International Convention, and the location and date. The fastest time of day award will be the Don Yenko Award. The listing of class and position in class is optional.
- 4.8 Course Safety Equipment: Large capacity dry chemical, Halon, or carbon dioxide type fire extinguishers, adequate red flags, and material and equipment for cleaning up spills must be available. Flags and fire extinguishers shall be located at corner worker stations.
- 4.9 Course Layout and Course Safety Inspection
- 4.9.1 The autocross event chairman shall submit to the CORSA Competition Committee Chairman, or his designated representative, a detailed, scale map of the course, no later than 90 days before the CORSA National Autocross Championship or 45 days before a Regional sanctioned event. The map shall include all spectator and parking areas. Photographs may be used to illustrate any special features or problem areas.
- 4.9.2 On site inspection (at least 30 days prior to event) shall be done by two knowledgeable persons plus the course designer. It is recommended that the course be pre-run by non-competitors on the day of the event.
- 4.9.3 The Chairman and members of the Competition Committee or other designated individual(s) shall inspect the course before the first car runs, and at any other time deemed necessary. Any changes to insure the safety of all competitors and spectators, required by the initial or subsequent safety inspection must be made before the event may continue.
- 4.10 Emergency Precautions: The event officials shall take all reasonable precautions for the safety of drivers, workers and spectators. Emergency fire, ambulance and towing phone numbers shall be clearly posted, along with the location of the nearest operating telephone, and directions to the nearest hospital.
- 4.11 Combining Classes: Event officials may combine classes within the Street Stock or Improved Stock categories if there are two or less cars in a class. No bumping will take place at the CORSA National Autocross Championships. No car may be bumped more than one time, and no car may be bumped

into a higher category (for example from Street Stock to Improved Stock). All combining of classes shall be announced and/or posted before the event begins, if possible. Suggested combinations:



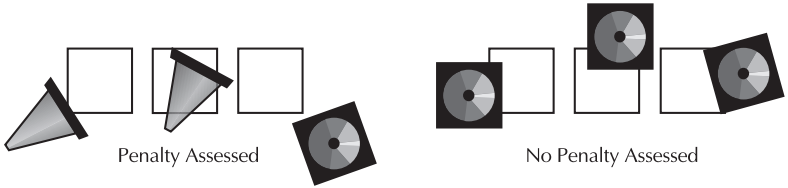
- 4.12 Event organizers should try to procure scales to weigh vehicles to resolve weight-related protests. If scales are unavailable, organizers should know the location of the nearest public scale.

## 5. TIMING AND SCORING

- 5.1 Timers: The timers must be capable of timing a car to the nearest hundredth of a second. Timing to the nearest thousandth is recommended.
- 5.1.1 It is recommended that the timing system be capable of timing more than one car at a time.
- 5.2 Actuation: Automatically actuated timers are required.
- 5.3 Back-up Timers: A backup system of electronic stopwatches or better is required.
- 5.4 Number of Runs: Contestants must be given the opportunity to make at least two timed runs on a course. Three or more runs are preferred. They must be scored on the best timed run, except as noted in paragraph 5.10 Rerun Timing.
- 5.5 Timed/Practice Runs: There is no limitation on the number of practice and timed runs if all contestants are allowed the same number of each without an excessive waiting period.
- 5.6 Reruns: Reruns shall not be allowed because of an on-course mechanical failure of a car.
- 5.7 Timer Start: If the timer fails to start, the driver must be flagged off the course as soon as possible.
- 5.8 Early or Fun Runs: No one shall be allowed to make an untimed fun run, with or without passenger, until all timed runs are completed.
- 5.9 Fair Run: An official rerun is allowed if the officials in charge of the event decide that the driver did not receive a fair run. If a driver comes upon a pylon already down (or out of the box) as he approaches it, he should immediately stop and bring it to the attention of the course workers. A rerun shall be awarded in this case. Note, however, that pylons already scored shall be carried over to the rerun.
- 5.10 Rerun Timing: Reruns shall be given as soon as practical.
- 5.11 Starting, Timing, Judging: The method of starting, timing, judging and scoring an event must remain constant throughout the event and shall be published prior to the event and available as an information handout to all entrants at the time of registration.
- 5.12 Unofficial Time: As soon as possible after each run, the driver shall be informed (via scoreboard and/or public address system) of the unofficial corrected time for that run.
- 5.13 Scoreboard: A prominently displayed scoreboard must list the drivers' name, class, car number, corrected unofficial time, and penalties (if any) for each run. Times shall be posted as soon as possible after each vehicle has run.
- 5.14 Car Identification: The car class identification and car number shall be visible from the timer's location. When a car is entered in both men's and ladies'

classes or more than once within a class, the car shall have replaceable identification, which shall be changed between runs. Magnetic letters/numbers are recommended in this case.

- 5.15 Pylon Penalty: Each pylon shall have a uniform width line encircling its base. (Sheetrock does an excellent job.) A two second penalty shall be charged to the vehicle for each pylon it upsets and for each pylon it moves entirely outside the line encircling its base. The following sketches illustrate situations in which penalties should and should not be assessed.



- 5.16 DNF: A DNF shall be charged for leaving the course with all four wheels, unless the course is re-entered at or before the point at which it was exited, and the course then successfully completed.
- 5.17 Event Delay: A DNF may be charged for unnecessarily delaying the event.
- 5.18 Rerun for DNF: A DNF charged on a run for which a rerun would otherwise have been given (timer error, pylon down, etc.) shall stand and no rerun shall be given.
- 5.19 Mechanical Failure: In case of vehicle mechanical failure, the driver shall be allowed to complete any remaining runs providing the vehicle passes tech re-inspection, and the driver returns the vehicle to the event before all other vehicles in the class have made their final run. The run on which the mechanical failure occurred shall be scored as a DNF.

## 6. EVENT OPERATING RULES

- 6.1 Eligibility: To be eligible to participate, a vehicle shall be either:
- A Corvair
  - Corvair-based (example Corv-eight)
  - Corvair-powered (example Volks-vair)
- 6.2 License: All drivers shall possess a valid driver's license. All drivers under 18 years of age shall have notarized evidence of a parent's or guardian's consent to compete or they must obtain the parent's or guardian's signature on entry and waiver forms in the presence of an autocross committee official.
- 6.3 Multiple Entries: A driver may enter the event and be eligible for an award only once. Drivers may enter other cars, and not compete for an award with the additional car(s). These additional entries shall be fun runs only, and are subject to all entry fees, rules and regulations as a normal entry. These fun runs shall be made after all classes have completed their final runs. The letter "F" shall be placed after the car's correct class and number identification.
- 6.4 Drivers' Meeting: All drivers shall attend a mandatory drivers' meeting prior to participating in the event. Event officials should devise a method to ensure attendance.
- 6.5 Ladies' Classes: Ladies' classes shall parallel men's classes. Combining of ladies classes will apply per paragraph 4.11, except at the CORSA National Autocross Championship. Women may choose beforehand to run in either the

- ladies' class or the equivalent men's class, but may not enter both. The ladies' class cars shall be designated by an "L" after the car's class identification.
- 6.6 Waiver: Prior to the beginning of the event, all participants, competitors, and workers are required to sign a waiver form, which shall be obtained from the CORSA Executive Secretary.
  - 6.7 Helmets: Safety helmets must be worn by all drivers or passengers at all times when on the course. Helmets must bear a 15 years from current date or later M or SA Snell foundation or a DOT approval sticker. Pre-event publicity shall announce the availability of any loaner helmets.
  - 6.8 Seat Belts: Seat belts shall be worn by all drivers at all times when on the course. A grid worker will check to see that all competitors have their seat belts fastened and adequately tightened.
  - 6.9 Footwear: Suitable footwear shall be worn by drivers (no sandals, heavy boots, or open-toed shoes).
  - 6.10 Passengers: Passengers are not permitted in competing vehicle at any time while on the course. They will be permitted during fun runs only. Passengers shall observe all driver safety requirements specified by these rules, including signing the waiver.
  - 6.11 Disqualification: Squirreling or any other unsafe driving at or in the vicinity of the event, or unsportsmanlike conduct, will be cause for immediate disqualification.
  - 6.12 Classification of Cars: A car may be entered in its proper category (SS, IS, SM, CC, SC), and any higher categories any number of times, without having to meet any further preparation rules. Each driver may enter only once.
    - 6.12.1 Each competitor shall be responsible for classification of their vehicle.
    - 6.12.2 Competition Committee and/or technical inspection personnel shall aid in car classification when requested by a competitor.
    - 6.12.3 Any competitor that is protested for improper classification shall be moved to the correct class without penalty if the protest is upheld.
    - 6.12.4 Any driver may request any competitor in his class to re-classify his car if he thinks the classification is in error. The requested driver shall have the opportunity to reclassify his own car.
  - 6.13 Protests: All protests of event conduct, disqualification, or car classification shall be made in writing, shall state the car or reason/circumstances of the protest, and shall be given to the Chairman of the CORSA Competition Committee, or other designated individual(s), no later than sixty minutes after the protested competitor's disqualification, second run (car classification) or the event's conclusion (event conduct). In protests involving classification, competitor's may still complete their runs. In protests involving disqualification, runs may be completed under protest until the protest is adjudicated.
  - 6.14 Tech Inspection: All vehicles shall successfully pass the technical inspection outlined below, prior to being permitted on course. If a vehicle fails to pass, entry fees will be refunded.
  - 6.15 Accessories: Aftermarket accessories and/or modifications that have negligible contributions to autocross performance will be allowed in any or all classes. For example: spoilers, finned valve covers and pans, lower shrouds removed.
  - 6.16 Final Authority: The Chairman of the CORSA Competition Committee, or other designated individual(s) has final authority in all matters pertaining to the implementation and interpretation of these rules at the CORSA National Autocross Championships.

- 6.17 Alcohol/Drugs: Driving under the influence, or the consumption and/or use of alcoholic beverages, narcotics and/or other dangerous drugs by anyone at the event site is prohibited. Violations shall be grounds for disqualification of the driver and/or removal of the offending party from the area.
- 6.18 All competitors shall be given at the registration desk or with the registration packet, a copy of:
1. CORSA Autocross Rules
  2. Autocross registration with technical inspection sheet
  3. Directions to the event site
  4. Schedule of the event
  5. Car number cards with number (minimum size 5" x 8")
- Competitors shall be instructed to fill out the appropriate portions of the autocross registration before going to the technical inspection area and should present their car ready for inspection. (Loose objects removed, hubcaps off, etc.)

## 7. TECHNICAL INSPECTION

- 7.1 Technical inspection shall be performed by a minimum of three people at the technical inspection site.
- 7.2 Wheels: Snap ring hubcaps, wheel covers, and trim rings must be removed. All lug nuts must be in place, and be a proper match to the rim.
- 7.3 Tires: Inspection for a minimum of  $\frac{1}{16}$ " tread on non-racing tires. Tires must be free from cuts, bulges, visible threads, etc. (10 PSI increase in inflation pressures is recommended.) No recaps are allowed in any street tire class.
- 7.4 Brakes: The pedal must be firm and able to maintain pressure when held. No visible signs of leakage at master cylinder or wheel cylinders will be allowed. Brakes must operate on all four wheels and must be actuated by a single pedal.
- 7.5 Shocks: The vehicle must be free from excessive bounce when rocked.
- 7.6 Suspension: The front and rear suspension shall be free of excessive play in the suspension joints, bushings, linkages, bearings and steering gear.
- 7.7 Chassis: Except for vehicles in Competition Class, Specialty Class, Street Modified-3 Class, no part of the chassis (except sway bars and their mountings) may be lower than the lowest part of the wheel rims.
- 7.8 Leaks: No excessive fluid leaks will be allowed in any participating vehicle.
- 7.9 Throttle: Throttle linkage and/or cables shall be in a safe operating condition, and return spring tension must be adequate. Additional throttle return springs are recommended.
- 7.10 Noise: Pre-event publicity shall announce any noise level regulations. Unless otherwise announced, mufflers will be required on all cars.
- 7.11 Seat Belts: Metal-to-metal connections only, with all hardware secure and tight.
- 7.12 Interior: All loose objects (camera, tools, coolers, floor mats, etc.) must be removed from the interior of the car. Easily removed accessories such as tape players or CB radios must be removed.
- 7.13 Fire Extinguishers: If installed, fire extinguishers must be securely mounted and within easy reach of the driver.
- 7.14 Battery: The battery must be securely held in place: all caps in place. If placed in the cockpit, it must be in an acid resistant container.
- 7.15 Fuel: Fuel shall be gasoline or commercially available gasohol. Fuel additives such as Vortex or Moroso are permitted. Nitrous oxide injection is not permitted in any class. It may be disconnected for the event.
- 7.16 Spare tire, jack, and lug wrench may be removed from all cars in all classes.

## 8. VEHICLE CLASSIFICATIONS

### 8.1 STREET STOCK CLASS:

- Class SS-1: 1960-1964 low performance (80-110 HP)
- Class SS-2: 1962-1964 high performance (150 HP turbo)
- Class SS-3: 1965-1969 low performance (95-110 HP)
- Class SS-4: 1965-1969 high performance (140-180 HP)
- Class SS-5: All Forward Controls

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

1. Overbore with stock cylinder barrels is allowed. 3.4975" (stock + .060") maximum
2. Dual mufflers are allowed on any vehicle. Any replacement mufflers (no updating of stock type) may be used; stock manifolds are required.
3. Any wheel rims may be used as long as they meet these specifications. The following diameter wheels are allowed for cars: 13" and 14", with no wheel exceeding 6" in width, and no change in offset exceeding ¼". Forward Controls are allowed 14" or 15" wheels only, with no wheel exceeding 6" in width.
4. For classes SS-1 through SS-4, any DOT tire with an aspect ratio of 70 or above, a wear rating 180 or above, and measuring 23" diameter or larger, unloaded at 32 psi, is allowed. Tires must fit the wheels with no interference with the body work or suspension. For class SS-5, any DOT tire with an aspect ratio of 70 or above, a wear rating 180 and above, and measuring 24.5" diameter or larger unloaded at 32 psi is allowed.
5. Chassis changes to improve safety and handling may be made provided these changes do not exceed factory optional equipment specifications, dimensions and attachment points. Camber compensators are permitted on swing axle vehicles. Any replacement shock absorber of stock or factory optional type may be fitted provided that it attaches to the standard mounting points without alteration.
6. Yenko Stingers or Fitch Sprints must return to stock Corvair powertrain specifications to compete in Street Stock class, including the tire/wheel allowances above.
7. All chassis of the same type (early or late) are considered the same. Updating and backdating of bolt-on production suspension components is allowed.
8. All cars are allowed to modify the carburetor venting for cornering only, and baffle the oil pan and/or pushrod tubes in an inconspicuous manner to prevent harm to the cars.
9. Insignificant performance enhancing or reliability enhancing changes that do not noticeably change the appearance or function of the vehicle are allowed. Examples are but not limited to: hidden electronic ignition modules, slightly smaller steering wheels (within 2 in. of stock 16" outside diameter), dress-up valve covers and oil pans, electric fuel pumps, alternators, lower shroud removal, and compression change due to clean-up machining. etc.

## 8.2 IMPROVED STOCK CLASS

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

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

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

Class IS-4: 1961-1965 Forward Control

Class IS-5: All Corvair cars regardless of year or type, equipped with "R" type DOT tires or tires with a wear rating less than 180.

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

1. Air cleaner(s).
2. Complete engines, transmissions, and differentials may be updated and backdated using stock parts. The car must run in the class in which the engine type belongs.
3. Any cooling system, fan and pulleys may be used.
4. Chassis changes may be made as in stock, but do not have to comply with factory specifications. Changes may include springs, shocks, steering and brakes. Stock rubber suspension bushings may be replaced with non-metallic suspension bushings, but spherical or solid metal bushings are not allowed.
5. Lowering is allowed but car must be street legal. All lights and wipers must be present.
6. Wheel wells may be modified internally but not externally, no fender flares allowed.
7. Any DOT approved tire.
8. Cylinder bore greater than 3.4975" (stock + .060") is not allowed in Improved Stock
9. Interior changes: Front seats may be replaced by other seats which are fully upholstered. Rear seat may be removed for the installation of an SCCA roll bar. All Corvair cars must have either a full back seat or an SCCA-style (minimum 4 mounting points) full width, bolt in roll bar. If desired both a roll bar and a full back seat may be present. If neither is present a point penalty is applied. 3-point OEM style seat belts and racing style (4 or 5 point) seat harnesses are allowed.
10. A steel front trunk lid is required.

The following additional modifications are allowed in Improved Stock. Indicated modifications carry a point value. You may not exceed 125 points if you wish to compete in Improved Stock. Remember you may choose any of the allowed listed modifications but do not exceed a total of 125 points! Fill out the form included at the end of these rules and bring the classification form with you to tech inspection. If you have questions, ask the tech inspector. If you do not wish to fill out a form, the car will be placed into the appropriate Street Modified class (if legal in that class).

### **Chassis and body modifications**

### **point penalty**

1. Wheels, any diameter, with rims wider than allowed in Street Stock
  - up to and including 7" width..... 25
  - over 7" width..... 35
2. Tires, any width, with aspect ratios
  - higher than and including 70 series..... free
  - higher than and including 60 series..... 15
  - higher than and including 50 series..... 25
  - lower than 50 series..... 30

3. Anti-sway bars other than stock . . . . .	20
4. Relocated suspension pick-up points, other than the original design Crown lower bracket (which is free) . . . . .	5
5. Alternate non-metallic bushings in A-arms or rear trailing arms (This does not include metal spherical bearings) . . . . .	5
6. Aftermarket quick steering arms . . . . .	free
7. Minor weight reductions: example is hinged Yenke replica deck lid. . . . .	5 each
8. Rear seat removal is allowed per 8.2.9 - If a roll bar is then installed, no points will be assessed. A car with no back seat and no roll bar . . . . .	5
9. Steering wheel smaller than stock (16" outside diameter) . . . . .	free
10. Steering wheel smaller than 13.75" in outside diameter (stock is 16") . . . . .	5
11. Disc brake conversion . . . . .	15
12. Battery relocation from the engine compartment . . . . .	5
13. Convertibles . . . . .	-5
14. Air conditioned vehicles . . . . .	-5
1. Intake system.	
Water injection . . . . .	10
Water/alcohol injection systems . . . . .	15
For normally aspirated engines: Changing to other than Rochester H-series carburetors, or exceeding maximum 1.125" venturi diameter on Rochester H-series. . . . .	20
(Changes limited to bolt-on only. The addition of throttle-body fuel injection or bolted-on intake manifolds is allowed. No welding or machining of heads is permitted except to install aftermarket glue-on 4x1 conversions.)	
For turbocharged engines: the addition of a wastegate . . . . .	10
a non-stock turbocharger. . . . .	20
a non-stock carburetor. . . . .	20
other than stock or 95 HP heads . . . . .	15
2. Exhaust system: Only stock exhaust tubes allowed, headers. . . . .	20
3. Step removal to increase compression. (Cleanup of gasket face, no penalty). . . . .	10
4. Other than stock specification camshaft . . . . .	15
5. Non-distributor ignition system . . . . .	5

### 8.3 STREET MODIFIED CLASSES

Class SM-1: All 1960-1969 Corvair chassis with Corvair engines (restricted preparation)

Class SM-2: All 1960-1969 Corvair vehicles with V-6 or V-8 engines

Class SM-3: Corvair based chassis, Corvair based engine exceeding 3.0L.

See rule 8.3.16

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

1. Any Corvair engine of any displacement is allowed in the stock location. There must be a "finished" firewall. Any pistons/rods or cylinder barrels are allowed. Any compression ratio and camshaft are allowed. Corvair engines with up to 3.0L are allowed in SM-1 All mid-mounted Corvair engine vehicles move to SM-3.
2. Any induction system may be used. Any carburetor modifications may be used. Any manifold modifications may be made.

3. Any turbocharger or supercharger may be used. Any wastegate may be used.
4. Improved exhaust systems and headers are allowed.
5. Battery may be relocated. (Note rule 7.14 applies.)
6. Chassis lowering is allowed.
7. Brake type may be changed.
8. Wiper arms/blades must be present.
9. Suspension mounting points may be relocated. Alternate non-metallic bushings are allowed.
10. Any diameter and width rim may be used with any DOT approved tires.
11. Fender flaring is allowed, but fender edge bodywork must be finished.
12. No changes are allowed for the purpose of weight removal. A steel front trunk lid is required. Alternate material lighter deck lids are allowed, including Yenko Stinger "style" lids. The rear seat may be substituted or removed, provided the area is then covered (carpet or other original-type floor covering). Original door/side glass is required.
13. V-6 and V-8 engine, Corvair-bodied, cars that are registered and licensed for street use may run in Class SM-2, provided they meet all specifications not related to engine type or location. Limited to four throttle-bores max or the stock intake system that came on the adopted engine. There must be an adequate (flame proof) firewall between the engine and the cockpit.
14. Alternate transaxles may be used.
15. Any upholstered front seats are allowed. Door and quarter side covering panels are required.
16. Class SM-3 must conform to SM-1 rules, except as follows:  
 Stock Corvair car wheelbase (108" plus or minus 1/2") required.  
 Engine location and displacement is free.  
 All safety rules apply (See Section 7).  
 Stock size glass front/rear windshield required (No rear glass requirement on convertible).  
 Any fender flaring is allowed.  
 Spherical bearings may replace rubber bushings.  
 Aftermarket hoods and deck lids of any safe material or construction are allowed. Each must be retained by a minimum of four fasteners (hinges or hood pins).  
 SM-3 allows modifications in excess of rules 8.3.6, 8.3.8, 8.3.11, and 8.3.12, (items listed in 8.3.16 above, take precedence).

## 8.4 COMPETITION CLASSES

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

Class CC: Open class 1960-1969 Corvair cars

Class CC-V

1. Only Corvair engines in stock Corvair locations are allowed in this class.
2. Engine modifications:  
 Must use original Corvair crankcase and crankshaft.  
 Original direction of crankshaft rotation must be maintained.  
 Maximum engine bore 3.4975". (Stock + .060")  
 No mechanically driven superchargers allowed.  
 Any cam or valve train modifications allowed.

Ignition system is free

Machine work on the cylinder heads is allowed

Original carburetor mounting pads must be used, oversize boring allowed.

Any exhaust system is permitted (consistent with site sound control)

Normally aspirated engines:

- a) Rochester H-series carburetors (4-max)
- b) Any modifications allowed to the Rochester carburetors
- c) Any center mounted 4-barrel carburetor is allowed – 4-runner manifolds only
- d) Any other carburetion that bolts to original mounting pads

Turbocharged engines:

- a) Any single or dual carburetor installation is allowed.
- b) Only Corvair-sized/based (TRW or Rajay) turbochargers allowed
- c) No Waste gates are allowed.
- d) Water or alcohol injection is allowed

### 3. Chassis Modifications:

13", 14" or 15" diameter wheels are allowed.

Wheel rim width is limited to 7 inches front, 8 inches rear. Racing tires are allowed.

Solid bushings and/or spherical bearings/joints may be used in the suspension. Pickup points may be relocated. Stock Corvair car wheelbase (108" plus or minus ½") required.

Fender flaring is allowed.

Weight reduction is limited to un-boltable items, and air-flow allowance. (ducting to oil coolers). Interior door panels are required, except where a roll cage interferes. Minimum weight without driver is 2,080 pounds.

Corvair based transaxles are required.

Roll bars and/or roll cages are encouraged; open cockpit vehicles with tires not allowed in Improved Stock (see Section 8.2, Item 7) must have a braced roll bar installed.

Safety harnesses, window netting, and fire extinguishers are encouraged.

Fuel cells are allowed but as near as possible to the stock fuel tank location, eight gallons minimum capacity.

On closed cars front and rear windshields are required. Any window may be replaced by polycarbonate plastic, minimum thickness 1/8" or metric equivalent. All side windows may be removed.

Any brakes are permitted.

Chassis lowering is allowed. No part of the chassis may extend below the wheel rims (except headers, sway bars and their mounts).

### Class CC

1. Corvair bodied, Corvair-based engine with any wheels/tires.
2. Any engine modification is permitted. (heads and cases must be retained).
3. Engine relocation is permitted.
4. Any chassis modifications are allowed. Stock Corvair car wheelbase (108" plus or minus ½") required.
5. Safety rules apply (See section 7).
6. No minimum weight.

7. Fuel cells are allowed but as near as possible to the stock fuel tank location and eight gallons minimum capacity.
8. Transaxles are unrestricted.
9. Fender flaring is allowed.
10. Roll bars and/or roll cages are encouraged; open cockpit vehicles with tires not allowed in Improved Stock (see Section 8.2, Item 7) must have a braced roll bar installed.
11. Safety harnesses, window netting, and fire extinguishers are encouraged.
12. On closed cars front and rear windshields are required. Any window may be replaced by polycarbonate plastic, minimum thickness 1/8" or metric equivalent. All side windows may be removed.
13. Lowering is unlimited.

## 8.5 SPECIALTY CLASS

Class SC-1: Corvair Bodied/Chassis cars with other than Corvair based motors (no Corvair engine cases allowed)

Class SC-2: Corvair-powered vehicles – May be other than Corvair Body/Chassis.

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

1. Powertrain swapping is allowed. Any engine and/or transmission is allowed, within class specs.
2. Any engine location is allowed.
3. There must be an adequate (flameproof) firewall between the engine and the cockpit, extending as high as the driver's shoulders.
4. Any wheelbase is allowed.
5. Unlimited wheel rim width is allowed.
6. All vehicles must have a floor pan under the driver's feet and legs; expanded metal is okay. Open vehicles must have part of the body extending longitudinally around the driver's compartment at least as high as the driver's waist and must surround the driver. Roll bars and/or roll cages are encouraged; open cockpit vehicles with tires not allowed in Improved Stock (see Section 8.2, Item 7) must have a braced roll bar installed.
7. If no windshield is installed, shatterproof eye protection must be worn by the driver.

## 9. APPLICATION

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

## 10. REVISION

These rules will be revised as needed. Any suggestions concerning them should be sent to the current Chairman of the Competition Committee as listed in the front of the CORSA *Communique*.

# CAR CLASSIFICATION FORM

## FILL OUT FOR YOUR CAR AND BRING TO TECH!

Does your car have all of the following?

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

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

<b>Chassis and body modifications</b>	<b>points</b>	<b>my car</b>
Wheel width, Over 6", up to and including 7" width. . . . .	25	_____
over 7" width. . . . .	35	
Tires aspect ratios		
higher than and including 60 series. . . . .	15	_____
higher than and including 50 series. . . . .	25	_____
lower than 50 series. . . . .	30	
Anti-sway bars other than stock?	20	
Relocated suspension pick-up points, other than the original design Crown lower bracket? (which is free)	5	
Alternate non-metallic bushings in A-arms or rear trailing arms? (This does not include metal spherical bearings) . . . . .	5	
Minor weight reductions: example is hinged Yenko replica deck lid? . . . . .	5 each	x5
Rear seat removed and no roll bar installed . . . . .	5	
Steering wheel smaller than 13.75" in outside diameter? (stock is 16")	5	
Disc brake conversion? . . . . .	15	
Battery relocation from the engine compartment? . . . . .	5	
Convertible? (You get to subtract points) . . . . .	-5	
Air conditioned vehicles? (You get to subtract points) . . . . .	-5	

Page total for my car

