

6. ECONOMY RUN

6.1. WHAT IS AN ECONOMY RUN

The Corvette driver is an awesome thing. They are ready to do just about anything in an autocross if the event is sufficiently exciting. Then in the next instant this prodigal becomes a miser and is intensely concerned with the number of miles he/she is getting per gallon of fuel. In an Economy Run, cars are grouped in classes according to age, engine size and gear ratio. Good performance in an Economy Run calls for intensive preparation of the car. A big contributing factor in getting good fuel mileage is the way you drive. Keep your foot light on the accelerator and drive as if the fuel were costing you eight dollars a gallon. An Economy Run can be thought of as a special form of Rallye where the scoring (placement) of the entrants is determined not by how close they can stay to a predetermined time schedule or how many questions they can answer but by how little fuel they have to use to complete the required route.

6.2. RULES FOR SETTING UP ECONOMY RUN

Except for the following items, the rules for setting up an Economy Run are the same as for setting up a rallye. Please refer to Section 5.4 (Rules for Setting Up a Rallye) and substitute the words "Economy Run" for the word "Rallye".

1. **A MINIMUM OF FIVE (5) GALLONS OF FUEL MUST BE PUT IN EACH CAR'S TANK AT THE START OF THE ECONOMY RUN.**
2. **ALL CARS WITHIN THE SAME CLASS MUST REFILL FROM THE SAME PUMP WITH THE SAME WORKER OPERATING THE PUMP.**
3. **The fuel tank should be filled to the bottom of the neck at the start and again at the end of the Economy Run. When filling newer Corvettes where the bottom of the neck is not visible, use the automatic shutoff on the pump plus an additional 2 minutes to achieve a consistent fill in all cars in a class.**
4. **Use the dollar amount on the pump divided by the price per gallon to obtain the total gallons added to the car's tank. The Chairperson and/or workers are responsible for making and recording this reading.**

6.3. ENTRANTS' REQUIREMENTS

1. The driver **MUST** be duly licensed (to be checked as part of registration).
2. Each Economy Run car **MUST** have both a Driver and a Navigator.
3. A navigator **MUST** be used on all Economy Runs. Refer to Section 1.7.1. (Eligibility To Compete) of this Rulebook for navigator age requirements.
4. No more than two (2) persons will be allowed in each Economy Run car.
5. Seat belts must be worn at all times while the entrants are in the car or the entrants will receive a DNF.
6. All posted minimum and maximum speed limits **MUST** be obeyed. All other traffic laws **MUST** also be obeyed.
7. **ANY ADDITION OF FUEL OR DEVIATION FROM THE PRESCRIBED ROUTE IS PROHIBITED.**
8. **NO PUSHING OR PULLING OF ENTRANT'S CAR ALLOWED ON ECONOMY RUN ROUTE.**
9. **Entrants are on their honor to obey the Economy Run rules and regulations.**

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6.4. CLASSES FOR ECONOMY RUNS

6.4.1. DIVISIONS AND CLASSES FOR ECONOMY RUNS

1. The Economy Run classes are divided into ten (15) divisions. The divisions contain separate classes for Corvettes with high-ratio rear end gears (2.50 through 3.55) which will carry an "A" suffix (E-1A, E-2A, etc.). The divisions also contain separate classes for Corvettes with low-ratio rear end gears (3.70 through 6.14) which will carry a "B" suffix (E-1B, E-2B, etc.).
2. The Corvettes are to be in normal, street driven condition. Except for the "Economy Prepared" Class E-7, no unusual preparation is allowed but minor adjustments may be made.
3. The ten divisions will be separated by age, horsepower and cubic inches as follows: Note: "Group 3" refers to Speed Event Group 3.

- E-1:** All six cylinder engines, 265 c.i., and 283 c.i. single four-barrel carbureted engines and 283 c.i. fuel injection engines (except Group 3).
- E-2:** All 265 c.i. and 283 c.i. multiple carbureted engines and 250 horsepower 327 c.i. engines (1962 - 1965) (except Group 3).
- E-3:** All 327 c.i. fuel injection engines plus all engines that fit into Speed Event Classes 1-SC, 1-SD, 1C, 1D, 2C or 2D except for L-82s and 250 hp 327 c.i. engines. Corvettes must be pre-1975 (no rubber bladder) non Group 3.
- E-4:** All L-82 engines plus all other engines that fit into Speed Event Classes 1B, 1-SB and 2B except 327 c.i. fuel injection engines. Corvettes must be pre-1975 (no rubber bladder) non Group 3.
- E-5:** All hydraulic lifter (low performance) big blocks (except Group 3).
- E-6:** All solid lifter (high performance) big blocks (except Group 3).
- E-7:** Open class for economy prepared Corvettes. Do not separate by rear end gear ratio into "A" and "B" suffix classes. All cars in this class must be prepared to get better than average fuel mileage or they will be reclassified.
- E-8:** All Corvettes from 1975 to 1982 (bladder equipped) non Group 3.
- E-9:** All Corvettes from 1984 through 1991 with L98 engine (except Group 3). Note: this class includes 1987 through 1991 B2K Callaway engines.
- E-10:** All Corvettes from 1992 through 1996 with LT1 or LT4 engine or from 1990 through 1995 with the LT5 engine (except Group 3).
- E-11:** All Corvettes from 1997 through 2004 with LS1 engine (except Group 3).
- E-12:** All Corvettes from 2001 through 2004 with LS6 engine (except Group 3).
- E-13:** All Corvettes from 2005 and newer with LS2 or LS3 engine (except Group 3).
- E-14:** All Corvettes from 2005 and newer with LS7 engine (except Group 3).
- E-15:** All Group 3 Corvettes.

6.4.2. MASTER GROUP RANGES FOR ECONOMY RUNS

The following Master Group Ranges are optional for the Host Club and are to be used for the awarding of trophies only and do not affect entrants' points. If the Host Club is

going to use Master Group Ranges, it must be announced at the Drivers' Meeting. Note: Division E-7 shall not be Master Grouped with the other cars.

GROUP #1	GROUP #2	GROUP #3	GROUP #4
E-1A	E-3A	E-5A	E-8A
E-1B	E-3B	E-5B	E-8B
E-2A	E-4A	E-6A	E-9A
E-2B	E-4B	E-6B	E-9B
	NOTE 1	NOTE 2	NOTE 3

NOTE 1: Modified B and small block RP and RPAF cars can be Master Grouped in Group #2.

NOTE 2: Modified A and big block RP and RPAF cars can be Master Grouped in Group #3.

NOTE 3: Modified E cars can be Master Grouped in Group #4.

6.5. ECONOMY RUN WORKERS AND OFFICIALS

1. Refer to the section on Rallye workers and officials in Section 6 of this Rulebook substituting the words Economy Run(s) for Rallye (Rallies) where appropriate.
2. PUMP ATTENDANT: Responsible for filling all cars in a Class to the same level in a consistent manner. Responsible for ensuring that all cars are able to receive a minimum of five (5) gallons of fuel. The same Pump Attendant shall be used to fill all cars within a Class.

6.6. TECH FOR ECONOMY RUNS

Perform a technical and safety inspection on all cars per the form TECH FOR RALLIES AND ECONOMY RUNS which may be found in Section 12 (Forms) of this Rulebook.

6.7. GENERAL INSTRUCTIONS (GENERALS)

1. The Chairpersons must prepare **WRITTEN** General Instructions for the Economy Run and these General Instructions will be given to the entrants prior to the Entrants Meeting.
2. Unusual or technical terms used in the route instructions **MUST** be clearly defined.
3. Economy Run instructions should be as clear as possible and never be deliberately misleading.
4. The final draft of the Economy Run instructions should be read before being passed out to the entrants. Misspelling of critical instructions or key words in "fill-ins" should be checked. People, and even machines, sometimes make mistakes.
5. If the endpoint is unknown to the entrants, then the Chairpersons must give **EACH** car a "Panic Envelope". The "Panic Envelope" **MUST** include the name of the endpoint, the address, the phone number and a reference map if possible.
6. Once the first car has left the start point, **NO FURTHER INFORMATION WILL BE GIVEN TO ANY ECONOMY RUN ENTRANT**. If there is a true emergency, **EMERGENCY SIGNS SHALL BE USED**. They shall be posted as

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- conspicuously as possible, shall be of a standard size and color and must be posted BEFORE ANY ENTRANT HAS PASSED THAT POINT in the Economy Run so THAT ALL the entrants will be given the same information at the same point in the Economy Run. The Chairpersons SHALL have a sample emergency sign on display at the start point of the Economy Run.
7. Once the first car has left the start point, **NO GENERAL INSTRUCTIONS WILL BE CHANGED** (i.e., deciding to allow more time, eliminating the DNF time). Once the Economy Run has started, all the entrants are on the same route and have to contend with the same problems. Changing the rules after the Economy Run has started does not give each entrant an equal opportunity to win.
 8. The Method of Scoring **MUST** be in the General Instructions.
 9. All penalties shall be clearly stated in the General Instructions. It shall not be assumed the entrants will take any penalties for granted.
 10. Starting time and starting place of the Economy Run should be stated.

6.8. ENTRANTS MEETING FOR ECONOMY RUNS

1. An Entrants Meeting **MUST** be held for drivers and navigators prior to the start. Any questions will be answered at this time and any last minute instructions will be given. The Entrants shall be shown samples of all route signs such as checkpoint, endpoint and etc.
2. The event Chairperson/Co-Chairperson should verify that all entrants and workers have signed the appropriate waivers.
3. The method of breaking tie scores shall be announced at the Drivers Meeting.

6.9. ROUTE FOR ECONOMY RUNS

1. Each car in the Economy Run **MUST** be required to follow a common course.
2. The Economy Run **MUST** be on hard-surfaced public roads. **DO NOT USE DIRT OR GRAVEL ROADS.**
3. The Economy Run route shall be a minimum of fifty (50) miles but not more than one hundred miles.
4. The Economy Run route **MUST** be able to be followed **WITHOUT REFERENCE** to the questions.
5. If there are more than four (4) miles between consecutive route instructions, the distance **MUST** be given plus or minus one mile.
6. The route should be carefully chosen to insure that the entrants are not kept circulating in one area for a long period of time. Residential areas should be avoided as much as possible. The distance traveled on main roads during the daytime **MUST** be kept to a minimum.
7. The Economy Run route **MUST BE KEPT OUT OF CONGESTED TRAFFIC AREAS.** Congested areas will include downtown traffic, shopping/strip malls, busy major intersections. If it is necessary to drive through a congested traffic area, those areas will be set up as "free zones" with clear route instructions through the area given to the entrants and no questions will be asked or be answerable.
8. The starting area should not lead onto a main street. If this is unavoidable, then begin with a right turn onto the highway. Never begin with a left turn, unless at a controlled intersection.

9. Left turns off a busy highway should be avoided, especially in night Economy Runs. If this is impossible, then the exact position of the turn should be identified.
10. Left turns off a busy highway into the finish of an Economy Run must be avoided in all situations.
11. There should be adequate room for the cars to line up in proper order at the starting place.

6.10. ROUTE INSTRUCTIONS -- ECONOMY RUNS

1. The instructions **MUST BE** straightforward with no gimmicks.
2. Instruction landmarks may be located on either side of the road, but **MUST FACE THE CONTESTANTS and MUST BE CLEARLY VISIBLE FROM THE CAR.**
3. Unless stated in the General Instructions, all landmarks used as route instructions **MUST** be on the right hand side of the road or the route instructions **MUST** state that the next landmark is on the left hand side. **ONLY RIGHT HAND SIDE** landmarks can be used on night Economy Runs.
4. Route instructions should be extra clear when there is any possibility that Economy Run cars might invade private property or driveways.
5. "Caution" notations in instruction sheets should be used liberally. (Railroad tracks, narrow bridges, dangerous intersections, etc.)
6. No "fake" instructions shall be used at the end of the Economy Run. All stopping checkpoints must be clearly visible so that drivers cannot pass them up, thus becoming lost and confused.
7. All signs **MUST** be very visible and easily readable from the car by the entrants (i.e., no binoculars or optical assistance other than prescription glasses should be needed to read the signs). The entrants must be able to read the signs within the normal driving field of vision. Signs that require look backs are not allowed. Signs are for course confirmation only not for scoring, therefore they should be easy to find and read.
8. ENTRANTS SHOULD NOT HAVE TO GET OUT OF THEIR CAR TO READ A SIGN.

6.11. ODOMETER CHECK

1. Since the scoring of an Economy Run should be based on the number of gallons of fuel used or miles per gallon calculated by using the official route mileage and checkpoints or questions are used for verification of traversing the route, an odometer check is not required.

6.12. AVERAGE SPEED FOR ECONOMY RUNS

1. A minimum average speed of twenty-five (25) miles per hour shall be required.

6.13. CHECKPOINTS FOR ECONOMY RUNS

1. Checkpoints shall be placed along the route to ensure that each car in the Economy Run completes the entire course. It is permissible to use questions (maximum of five (5) questions allowed) in lieu of checkpoints.
2. All checkpoints **MUST** be on the right hand side of the road with checkpoint signs at eye level and easily visible. Checkpoints should be so situated that the entrant need not leave the course to enter the checkpoints.

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3. CARS MUST NOT STOP IN TRAFFIC LANES. There should be ample room for a number of cars to pull off the road while awaiting their time out.
4. Open checkpoints where entrants must stop should always be on a road that is not heavily traveled.
5. If checkpoints are to be set up on private property, the owner must have been properly approached and notified. Route instructions in and out of the checkpoints must be given to the entrants either on the route instructions or in their General Instructions.
6. Checkpoints will be open at least fifteen (15) minutes before the due time of the first car and close not sooner than 45 minutes after the due time of the last car.
7. All open checkpoints MUST be identified by a large sign with a minimum dimension of two (2) feet. All marker signs MUST be similar and a sample MUST be displayed at the Drivers' Meeting.
8. Checkpoint workers MUST absolutely understand their jobs. Writing out worker instructions will avoid any last minute confusion or delay. A Checkpoint worker must not talk with participants other than to do their assigned task.

6.14. PENALTIES FOR ECONOMY RUNS

1. Missing a checkpoint, improper procedure at a checkpoint or failing to answer a question used in lieu of a checkpoint shall cause an entrant to receive a DNF.
2. Any addition of fuel or deviation from the prescribed route is prohibited and shall result in disqualification of the entrants.
3. A ticket for a moving violation constitutes disqualification.

6.15. ENDPOINT FOR ECONOMY RUNS

1. All answers to questions, total mileage, a route map and all other factors involved in scoring shall be posted (displayed) for the entrant to see at the end of the Economy Run.

6.16. SCORING FOR ECONOMY RUNS

1. Scoring shall be based on the number of gallons of fuel used or miles per gallon calculated by using the official route mileage. Checkpoints or answers to questions in lieu of checkpoints shall only be used for verification of traversing the route.
2. Missing a checkpoint, improper procedure at a checkpoint or failing to answer a question used in lieu of a checkpoint shall cause an entrant to receive a DNF.
3. Any unfair practices reported by an entrant will need to be in the form of a protest.
4. All ties must be broken. The Eventmaster must have a method for breaking ties that will be stated in the General Instructions. Minimum time cannot be used for a tie-breaker.
5. The method of scoring MUST be defined in the General Instructions.

6.17. AWARDS FOR ECONOMY RUNS

1. Awards MUST be given for every class that has entrants except where Master Grouping is used (see Section 6.4.2.).
2. Awards MUST be given to both the driver and the navigator (an Award set).
3. The minimum number of awards per class or Master Group is:
One (1) Award Set: One (1) to ten (10) cars

Two (2) Award Sets: Eleven (11) to twenty (20) cars
Three (3) Award Sets: Twenty-one (21) to thirty (30) cars
Four (4) Award Sets: Thirty-one (31) to forty (40) cars
Continue Award Sets for every additional ten (10) cars

6.18. PROTESTS AT ECONOMY RUNS

1. See Section 10 (Protests and Appeals) of this Rulebook for procedures.

6.19. ABBREVIATIONS FOR ECONOMY RUNS

1. Where appropriate, Rallye abbreviations may be used in an Economy Run. See Rallye Section 5.22. for abbreviations.

6.20. TERMINOLOGY FOR ECONOMY RUNS

1. Where appropriate, Standard Rallye Terminology may be used in an Economy Run. See Rallye Section 5.23. for terminology.

NOTES