

# **SCCA** *RallyCross*<sup>SM</sup>

## **RULES**

2006 Edition  
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## FOREWORD

Effective January 1, 2006 previous editions of the SCCA **RallyCross** Rules are superseded by the following **SCCA RallyCross Rules (RXR)**. The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication in Fastrack on the official SCCA website; but may become effective immediately in emergency situations as determined by SCCA.

All correspondence should be addressed to: SCCA **RallyCross** Board, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to [rallycross@scca.com](mailto:rallycross@scca.com).

Questions concerning **RallyCross** Rules clarifications should be addressed to: SCCA **RallyCross** Board, C/O Rally Department, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to [rallycross@scca.com](mailto:rallycross@scca.com).

Portions of these Rules are substantially different from previous editions. Participants are advised to read the entire book.

It shall be understood that the (™) (SM) mark and/or (®) mark which reference **RallyCross**, SCCA® and SportsCar® shall be consistent throughout this rulebook without further notation. The masculine pronouns he, him, and his will be used generically, without actual reference to gender.

### Finality of Interpretation and Application

The interpretation and application of the **SCCA RallyCross Rules** by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

- A. They are familiar with the **SCCA RallyCross Rules** and agree to abide by them;
- B. Determinations by SCCA officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and,
- D. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

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Table of Contents

INTRODUCTORY SECTION	4
1 RALLYCROSS EVENTS	4
2 RALLYCROSS BOARD	5
3 DIVISIONAL RALLYCROSS STEWARDS	6
4 MANDATORY PROVISIONS	8
5 RALLYCROSS RULES	9
5.1 COMMON SENSE AND RALLYCROSS COURSES	9
5.2 EVENT OPERATING RULES	9
5.3 COURSE SAFETY AND LAYOUT RULES	11
5.4 EVENT OFFICIALS - DUTIES	12
5.5 INSURANCE	13
5.6 SANCTION REQUIREMENTS	15
6.0 VEHICLE CATEGORIES AND PREPARATION	16
6.1 ELIGIBLE VEHICLES	16
6.2 VEHICLE CLASSIFICATION	16
6.3 VEHICLE/DRIVER SAFETY	19
7.0 PENALTIES AND CLAIMS	21
7.1 PENALTIES	21
7.2 PROTESTS	21
7.3 CLAIMS	22
7.4 APPEALS	23

# SCCA RallyCross Rules

## ARTICLE 1 RALLYCROSS EVENTS

### 1.1 DEFINITION

A **RallyCross** is any event (where an event is considered to be an entire program of competitions) in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners. These events are held on short courses that emphasize vehicle handling and agility rather than speed or power.

### 1.2 REVISION OF RALLYCROSS RULES

The SCCA may revise these rules or issue supplements to them at any time, via Tech or Competition bulletins in Fastrack on the official SCCA website. All supplements will have a published effective date.

### 1.3 REPLACEMENT OF RALLYCROSS RULES

Effective on January 1 of each year, all previous editions of the RallyCross Rules will be superseded by the current edition. No revisions previously published in SportsCar will remain in effect unless included in the new edition of the RallyCross Rules.

### 1.4 CO-SANCTIONED/CO-SPONSORED EVENTS

The prohibition against co-sanctioning and /or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

## ARTICLE 2 RALLYCROSS BOARD

### 2.1 APPOINTMENT

The SCCA Board of Directors (BOD) shall appoint a Chairman and up to six other members annually to the RallyCross Board (RXB). The BOD shall also appoint Divisional **RallyCross** Stewards. Current appointees are listed on the SCCA website ([www.scca.com](http://www.scca.com)), published in the current edition of the SCCA Directory and available from the National Office Rally Department.

As openings occur on the RXB, vacancies will be announced in the Fastrack section of the SCCA.com website. All applications will be reviewed by the RXB and recommendations will be given to the BOD for final approval.

### 2.2 DUTIES

- A. The RXB develops the rules, standards, and procedures that govern SCCA **RallyCross** events for the enjoyment, fairness, and safety of participants and spectators. The RXB also directs the evolution of the sport in accordance with the goals and procedures of the SCCA, member input, and shifts in the marketplace. The RXB makes rule clarifications and procedural changes as needed at any time. Such clarifications may become effective as soon as they are posted on the SCCA website with a stated effective date.
- B. The RXB may also establish and appoint advisory positions to assist with special areas of concern.
- C. The development process for current (and future) rules will follow this general timeline.
  1. RXB will agree on the concept for rules revisions, and post for member input.
  2. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.
  3. If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for their consideration at the BOD's August meeting. As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their early November meeting.
  4. Rules will be published with a stated effective date.
- D. Duties of the RXB members shall include:
  1. Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed.
  2. Other tasks that will be assigned annually to members of the RXB include

Competitor Liaison, Organizer Liaison, and Secretary.

3. Subcommittees will include a Technical Advisory Committee and any other Committee the RXB deems necessary.

E. The RXB shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator and general participant safety in their capacity as the RallyCross Safety Committee.

### **Rally Cross Board 2006**

Position	Appointee	Year Appointed	Planned Succession Date
Chairman	Tom Nelson	2005	2006
At Large	John Barnett	2006	
At Large	Scott Kovalik	2006	
At Large	Mark Utecht	2006	
At Large	Mark Walker	2006	
At Large			
At Large			

## **ARTICLE 3 DIVISIONAL RALLYCROSS STEWARDS**

3.1 One **RallyCross** Steward per division is appointed by the RXB, subject to the approval of the BOD. The **RallyCross** Stewards are responsible to the RXB for developing, supervising, and administering a program of **RallyCross** events in their respective divisions in accordance with the rules, standards, and procedures established for **RallyCross** programs. The Divisional **RallyCross** Steward must be a current SCCA member.

### **3.2 RESPONSIBILITIES**

General duties and tasks are outlined in the **SCCA Operations Manual**. Their specific duties are as follows:

A. Responsible to the RXB for the supervision and administration of SCCA policies, rules and standards with respect to SCCA **RallyCross** events conducted within their division. Responsible for developing, supervising and administering a program of **RallyCross** events. Such a program may include a formal Divisional Series that includes drivers points in their respective Divisions in accordance with the rules, standards and procedures established for the **Rally Cross** program.

B. Additionally, maintain liaison with the RXB Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.

- C. Coordinate scheduling of events within the Division and with other Divisions in order to maintain an orderly and successful calendar for **RallyCross** participants. This will be done in coordination with the National Office Rally Department.
- D. If Divisional fees are established, the Divisional Steward must submit a complete, detailed description of said fees at the beginning of the season and a financial statement at the end of each season to the RXB for each season that the fees are in force.
- E. Review event applications and safety plans for all **RallyCross** events held in the Division.
- F. Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations.
- G. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward (or designee) duties include heading up the Protest Committee if appropriate.
- H. Assign a Safety Steward for each event or act in that particular capacity as required (but not as the Event Steward simultaneously). The Safety Steward duties include review of the event Safety Plan and supervising the course and spectator safety the day(s) of the event.
- I. Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.
- J. Make recommendations to the RXB for the improvement or general development of **RallyCross** Rules and program.
- K. Make recommendations to the RXB for annual awards.
- L. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

Position	Appointee	Year Appointed	Planned Succession Date
SWDIV	Sasha Lanz	2003	
(GLDIV) Deputy CENDIV	David Rudy	2005	
CENDIV	Mark Utecht	2003	
MIDDIV	Jeff Templeton	2003	
NEDIV	Scott Beliveau	2003	
NORPAC	Scott Kovalik	2003	
RMTN	Karl Sealander	2006	
SEDIV	David Brooks	2004	
SOPAC	TBD		

## **Article 4 MANDATORY PROVISIONS**

- 4.1** All sections of these rules are mandatory for all SCCA sanctioned RallyCross events. Variations from these rules may be allowed, but must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.
- 4.2** All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events. However, organizers of events at all levels (Regional, Divisional, National) may add or combine classes as they deem necessary to meet local demand.

## ARTICLE 5 RALLYCROSS RULES

### 5.1 COMMON SENSE AND RallyCross COURSES

**RallyCross** events are non-speed events under the rules of the SCCA. The normally expected maximum speeds for straights and turns are described in the course safety and layout section (Article 5.3). However, speed alone is not the operative factor in determining what is and is not a proper **RallyCross** event.

Safety is the operative word and hazards on the course must not exceed those encountered in legal non-paved road travel. For example, if there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees some 20 feet away, and the other turn is bordered by 50-feet of flat, obstacle-free area, the hazards involved are much different. The former is clearly not permissible for a **RallyCross** event and the latter clearly is an acceptable turn.

No event will place additional hazards on the event course. This includes steel supports for course arrows, signage, and related items.

A **RallyCross** event is also open to novices in any vehicle that can pass safety inspection. Course designers must take this into consideration when developing the course for any event. It would be possible to set extremely strict and rigid limits on **RallyCross** events regarding speed and/or course dimensions; however, it is not the intent of these rules to outlaw event sites that cannot accommodate a course of certain stated dimensions. Similarly, it is not the intent to create the impression that so long as some safe but arbitrary speed limit is not exceeded, these rules are adhered to. A course can be designed to have slow, technical corners that require not getting out of first gear or a moderate speed where there are many turns and the competitor is always being challenged. The first course will present additional concerns as the corners likely develop ruts during the running of the event. The second course will be more likely to last longer and be more easily modified for safety reasons as well as providing the perception of greater speed to the competitors.

Basically, **RallyCross** event speeds are limited to what is "reasonable and prudent for the conditions encountered," subject to the constraint that top speeds be within an allowable range described in the course safety and layout rules section. Laying out a course that will comply with the safety requirements defined in these rules calls for the exercise of good judgment and common sense.

### 5.2 EVENT OPERATING RULES

- A. All SCCA sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at registration on the Notice Board before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he is satisfied that the insurance required under this Article has been provided. All events will have a Notice Board available for the competitors to review at registration. At a minimum this board will contain the SCCA Insurance Certificate that includes the event sanction number. Additional information may be posted at the discretion of the organizers. Once competition begins, the board

- may be relocated to a location specified in the event Supplemental Regulations or a place mutually agreed upon by the committee and posted on the board at registration.
- B.** Drivers must possess a currently valid automobile driver's license. Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable. Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Drivers at Divisional or National events must be current SCCA members.**
  - C.** A passenger is allowed provided that:
    - 1. He is no younger than twelve (12) years old
    - 2. He is in a vehicle which has passed tech inspection
    - 3. He is wearing a properly fitted seat belt and a properly fitted helmet
    - 4. He (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, he would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional and National Events.
  - D.** All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 6.3 for these rules, including vehicle configuration restrictions during course runs.
  - E.** The method of scoring the event (all runs, dropping one or more runs, fastest run only, etc.) and the penalties for course deviations and course marker displacement shall be posted and available to all competitors. Additionally, this information must be included in the supplementary regulations submitted with the sanction application (Article 5.6).
  - F.** Vehicle classifications to be used, minimum class size, class merger plan, and distribution of awards shall be established prior to the event and available to all competitors.
  - G.** An Event Steward must be appointed by the Divisional **RallyCross** Steward to supervise the running of the event. This person must be an SCCA member.
  - H.** All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form. Spectators should sign the waiver.
  - I.** Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event. The Divisional **RallyCross** Steward, **RallyCross** Board, and SCCA National Rally Department will be notified as soon as possible after the event if the person is an SCCA member.
  - J.** Competitors driving in an unsafe manner at or near the event location or displaying unsportsmanlike conduct may be disqualified.
  - K.** It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the

location is in a rural area to inform them of the event. It is recommended that all events have an ambulance and/or an EMT onsite.

- L. Each driver will be provided an opportunity to walk or drive through the course or to have a parade lap prior to the first official run.

### **5.3 COURSE SAFETY AND LAYOUT RULES**

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety.

The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius "U- turn"). The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors.

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn.

Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn.

Vehicles on the course simultaneously shall not run in close proximity to each other.

All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

Extreme care shall be taken in the location of the start, finish, staging, and timing

areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course.

In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators.

Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The **RallyCross** Safety Steward (RXSS) shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without barrier protection such as concrete or tire walls).

Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant exceptions for media relations purposes. This permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles. The spotter may not be a course worker at that location.

## **5.4 EVENT OFFICIALS - DUTIES**

**A.** The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. Members filling these two positions may not serve in any other official capacity.

**B.** The Event Steward (Chairman) shall be the chief planner and organizer of the event. The Event Steward shall design and establish, or oversee development of, all necessary event administrative process including:

1. Establishing event administration procedures that achieve compliance with all applicable RXR and supplementary regulations, including a waiver signing system.
2. Formulating procedures to implement the Divisional RallyCross Steward's plans for ensuring spectator, driver and worker safety.

**C.** The Event Safety Steward duties shall concern the safety of spectators, workers and driver's safety relative to course design. Control over course design extends only to such issues as course safety and not to design philosophy. This includes course security, which is defined as maintaining control over spectator access to the course.

1. Verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the Event Safety Steward must confirm corrections or issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the Event Safety Steward Steward must call the Insurance/Incident Emergency

Number, 1-800-770-9994.

2. Verify that the Event Steward has a system in place to assure that persons at the event site have signed the release and waiver forms.
3. The Event Safety Steward's final recommendations(s) for the control of spectators, driver or worker safety (relative to course design), becomes mandatory. It is the responsibility of the host region to implement safety controls to the satisfaction of the Event Safety Steward. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which includes loss of insurance coverage.

- D. The Event Technical Inspector shall ascertain that the vehicles comply with the RXR and any supplementary regulations. Competitors are directed to Article 7.3.D for claims information regarding class eligibility.
- E. The Event Registrar must be a SCCA member (or a member must be present to witness waivers are signed). The registrar's duties include accepting and verifying entry information and assuring that all participants sign the SCCA Waiver and Release Form.
- F. The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event, and preparing the official results.

## 5.5. INSURANCE

### A. Event Liability / Participant Accident coverage

All SCCA sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

If a certificate is not available, call the following number immediately: 800-770-9994

### B. Event Insurance Plan Request Form

Each SCCA **RallyCross** Event must submit a SCCA **RallyCross** Sanction/Insurance Application, **RallyCross** Safety Plan and whatever sanction fee is applicable. These forms and the sanction payment must arrive at the SCCA Rally Department at least 14 days prior to the event or an additional late fee will be assessed.

### C. Incident Reporting

Any incident resulting in personal injury or needing medical review must be called to the insurance line at 800-770-9994 immediately.

The driver (or owner) of a vehicle participating in a **RallyCross** which is involved in an incident resulting in personal injury or property damage of any kind, must report

the incident by submitting a completed SCCA Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 7 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or green card and should file the report within ten days of the incident with the SCCA Risk Management Department.

#### **D. Spectator and Non-Spectator Events**

1. A spectator **RallyCross** event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both the Region and its sponsors advertise an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course, and safety measures must be specifically approved by the Divisional **RallyCross** Steward, and SCCA National Rally Department.

An additional insurance premium must be paid prior to the issuance of an insurance certificate. Confirm specific additional insurance fees with Risk Management as to the amount. Spectator events must employ site and course control barriers.

2. A non-spectator **RallyCross** event may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the following provisions are met:

**A.** Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: "Car buffs are invited to experience the SCCA" or "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.

**B.** Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement-slides, spins, screeching tires!" (Entertainment example).

**C.** All advertising must include a statement on waiver signing such as "everyone entering the event site must sign a release and waiver form".

**D.** When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.

E. It is highly recommended that a minimum of two Event Safety Stewards be assigned to the advertised event.

F. Sanction application must be received by the National Office at least 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

## 5.6. SANCTION REQUIREMENTS

### A. Sanction

A formal SCCA sanction is required for all **RallyCross** events. Sanction requirements and all documents will be issued by the SCCA National Office. A completed Safety Plan and Supplementary Regulations must accompany the sanction/insurance request form and sanction fee.

### B. Supplementary Regulations

1. Each SCCA **RallyCross** shall have Supplementary Regulations covering areas not specified in these Rules and adding to rules contained herein. This will include as a minimum the timing and scoring method to be used and course penalties but may also include information on awards, divisional championships, sponsors of the event, etc. These Supplementary Regulations should be posted on the Official Notice Board.

2. Except in cases where a specific sanction exception has been granted in writing by the Divisional **RallyCross** Steward and the National Office Rally Department, Supplementary Regulations may not alter or contradict the RXR. If such contradictions occur, the RXR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations. A list of Sanctioned Exceptions should be posted on the Notice Board at registration.

3. Organizers will list in the Supplementary Regulations any deviations from the RXR as sanctioned exceptions. However, last minute changes (before and during the event) published in written bulletins on the Notice Board or as written instructions from bona fide officials must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that last minute changes were not listed as exceptions to these rules providing competitors were notified as above.

## ARTICLE 6 VEHICLE CATEGORIES AND PREPARATION

### 6.1 ELIGIBLE VEHICLES

A **RallyCross** event is open to any fixed-roof production based vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded.

### 6.2 VEHICLE CLASSIFICATION

**A.** Regions and Divisions may specify local classes providing they are clearly described and that event organizers realize that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable).

**B.** All items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification.

#### **C. Rally Stock Category**

Stock Rear Wheel Drive (SR)

Stock Front Wheel Drive (SF)

Stock All Wheel Drive (SA)

Preparation allowances:

1. All Cars must be equipped as from the manufacturer, with only factory-installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.
2. Tires must be DOT approved. Snow tires are allowed. No studded tires are permitted unless ice or snow are present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

"Aggressive" tires are prohibited. A tire will be considered an "aggressive tire" if it meets any of the following criteria:

- a. It does not carry a DOT approval.
- b. It is marked "For competition only", "Not for street use" or similar verbiage.
- c. It is modified or altered from its original tread pattern in any way.

- d. The tread gap of the tire is equal to or greater than 0.34" as measured in the space between any tread blocks. This does not apply to any circumferential grooving that may be part of the original pattern of the tire.
3. Air filter material is free, but it must fit in the stock location.
4. The additions of protective equipment are allowed with the following exceptions:
  - a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.
  - b. Mud flaps may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)
  - c. Skidplates protecting suspension and drive train components may only be made out of metal or plastic derivatives.
  - d. Driver restraints and roll cage may be added.
  - e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.
5. Dress-up and convenience items which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing are allowed (i.e. shift knobs, pedal covers).
6. ABS and/or traction control systems may be electronically/electrically disabled but not removed.
7. Vehicle lights may be replaced with alternate bulbs and housing. Auxiliary lights may be added. The total number of lights shall not be less than standard.
8. Brake pad material is free.
9. Fuel may be any type of unleaded or diesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event RallyCross Safety Steward prior to the event. No alcohol fuels or nitrous oxide are allowed.
10. Clutch material is free.
11. Exhaust systems from the catalytic converter back are free with the following exceptions:
  - a. The exhaust must exit the body work.
  - b. The exhaust must exit to the rear of the driver.
  - c. The exhaust must comply with local noise restrictions

#### **D. Rally Prepared Category**

Prepared Rear Wheel Drive (PR)

Prepared Front Wheel Drive (PF)

Prepared All Wheel Drive (PA)

Preparation allowances:

1. All Rally Stock category modifications are allowed.
2. Sway bars and their mounting are free.
3. Brakes are free except no carbon brakes allowed.

4. Exhaust systems from the cylinder head exhaust ports back are free with the following exceptions:
  - a. The exhaust must exit the body work.
  - b. The exhaust must exit to the rear of the driver.
  - c. The exhaust must comply with local noise restrictions.
  - d. Downstream there must be at least one functioning catalytic converter in the exhaust system on cars originally equipped with a catalytic converter.
5. The intake system upstream from the throttle body is free. Under no circumstances may forced induction components be changed or added (turbochargers, superchargers, intercoolers).
6. Short shift kits are allowed.
7. Front and/or rear strut tower bars are permitted.
8. Shocks are free but the shock/strut must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.
9. Electronic engine controls may be modified or piggybacked, but not replaced.
10. Any tire is allowed except homebuilt studded tires.
11. Seats are free but must be solidly mounted.
12. Any non-metallic bushing is allowed.
13. Wheels are unrestricted.

**E. Rally Modified Categories**

Modified Two Wheel Drive (M2)  
 Modified All Wheel Drive (M4)

Preparation allowances:

1. All Rally Prepared category modifications are allowed.
2. Electronic engine controls are free.
3. Any replacement hood may be used.
4. The clutch is free.
5. Any car that is currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.
6. Glass, with the exception of the front windshield, may be replaced with lexan or equivalent.
7. Engines are free but must be internal combustion.
8. Drive train is free.
9. The suspension is free. This allows changes to all components and geometry.
10. Body work may be added or substituted with any material.
11. The interior components may be completely removed and/or replaced.

12. Additional chassis braces and seam-welding are permitted.
13. All log booked race cars that meet entry requirements are legal for the proper Modified class.
14. The fuel system is free provided gasoline or diesel fuel is used.

### 6.3 VEHICLE/DRIVER SAFETY

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

- A. All loose items, inside and outside the car (including the trunk and storage areas), must be removed.
- B. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- C. Convertible, targa, or t-top vehicles must have their factory hard top or panels securely in place during course runs.
- D. Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.
- E. The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.
- F. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.
- G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- H. Seat lap belts are required in all cars. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Additional belts must be installed per the manufacturer's recommendations.
- I. Throttle return action shall be safe and positive.
- J. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- K. Steering wheel "spinner" knobs are not permitted.
- L. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.
- M. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- N. All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is located in the drivers/co-drivers compartment it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, are not required to be in a

marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.

- O.** Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.
- P.** Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in **RallyCross**, other approved helmets are:

1. British Standards: BS 6658-85 type A/FR, including all amendments.
2. SFI Foundation, Inc; SFI Spec 31.1

## ARTICLE 7 PENALTIES AND CLAIMS

### 7.1 PENALTIES

- A.** A 2 seconds penalty will be given if a course marker/pylon is upset or totally displaced.
- B.** A 10 second penalty will be given for each missed gate. This is called a “gate penalty”. A gate is defined as a pair of cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom.
- C.** An additional time penalty if so specified in the supplementary regulations may be charged for any uncorrected deviation from the course or for unnecessarily delaying the event.
- D.** The penalties listed in this Article can be regarded as the normal penalty. However, the Event Steward can, at his discretion, apply any of the following as warranted by the offense:
- Reprimand which shall be noted in his or her record within the sponsoring region.
  - Fine (\$1 to \$1000)
  - Probation of competition privileges
  - Time or Position
  - Disqualification from competition
  - Exclusion from competition
  - Suspension of competition privileges
  - Loss of accrued points
  - Expulsion from SCCA
- E.** Contestants are reminded that conduct is evaluated and scrutinized both on the course and within the confines of the event site. Unsportsmanlike conduct will be treated as a serious matter. Endangering other competitors, workers or spectators will be evaluated on a case-by-case basis by the Event Steward and Safety Steward. They shall apply penalties as described in “D” at their discretion as warranted by the offense.

### 7.2 PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that **RallyCross** events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best.

The competitor may encounter some imperfections with the event organization and his fellow competitors. To a reasonable extent, these things are part of the chances he takes in entering the competition. A competitor who wishes to file a protest is entitled to do so, but it is recommended that he confer with one of the stewards at the event prior to doing so.

### **7.3. CLAIMS**

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

#### **A. Types of claims**

1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.
2. A protest is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his representative) who will act as chairman and will also select two or three other members.

The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held. This meeting should be held at the event, or should this not be possible, in a timely manner.

3. Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a \$50.00 fee, in cash, per item. These forms will be available from the Event Steward or the organizer. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the SCCA Rally Department.
4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to the SCCA Rally Department.

#### **B. Claims Against the Conduct of the Event**

Claims submitted for situations arising on the course or event procedures must be submitted within 15 minutes of the contestant's finishing his final competition run. Claims prompted by the posting of provisional scores shall be submitted within 10 minutes of the posting of those scores and must be based on information contained in those scores

### **C. Claims Against Competitors**

Claims submitted against the actions of another competitor must be submitted within 15 minutes of the claimant's finishing his final run.

### **D. Claims Against Vehicles**

A claim against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. The Event Steward shall penalize any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation rules.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be a minimum of \$200.00.

Upon inspection if the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 7.1).

## **7.4 APPEALS**

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee (\$100.00) must be given to the Event Steward within 15 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance (\$100.00) of the appeal fee of \$200.00, shall be received by the SCCA Rally Department within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by the RXB) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution. Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.