# 2018 SCCA
# RALLYCROSS RULES




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SCCA® RallyCross®

# RULES

## 2018 Edition


**Sports Car Club of America®, Inc.**

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Published by:

**Sports Car Club of America®, Inc.**

**6620 SE Dwight St**

**Topeka, Kansas 66619**

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## FOREWORD

Effective January 1, 2018, the following SCCA RallyCross Rules (RXR) supersede previous editions of the SCCA RallyCross Rules. 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.

Questions concerning RallyCross Rules clarifications may be made to rxb@scca.com.

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

**Rule Change Submission Timeline:**

Member rule change submissions and feedback – January 1 to August 15
Member comment on proposed changes – September 1 to September 30
Final review by Rules Committee – October
Final review and approval by RXB – November meeting
Approval by SCCA Board of Directors - TBA
Publish revised R-X Rules – following approval by the SCCA Board of Directors

**Summary of changes to the RallyCross Rules for 2018:**

1. **Clarify that the duties of the Event Technical Inspector do not include determining whether a vehicle is class-compliant.**

**4.4.D.** The Event Technical Inspector shall ascertain that *competition* ~~the~~ vehicles comply with the ~~RXR~~ *requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/Driver Safety* ~~general vehicle eligibility requirements of~~ and any supplementary regulations. *Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class.* Competitors are directed to Article 5.3.D for protest information regarding class eligibility.

2. **Consolidate the waiver requirements for participants and spectators.**

**4.2.H.** All *attendee's* ~~participants~~, including competitors, workers, crew members, *spectators,* and guests must sign the SCCA waiver form. ~~Spectators should sign the waiver~~**.**

~~4.2.R. All spectators shall complete a waiver as required by SCCA and its insurance carrier. See www.scca.com for guidance on waivers.~~

3. **Specify that alternate mounting hardware for body panels and trim pieces is allowed as protective equipment and that OEM underbody panels may be removed if replaced by an allowed skid plate.**

**3.3.C.4.** The addition of protective equipment is allowed with the following exceptions:

a. … and strut caps to prevent failure of strut mounts. *Mounting hardware for bumper covers, fascia's, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction*. Examples of non-allowed modifications…

**c.** Skid plates protecting suspension and drivetrain components may only be made from metal, composite materials or plastic derivatives. *Skid plates may supplement or replace OEM skid plates or underbody protection.*

4. **Specifically state that electric and hybrid vehicles are eligible to compete in Stock and Prepared classes.**

**3.1.** A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger 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. *This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place.*

5. **Add FIA helmets to be allowed.**

**3.2.P.** Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, British spec BS6658-85 type A/FR, or ECE 22.05, FIA helmets 8859-2015, 8860-2010, 8860-2004, 8858-2002, 8858-2010 standards are acceptable.

6. **Revise the windshield safety rule.**

**3.2.S.** *Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed.* ~~The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed~~.

7. **Allow wheel diameter changes of +/- 1" in Stock classes.**

**3.3.C.12.** Any type wheel may be used provided it complies with the following:

a. *Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;*
b. Wheel~~s~~ must be of the same ~~diameter and~~ width as the OEM wheel;
c. Wheel offset (backspace) must be within 0.394"(10mm) of *the OEM* ~~original equipment~~ wheel offset. Wheel spacers are considered part of the wheel.

8. **Allow front OR rear sway bar changes in Stock classes.**

**3.3.C.14.** *One* ~~The front~~ sway bar may be added, replaced or removed. A replacement ~~front~~ sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the ~~front~~ sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

**9. Allow alternate pulley sizes on superchargers in Prepared classes.**

**3.3.D.5.** The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. *The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt.*

**10. Add arm restraint allowance with side windows**

**3.3.F.16**. Side windows made of automotive safety glass, ~~or~~ polycarbonate/Lexan, ~~or~~ window nets or arm restraints for the driver and passenger (if present) are required and must be securely mounted.

**11. Add the new Constructors category to the rules.**

**Add Section F. Constructors category to Section 3.3. VEHICLE CLASSIFICATIONS. Include clarification that engines must be naturally aspirated (no forced induction).**

**12. Allow full competition license to compete**

**4.2.B** Drivers must possess a currently valid automobile driver's license, or a valid full competition license issued by SCCA.

**13. Restructure Section 4.2.C to more clearly state that passengers are not allowed at National events).**

**4.2.C.** *Passengers are not allowed during competition runs at National events. At non-National events,* one (1) passenger can ride in an approved seat located in the forward- most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day. …

Participant waivers:
The individual (parent/guardian, as appropriate) has completed … … an individual would be allowed at events where a passenger is permitted. ~~Passengers are not allowed during competition runs in National Events.~~

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## ARTICLE 1 RALLYCROSS EVENTS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)*

### 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 be held on a generally 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 MANDATORY PROVISIONS *(Mandatory for all SCCA sanctioned RallyCross events.)*

**2.1** Articles 1 (all), 2 (all), 3.1, 3.2, 3.3.A and B, 4 (all except 4.2.E), 5 (all), 6 (all) and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and 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 4.6 (Sanction Requirements) for further details.

**2.2** All RallyCross rules, not just those listed in section 2.1, and the National Standard Supplementary Regulations are mandatory for any RallyCross event in which RallyCross National Series Contingencies will be paid. Any variances must be approved by the RXB at least 30 days before the event. This section does not mandate the run groups, schedule or work order.

## ARTICLE 3 VEHICLE CATEGORIES AND PREPARATION ALLOWANCES

**3.1 ELIGIBLE VEHICLES** *(*Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)

A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle that can pass safety inspection. *This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place.* A vehicle that meets the definition above but was not originally sold in the United States (e.g. Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements. 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. The following types of vehicles are currently not eligible to compete: ATVs, UTVs, side-by-sides, Trophy Trucks, Crosskarts, Formula Cross, and Legend cars and tube-frame vehicles.

**3.2 VEHICLE/DRIVER SAFETY** (Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)

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. Hand-held items, including cameras and cell phones, are considered loose items.
- **B.** Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- **C.** Convertible, targa, or t-top vehicles must have their factory hardtop or panels securely in place during course runs.

**D.** Sunroofs must be fully closed. 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.

**E.** 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.

**F.** Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed. Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual-sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.

**G.** 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. Competitors are required to wear seat belts when driving in competition. Additional belts must be installed per the manufacturer's recommendations.

**H.** Throttle return action shall be safe and positive.

**I.** No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.

**J.** Steering wheel "spinner" knobs are not permitted.

**K.** 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.

**L.** Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® RXB is required for the use of such equipment in Divisional or National events. Requests will be handled on a case-by-case basis. The driver must make the Event Chairman and Event Safety Steward aware of the approved request prior to starting competition.

**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 battery is relocated from its original location, 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.
Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SAH2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, British spec BS6658-85 type A/FR, or ECE 22.05, *FIA helmets 8859-2015, 8860-2010, 8860-2004, 8858-2002, 8858-2010 standards are acceptable.*

**P.** All vehicles must have adequate operable forward lighting to participate in night or low light events.

**Q.** Nitrous oxide and methanol/alcohol injection systems are prohibited.

**R.** *Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed.* **-**

### 3.3 VEHICLE CLASSIFICATION

**A.** All vehicle classifications as listed in Article 3 must be offered to entrants at all RallyCross events to allow scoring for National awards. Organizers of Regional or Divisional events may also offer and score local classes as they deem necessary to meet local demand. Event organizers acknowledge that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable). Local classes to be run must be listed on the sanction application. *(Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)*

**B.** All items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification. *(Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)*

## C. 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 U.S. Department of Transportation (DOT) approved and display the applicable DOT symbol and Tire Identification Number (TIN) label. Tires with the equivalent Canadian DOT and TIN labels are allowed on Canada-registered vehicles at regional events. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted at National events unless ice or snow is present; Regional and Divisional events may allow studded tires any time. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Alternate tire sizes are allowed but tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.). Inner tubes are considered an integral part of the tire.
3. Any air filter may be used, but it must fit in the stock location.
4. The addition of protective equipment is allowed with the following exceptions:
    a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage. Examples of allowed protective equipment include skid plates to protect under-body components and to protect lower front fascias from ground contact, mud flaps and bolt-on fender flares to protect paint from gravel damage, driver restraints/harness belts and roll cages/bars to protect occupants, and strut caps to prevent failure of strut mounts. *Mounting hardware for bumper covers, fascia's, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction*. Examples of non-allowed modifications that provide a performance advantage include larger radiators to reduce engine temperatures, oil catch cans to reduce oil in the intake system, vents/scoops to improve cooling or intake airflow, additional ducting to improve engine or brake cooling.

**b.** Mud flaps must be flexible.

**c.** Skid plates protecting suspension and drivetrain components may only be made from metal, composite materials or plastic derivatives. *Skid plates may supplement or replace OEM skid plates or underbody protection.*

**d.** Driver restraints and roll cage may be added. Modification of interior components to the minimum extent necessary for the proper installation of driver restraints and roll cage is permitted.

**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.** Any brake pads may be used.

**9.** Fuel may be any type of unleaded, E85, or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.

**10.** Any clutch disc or pressure plate may be used provided it fits all the other unmodified, stock components.

**11.** Exhaust systems from the catalytic converter back may be removed or replaced with the following requirements:

**a.** The exhaust must exit to the rear of the driver.

**b.** The exhaust must comply with local noise restrictions.

**12.** Any type wheel may be used provided it complies with the following:

***a.*** *Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;*

**b.** Wheel~~s~~ must be of the same ~~diameter and~~ width as the OEM wheel;

**c.** Wheel offset (backspace) must be within 0.394"(10mm) of *the OEM* wheel offset. Wheel spacers are considered part of the wheel.

13. Shocks/dampers may be replaced with unmodified OEM or unmodified, mass-produced aftermarket replacement units intended by the manufacturer for the specific year, make and model used. Rebuilds are allowed but only if the shock/damper is rebuilt to its original specifications (i.e. no re-valving). The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.
14. *One* sway bar may be added, replaced or removed. A replacement sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the ~~front~~ sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.
15. Any wheel alignment settings may be used provided the settings can be accomplished within the unmodified adjustment range as delivered from the factory. Any alignment techniques allowed by the factory service manual from the vehicle manufacturer may also be used.
16. Aftermarket replacement batteries are allowed provided they are the same group size and location as originally equipped.
17. Spare tires, tools, jacks, and any related covers may be removed.
18. Audio system components may be replaced with alternate components intended for the application (i.e. factory head unit may be replaced with aftermarket single-din head unit).
19. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.
20. Vehicles may add one rear trailer hitch/receiver that may serve no other purpose. Factory tie downs and cosmetic pieces may be modified or removed only to the extent necessary to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

**D. Prepared Category**

Prepared Rear Wheel Drive (PR)
Prepared Front Wheel Drive (PF)
Prepared All Wheel Drive (PA)

Preparation allowances:

1. All Stock category modifications are allowed.
2. Any sway bars and their mounting may be used or removed.
3. Any brakes may be used.
4. Exhaust systems from the cylinder head exhaust ports back may be replaced with any material with the following requirements:
   a. The exhaust must exit to the rear of the driver.
   b. The exhaust must comply with local noise restrictions.
   c. Functional catalytic converter(s) are required on vehicles equipped with catalytic converter(s) as original equipment. Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.
5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. *The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt.*
6. Short shift kits are allowed.
7. Front and/or rear strut tower bars are permitted.
8. Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). Threaded collars and camber plates are allowed.
   a. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson) suspensions, Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).
3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
4. The replacement arms or mounts must attach to the original standard mounting points. All bushings may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

**b.** Springs may be replaced, but they must be of the same type and use original mounting points.

**9.** Electronic engine controls may be modified or piggybacked, but not replaced.

**10.** Any tire is allowed except home-built studded tires.

**11.** Any front seat may be used, provided the seating surface is fully upholstered. This does not permit the substitution of a passenger's seat with a child or miniature seat of any type. Any substituted passenger's seat must be sufficiently large and strong to be capable of adequately accommodating an adult, such that it could be used as the driver's seat. Cars may have no fewer than the original number of seats. Seat belts are required in all cars; however; the number of attachment points may not be less than originally equipped. Installation of shoulder and lap belts is strongly recommended. Additional belts must be installed per the belt manufacturer's recommendations.

**12.** Any non-metallic bushing, including any suspension, steering rack, engine, transmission, differential, and body/frame mount bushing, is allowed but the replacement must be non-metallic and attach to the original factory location without modification.

**13.** Wheels are unrestricted.

**14.** On carburetor-equipped cars, any bolt on intake manifold or carburetor may be used. Any air filter system and associated parts may also be used.

**15.** Vehicles may substitute any differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only.

**16.** Batteries may be substituted with any type. Relocation of the battery or batteries within the engine compartment or trunk area/luggage compartment behind the rearmost seats is permitted. Longer battery cables may be substituted to permit relocation and holes may be drilled to accommodate mounting of the battery and cables.

**17.** Accessory drive pulleys and belts may be replaced.

**18.** Any clutch disc, flywheel or pressure plate may be used.

**19.** On automatic transmission vehicles, any torque converter may be used.

**20.** Addition of rear wings and hood scoops/vents is allowed provided that either 1) it is a production part which is standard or optional equipment of a US model of the vehicle or 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.

**21.** Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

- **a.** Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
- **b.** Radiator must mount to OE radiator mounts.
- **c.** Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage). In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

**22.** Oil cooling radiators for engine, transmission, or differentials; may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions:

- **a.** Fluid capacity and dry weight of any radiator being modified or replaced must be no less than that of the OEM standard part.
- **b.** Radiator(s) and their lines must be securely mounted, reside in the engine bay area, or the general location of the OEM part being replaced or modified. No lines may be routed through the passenger compartment.

**c.** No body parts or structure may be altered in any way, except for the minimum holes to facilitate mounting brackets and fluid lines, for installation.

**23.** Alternate steering wheels and their attachment mechanisms are allowed.

**24.** Non-metallic fender/wheel well liners may be modified or removed. Ground--facing non-metallic shields beneath the engine compartment may be modified or removed, provided they are forward of the passenger compartment and not integrally molded to the front bumper or valance.

## E. Modified Category

Modified Rear Wheel Drive (MR)
Modified Front Wheel Drive (MF)
Modified All Wheel Drive (MA)

Preparation allowances:

**1.** All Prepared category modifications are allowed.

**2.** Any electronic engine controls may be used.

**3.** All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or with the following requirements:

**a.** The shape of the body must remain recognizable as that of the manufacturer's make and model.

**b.** The body must be made of a fire resistant material.

**c.** Structural strength of the vehicle may not be reduced or compromised.

**d.** Doors, hoods, trunk lids, sunroofs, hatchbacks, etc., need not function as originally designed; however, the driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress. Grilles and trim pieces may be modified, removed, or replaced with replicas of alternate material. Bumpers not integral to the bodywork, and their associated mounting hardware, may be modified or removed. Bumpers integral to the bodywork may be modified or replaced with replicas of alternate material. Modified or replica bumpers must be of similar shape as standard components, and not confuse the identity of the vehicle. Lights may be modified or removed, provided any remaining openings must be covered with a wire mesh screen or panel of fiberglass, metal, or similar non-flammable material. Side mirrors may be removed or modified.

**e.** Fenders and doors may be modified or replaced but not removed.

**f.** Side and rear windows may be removed or replaced with Lexan or equivalent; however, a convertible hardtop must retain the OEM rear window. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.

**g.** The interior components may be completely removed and/or replaced. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury.

**h.** Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to SCCA Improved Touring specifications or better.

**i.** Aerodynamic devices, including wings, splitters, spoilers and spats, may be added, removed or modified, and any such devices used must be securely mounted to the vehicle. (Submitted by Kent Hamilton.)

**4.** Any eligible (per 3.1) log booked race car or car 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.

**5.** Any engine may be used but must be internal combustion. Production-based hybrid vehicles (e.g. Toyota Prius) and production-based electric vehicles (e.g. Nissan Leaf) are allowed, but electric power plant components and wiring shall not be altered or modified.

**6.** Any drive train may be used

**7.** Any suspension may be used. This allows changes to all components and geometry.

**8.** Additional chassis braces and seam welding are permitted.

**9.** Any fuel system may be used provided gasoline, E85 or diesel fuel is used. Any NON-STOCK fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal or metal braided construction.

**10.** Exhaust systems may be replaced with any material with the following requirements:

**a.** The exhaust must exit to the rear of the driver.

**b.** The exhaust must comply with local noise restrictions.

**c.** No catalytic converter is required.

## F. Constructors Category

Constructors Two Wheel Drive (C2)
Constructors All Wheel Drive (C4)

Preparation allowances:

1. The Constructors Category is intended for four-wheeled vehicles altered in excess of the Modified Category allowances, such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles.
2. Minimum track is 42 inches measured from the center of the wheels. Maximum height is 90% of the average track width measured at the highest point of the roll cage. Minimum wheelbase is 72 inches measured from the center of the wheels.
3. Engines must be naturally aspirated, internal combustion, passenger car or light truck-based, and with no more than four (4) cylinders or two (2) rotors. Motorcycle, ATV, UTV and similar engines are not allowed.
4. Tube frame construction is allowed.
5. A roll cage meeting or exceeding the current SCCA GCR requirements for Showroom Stock/Improved Touring roll cages (per Appendix I: 2007 Roll Cage Rules) or the current requirements of another sanctioning body approved by the SCCA is required.
6. All cars shall be equipped with a master switch easily accessible from outside the car. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits when turned to the “OFF” position. The switch shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. “OFF” position shall be clearly indicated at the master switch location. The master switch shall be securely fastened to the vehicle, however, drilling of holes in the roll cage to attach the mounting bracket is prohibited. The mounting location shall be one of the following:
    a. In proximity to the right-hand (passenger) side member of the roll bar in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member;
    b. In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned;
    c. Below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window.

7. Installation of a scattershield, chain guard or explosion-proof bell housing is required on any vehicle where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passenger. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. The following material requirements apply to scattershields/explosion-proof bell housings:
    a. ⅛ inch (0.125”; 3.18mm) SAE 4130 alloy steel
    b. ¼ inch (0.250”; 6.35mm) mild steel plate
    c. ¼ inch (0.250”; 6.35mm) aluminum alloy
    d. SFI or NHRA approved flexible shields
8. The driver’s seat shall be securely mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. A passenger seat is not required but must also be securely mounted if installed. Seats must be intended by their manufacturer for competition use.
9. A four (4)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs.
10. All occupants must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. SCCA-compliant fire resistant clothing as listed in the current Club Racing GCR is highly recommended, including suits, gloves, socks, and shoes. An SFI or FIA-rated head-and-neck restraint device is recommended for each occupant.
11. Each wheel/tire must have a fender/mud flap assembly that covers ½ of the tire’s circumference. When viewed from above, the fender must cover the entire width and diameter of the tire. The fender/mud flap assembly must cover the width of the tire when viewed from behind and extend to the rear of the tire with the bottom edge of the assembly no more than 4 inches from the ground (measured on a level surface without the driver or passenger).
12. A metal roof skin of mild steel (minimum thickness 0.069”) or aluminum (minimum thickness: 0.100”) must cover the top of the roll cage between the front and rear main hoops. The roof skin shall be securely fastened to the roll cage. Drilling of holes in the roll cage to attach the roof skin is prohibited.
13. Metal firewalls and floor panels/belly pans are required to prevent the passage of flame and debris into the driver’s compartment. The entire driver’s compartment below the base of the windshield and side windows must be covered with metal panels. These panels may be mounted inside the roll cage and/or outside the roll cage. For vehicles with fluid lines routed inside the driver’s compartment, the belly pan/floor panels shall have drain holes to prevent the accumulation of fluids.

**14.** Exterior body panels of metal or other fire-resistant material must cover the top side of the chassis. When viewed from above (plan view) the area between the front of the chassis to the base of the windshield and the area between the roll cage main hoop to the rear of the chassis must be covered with body panels. Body panels must cover each side of the vehicle between the front roll bar hoop and the rear roll bar main hoop, excluding any side window areas, and such panels may also serve as driver's compartment panels in Section 13 above if made of metal. Additional body panels are allowed. Vents and openings may be added to body panels to accommodate engine cooling, air intake and exhaust. All body panels shall be securely fastened to the roll cage/chassis. Drilling of holes in the roll cage to attach body panels is prohibited. The engine cover shall be removable by hand or with basic hand tools without the use of a key (e.g. hood pins, latches, Dzus fasteners).

**15.** A front windshield is not required, however, if so equipped, the windshield must be made of automotive safety glass or polycarbonate/Lexan and securely mounted to the vehicle. Polycarbonate windshields must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield is prohibited. If the vehicle is not equipped with a windshield, all occupants must wear full face helmets with face shields or goggles, gloves, and arm restraints.

**16.** Side windows made of automotive safety glass, ~~or~~ polycarbonate/Lexan, ~~or~~ window nets *or arm restraints* for the driver and passenger (if present) are required and must be securely mounted. A rear window is not required but if present, must be made of automotive safety glass or polycarbonate/Lexan and securely mounted to the vehicle. Polycarbonate windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach side windows, window nets or rear windows is prohibited.

**17.** Driver and passenger (if present) must demonstrate they can egress from the vehicle in less than 10 seconds.

**18.** All other Modified category modifications are allowed.

**19.** If any conflict exists between the Club Racing GCR and the RallyCross® Rules, the RallyCross® Rules shall take precedence.

## ARTICLE 4 RALLYCROSS EVENT OPERATING AND SAFETY RULES *(Except for 4.2.E, mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)*

### 4.1 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 4.3). 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 course that will comply with the safety requirements defined in these rules calls for the exercise of good judgment and common sense.

## 4.2 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 Supplementary 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, *or a valid full competition license issued by SCCA.* Minor drivers must be able to show that they have permission to operate the vehicle in the event. Any driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete as long as the restrictions of the driving license or permit are met and the event allows a passenger. If those restrictions require a passenger and the Region allows a passenger, that passenger must be either the driver's parent/legal guardian or an approved instructor. That instructor must be approved by both the Event Chairman and the event Safety Steward on a case-by-case basis. The driver must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. All persons in an event car must have an SCCA membership, either full or weekend.

**C.** *Passengers are not allowed during competition runs at National events. At non-National events,* one (1) passenger can ride in an approved seat located in the forward- most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age or at least 57" tall and must meet all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the requirements of 6.3.P of the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (3.2.H).

**Participant waivers:**

The individual (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 events allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at events where a passenger is permitted.

**D.** All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 3.2 for these rules, including vehicle configuration restrictions during course runs.

**E.** All Divisional and National RallyCross events must use a cumulative scoring method with no dropped runs.

**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 *attendee's*, including competitors, workers, crew members, *spectators,* and guests must sign the SCCA waiver form.

**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.

**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.

**M.** Car/Driver Limits:

1. A driver may enter an event only once.
2. A given car may be entered by no more than two drivers in the same class.
3. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition the driver may finish his/her runs in another car legal in that class.

**N.** An entrant is defined as a person who has fulfilled the necessary requirements to enter the event.

**O.** Competitors should only enter the course under the following conditions:

1. Their duty as a worker requires it;
2. During a course walk;
3. As a driver/passenger during a parade lap for their run group; and,
4. As a competitor driving a timed run.
   *Items 2 and 3 (above) are allowed only during designated periods.*

**P. Assumption of Risk**

RallyCross is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.

The participant agrees that by entering an event, the Participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

**Q. Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement**

All competing and non-competing participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both. See www.scca.com for guidance on entry forms and releases.

**R.** Unmanned Aircraft Systems – commercial and private unmanned aircraft systems (aka “drones”) are prohibited unless authorized by the RXB or National Staff.

## 4.3 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 Stock category vehicles and should not normally exceed 50 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for 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 or marked with landscape flags 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, hay bales 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 no 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.

### 4.4 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. *It is recommended* members filling these two positions 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 must call the Insurance/Incident emergency contact: John Beam at (704) 962-0252 or john.beam@willis.com.
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.
4. All course changes after competition starts must be authorized by the acting Safety Steward at the time the issue is raised. This does not mean that all issues raised about the course require action on the course. IT IS HIGHLY RECOMMENDED THAT THE SAFETY STEWARD OVERSEE THE CHANGES.

**D.** The Event Technical Inspector shall ascertain that *competition* vehicles comply with the *requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/Driver Safety* and any supplementary regulations. *Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class.* Competitors are directed to Article 5.3.D for protest 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.

**G.** Conduct of Event Officials. An official can also be a competitor but must follow the rules in this section (Article 4.4.G.2) to avoid the perception of, or actual conflict of interest. The Safety Steward (and subsequent Safety Stewards if required) and Course Designer must not be the same person. This will avoid any conflicts of interest arising from an interaction between these two positions.

1. Officials who are competitors must not take any action or make any ruling that may have an impact on the outcome of the competition in their favor.
2. Officials who are also competitors must be aware that their duty as an official continues through the event regardless of role. They will still be able to compete, but if they notice safety issues those issues must be brought to the attention of the acting Safety Steward rather than taking action directly. The integrity of the sport rests in the hands of the officials and competitors acting in a responsible manner.
3. If a competitor, who is also an event official, has a concern about the event, conduct of another competitor or official or safety issue, he or she must bring the matter to the attention of the proper official. After a description of the issue, the official must then step away and let the other event officials resolve the matter.

## 4.5 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, contact John Beam at (704) 962-0252 or john.beam@willis.com.

**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 contact John Beam at (704) 962-0252 or john.beam@willis.com 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”, and “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 14 days prior to the event and must indicate that the event is a non-spectator advertised event.

## 4.6 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 5 PENALTIES AND PROTESTS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)***

**5.1 PENALTIES**

**A.** A 2 second 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 rack, 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 $250);
- Probation of competition privileges;
- Time or Position;
- Disqualification from competition;
- Exclusion from competition;
- Suspension of competition privileges;
- Loss of accrued points;
- Recommendation for 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.

## 5.2 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, his fellow competitors and course conditions. It is recommended that a competitor wishing to file a protest confer with one of the stewards at the event prior to doing so. No competitor will be denied his/her right to file a protest.

## 5.3 PROTEST PROCESS

The right to protest shall rest with any entrant, driver, organization or official taking part in the competition in question. Each, alone, may protest any decision, act, or omission of the organizers, an official, entrant, driver or other person connected to the competition, which the protestor believes is in violation of the RallyCross Rules, the Supplementary Regulations, or any conditions attached to the sanctioning of the event by SCCA.

**A. Types of protests**

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, submitted to the Event Steward. These forms will be available from the Event Steward or the organizers.

**B. Fees and Decisions**

1. Protest must be accompanied by a $50.00 fee per item. The fee is payable to SCCA and collected by the Event Steward. This fee will be returned if the protest is upheld and may be returned regardless of the disposition of the protest.
2. 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 protester and protested. Written witness statements and the committee's decision will be recorded during the meeting and kept on file by the SCCA Rally Department.

3. The Protest Committee is expected to make a decision on any/all protests filed before the end of the event. If a decision cannot be made at the event (i.e., missing information, etc.) it must be resolved as soon as possible after the event (See Article 5.D.1.A). All parties filing the protest, the competitor protested and the SCCA Rally Department will be notified by the Chair of the Protest Committee by telephone of the decision of the protest committee. The Chair of the Protest Committee must also notify the Chair of the Court of Appeals by telephone of the date of notification of the protested party.
4. Monies from protests that are denied by the Protest Committee shall be retained by the Event Steward and forwarded to the SCCA Rally Department.

**C. Protest Committee**

1. A committee of three voting members shall settle all protests. The committee will be chosen prior to the start of competition and consist of two competitors from different classes and one representative of the organizing committee. These three members will choose one of the competitors to be the chair of the protest committee. The organizer representative will not serve in this position.
2. An alternate will also be selected for each of the original Protest Committee members (three alternates). To reduce the possibility of conflicts of interest, all protest committee members and their alternates should be chosen from different competition classes.
3. If the composition of the Protest Committee includes a member with a conflict of interest in a properly filed Protest, that member must step aside and an alternate will replace that member for that protest.

**D. Hearing the Protest**

**1. Meeting**

The Protest Committee shall hear the protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In the absence of a party, judgment may go by default. Each party or witness shall be heard separately and in private. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision shall be communicated. All parties shall be notified of the final decision.

Anyone who has filed a protest, been protested or is the subject of a Stewards action shall remain until a ruling has been issued, or until expressly released by the Chairman of the Protest Committee.

**A.** Continuing the Meeting

If the Protest Committee is unable to reach a decision at the event, the following steps will be followed to continue the meeting:

1. All original members of the Protest Committee will reconvene by conference call or in person if possible.
2. A witness from the RXB will be present at the reconvened meeting of the Protest Committee. This witness will have no interest in the outcome and will not actively participate in the call.
3. The Protest Committee will follow notification rules as specified in Article 5.3.B.3.

**2 Judgment**

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Section 4.4, Appeals Process

**3. Reasonableness**

It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well founded. A well---founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well founded even if not upheld.

**A. Forfeiture of Protest Fee**

If a protest is judged to not be well founded, the protest fee shall be forfeited.

**B. Vexatious or Bad Faith Protests**

A protestor who has acted in bad faith or in a vexatious manner may be penalized by the Event Steward.

**C. Protests Against the Conduct of the Event**

Protests 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. Protests 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.

**D. Protests Against Competitors**

Protests submitted against the actions of another competitor must be submitted within 15 minutes of the posting of final scores.

**E. Protests Against Vehicles**

A protest 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 is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the vehicle in that category even if they were not specifically named in the protest. 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).

## 5.4 APPEALS PROCESS

### 5.4.1 Court of Appeals

Effective 2009, the RallyCross Board established a standing Court of Appeals (COA) to hear any/all appeals that arise from RallyCross events. This COA consists of three members who will serve for a period of one year from the date of appointment, and who may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors.

The RallyCross Board of Directors will also pick three alternates to serve should any member of the standing COA have a conflict of interest arising from either the original protest, the decision of the protest committee or the appeal. Should the COA and alternates still have a conflict of interest; the RXB will choose additional members to serve for that appeal ONLY.

### 5.4.2 Appeal Contents –1

**A.** Any person, entrant or organizer named as a party to a protest shall have the right to appeal any decision or penalty imposed by the Protest Committee. An appeal starts with a written notice of intent to appeal and submission of one-half of the $200 appeal fee that must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee.

**B.** If the announcement of the decision of the Protest Committee comes after the event, the Chair of the Protest Committee is responsible for placing a telephone call to the parties involved in the original protest. Upon reaching the protested party, there will be a 48-hour period to file a notice of appeal and submit the appeal fee as described above. It is the responsibility of the Chair of the Protest Committee to notify the Chairman of the COA as soon as possible when the protested party was contacted. The notice of intent must go to the Chairman of the COA by email or telephone. All fees due at this time will be received at the SCCA National Office, Rally Department and held until the COA has finished deliberations.

**C.** The final portion of the appeal consists of the written notice of appeal and includes the balance of the appeal fee ($100 for a total appeal fee of $200). This portion must be received by the SCCA Rally Department within 10 days after the notification of the Protest Committee's decision.

### 5.4.3 Appeal Contents – 2

The Notice of Intent to Appeal shall include items 1, 2, and 6 below. The written appeal must also include items 1 and 2, and may provide additional detail for item 6.

The written appeal shall include:

**1.** State the name of the party making the appeal

**2.** State the decision or portion thereof appealed

**3.** Explain why the appeal should be decided in their favor

**4.** Include information the appellant wishes the COA to consider

**5.** Present any new information that was not available or reviewed by the Protest Committee hearing the original protest upon which the Appeal is based

**6.** Specify which part(s) of the RallyCross Rules and/or Supplementary Regulations for the event that were considered to have been enforced in a manner that was not fair or equitable to the appellant.

### 5.4.4 Hearing Appeals

All properly filed appeals (per Section 7.4.2 and 7.4.3) shall be heard by the Court. The Court will review the original Protest and the Protest Committee Decision, the Notice of Intent to Appeal and the written appeal that must containing all the evidence the appellant wishes the Court to consider. The COA may make any other inquiries it feels warranted, before making its decision. It may, at its discretion, require the appellant to submit any additional evidence it deems necessary for an equitable decision; hear directly evidence from any person deemed to have pertinent information or necessary data prior to making a decision; permit other parties to the decision under appeal to make written comments on the appellant's Notice of Appeal; and/or seek information from any source it desires. Written comments submitted without request from the COA or not contained or referenced with the Notice of Appeal will NOT be heard.

The Court of Appeals shall render its final decision on the appeal, within (15) days of its receipt of the Notice of Appeal. No member of the Court shall have taken part as a competitor or Official in the event in which the Court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The decision of the Court shall not be subject to further appeal.

### 5.4.5 Judgment of the Court of Appeals

**A.** After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the Protest Committee should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not order a competition to be re-run. The Court of Appeals may order a rehearing by the original Protest Committee at the Court's discretion.

**B.** At no time shall the Court of Appeals act as a first court.

**C.** The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Protest Committee decision is nullified or otherwise changed.

**D.** The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

### 5.4.6. Publication and Effect of Decision

SCCA, Inc. will distribute a copy of the final decision of the COA to all parties of the appeal as soon as possible after the decision becomes final and will use its best efforts to publish said final decisions as soon as possible after finalization. Persons, entrants, or organizations referred to in each said decision shall have no right of action against SCCA, Inc., or any person publishing such notice, and said decision shall be final and binding. Any penalty of the Court shall be effective immediately or as stated in its decision. Penalties involving time, disqualification, or suspension shall be made effective from the date of the conclusion of the event involved. If the COA affirms a suspension penalty imposed by the first court or determines that an additional penalty should be imposed, the COA will determine the date on which the additional penalty begins (if applicable).

### 5.4.7. Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a violation of the RXR and impose any penalty listed in Section 7 for said violation.

### 5.4.8. Appeals Affecting Final Points Standings

For all National Events held less than 28 days prior to the commencement of the National Championship (October event), any appeal affecting the National Championship points standings within a division, including all evidence, must be received in the National Office within 48 hours after either the receipt of a judgment issued by the Protest Committee or the completion of the event, whichever comes last. National Championship registrations to all parties named in or affected by the appeal will be held until the appeal has been finalized. An "Intent to Appeal" letter will not be accepted. This rule shall supersede any other time allowances for filing an appeal.

### 5.4.9 Appellant Rights and Obligations

The current year RXR (and amendments) describes how a named party may appeal a decision taken by a Protest Committee at an event sanctioned by the SCCA Rally Department.

First, and most important, the letter of appeal must be sent within ten (10) days of the date the appellant (you) is notified of the decision of the Protest Committee. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal will be determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet or the email. All appeals should be addressed to the RallyCross Court of Appeals c/o SCCA Rally Department and include a check or credit card information for the amount of the appeal fee outstanding. If you fax or email your appeal, include a credit card number for your outstanding appeal fee to be billed. Your ten-day period normally starts from the weekend day you were informed by the Protest Committee of their decision (this is usually at the event). However, if that decision is not made at the event due to other circumstances, the ten---day period starts from the date the Event Steward or Protest Committee Chair informs you verbally or in writing (excluding email) of the final decision. The Protest Committee Chair will advise the Rally Department of the decision and the method of notification to all parties.

Second, you must submit all materials you wish the COA to consider within the ten-day period allowed by these rules. You will normally NOT be contacted by the COA as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information not presented to the Protest Committee that could be beneficial to your case, list those individuals and state their written statements will be coming separately from the appeal. Then contact those individuals to be sure the Court receives their statements within the ten-day appeal period. Statements not listed in the letter of appeal or received after the ten-day period may not be considered in the appeal process.

NOTE: Appeals affecting national points standings for events held within 28 days prior to the National Championship event (October) have a 48---hour appeal period. This will replace the ten-day period during this 28-day period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a COA hearing. The COA is not established to simply hear the same testimony that the Protest Committee has already heard, but to:

1. Review the process followed by the Protest Committee to determine if all parties involved followed the RXR;
2. Review any new information that was not available, or not known, which became available to you after the Protest Committee deliberation and decision; and,
3. Decide whether or not there is sufficient evidence presented to warrant changing the Protest Committee decision.

Fourth, if you file an appeal in a case involving another person (Section 7.3.E), such as a driver-to-driver protest involving a violation of the RXR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Protest Committee Chair, Event Steward and Event Chairman are also notified. The procedure assists the COA in understanding all sides of the case.

Fifth, the COA will maintain confidentiality of all information related to the original protest and appeal. The confidential information will not be distributed as part of the decision of the COA.

Sixth, videos are frequently part of the appeals process. The Court will ONLY ACCEPT unedited videos. Video media and data files furnished by the Protest Committee, the appellant or other competitors as part of this appeal may be retained by SCCA as a permanent part of the record.

Seventh, if a conflict of interest does not exist between the standing members of the COA and the appellant or the original protest, the composition of the COA shall not be changed. If a conflict of interest is present, the alternate COA member will serve on the COA for this appeal ONLY.

## ARTICLE 6 RALLYCROSS BOARD *(Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)*

### 6.1 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), 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.

### 6.2 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. RXB will agree on the concept for rules revisions, and post for member input. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally Department for specific wording.

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 consideration per the RXB timeline.

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 December meeting.

Rules will be published with a stated effective date.

**D.** Duties of the RXB members shall include: Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed. Other tasks that will be assigned annually to members of the RXB include Competitor Liaison, Organizer Liaison, and Secretary. 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.

**ARTICLE 7 DIVISIONAL RALLYCROSS STEWARDS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 2.1)***

**7.1** 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 and must be a Safety Steward or complete the Safety Steward program within 90 days of appointment.

**7.2 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.

## APPENDIX: SCCA RALLYCROSS NATIONAL CLASS WINNERS

### 2005 National Challenge, Hastings, NE (66 competitors)

| | | | |
|---|---|---|---|
| SSF | Jan Gerber | 95 Dodge Neon ACR | Nebraska |
| SSR | James Wood | 02 Chevrolet Camaro | Nebraska |
| SSA | Ken Cashion* | 00 Audi S4 | Colorado |
| RSF | Cole Ones | 85 Chevy Spectrum | Colorado |
| RSR | Dale Lind | 91 Toyota MR2 | Nebraska |
| RSA | Scott Leonard | 05 Subaru WRX | Continental Divide |
| RP2 | Tim Chevalier | 92 Volkswagen GTI | New England |
| RP4 | John Huebbe | 04 Subaru WRX STi | St. Louis Cal |
| RM2 | Mark Anton | 95 Ford Probe | Club San |
| RM4 | Marek Gorecki | 04 Subaru WRX STi | Francisco |

*Winners Shootout winner

### 2006 National Challenge, Hastings, NE (37 competitors)

| | | | |
|---|---|---|---|
| RSR | James Wood | 87 BMW 325i | Nebraska |
| RSF | Jan Gerber | 95 Dodge Neon ACR | Nebraska |
| RSA | Brent Blakely | 04 Subaru STi | San Francisco |
| RPF | William Perry | 86 Honda Civic | Chattanooga |
| RPR | Gary Graybill | 69 Datsun 510 | Nebraska |
| RPA | Jon Simmons | 06 Mitsubishi EVO IX RS | Nebraska |
| RM2 | Shawn Whitney | 91 Volkswagen Jetta | Colorado |
| RM4 | David Brooks* | 91 Isuzu Impulse | Chattanooga |

*Winners Shootout winner

### 2007 National Championship, Hastings, NE (49 competitors)

| | | | |
|---|---|---|---|
| RSF | Jeff Parker | 98 Dodge Neon | Houston |
| RSR | Jayson Woodruff | 87 Toyota MR2 | Cal Club |
| RSA | Brent Blakely | 04 Subaru STi | San Francisco |
| RPF | Jan Gerber | 95 Dodge Neon | Nebraska |
| RPR | Matthew Miller | 89 Nissan 240 | Wichita |
| RPA | Lucas Laeser | 05 Subaru WRX | Chattanooga |
| RM2 | Chad Ones | 85 Isuzu I---Mark | Continental Divide |
| RM4 | Eric Genack | 03 Subaru WRX | Colorado |

**2008 National Championship, Lebanon, TN (69 competitors)**

| | | | |
|---|---|---|---|
| RSF | Tim White | 08 Honda Civic Si | Ohio Valley |
| RSR | Michael Byington | 82 Mazda RX-7 | St. Louis |
| RSA | Robert Johnson | 03 Mitsubishi Evo VIII | Ohio Valley |
| RPF | Douglas Harvey | 99 Plymouth Neon | Detroit / Saginaw Valley |
| RPR | Shelton Wright | 81 Mazda RX-7 | Tennessee Valley |
| RPA | Brent Carlson | 06 Subaru WRX | Land O' Lakes |
| RM2 | David Feighner | 80 VW Rabbit | Saginaw Valley |
| RM4 | Mark Utecht | 99 Subaru 2.5 RS | Land O'Lakes |

**2009 National Championship, Fountain, CO (70 competitors)**

| | | | |
|---|---|---|---|
| RSF | Tim Hardy | 91 Ford Escort GT | Continental Divide |
| RSR | Michael Byington | 82 Mazda RX---7 | St. Louis |
| RSA | Robert Johnson | 03 Mitsubishi Evo VIII | Ohio Valley |
| RPF | Bret Hunter | 88 Honda CRX Si | Colorado |
| RPR | Jerred Burnard | 85 Toyota MR2 | Continental Divide |
| RPA | Max Johnson | 09 Subaru WRX | Colorado |
| M2 | Chad Ones | 85 Isuzu I---Mark | Continental Divide |
| M4 | Chris O'Driscoll | 07 Subaru WRX | Colorado |

**2010 National Championship, Fountain, CO (76 competitors)**

| | | | |
|---|---|---|---|
| SF | Don Hardy | 91 Ford Escort GT | Continental Divide |
| SR | Greg McMahon | 85 Toyota MR2 | Colorado |
| SA | Gary Marascola | 09 Subaru Impreza | Colorado |
| PF | Keith Lightfoot | 02 Ford Focus SVT | Colorado |
| PR | Edwin Cunill | 75 BMW 2002 | Alabama |
| PA | Ryan Gates | 02 Subaru WRX | Continental Divide |
| M2 | Ken Cashion | 07 Honda Civic Si | Colorado |
| M4 | Chris O'Driscoll | 07 Subaru WRX | Colorado |

**2011 National Championship, Tulsa, OK (100 competitors)**

| | | | |
|---|---|---|---|
| SF | Brian Priebe | 91 Nissan Sentra | Ohio Valley Ozark |
| SR | Douglas Largent | 89 BMW 325i | Mountain |
| SA | Jan Gerber | 03 Subaru WRX | Nebraska |
| PF | Keith Lightfoot | 02 Ford Focus SVT | Colorado |
| PR | Sam Henry | 91 Mazda Miata | Ozark Mountain |
| PA | Kubo Kordisch | 00 Subaru | Colorado |
| M2 | Kent Hamilton | 88 Honda Civic | Arctic Alaska |
| M4 | Warren Elliott | 06 Mitsubishi EVO IX RS | New England |

**2012 National Championship, Tulsa, OK (104 competitors)**

| | | | |
|---|---|---|---|
| SF | James Wilson | 11 Mazda 2 Sport | Houston |
| SR | Ryan Miles | 99 Mazda Miata | Kansas |
| SA | Jan Gerber | 03 Subaru WRX | Nebraska |
| PF | Ken Cashion | 07 Honda Civic Si | San Francisco |
| PR | Sam Henry | 91 Mazda Miata | Ozark Mountain |
| PA | Warren Elliott | 06 Mitsubishi Evo IX SSL | New England |
| MF | Bobby Jasan | 92 Nissan Sentra | NE Oklahoma |
| MR | Will MacDonald | 84 Mazda RX---7 | Continental Divide |
| MA | Brianne Corn | 06 Mitsubishi Evo IX SSL | Texas |

**2013 National Championship, Tulsa, OK (102 competitors)**

| | | | |
|---|---|---|---|
| SF | Tim Hardy | 91 Ford Escort GT | Continental Divide |
| SR | Jayson Woodruff | 94 Mazda Miata | Cal Club |
| SA | Charles Wright | 06 Mitsubishi Evolution | Tennessee Valley |
| PF | Chang Ho Kim | 89 Honda Civic Si | New England |
| PR | Sam Henry | 94 Mazda Miata | Ozark Mountain |
| PA | Edwin Cunill | 06 Mitsubishi Evolution | Alabama |
| MF | Leon Drake | 91 Volkswagen Golf | Tennessee Valley |
| MR | Michael Cadwell | 94 BMW 325is | San Francisco |
| MA | Warren Elliott | 06 Mitsubishi Evo IX | New England |

**2014 National Championship, Greenwood, NE (109 competitors)**

| | | | |
|---|---|---|---|
| SF | Micah Nickelson | 99 Dodge Neon | St. Louis |
| SR | Patryk Matecki | 94 Mazda Miata R | Colorado |
| SA | Charles Wright | 06 Mitsubishi Evolution | Tennessee Valley |
| PF | Brian DeFrees | 09 Honda Civic Si | Texas |
| PR | Sam Henry | 94 Mazda Miata | Ozark Mountain |
| PA | Jake Blevins | 98 Subaru Impreza 2.5 RS | Continental Divide |
| MF | Kent Hamilton | 88 Honda Civic | Arctic Alaska |
| MR | Evan Arthur | 90 Mazda Miata | Ohio Valley |
| MA | Warren Elliott | 06 Mitsubishi Evo IX | New England |

**2015 National Championship, Indianola, IA (109 competitors)**

| | | | |
|---|---|---|---|
| SF | Donald Carl | 97 Dodge Neon | NE Oklahoma |
| SR | Charles Davis | 99 Mazda Miata | Middle Georgia |
| SA | Charles Wright | 06 Mitsubishi Evolution | Tennessee Valley |
| PF | Greg Cheney | 14 Ford Fiesta ST | Kansas City |
| PR | Patryk Matecki | 94 Mazda Miata | Colorado |
| PA | Max Lawson | 06 Mitsubishi Evolution | Continental Divide |
| MF | Kent Hamilton | 88 Honda Civic | Arctic Alaska |
| MR | John Lambert | 91 Mazda Miata | Central Florida |
| MA | Warren Elliott | 06 Mitsubishi Evo IX | New England |

**2016 National Championship, Indianola, IA (108 competitors)**

| | | | |
|---|---|---|---|
| SF | Chang Ho Kim | 00 Acura Integra | New England |
| SR | Patryk Matecki | 94 Mazda Miata | Colorado |
| SA | Jan Gerber | 06 Mitsubishi Evolution | Nebraska |
| PF | Robert Seelig | 90 Honda Civic Si | Oklahoma |
| PR | Eric Adams | 13 Scion FR-S | Continental Divide |
| PA | Janis Dancis | 00 Subaru Impreza 2.5 RS | Colorado |
| MF | Leon Drake | 83 Volkswagen Rabbit | Tennessee Valley |
| MR | John England | 13 Mazda Miata | Ohio Valley |
| MA | Bryan Rodgers | 05 Mitsubishi Evolution | Iowa |

**2017 National Championship, Topeka, KS (123 competitors)**

| | | | |
|---|---|---|---|
| SF | Matt Wolfe | 93 Ford Escort | Detroit |
| SR | Sean Grogan | 92 Toyota MR2 | Detroit |
| SA | ZB Lorenc | 05 Subaru Impreza WRX | Ohio Valley |
| PF | David Capesius | 04 Dodge SRT-4 | Des Moines Valley |
| PR | Myles Goertz | 99 Mazda Miata | Des Moines Valley |
| PA | Mark Macoubrie | 05 Subaru WRX STi | Kansas City |
| MF | Bret Hunter | 90 Honda CRX | Continental Divide |
| MR | Doug Liebman | 71 VW Super Beetle | Nebraska |
| MA | Scott Banes | 96 Subaru Impreza | Detroit |