2026 RALLYCROSS RULES



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SCCA® RallyCross® Rules

2026 EDITION

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SCCA
Sports Car Club of America®

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Region_____

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Welcome to RallyCross!

The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts. Our Vision is to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – The Spirit of a Competitor

Service – The Heart of a Volunteer

Passion – The Attitude of an Enthusiast

Team – The Art of Working Together

Experience – The Act of Wowing our Community

Stewardship – The Mindset of an Owner

To that end, the SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

FOREWORD

Effective January 1, 2025, previous editions of the SCCA® RallyCross® Rules (RXR) are superseded by the following SCCA® RallyCross® Rules. 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 on the SCCA® website (www.scca.com); but may become effective immediately in emergency situations as determined by SCCA®. The titles of mandatory sections are underlined herein.

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Portions of these Rules are substantially different from previous editions. Participants are advised to read the entire rule book. Questions concerning RallyCross Rules clarifications may be made to rxb@scca.com.

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.

Finality Of Interpretation And Application.

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

1. They are familiar with the SCCA® Rallycross® Rules and agree to abide by them;
2. Determinations by SCCA® officials are non-litigable;
3. They will not initiate or maintain litigation of any kind against SCCA® or anyone acting in 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;
4. 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 attorney fees.

Event Entry Standards

To ensure a welcoming and inclusive environment for all participants, any information provided during event registration or displayed on an entered car—including, but not limited to, sponsor names, car names, car designs, and graphics—that is deemed vulgar, offensive, or inconsistent with our core values will be considered a violation of the SCCA Welcoming Environment. The SCCA reserves the right to remove such information from the registration system or request that participants remove offending designs/graphics from their vehicles. Repeat offenses may result in further action. Please note that event results and images are shared online and with our partners, and we expect all entries to reflect our values of respect, excellence, and inclusivity.

Annual Rule Change Submission Timeline (dates are approximate and subject to change):

Member rule change submissions and feedback – January to August

Member comment on proposed changes – September

Final review by Rules Committee – October

Final review and approval by RXB – November

Approval by SCCA Board of Directors – December

Revised R-X Rules published following approval by the SCCA Board of Directors

SCCA Critical Incident Hotline

785-862-7112

Table of Contents

1. RallyCross® EVENTS 8
2. MANDATORY PROVISIONS 8
3.VEHICLE CATEGORIES AND PREPARATION ALLOWANCES 9
3.1 ELIGIBLE VEHICLES 9
3.2 VEHICLE/DRIVER SAFETY 10
3.3 VEHICLE CLASSIFICATION 12
C. Stock Category 12
D. Prepared Category 16
E. Modified Category 19
F. Truck Class 23
G. UTV Category 24
H. Constructors Category (Exhibition only) 28
4. RALLYCROSS EVENT OPERATING AND SAFETY RULES 32
4.1COMMON SENSE AND RALLYCROSS COURSES 32
4.2 EVENT OPERATING RULES 32
4.3 COURSE SAFETY AND LAYOUT RULES 36
4.4 Event officials - duties 37
4.5 INSURANCE 39
4.6 SANCTION REQUIREMENTS 40
5. PENALTIES AND PROTESTS 42
5.1 PENALTIES 42
5.2 PROTESTS 42
5.3 PROTEST PROCESS 43
5.4 APPEALS PROCESS 45
6. RallyCross Board 50
7. Divisional Rallycross Stewards 51
APPENDIX A– SCCA Rallycross national class winners 54
Appendix B-National Event Operating Rules 59
1. Eligibility 59
2. Timing & Scoring 59
3. Course Design & Safety 60
4. Course Operation and Alterations 61
5.Run Groups & Run Order 62

6.Penalties 63
7. Equipment Restrictions & Requirements 65
8.Required Decals 66
9. Vehicle Safety/Tech 67
10.Class Inspection 67
11.Safety Rules for the Paddock and Grid 68
12.Entrants as Workers 69
13. Miscellaneous 69
14.Disputes & Protests 70
15. Awards 70
16.National Championship Event Schedule (Example) 70
Appendix C-Rallycross Rules Changes for 2026 Season..... 72

1. RALLYCROSS® EVENTS

1.1 Definition

A RallyCross® is any event (where an event is considered to be an entire program of competitions) in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will 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 Technical 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 FasTrack® will remain in effect unless included in the new edition of the RallyCross® Rules.

1.1 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.

2. MANDATORY PROVISIONS

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 Section 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.

3.VEHICLE CATEGORIES AND PREPARATION ALLOWANCES

3.1 ELIGIBLE VEHICLES

~~*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 an approved hardtop attached, targa types with factory panel in place, T-tops with factory panels in place, and properly equipped UTVs. 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 in Stock, Prepared and Modified, or UTV categories: ATVs, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles. Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.*~~

A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle that passes safety inspection. This includes electric and hybrid vehicles, convertibles with an approved hardtop installed, targa types with factory panel in place, T-tops with factory panels in place, and properly equipped UTVs.

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.

Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.

The event chair, after consultation with the event safety steward, may exclude any vehicle if it cannot safely negotiate the course. Rallycross courses are designed for vehicles within the limits listed below. Vehicles outside of these limits may run at the discretion of the safety steward and event chair. Extra care must be taken to run the course safely. These vehicles will not support all driving styles and may not work on all courses.

Vehicles with a track width / height ratio of less than 0.95 are considered to have a high rollover potential. Track width is measured from the center point of the wheels or by measuring from the outside of the wheels and subtracting one wheel width. Both the front and rear track width

should be measured and the lower value should be used for this calculation. Height is measured to the highest structural part of the roof.

*As an alternative to the track width / height ratio, mass produced vehicles running at or below stock height with a published center of gravity may use Static Stability Factor to determine if they have high rollover potential. Static Stability Factor is calculated with 1/2 track width * center of gravity of the vehicle. Vehicles with an SSF over 1.3 are not considered rollover risks even if the track width / height ratio is below 0.95*

Vehicles over 5,500lbs or with a 116" or greater wheelbase, due to course degradation concerns or the ability to navigate safely through the tighter elements.

3.2 VEHICLE/DRIVER SAFETY

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

A. All loose items, inside and outside the vehicle (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 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. When required arm restraints must be worn and anchored according to their manufacturer's specifications. 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. The sum of the load index/rating for non-automotive tires must meet or exceed the weight of the vehicle including driver and passenger. 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.

G. Seat lap belts are required in all vehicles. 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 or a transmission lock, such as park mode.

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 at Divisional or National events. Requests will be handled on a case-by-case basis. The driver must make the Event Chair 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. All swing axle cars, except Porsche, must have a camber compensator, have negative camber on the rear wheels, or have axle-limiting straps. Standard pre-1967 Volkswagen straps are not sufficient.

N. All batteries (onboard 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 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, *mounted outside of the passenger compartment or behind the rearmost seats* 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. All electrical cables, terminals, and switches must be securely fastened.

O. Roll cages are strongly recommended in all vehicles. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies. Roll cages are required for UTVs.

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. Helmets meeting the following certification standards are acceptable:

- Snell SA2025, SA2020, SA2015, SA2010, SAH2010, M2025D, M2025R, M2020D, M2020R, M2015, M2010, K2020, K2015, K2010, EA2016;
- NOT VALID AFTER 12/31/2026 SFI 31.1 (2020, 2015, 2010), 41.1 (2020, 2015, 2010), 24.1 (2020, 2015, 2010);
- FIA 8860-2024, 8860-2024-ABP, 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010.

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

R. Nitrous oxide and methanol/alcohol injection systems are prohibited.

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 must allow adequate forward visibility at all times to safely operate the vehicle.

T. *Electric vehicles with non-mass produced drivetrains or modified drivetrains must follow all guidelines in Appendix K of the Solo rules.*

3.3 VEHICLE CLASSIFICATION

A. Types of vehicles

1. All Stock, Prepared, Modified, ~~*Constructors,*~~ UTV, *and Truck* 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). (Mandatory for all SCCA sanctioned RallyCross events. See Section 2.1)

B. Allowed Modifications

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 Section 2.1)

C. STOCK CATEGORY

Stock Rear Wheel Drive (SR)

Stock Front Wheel Drive (SF)

Stock All Wheel Drive (SA)

Preperation Allowances:

1. All vehicles 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 10 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 Canadaregistered 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. Retreaded, recapped, and remolded tires are not permitted. 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. Prefilter may be used. Add-on intake snorkel systems may be used, provided that the snorkel attaches to the factory airbox. The airbox may be modif ied to the minimum extent necessary to install the snorkel.

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 underbody components and to protect lower front fascia 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, 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 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.

1. If a roll bar meeting SCCA Time Trial Safety Level 2 Standards is installed, carpet and trim from behind the driver, convertible soft tops, and rear seats may be removed.

2. If a roll cage meeting SCCA Time Trial Safety Level 3 Standards is installed, a five (5)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs. The harness(es) shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacturer's recommendations. The vehicle will be allowed seat modification per rule 3.3.D.11 to meet harness installation requirements. In addition, all

carpet and trim, convertible soft tops, and rear seats may be removed. The dash must remain in place.

e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.

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

1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.

2. Radiator must mount to OE radiator mounts.

3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may server no other purpose (e.g., to allow a cold air intake passage). In addition, the engine fan and fan shroud (unless it servers another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

g. Half shafts, axles, and drive shafts may be replaced with an aftermarket component that has mass greater than OE equipment.

h. 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.

i. Any front lip, splitter, pop-out, bumper insert/panel, rear spoiler, wing, diffuser, rocker panelm or side skirt may be removed or replaced by a unit that is of a similar material and design as elements offered by the OEM for the same generation of the chassis.

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, ethanol, 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 or exhaust manifold back if not equipped with catalytic converter 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 wheel may be replaced with unmodified OEM or unmodified mass production aftermarket replacement unit provided it complies with the following:

a. OEM wheels of diameter greater than 16" may be replaced with wheels of diameter at least 16";

b. OEM wheel diameters of 16" or less may be replaced with wheels of diameter of +1"/-1" of the OEM wheel diameter;

c. Wheel width may be increased or decreased one inch (1") from the OEM wheel;

d. Wheel offset (backspace) must be within ~~*0.394" (10mm)*~~ *0.630" (16mm)* of the OEM wheel offset. Wheel spacers are considered part of the wheel;

e. Extended length wheel studs/bolts are allowed. Wheel bolts may be replaced with wheel studs and lug nuts.

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 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.

21. The installation of oil catch tanks or oil separators is allowed provided the PCV system remains functional.

22. An OEM hardtop from any domestic market may be used. Alternately, a non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with a roll bar built to current SCCA Time Trials Level 2 or 3, or a roll cage built to current SCCA Improved Touring specifications or better.

23. Engine and/or transmission mounts and/or devices to control motion of the engine and or transmission (pitch stop, dog bone, bobble strut, etc.) may be replaced with non-metallic mounts or supplemented with non-metallic inserts. All of the original mounting locations must be used and cannot be modified. Hardware may be changed as required for proper installation. This does not allow for subframe replacement.

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. All brake system components may be removed or replaced. Any ABS unit may be bypassed mechanically. No other functions provided by the ABS unit affect this allowance. The vehicle must still meet rule 3.2.K.

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 modified or replaced. The existing structure of the car may not be modified for thepassage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management compnents

anywhere in the air intake system, such as a PCV valve or mass airflow sensor, may be relocated or replaced, but must retain their original function along the flow path. 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 bumpstop, 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, upper and lower arms may be modified or replaced. 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 arm may be modified or replaced

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 as restricted by Section 3.2.

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. Seats with integrated SRS components and/or seat belts may be removed. Cars may have no fewer than the original number of seats. Seat belts are required in all cars per Section 3.2.G.

12. Mounting of suspension, steering rack, engine, transmission, differential, and body/frame and motion control of engine and transmission:

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

b. Any device (pitch stop, dog bone, bobble strut, etc.) to control motion of the engine and or transmission mount may be replaced. All of the original mounting locations must be used and cannot be modified. Hardware may be changed as required for proper installation. This does not allow for subframe replacement.

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 within any cargo storage area outside of the passenger compartment or in the passenger compartment begind the rearmost seats. 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. *The valve body may be replaced. Shift kits or transmission ECU tunes may be installed.*

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. Oil cooling radiators for engine, transmission, power steering, 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.

22. Alternate steering wheels and their attachment mechanisms are allowed.

23. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. The outer fender contour may not be changed.

24. Auxiliary lights (commonly called fog lights) may be removed. This does not allow the removal of turn signals, side markers, brake lights, daytime running lights, or headlights.

25. Vehicle roof must be present and retain OEM strength.

a. Sunroofs may be deleted from vehicles with metal roof structures. The resulting open area must be covered with sheet material similar to the rest of the roof. (i.e. steel with steel, Al with Al)

b. Replacement roof skin must be made of mild steel with minimum thickness 18 gauge or aluminum with minimum thickness: 0.063".

c. Roof vent kit(s) may be installed.

d. Interior headliners may be removed.

26. Steering racks may be removed or replaced. Associated components (i.e. belts, pumps, lines, etc) may be removed or replaced.

27. Any hubs may be used.

28. *Interior door panels may be modified or replaced. Replacement door panel material is free but must have coverage consistent with the OEM door panel. Airbags mounted on the door may be removed.*

E. MODIFIED CATEGORY

Modified Rear Wheel Drive (MR)

Modified Front Wheel Drive (MF)

Modified All Wheel Drive (MA)

Note to competitors: For any vehicle that has undergone extensive weight reduction, it is highly recommended that rollover protection consistent with SCCA Time Trials Level 2 or greater be installed.

Preparation Requirements:

1. Eligible vehicles must meet one of the two following requirements:

a. Eligible vehicles are defined in section 3.1. Vehicles with modifications beyond the limits described in this section are ineligible for Modified.

b. Any eligible (per section 3.1) log booked race car/truck currently legal for stage rally competition in other sanctioning bodies (as approved by the SCCA RXB) may run in its appropriate Modified class regardless of whether it meets the Modified rules. c. Stock and Prepared class vehicles are eligible to compete in Modified.

2. Requirements of the safety section 3.2 must be met. (i.e. this section includes seat belts, batteries and more.)

3. The shape of the body must remain recognizable as that of the manufacturer's make and model (not specific to sub-models and/or editions). For example, a Subaru Impreza WRX STi must at least resemble a Subaru Impreza.

4. Defining features such as grilles, headlights, taillights, etc. or facsimiles thereof must be visually represented. Decals, stickers, outlines, paint, etc. meet this requirement. Spoilers, wings, side skirts, etc. are not considered defining features.

5. Metal bumpers not integral to the body work (example classic VW Beetle) are not required to be present. Bumpers/bumper covers integral to the body work must resemble the OEM shape.

6. External body openings caused by the removal of components must be fully 18 covered with a wire mesh screen (maximum 1 square inch opening), fiberglass, metal, carbon fiber, and/or OEM type plastics. This does not apply to window openings.

7. Any engine installed must be in the original engine bay location. (i.e. vehicles with a front mounted engine must remain so.)

8. Structure of the passenger compartment, as defined by vehicle pillars, frame rails, front bulkhead, floor pan, and the inner and outer roof structure, must be unmodified except for installation of suspension mounts, and fluid lines/hoses/vessels as permitted in 3.3.E.9. All vehicle pillars must be present. Not including vehicle pillars, structure outside of the passenger compartment OEM front bulkhead and center of rear axle is not considered part of this requirement provided the modification(s) do not affect the passenger compartment. ~~*Commercially available floor plan drop modifications kits are allowed for*~~

~~*driver side of vehicle. Commercially available kits that add a rear differential to FWD cars are allowed.*~~

a. Body on frame vehicles are restricted to frames with similar construction and strength to the oem frame within the bounds of the passenger compartment (front to rear bulkhead). All stock passenger compartment mounting locations must be connected to the frame.

b. Commercially available floor plan drop modifications kits are allowed for the driver side of the vehicle.

c. Commercially available kits that add a rear differential to FWD cars are allowed.

9. Any minimal minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minimal minor notching, bending, clearancing, grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications.

10. Vehicle roof must be present and retain OEM strength.

a. Vehicles with deleted sunroofs (replaced with new material) must meet or exceed the OEM roof skin strength of non-sunroof models.

b. Roof skin (if replaced) must be made of mild steel (minimum thickness 18 gauge) or aluminum (minimum thickness: 0.063”). Other materials to be approved by the RXB.

c. Roof vent kit(s) may be installed.

11. T-top/Targa top vehicles must retain OEM T-top/Targa panels.

12. It is highly recommended that convertibles be equipped with a roll bar meeting Time Trials Level 2 requirements. Convertibles require a hardtop that meets one of the two following requirements:

a. OEM hardtop with OEM rear window.

b. A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop if the vehicle is equipped with a roll bar built to current SCCA Time Trials level 2 specifications or better.

13. Vehicle driver door and passenger door (if passenger seat is present) must meet the following requirements:

a. The driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress.

b. Doors must utilize automotive hinges and automotive latches.

c. Doors must latch securely and door latch must be operable by a self-returning mechanism on both the inside and outside of the door.

d. Door latches must require deliberate movements to operate and not operate with inadvertent contact.

e. The anti-intrusion bars, window mechanism, and inner door skin are not required to be present. If anti-intrusion bars are removed, a roll cage meeting Time Trials Level 3 is recommended.

f. Doors must have structural component(s) spanning between the A and B pillars of the door such that the door supports itself when open.

14. Windshield must be OEM glass (or equivalent) or may be replaced with minimum 3/16" clear polycarbonate (Lexan or equivalent) with addition of a full roll cage built to SCCA Time Trials Safety Rules Safety Level 3 or better.

15. Other windows flanking the driver (or passenger) must be OEM glass (or equivalent), minimum 1/16" clear polycarbonate (Lexan or equivalent) or removed. If removed see rule 3.2.D.

16. Hoods, trunks, hatchbacks, quarter panels, roofs, front fascia, rear fascia, fenders, doors, and rocker panels may be modified or replaced but not removed. Vehicle must still meet the appearance rules 3.3.E.3 through 3.3.E.6.

17. The exterior body panels must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.

18. Modified exterior and interior components that the driver, passenger, crew, course worker, etc. may physically contact must be properly insulated/shielded to prevent injury.

19. Hoods, trunk lids, and rear hatches must be securely latched/fastened.

20. The driver's seat must be securely mounted to the structure of the vehicle and be installed per the seat manufacturer's requirements. A passenger seat is not required but if installed must also be securely mounted. Seats must be intended by their manufacturer for automotive use and appropriately sized for driver and passenger (if present).

21. If present, aerodynamic devices, including wings, splitters, spoilers, and spats, and any such devices used must be securely mounted to the vehicle. Aerodynamic devices must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.

22. The vehicle must operate on a minimum of 4 wheels and tires.

23. Vehicle must be able to operate in forward and reverse.

24. Drive wheels must be powered by an internal combustion engine(s). Alternatively, production-based hybrid vehicles (e.g., Toyota Prius) and production-based electric vehicles (e.g., Nissan Leaf) are allowed, but electric power plant components (motors, controllers, batteries, etc.) and wiring must not be altered or modified.

25. If engine air is drawn from inside the cabin, cabin must have a fresh air inlet (equivalent or greater in area than the engine air inlet) and an air box (with filter) must be installed.

26. Exhaust must exit outside the body work or floor pan, not interfere with or impair the driver during vehicle operation and vehicle egress

and comply with local noise ordinances. The engine exhaust must be shielded from the passenger compartment by a firewall.

27. Permitted fuel types are gasoline, ethanol, and diesel. 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, metal braided, or original OEM construction and securely fastened.

28. Any non-OEM fuel tank/cell/storage system must not be pressurized. The fuel tank/cell/storage container vent must not allow fuel vapor into the passenger compartment.

29. The steering wheel must act on the front wheels by means of a mechanical linkage.

30. Brakes must comply to section 3.2.K.

31. Any fluid lines running through the passenger compartment must be of metal, metal braided, or original OEM construction and securely fastened.

F. TRUCK CLASS

Eligibility Requirements

Open to rear wheel drive (RWD) vehicles marketed as mini or mid-sized pickups that carry a manufacturer's GVWR rating of less than 6000 lbs.

There must be a minimum of 4000 series vehicles sold to the public in the U.S.A. within a 36-month period.

Vehicles must have a truck bed that is behind the passenger compartment and separate from the cabin of the truck. Flat beds, utility beds, and other non-factory beds are prohibited.

Engines must be naturally aspirated (NA) piston engines with a maximum displacement of 4800cc.

Preparation requirements

1.Minimum width must be 95% of truck height. Width is the track width of the vehicle measured from the center of the tire to the center of the tire, and height is measured from the ground to the highest point on the roof. Either or both dimensions may be altered to achieve this required metric.

Preparation allowances

1.All Prepared Category, 3.3.D. modifications are allowed.

2.Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, as dealer-installed accessories, over the counter accessories, or performance parts are allowed.

3.Suspension component changes allowed are:

a. Toyota a-arm vehicles may use 1993-1998 Toyota T-100 series OEM front spindles.

b. Ford I-beam vehicles may change suspension mounting points, change or modify steering components, and modify the frame to use I-beams with OEM mounting points from a different year of the same model of the vehicle (i.e. Ranger to Ranger).

c. Leaf spring traction bars may be added d. Solid axle lowering kits such as drop shackles and drop spacers may be added

4. *Complete drivetrains from eligible alternate trim levels or option packages from the same model and model year of the vehicle may be used without performing a full package conversion. A complete drivetrain includes the engine, transmission, differential, electronics, and any ancillary parts unique to the drivetrain.*
5. *On engines of less than 2500cc of displacement, the cylinder head may be modified. Camshafts, pushrods and valves, springs, and other cylinder head internal parts may be replaced or modified.*
6. *Any fuel pump is permitted.*
7. *Rear seats and all carpets may be removed.*
8. *Air conditioning and heating units may be removed.*
9. *Wheel openings in fenders may be enlarged for tire clearance. Aftermarket fender flares may be added.*
10. *Safety fuel cells are encouraged and, if installed, must be mounted on the bed load floor.*
11. *Ballast may be installed on the bed load floor and must be securely fastened. Loose ballast (i.e. shot bags, sand bags, lead weights) must be contained in weight boxes. The event safety steward has final authority on approving the ballast and fastening method.*

G. UTV CATEGORY

The UTV category is open to mass-produced sport-oriented UTVs and is comprised of the following two classes:

UTV Sport class (US)

UTVs with naturally aspirated internal combustion engines with a displacement less than 1.1L.

UTV Max class (UM)

UTVs with internal combustion engines with a displacement of 1.1L or larger, turbochargers, superchargers, and/or modifications only allowed in UTV Max class.

Vehicles with hybrid electric or fully electric drivetrains are not allowed to compete in UTV class.

UTV Event Entry Requirements

1. All UTV class entrants must submit a completed copy of the RallyCross Self-Tech Form to the tech inspector prior to the beginning of the event. Only one form per vehicle is required.

- This form is available on the SCCA Website in the RallyCross program Rules section.

- *Regions may offer annual self-tech for UTVs and store a single completed form on file instead of one per event. A new form is required if the vehicle is modified after receiving the annual self-tech approval. UTVs must also go through a standard safety inspection before each event.*

- It is recommended that all UTV class entrants view the RallyCross UTV Tech Overview video. A link to this is located on the SCCA Website in the RallyCross program Rules section.

UTV Preparation Requirements:

2. All vehicles must utilize the stock chassis and maintain a stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the vehicle and the front and rear tubes that connect them. The chassis may be reinforced to improve durability and strength but must retain the stock width, length, and configuration.

3. Unless replaced by an aftermarket roll cage, the OEM upper tubular passenger compartment structure, or roll cage, shall remain as originally supplied by the manufacturer without modification other than the addition of reinforcement bars and gussets. No holes may be drilled into the bars of the OEM upper tubular passenger compartment structure, or roll cage.

4. All aftermarket roll cages shall be constructed with at least one (1) front hoop, one (1) rear hoop, or two (2) side lateral hoops; two (2) interconnecting top bars, two (2) rear down braces and necessary gussets. Each bar must be one continuous piece with no splices between joints. The roll cage structure forward of and including the b-pillars must connect to all factory mounting points located at the a-pillars and b-pillars. Roll cage structure rear of the b-pillar may connect to factory mounting points or to a more suitable metallic frame component. Construction shall be consistent with SCCA Time Trial Level 3 roll cage specifications regarding materials, sizes, and thicknesses.

- One or more diagonal braces on the area behind the driver are highly recommended.

5. In all cases, the bottom of the top bar(s) of the roll structure must be a minimum of 2" above the top of the driver's helmet when in the normal driving position.

6. No vehicle with structural damage to the roll cage, frame members, or suspension components is allowed to compete or to continue competing if the damage is sustained during competition. A damaged or modified OEM roll cage or frame may be replaced with another intact OEM roll cage or frame.

7. ~~*Doors*~~ *Hinged doors or fixed door panels* constructed of a rigid material are required and must extend from the bottom frame rail or sill

up to the driver's chest line with no gap greater than 1", commonly referred to as "half doors", at a minimum. Non-OEM polycarbonate door panels must be a minimum of 6 mm in thickness. Doors must not be constructed from carbon fiber unless originally equipped from the manufacturer. *Fixed door panels may only be used if side intrusion bars are installed and drivers can demonstrate they can exit the vehicle unassisted.*

8. Roof panels constructed of a rigid material are required. Non-OEM polycarbonate roof panels must be a minimum of 6 mm in thickness. Roof panels must not be constructed from carbon fiber unless originally equipped from the manufacturer.

9. If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows , all occupants must wear full face helmets with face shields or goggles *(eyewear that seals to the face)* during competition.

10. Shoulder and lap belts are required and must be worn by all occupants during competition. All occupant restraint systems are subject to the installation and mounting requirements specified in 3.2 G.

- Four-or more-point restraints are strongly recommended. If four-point harnesses are used it is strongly recommended that they utilize an anti-submarine device or system.

11. If any occupant's hands/arms are able to extend beyond any plane created by the roll cage, one of the following is required:

a. The vehicle must be equipped with hardware-secured windows, nets, or screens protecting the opening(s) for which the occupant's hands/arms are able to extend beyond.

b. The occupants must wear arm restraints during competition. Arm restraints must be worn and anchored according to their manufacturer's specifications.

- It is noted that most commercially available arm-restraints are designed to be used in conjunction with a four or more point harness and cannot be properly worn with a three point harness. If an arm restraint cannot be mounted per the manufacturer's recommendation, a window net is required.

12. Heavy items such as spare tires or cargo must be removed, even if securely bolted in place.

13. Minimum width is 64 inches measured from the outer edge of the wheels. Minimum wheelbase is 83 inches measured from the center of the wheels.

14. Maximum ground clearance measured at the base of the frame rails at both the front and rear of the vehicle is equal to the distance between the centerline of the hub of the nearest wheel and the ground or the OEM ground clearance spec, whichever is lower.

- It is strongly recommended that the vehicle be lowered to the greatest extent possible. On vehicles that feature trailing arm rear suspensions

with lateral links it is recommended that the suspension be adjusted such that the lateral links are horizontal or angled upwards towards the wheels.

●It is strongly recommended that the vehicle's suspension be optimized for RallyCross use. Stiffer springs, shorter springs, limit straps used in conjunction with appropriate end links, and shocks optimized for RallyCross use are recommended.

15. OEM swaybars shall be retained or may be replaced with aftermarket units. All swaybars must be connected.

● Stiffer swaybars are recommended.

UTV Preparation Allowances:

16. All applicable Prepared category modifications are allowed, unless overridden by preparation requirements or allowances contained within the UTV Category section.

17. Bumpers, nerf bars, and other accessory items, such as auxiliary lights, safety flag whips, mirrors, and camera mounts may be added, however, drilling of holes in the roll cage or frame members to attach accessories is prohibited. Spare tires and cargo must be removed.

18. A front windshield or wind deflector, side, and rear windows are allowed. If equipped with a windshield or wind deflector, it must be made of automotive safety glass, polycarbonate/Lexan, or metal rock screen and securely mounted to the vehicle. Non-OEM transparent polycarbonate windshields, wind deflectors, and windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield, wind deflector, or windows is prohibited.

19. Steering racks may be modified or replaced. Steering quickeners may be used provided that they are installed according to manufacturer specifications.

20. Wheel spacers up to 2" in thickness, wheels with lower offsets, and non-OEM suspension components including wide-track suspension kits are allowed.

● It is recommended that the vehicle's track width be made as wide as possible.

21. Any commercially available tire marketed for UTV or automotive use is allowed unless restrictions are specified in supplemental regulations by the event organizers. Tire diameter may ~~*not be larger than that of*~~ *be up to 1" larger than* the OEM tire on that vehicle's trim level.

● Tires with diameters similar to those used in automobiles (26" or less) are recommended.

● Tires with squared profiles similar to those used in automobiles are recommended.

● It is recommended that relatively higher tire pressures are used, with a minimum of 16 psi recommended.

● At the discretion of the event organizer, tires felt to be detrimental to the surface may be excluded.

- Bead lock wheels are recommended.

22. On vehicles equipped with CVT transmissions, aftermarket belts, clutches, weights, and reinforcements are allowed.

23. Radiator and cooling systems, including their fans, for engine, transmission, power steering, or differentials may be added, modified, or replaced with alternate parts. Vents, scoops, and additional ducting to improve cooling or intake airflow may be added, modified, or replaced with alternate parts. They may be placed in any location on the vehicle, with the following limitations:

- Radiator(s) and their lines must be securely mounted and be separated from the occupants by a shroud or panel.

24. For vehicles entered in the UTV Max class, the following modifications are also allowed:

- Any engine control system may be used.
- Forced-induction systems may be modified or added.
- The motor may be substituted with any motor from a UTV of the same manufacturer as the chassis.
- Internal components of the motor may be modified and/or replaced.
- Cargo bed panels may be removed.
- Passenger seats may be removed.
- *Aerodynamic devices such as wings, splitters, spoilers, and spats. Any devices used must be securely mounted to the vehicle. Aerodynamic devices must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.*

25. Any vehicle which has had any of the following modifications must also utilize an aftermarket roll cage constructed in accordance with the requirements in the UTV Preparation Requirements section:

- Motor substitution
- Internal motor modifications/replacements
- Non-OEM engine management system(s)
- Turbocharger or supercharger added or replaced with an alternate model, with the exception of OEM accessory forced induction kits that have been added and remain in their entirety without further modification

26. At the discretion of the event organizer, any eligible (per 3.1) UTV vehicle currently legal for stage rally, short course, desert, or competition in other sanctioning bodies that also meets all safety related rules may run in the UTV Max class regardless of whether it meets the other UTV category rules.

27. Alternate upper and/or lower shock or damper mounts may be used provided that they attach to the OEM mounting points on the frame.

H. CONSTRUCTORS CATEGORY (EXHIBITION ONLY)

The following classes may be offered at regional events but will not be offered at national events.

Constructors Two Wheel Drive (C2)

Constructors All Wheel Drive (C4)

Preparation requirements:

1. The Constructors Category is intended for four-wheeled vehicles such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles and vehicles in excess of the Modified Category requirements.

2. Any design/applications outside of the rule set will require approval from the RXB.

3. The drivetrain must use an internal combustion engine; electric and hybrid powerplants are prohibited.

4. Exhaust must exit outside the body work, not interfere with or impair the driver during vehicle operation and vehicle egress and comply with local noise ordinances.

5. Any fuel system may be used provided gasoline, ethanol or diesel fuel is used. Any 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.

6. Minimum track is 100% of the height of the vehicle as measured from the highest point of the roll cage. Minimum wheelbase is 72 inches measured from the center of the wheels. Track width is measured between the center of the front or rear tires. The track width will be the minimum of the two.

7. The bottom of the vehicle frame/monocoque must be below the centerline of the wheels.

8. Brakes must operate upon all wheels/tires.

9. Tow attachment points shall be clearly identified at both the front and rear of the vehicle.

10. Vehicle must be equipped with a minimum of 4 tires/wheels.

11. All roll cage openings of the occupant compartment except ingress/egress openings and driver visibility openings must be covered by body panels. Drilling of holes in the roll cage to attach any panel is prohibited.

a. Roof to be made of mild steel (minimum thickness 18 gauge) or aluminum (minimum thickness: 0.065").

b. Floor to be made of mild steel (minimum thickness 16 gauge) or aluminum (minimum thickness: 0.095") and must be able to demonstrate that is supports the weight of the driver.

c. Metal firewalls between the engine and drivetrain components are required to prevent the passage of flame and debris into the driver's compartment.

d. If a windshield is installed it must either be automotive laminated safety glass or be a minimum of 3/16" thick polycarbonate. If the ve-

hicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows/window nets, all occupants must wear full face helmets with face shields (or goggles), gloves, and arm restraints during competition. Arm restraints must be worn and anchored according to their manufacturer's specifications.

e. If side windows are installed, they must be made of automotive safety glass or minimum 3/16" thickness polycarbonate. If side windows are not installed, then window nets or arm restraints for the driver and passenger (if present) are required and must be securely mounted.

f. All other panels are to be plastic, metal, or composite materials.

12. Mudflaps are recommended.

13. A roll cage meeting or exceeding the current SCCA Road Racing General Competition Rules or the current requirements of another sanctioning body approved by the SCCA RXB is required.

a. Roll cage design must allow the occupants to egress the vehicle out of the sides.

b. The only hole(s) permitted are inspection hole(s).

c. Drilling of holes in the roll cage to attach side windows, window nets, rear windows, or any other item is prohibited.

d. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1/2 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.

14. All cars shall be equipped with a master switch. The master switch shall be installed directly on the positive battery cable and shall cut all electrical circuits when turned to the "OFF" position. All terminals of the master switch shall be insulated to prevent shorting out. The switch shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a position accessible to the driver and course worker. "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 side member of the roll bar in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded, clamped or bolted 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.

15. Installation of a scattershield, chain guard or explosion-proof bell housing is required on any vehicle where the failure of the clutch, fly-

wheel, 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.

16. 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.

17. A five (5)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs and shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacturer's recommendations.

18. Structure and safety items shall have a minimum of grade 5 / 8.8 fasteners.

4. RALLYCROSS EVENT OPERATING AND SAFETY RULES

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 (Section 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. 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 courses 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/she is satisfied that the insurance 26 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. The only passengers allowed during competitions runs at National events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger. 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 safety inspection (Section 3.2) 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 Section 3.2.P of the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (Section 3.2.G).

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 RallyCross rules. See Section 3.2 for these rules, including vehicle configuration restrictions during course runs. 27

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 attendees, 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 28 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. ~~*The use of unmanned aircraft systems (UAS, drones, etc.) is not permitted at any event unless approved by event officials and the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of the UAS/drones, and must provide at a minimum $10 million of primary coverage.*~~ *Subject to Federal (FAA), State, Local laws, the rules imposed by the venue and with the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as event organizer), Unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners*

must provide proof of FAA certification and provide a certificate of insurance (COI) evidencing $5M of primary liability insurance naming SCCA and the venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA regulations in accordance with Title 14 Code of Federal Regulations Part 107, including those for proximity to people, restricted property, and public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents.

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 miles per hour (mph) 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 Section 4.1 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 not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position. Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators. Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The RallyCross Safety Steward 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 processes including:

1. Establishing event administration procedures that achieve compliance with all applicable RallyCross rules 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 drivers 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 the SCCA Sanction Department prior to the start of the event. If outside of business hours, the Event Safety Steward must call 800-770-2055, Option 6 and leave a voicemail for the SCCA Sanction Department. Emergency event sanction and insurance request instructions can be found at the top of the Sanction Applications and Audit Forms page here: SCCA Forms.

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 Section 5.3.D.3.E 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 (Section 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.

B. Event Insurance Plan Request Form

Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction Application and a RallyCross Safety Plan approved by the Divisional RallyCross Steward to 32 the SCCA National office at sanction@scca.com at least 14 days prior to the event. A late fee will be assessed for sanction requests submitted less than 14 days prior to the event.

C. Incident Reporting

If one of the following incidents occur:

- Spectator or participant fatality
- Serious participant injury (requiring off-site medical treatment)
- Any spectator injury

Then:

1. Call the SCCA® Critical Incident Hotline immediately! 785-862-7112

2. Complete and email (or fax) the SCCA® Incident Report Form (fillable electronically) and original waiver to:

- kk.claims@kandkinsurance.com (fax 312-381-9079)
- SCCAOnlineClaims@HSRI.com (fax 972-512-5816)
- Incident@scca.com (fax 785-232-7214)
- Divisional RallyCross Steward (DRS).

3. Within one business day of the event, call your Divisional RallyCross Steward (DRS) and report incident.

If one of the following incidents occurs:

- Minor participant injury (no medical assistance required).
- Property damage (damage to a competition vehicle is considered property damage).

Then:

1. Complete and email the SCCA® Incident Report Form (fillable) to:

- kk.claims@kandkinsurance.com
- Incident@scca.com
- Your Divisional RallyCross Steward (DRS).

2. Within one business day of the event, call your Divisional RallyCross Steward (DRS) and report incident.

4.6 SANCTION REQUIREMENTS

A. Sanction

1. A formal SCCA sanction is required for all RallyCross events. A sanction number will be issued by the SCCA National Office. A completed Safety Plan must accompany the sanction/insurance request form.

2. No sanction will be approved for a regional RallyCross event on the same day(s) as the RallyCross National Championship event.

3. No sanction will be approved for a regional RallyCross event to be held within 500 miles of a RallyCross National Tour event on the same day(s) as the Tour event.

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.

5. PENALTIES AND PROTESTS

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 track or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of a 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 her/his discretion, apply any of the following as warranted by the offense:

- Reprimand, which shall be noted in the individual's 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 Section 5.1.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 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 Section 5.3.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.

H. 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 Section 5.3.B.3.

2 Judgment

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Section 5.4 - Appeals Process. 37

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 reassembly. This cash bond shall be a minimum of $200. 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 Section 5.1).

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 Appeals 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 half ($100) 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 Sections 5.4.2 and 5.4.3) 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 fifteen (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 rerun. 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 5.1 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, 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 RallyCross rules describe 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 its decision (this is usually at the event). However, if that decision is not made at the event due to other circumstances, the 10-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 have a 48-hour appeal period. This will replace the 10-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, such as a driver-to-driver protest involving a violation of the RallyCross Rules, 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.

6. RALLYCROSS BOARD

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.

7. DIVISIONAL RALLYCROSS STEWARDS

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 RallyCross 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. 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.

G. 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.

H. Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.

I. Make recommendations to the RXB for the improvement or general development of RallyCross Rules and program.

J. Make recommendations to the RXB for annual awards.

K. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.



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APPENDIX A– SCCA Rallycross national class winners

2005 NATIONAL CHAMPIONSHIP, HASTINGS, NE (66 COMPETITORS)

SSF	Jan Gerber	95 Dodge Neon ACR	Nebraska
SSR	James Wood	02 Cheverolet 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
RM2	Mark Anton	95 Ford Probe	Cal Club
RM4	Marek Gorecki	04 Subaru WRX STi	San Francisco

*Winners Shootout Winner

2006 NATIONAL CHAMPIONSHIP, HASTINGS, NE (37 COMPETITORS)

RSF	James Wood	87 BMW 325i	Nebraska
RSR	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 (47 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 COMPETI-

TORS)

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
RM2	Chad Ones	85 Isuzu I-Mark	Continental Divide
RM4	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
SR	Douglas Largent	89 BMW 325i	Ozark 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	91 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 SSL	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	91 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	Kansas City
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	New England
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 Baines	96 Subaru Impreza	Detroit

2018 NATIONAL CHAMPIONSHIP, INDIANOLA, IA (119 COMPETITORS)

SF	Chang Ho Kim	00 Acura Integra	New England
SR	Ryan Miles	99 Porsche Boxster	Ohio Valley

SA	ZB Lorenc	05 Subaru Impreza WRX	Ohio Valley
PF	David Capesius	04 Dodge SRT-4	Iowa
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	Brianne Corn	94 Mazda Miata	Lone Star
MA	Max Lawson	06 Mitsubishi Evolution	Continental Divide
C2	Leon Drake	91 Nissan Sentra	Tennessee

2019 NATIONAL CHAMPIONSHIP, INDIANOLA, IA (126 COMPETITORS)

SF	Will Geyer	01 Volkswagen Golf GTI	Continental Divide
SR	Collin Oelkers	01 Mazda Miata	West Texas
SA	Josh Armantrout	16 Ford Focus RS	Milwaukee
PF	Jim Rowland	92 Nissan Sentra SE-R	Ozark Mountain
PR	Gonzalo San Miguel	97 Mazda Miata	Utah
PA	Mark Hill	06 Mitsubishi Evolution IX	Kansas
MF	Michael Gallant	03 Volkswagen Golf GTI	New England
MR	Brianne Corn	94 Mazda Miata	Lone Star
MA	ZB Lorenc	05 Subaru Impreza WRX	Ohio Valley

2020 NATIONAL CHAMPIONSHIP,TOPEKA, KS (112 COMPETITORS)

SF	Collin Oelkers	19 Honda Civic	West Texas
SR	Sean Grogan	03 Mazda Miata	Detroit
SA	Josh Armantrout	16 Ford Focus RS	Milwaukee
PF	Robert Seelig	90 Honda Civic Si	Northeast Oklahoma
PR	Shawn Roberts	02 Mazda Miata	Washington DC
PA	Mark Hill	06 Mitsubishi Evolution IX	Kansas
MF	ZB Lorenc	98 Volkswagen GTI	Ohio Valley
MR	Brianne Corn	94 Mazda Miata	Lone Star
MA	Austin Dowda	91 Honda RT 4WD Wagon	Utah

2021 NATIONAL CHAMPIONSHIP, CHILICOTHE, OH (123 COMPETITORS)

SF	Chang Ho Kim	00 Acura Integra Type R	New England
SR	Sean Grogan	98 Porsche Boxster	Detroit
SA	Brad Legris	15 Lexus RC 350	Detroit
PF	Leon Drake	91 Honda CRX SI	Tennessee Valley
PR	Shawn Roberts	02 Mazda Miata	Washington DC
PA	Mark Hill	06 Mitsubishi Evolution IX	Kansas
MF	Andy Thomas	03 Toyota Celica	Washington DC
MR	John W. England	95 Mazda Miata	Ohio Valley
MA	Jess Moeding	11 Mitsubishi Lancer	Land O Lakes
C2	Cole Powelson	20 Sierra RX3	Utah

2022 NATIONAL CHAMPIONSHIP, PPIR (FOUNTAIN, CO) (100 COMPETITORS)

SF	Dwight Wood	03 Nissan Sentra	Cal Club
SR	James Green	03 Toyota MR2	Nebraska
SA	Timothy Thompson	16 Ford Focus RS	Salina
PF	Jim Rowland	92 Nissan Sentra SE-R	Ozark Mountain

PR	Lothrop Withington IV	02 Toyota MR2 Spyder	Ohio Valley
PA	Warren Elliott	06 Mitsubishi Evolution IX	New England
MF	Andy Thomas	03 Toyota Celica	Washington DC
MR	Leon Drake	76 Porsche 914	Tennessee Valley
MA	Austin Dowda	91 Honda RT4WD Wagon	Utah

2023 NATIONAL CHAMPIONSHIP, HEARTLAND PARK (TOPEKA, KS) (80 COMPETITORS)

SF	Brad Turnbull	15 Ford Fiesta ST	Utah
SR	Keith Lightfoot	94 Chevrolet Corvette	Colorado
SA	Timothy Thompson	16 Ford Focus RS	Salina
PF	Jim Rowland	92 Nissan Sentra SE-R	Ozark Mountain
PR	Lothrop Withington IV	02 Toyota MR2 Spyder	Ohio Valley
PA	Mark Hill	06 Mitsubishi Evolution IX	Kansas
MF	ZB Lorenc	98 Volkswagen GTI	Ohio Valley
MR	Jason Fuller	76 Porsche 914	Tennessee Valley
MA	Chris Endres	93 GMC Typhoon	Milwaukee

2024 NATIONAL CHAMPIONSHIP, HOLLYTREE OFFROAD PARK (HOLLYTREE, AL) (101 COMPETITORS)

SF	Donald Carl	2024 Volkswagen Golf	Northeast Oklahoma
SR	Logan Altmyer	93 Nissan 240sx	Tennessee Valley
SA	Shelton Wright	18 Ford Focus RS	Tennessee Valley
PF	Jason Fuller	08 Honda Civic	Tennessee Valley
PR	Shawn Roberts	02 Mazda Miata	Washington DC
PA	Mark Hill	06 Mitsubishi Evolution IX	Kansas
MF	Andy Thomas	03 Toyota Celica	Washington DC
MR	Leon Drake	76 Porsche 914	Tennessee Valley
MA	Mark Macoubrie	05 Subaru WRX STi	Kansas City

2025 NATIONAL CHAMPIONSHIP, HOLLYTREE OFFROAD PARK (HOLLYTREE, AL) (96 COMPETITORS)

SF	Tom Harrington	2007 Honda Civic	Tennessee Valley
SR	Michael Golden	2001 Toyota MR2	Washington DC
SA	Timothy Thompson	16 Ford Focus	Wichita
PF	Christian Retterer	01 Acura Integra	Atlanta
PR	Shawn Roberts	02 Mazda Miata	Washington DC
PA	Mark Hill	06 Mitsubishi Evolution IX	Kansas
MF	Andy Thomas	03 Toyota Celica	Washington DC
MR	Vaughn Micciche	1987 Porsche 924	New England
MA	Todd Briley	1993 Subaru Impreza	Texas
UTVS	Evan Williams	2024 Yamaha YXZ1000R	Tennessee Valley
Truck	Eli Drennan	1992 Chevrolet S-10	Tennessee Valley

APPENDIX B-NATIONAL EVENT OPERATING RULES

1. ELIGIBILITY

A. Only SCCA members are eligible to enter. Weekend memberships will only be offered for Divisional Challenges, not for the RallyCross National Championship event.

B. Registration for the National Championship will be opened in three successive tiers, with the following entrant eligibility:

Tier 1: Former RallyCross National Champions, Previous years' RallyCross Nationals Event Chiefs, Divisional Challenge Class Winners from the current year

Tier 2: RallyCross National Championship Competitors from the previous five (5) years.

Tier 3: All other SCCA Member

C. Drivers entering in the UTV category must have previously completed a minimum of three (3) regional RallyCross events or may be granted an exemption from the Chief Steward

2. TIMING & SCORING

A. Entrants are responsible for submitting all corrections (i.e. name, class, vehicle number) to Timing & Scoring before competition begins. A failure to do so will result in the entrant being assessed a ten (10) second time penalty on their next run.

B. Each competition vehicle must have a vehicle number and class identification displayed on both sides of the vehicle per Required Decals Section below.

- *Vehicle numbers are limited to a maximum of three (3) digits.*
- *Vehicle number "1" in each class is reserved for each National Champion from the previous year who is competing in the same class this year.*
- *If two entrants compete in the same vehicle and in the same class each entrant must submit a separate entry form. The first entrant must have a two-digit number. The second entrant must have the first entrant's number plus 100 (e.g. 1st entrant #98, 2nd entrant #198). Numbers 101 through 199 are reserved for second entrants only.*
- *Requests for numbers will be approved on a first-come, first-served basis. If there is a request for a number already registered/reserved, the next closest number or one using the same digits may be assigned.*
- *All requests for changes to an entrant's vehicle number or vehicle*

made after competition begins must be submitted to the Event Steward.

C. A list of entrants by class and vehicle number will be posted at Registration, on the Official Notice Board and/or online.

D. Timed runs will be scored electronically by an optical or mechanical switch triggered by the vehicle at the start and finish lines.

- *A shot clock consisting of a digital timer that counts down from the time that the starter initiates the clock to zero may be used.*
- *The duration of the shot clock will remain consistent throughout each run group. The duration for the run group will be announced prior to the start of that run group.*
- *A penalty will be applied for failing to start prior to the shot clock reaching zero, as defined in the Penalties section of this document.*
- *In the event of a malfunction, stop watches will be used to their best accuracy, with two watches being used for each vehicle. Each watch will be operated by one person and the average of the two watch times will be used.*

E. To prevent interference with the Timing & Scoring equipment and personnel, no driver or crew member will be allowed within the designated Timing & Scoring area or start and finish lines. Timing & Scoring concerns should be directed to the Event Steward.

F. The Timing & Scoring Manager or their designee shall be responsible for determining whether reruns are required.

G. Run times and penalties will be posted and updated on the Official Notice Board. Each driver will be provided with a time for each run via a timing display visible after the finish line and an online timing reporting system.

H. If a run time posted to the official notice board is deemed to be incorrect by a competitor (i.e. another competitor's time has been recorded as yours) it may be disputed through the chief steward. All run time reviews shall be logged with the chief steward using the posted dispute log.

- *Timing displays are not official and cannot be protested.*
- *Disputes to online times will not be accepted*
- *See Disputes & Protests section below*

3. COURSE DESIGN & SAFETY

A. A minimum of two course designs will be used and each course design will be unique to the event. For event sites that use a set course or "track", the course must not have been used during the ninety (90) days prior to the event.

B. When the course designer has finished setting up and marking

the course, it will be reviewed by the Event Safety Steward. Once the Event Safety Steward has approved the course as safe for competition, the course will then be under the jurisdiction of the Event Safety Steward. Course changes will be made under the supervision of the Event Safety Steward as needed in accordance with the current SCCA RallyCross Rules. See Section 4.4 - Event Officials - Duties

C. If an entrant identifies an issue or concern related to course clarity during a course walk or parade lap, the entrant must communicate the concern to the Event Steward prior to the start of competition for that run group. Courses will not be adjusted for clarity after the run has commenced.

D. Photographers may enter the course area only upon receiving approval from a Safety Steward who is working with the active run group. Each photographer in the course area must be accompanied by a spotter provided by the photographer.

- *The spotter may not be a course worker at the location of the photographer.*
- *Minors are not permitted to be photographers or spotters on course.*

4. COURSE OPERATION AND ALTERATIONS

A. Reasonable effort will be made to provide a designated period for entrants in each run group to walk the course prior to their parade lap, however, time for course walks is not guaranteed.

1. Any entrant found to have begun walking the course when the course was not open for walking will be assessed a ten (10) second time penalty on their next run.

b. Reasonable effort will be made to provide each run group one (1) slow-speed parade lap per course, however, time for parade laps is not guaranteed.

1. Clutch drops, burnouts, or other aggressive driving are not permitted during the parade lap. Any entrant found to be in violation of this will be assessed a ten (10) second time penalty on their next run.

2. For two entrant vehicles, each entrant will be allowed to drive a parade lap individually and cannot ride along for the second driver's parade lap.

c. Reasonable effort will be made by event organizers to avoid course changes during a run group. If course changes are needed during a run group, the changes will normally be made between classes within a run group if possible unless the required changes are deemed immediately necessary for safety reasons. If a major or extensive alteration occurs within a class that has not yet completed its current run, all drivers in that class will receive re-runs after the change, including

drivers who completed their runs before the course change.

d. Minor alterations are any movement of a course cone by a cone width (12") or less. These alterations will not be communicated prior to competitors starting their runs. These alterations will only be made between class runs or at run group change over unless needed for safety considerations. Multiple minor alterations during the run group to the same cone that add up to two cone widths (24") will be considered a major alteration.

e. Major alterations are any movement of course cones by more than 12" in one section of the course. Green cones will be used to mark major alterations, and at a minimum the first cone of the course change will be green. Once the next run has been completed, the green cone(s) will be replaced with orange cones. Any course changes that involve moving cones on course after a run group has completed its parade lap will be communicated verbally by the starter to each driver and visually by way of an updated course map located between grid and the start line and available through the virtual notice board.

f. Extensive alterations are any movement of course cones by more than 12" in multiple sections of the course. Additional parade laps may be given at the sole discretion of the Event Steward for course changes that extensively alter the course.

g. If a driver comes upon a misplaced cone (e.g. a downed cone or a gate with the pointer cone pointing away from the upright cone during a run), the driver may stop on course near the misplaced cone to point it out to the corner worker. The stop must be completed before tripping the finish timing, including for misplaced cones after the finish. If the course worker confirms the misplaced cone they will communicate this to Timing & Scoring and the driver will be allowed a re-run. The driver will then proceed down the course at a reduced speed (not competition pace) to the finish line and proceed to the start line for a re-run. Any penalties assessed on the original run will not carry over to the re-run.

5.RUN GROUPS & RUN ORDER

a. Run groups and run group schedules will be posted prior to the event.

b. Timing & Scoring shall provide a current run order grid sheet to the Chief of Grid prior to the start of each run group. The Chief of Grid shall not release vehicles from grid to the start line until they receive a current run order grid sheet.

c. Run groups and run schedules are subject to change. The run order may change according to the number of vehicles entered in each class. Changes will be posted at the event.

d. Entrants will be grouped together by class and run order within

each run group. Two-entrant vehicles will have a maximum of two (2) minutes to switch drivers from the time the vehicle returns to its grid position. Drivers within a class must all complete a given run before any driver in that class can begin its next run, including two-entrant vehicles.

e. During each set of runs, competition vehicles will stage on the grid in the assigned run order for that class with an allowance for two-entrant vehicles.

f. At any time during the event, entrants may be moved a maximum of five (5) positions in the run order to facilitate efficient operation of the event.

g. The initial class order within each run group will be randomly chosen. The initial run order of the drivers within each class will be established as follows: The first drivers of two-driver vehicles go first, followed by the single entrant drivers, and then followed by the second driver of two-driver vehicles. The initial run order of first drivers of two-driver vehicles and single drivers will be selected by random drawing. Second drivers will run in the same order as their first driver counterparts.

1. The subsequent runs will be determined by the Chief Steward to maximize fairness throughout the event.

h. Any registrations/car changes after the online registration closes will move to the front of the class after the random drawing. Any changes after check-in closes will require Chief Steward approval.

i. All entrants within a class, including two-entrant vehicles, must complete a given run before another class can begin its runs. Exceptions to this are when a "mechanical" occurs or a "timeout" is taken at the end of a class; if there are no course changes being made, the next class within the run group will be started.

j. While all efforts will be taken to stay within the predetermined schedule, the Chief Steward has the ultimate authority to make changes to the run order, amount of runs, etc. to ensure the proper flow of the event is maintained during inclement weather, etc. up to and including cancelling sessions.

6.PENALTIES

a. A two (2) second time penalty will be added for each upright cone located on the course from the start line through and past the finish line that is knocked down or significantly displaced from its original position.

i. Cone position will be marked with a landscaping flag or outlined with a box, depending on the surface.

ii. A cone will be considered displaced if it is no longer covering or touching the flag or if it is not touching any part of the box.

iii. Any upright cones knocked down or displaced by anything ejected from the vehicle's wheels will be counted as penalties.

iv. There is no penalty for displacing "pointer" (non-upright) cones.

b. A ten (10) second time penalty will be added for driving on the wrong side of the indicated pointer cone (missed gate penalty). Ten seconds will be added per gate missed.

c. If a cone penalty posted to the official notice board is deemed to be incorrect it may be disputed through the chief steward.

d. A ten (10) second time penalty will be added for starting prior to the starters signal for "Go", or for failing to start prior to the shot clock reaching zero.

e. A DNF (Did Not Finish) time penalty shall be calculated as the slowest raw time in class for the same run plus ten (10) seconds. A DNF penalty includes, but is not limited to, the following:

i. The entrant makes an uncorrected deviation such as driving across the course to take a shorter path, missing more than two consecutive course features or going off course completely and returning to the finish without completing the course. A course deviation penalty will be assessed at the sole discretion of the Event Steward.

ii. A vehicle is unable to complete a timed run due to a mechanical problem or has been stopped on course for a safety violation (windows down, doors opening, seat belt not fastened, no helmet, damage to the vehicle creating an unsafe condition, etc.).

iii. A vehicle is unable to start a timed run within the allotted time.

iv. A competitor exits a vehicle while on course unless instructed by a course worker to exit.

v. The Event Steward can assign a DNF for the lack of significant progress at their discretion. This will be applied in scenarios when a competitor is navigating the course at a rate far below that of their fellow competitors due to course conditions, the vehicle's mechanical condition, etc.

vi. Significant progress may also be determined by the driver. If the driver is unable to make significant progress on the course, the driver shall communicate with the closest corner worker and indicate a DNF.

vii. Any entrant who ignores two consecutive red flags during a run will be given the DNF penalty on that run.

f. Designated run order must be maintained and each car must move from grid to scanner, if in use at the event, to the start line as directed by event staff. Failure to present to the scanner, if in use, and start line in the designated run order will result in the assessment of a ten (10) second penalty on their next run. If the vehicle has two drivers in the class, this penalty will be applied to each driver.

g. An entrant who causes a delay of a vehicle leaving the start line of over thirty (30) seconds will be considered a DNF, except for an approved "timeout" as defined elsewhere in this document.

h. An entrant who debeads (flat tire) on course which may or may not result in a red flag, will be allowed a five (5) minute grace period from

the time they reach the grid, timed by a grid worker, to attempt a fix. This will only be allowed once per event. If the issue is fixed within the five (5) minute allowance, a re-run will be given. If the issue cannot be fixed within the five-minute period, the run will be scored as a DNF. If a run was completed with a debead, a re-run will not be given.

i. Any entrant who allows a passenger in the vehicle during a parade lap or a timed run will be scored as a DNF for that run unless the passenger is an approved non-competitor who is fulfilling a state-mandated requirement for an entrant who has a restricted driver's license requiring a passenger. The non-competitor that will ride along must be supplied by the driver.

j. The SCCA RallyCross Rules requires that the driver's window may not be down more than one inch (1") during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints and the same restrictions apply to a passenger if present. See Section 3.2 - Vehicle/Driver Safety

i.A driver who commences a run in violation shall be red flagged and be scored as a DNF for that run. See Required Decals section below for requirements.

k. See Safety/Tech Class Inspection below for Class Disclosure Form penalties and class inspection penalties. Penalties incurred under these sections shall apply to both drivers of two-driver vehicles.

l. All drivers are required to attend any required drivers' meeting. An entrant who fails to attend will be assessed a ten (10) second penalty on their next run.

m. All drivers whose run group falls into Heat 1 and their competition vehicles are required to be present in their assigned grid spot as of the time where the schedule states Heat 1 Cars in Grid. All drivers in subsequent heats and their competition vehicles are required to be present in their assigned grid spot as of the time when the first car in that heat is directed to leave grid for their parade lap. An entrant who fails this will be assessed a ten (10) second penalty on their next run.

n. All penalties are subject to the Event Steward's review. Additional penalties may be added and/or assigned penalties removed at the Event Steward's discretion. Repeat infractions will be given particular attention.

7. EQUIPMENT RESTRICTIONS & REQUIREMENTS

a. Studded tires are prohibited at Divisional Challenge and National Championship events. Any competitor who presents themselves to the scanner, if in use, or the start line with studded tires will be sent back to grid and be scored as a DNF for that run. Any competitor who enters the course with studded tires shall be red flagged, and the competitor will be scored as a DNF for that run whether they have been red flagged or not.

b. Each entrant is responsible for determining towing points in the event their vehicle needs to be towed off the course. The entrant should be able to demonstrate this knowledge at tech inspection. Each entrant is responsible for hooking up tow straps to their vehicle if the vehicle becomes disabled on course. SCCA and event officials are not responsible for any damage that may occur during towing.

i. Entrants are advised to install permanent tow hooks on their vehicles to facilitate towing. If an entrant's vehicle is equipped with removable factory tow hooks, it is recommended that these be installed prior to tech inspection and remain installed for the duration of the event.

8.REQUIRED DECALS

a.Vehicle number (minimum 6" high) and class identification (minimum 3" high) must be visible on both sides of the vehicle. Class identification is limited to the following: SF, SR, SA, PF, PR, PA, MF, MR, MA, US, UM, RT. These markings should be similar colors and styles, must contrast with the main body color of the vehicle, and must be easily legible while the vehicle is on course.

b. All competition vehicles must display the "SCCA RallyCross" windshield banner on the uppermost portion of the windshield. The windshield banner may be displayed on the back window if a required contingency banner is displayed on the front windshield. Other placement of the windshield banner may be authorized by prior approval of the Rally Program Manager.

c.The SCCA RallyCross decal and National Event decal must be displayed on both sides of the vehicle. The SCCA logo decal must also be displayed on the front of the vehicle (bumper or hood).

d. All required SCCA decals will be available at the Safety/Tech Inspection area.

e. All decals/logos of any competing sanctioning bodies must be covered or removed.

f. Additional event sponsor decals will be placed on the vehicle where appropriate or as required by the sponsor/contingency.

g. Any decals or logos of companies or products that are in direct competition with the event title sponsor must be covered or removed.

h. Two-driver vehicles that are in the same class will be marked on the driver side of the windshield with a "2" indicating a two-driver vehicle.

i. Vehicles where the driver and/or authorized passenger is using an approved arm-restraint and that have no side window/net or where the driver or authorized passenger wishes to drive with the window open more than 1" shall be marked with a colored band along the bottom of the relevant window opening. This marking will be provided during the Safety/Tech Inspection. The color/design of the marking for the event will be communicated to workers during the driver's meeting. Any competitor who is using arm restraints and enters the course without the required

colored band indicator shall be red-flagged, and the competitor will be scored as a DNF for that run whether they have been red-flagged or not.

j. Competitors who present to the scanner and/or start line with the wrong number on their car, 2 sets of numbers, the incorrect class showing, event tech sticker, wrong/multiple barcodes on helmet, or missing the two driver car designation will receive a warning for their first offense, a cone penalty for the second offense, and may receive a DSQ for three or more offenses at the same event.

9. VEHICLE SAFETY/TECH

a. All driver helmets and a completed copy of the applicable self-tech form for each competition vehicle must be presented during registration as a condition for passing the pre-event safety inspection ("Tech").

b. The Chief of Tech and Tech assistants may perform random tech inspections at any time prior to the start of competition for the vehicle. All entrants who fail to present their vehicle for a requested inspection ("Tech") will be assessed a ten (10) second penalty on their first run. All entrants of any vehicle that is found to have a discrepancy between the self-tech form and physical inspection will be assessed a ten (10) second penalty on their first run.

c. No vehicle will be allowed to participate without the safety/tech inspection sticker displayed on the driver's side edge of the windshield. Refer to the Required Decals section for the relevant penalty.

d. Any vehicle that has mechanical trouble during a run and requires assistance to exit the course must pass an additional safety inspection before it is allowed to return to competition.

10.CLASS INSPECTION

a. A mandatory class inspection will be held per the time is posted on the event schedule prior to the start of competition runs to allow class competitors to inspect all the other vehicles in their class and question eligibility. Vehicles are to be presented in "ready for competition" condition.

b. Any entrant ten (10) minutes or less late to their appropriate grid spot for the scheduled class inspection will be assessed a ten (10) second penalty on their next run. Any entrant more than ten (10) minutes late will be scored as a DNF for their next run.

c. All entrants must complete and display the appropriate "Class Disclosure Form" for their intended class prior to class inspection. The form must be displayed on the vehicle windshield at the class inspection.

d. Vehicles competing in multiple classes must be presented in the most restrictive class in which the vehicle is competing and with only those modifications allowed in that class. For example a car competing in stock and prepared categories must be displayed in stock form at the

class inspection. Refer to the penalty denoted elsewhere for failure to be in the appropriate grid spot during class inspection.

e. Forms will be collected by an Event Official at the end of the class inspection period. An entrant who fails to display the form will be assessed a ten (10) second penalty on their next run.

f. A representative of each vehicle shall be present in the class inspection area to answer questions during the entire inspection time. All entrants for the vehicle will be scored as a DNF for their first run of the next session if no representative is present in the class inspection area during the entire inspection time.

11.SAFETY RULES FOR THE PADDOCK AND GRID

a. A speed limit of ten (10) mph will be enforced at the event site including the paddock area and grid.

b. No practicing, testing or fast driving is allowed in the grid, paddock or adjacent roads, including the transit between finish and grid staging. Competitors will receive one notice of violation and will be disqualified if a second violation is witnessed.

c. Minor repairs and adjustments may be made in Grid, however, major repairs should be made in the Paddock area. It is recommended that a tarp be placed underneath any vehicle being repaired or maintained on the site to contain fluid leaks.

d. If a person is working under a jacked vehicle there must be at least one jack stand in place in addition to the jack. Jacks and jack stands used on soft ground must utilize a solid base or platform to prevent sinking or shifting.

e. Do not pour gas, oil, coolant or other hazardous fluids on the ground anywhere on the facility.

f. Refueling

i. Refueling of competition vehicles is only allowed in designated refueling areas. No vehicle may be refueled within 25 feet of another vehicle.

ii. While refueling a vehicle, at least one (1) 10 lb. minimum Class B fire extinguisher must be present.

iii. Violations of any refueling requirement will result in all entrants of the vehicle being scored as a DNF for their first run of the next session.

g. Children are allowed on the event site. Minors are not allowed in competition areas (grid, staging or course area) unless they are registered competitors. Pets are not allowed in the competition areas (grid, staging, or course areas). Service animals are allowed per federal and state regulations.

h.Grid will be closed during active competition and other designated times.

i. Only competition vehicles and official event support vehicles are allowed in the grid and competition area after the start of competition.

ii. Violations of any grid closure requirement will result in all entrants of the vehicle being scored as a DNF for their first run of the next session.

i. All incidents involving injury and/or property damage occurring on the event site or associated with the event must be reported as soon as possible to any Event Safety Steward or, if not immediately available, to the Event Steward.

j. Any site restrictions will be posted in the Supplemental Rules and/or on the virtual notice board app prior to the event.

12.ENTRANTS AS WORKERS

a. All entrants are required to work the event.

b. Workers must check-in for their work position before the beginning of the last run of the previous run group. All workers need to check-in prior to going to their assigned work position. Failure to work will result in additional work assignments or disqualification as decided by the c. Run-work order will be posted on the Official Notice Board at the event.

d. All competitors are required to attend worker/training meetings for their respective work assignments as may be scheduled by event organizers. An entrant who fails to attend scheduled worker/training meetings will be assessed a ten (10) second penalty on their next run.

e. Work assignments that require driving on course shall not be considered a competitive advantage.

13. MISCELLANEOUS

a. Changes to the Supplemental Rules and other documented information, as well as the names of all event officials, will be included in the material provided at on-site Registration and/or posted on the Official Notice Board at Registration.

b. It is the competitor's responsibility to check at Registration and/or the Official Notice Board posting area for changes to the Supplemental Regulations.

c. Additional drivers' meetings may be held at the event as needed to explain changes to the regulations or format of the event.

d. Entrants will be allowed to take one (1) five-minute "timeout" per day. The five-minute timeout begins at the time the vehicle is directed to leave the grid area. The entrant must notify a grid worker if they are taking a timeout and the grid worker will notify Timing & Scoring. The grid worker will skip the driver taking the timeout and move to the next driver in line to continue sending vehicles to the start line. The entrant taking the timeout must abide by all other rules specified in the Run Groups & Run Order section.

e. If a driver's vehicle becomes unable to continue in the competition, due to mechanical/safety issues, the driver may move to another vehicle eligible for the same or a more restrictive class to complete their

remaining competition runs. A driver may not change vehicles if their original vehicle is safe to run.

i. A violation of this would be using a vehicle with better equipment for the conditions.

ii. Each vehicle may only have a maximum of two drivers per class throughout the duration of each heat.

iii. A driver may move to another vehicle only once per heat. They may move back to their registered vehicle at the beginning of the next heat.

iv. All vehicle changes must be reported to the grid workers, who will notify Timing & Scoring and the Event Steward.

14.DISPUTES & PROTESTS

a. All disputes shall be logged with the chief steward using the posted and/or online dispute log.

b. The chief steward will review the dispute log at regular intervals and consult with the chief of timing to resolve the dispute and notify the competitor.

c. Competitors shall provide the following information for any dispute:

i.Competitor name, class, car number, affected run, explanation of the dispute, and requested resolution.

ii. For penalty disputes the explanation shall include the corner location of the disputed cone penalty. The chief steward will consult with the chief of timing and corner workers to determine if the penalty was incorrect and notify the competitor of the decision.

d. All penalty disputes SHOULD be submitted as soon as possible after the results are posted, and MUST be submitted within 30 minutes of the end of the finishing run group in question while the corner workers/competitors are still on site.

15. AWARDS

a. Trophies will be awarded in each class based on the chart below. If additional awards are needed, they will be mailed to the winners after the event.

1 - 9 competitors = 3 trophies

10 - 15 competitors = 4 trophies

16+ competitors = 5 trophies

b. For National Championship events, only classes with three (3) or more finishers will be awarded a National Championship and be eligible for the TripleCross Award. Classes with only one or two finishers will receive a National Class winner award, not a National Championship award.

c. Finishers are defined as entrants who have completed at least one run attempt and have not been disqualified from the event.

16.NATIONAL CHAMPIONSHIP EVENT SCHEDULE (EXAMPLE)

Monday	
Online drivers meeting	8:00 am - 11:00 am
Thursday	
Early Check-In & Tech	3:00 pm - 6:00 pm
Friday Course open to walking	3:00 pm - 6:00 pm
Friday	
Sunrise	TBD
Event Check-In & Tech	8:00 am - 9:00 am
Friday Course open to walking	8:00 am - 9:00 am
Chiefs Meeting	9:00 AM
Opening Ceremony	9:15 am - 9:30 am
Class Inspection	9:30 am - 9:45 pm
Workers Check In	9:50 AM
Competition Starts	10:00 AM
Competition Ends	4:30 pm estimated
Saturday Morn Course Open to Walking	5:30 PM
Dinner/Welcome Party	6:00 PM
Sunset	TBD
Saturday	
Sunrise	TBD
Course closed to walking	7:30 AM
Drivers Meeting	7:35 AM
Heat 1 Worker Check-in	7:40 AM
Heat 1 cars in Grid	7:40 AM
Morning competition begins	8:00 AM
Afternoon competition begins	1:00 pm approx
Competition ends	6:00 pm approx
Sunset	TBD
Sunday	
Sunrise	TBD
Course closed to walking	7:30 AM
Drivers Meeting	7:35 AM
Heat 1 Worker Check-in	7:40 AM
Heat 1 cars in Grid	7:40 AM
Competition begins	8:00 AM
Competition ends	3:00 PM
Awards presentation	30 minutes after the last car

Appendix C-Rallycross Rules Changes for 2026 Season

SAFETY

ITEM 1: 3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES
3.2 VEHICLE/DRIVER SAFETY
S. Electric vehicles with non-mass produced drivetrains or modified drivetrains must follow all guidelines in Appendix K of the Solo rules.

ITEM 2: 3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES
3.2 VEHICLE/DRIVER SAFETY
N. All batteries (onboard 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 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, *mounted outside of the passenger compartment or behind the rearmost seats* 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. All electrical cables, terminals, and switches must be securely fastened.

ITEM 3: 3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES
3.1 ELIGIBLE VEHICLES
~~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 an approved hardtop attached, targa types with factory panel in place, T-tops with factory panels in place, and properly equipped UTVs. 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 Chair after consultation with the Event Safety Steward determines at their discretion that a vehicle cannot safely negotiate the course, it may be excluded. The following types of vehicles are currently not eligible to compete in Stock, Prepared and Modified, or UTV categories: ATVs, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles. Trophy Trucks, Crosskarts, Formula Cross,Legend cars, and tube-frame vehicles are eligible to compete in the Constructors~~

~~category subject to applicable preparation allowances.~~

A. A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle that passes safety inspection. This includes electric and hybrid vehicles, convertibles with an approved hardtop installed, targa types with factory panel in place, T-tops with factory panels in place, and properly equipped UTVs.

- *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.*
- *Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.*

B. The event chair, after consultation with the event safety steward, may exclude any vehicle if it cannot safely negotiate the course. Rallycross courses are designed for vehicles within the limits listed below. Vehicles outside of these limits may run at the discretion of the safety steward and event chair. Extra care must be taken to run the course safely. These vehicles will not support all driving styles and may not work on all courses.

- *Vehicles with a track width / height ratio of less than 0.95 are considered to have a high rollover potential. Track width is measured from the center point of the wheels or by measuring from the outside of the wheels and subtracting one wheel width. Both the front and rear track width should be measured and the lower value should be used for this calculation. Height is measured to the highest structural part of the roof.*
- *As an alternative to the track width / height ratio, mass produced vehicles running at or below stock height with a published center of gravity may use Static Stability Factor to determine if they have high rollover potential. Static Stability Factor is calculated with 1/2 track width * center of gravity of the vehicle. Vehicles with an SSF over 1.3 are not considered rollover risks even if the track width / height ratio is below 0.95*
- *Vehicles over 5,500lbs or with a 116" or greater wheelbase, due to course degradation concerns or the ability to navigate safely through the tighter elements.*

EVENT OPERATIONS

ITEM 1: 4.2 EVENT OPERATING RULES

R. ~~The use of unmanned aircraft systems (UAS, drones, etc.) is not permitted at any event unless approved by event officials and the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of the UAS/drones, and must provide at a minimum $10 million of primary coverage.~~ *Subject to Federal (FAA), State, Local laws, the rules imposed by the venue and with the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as event organizer), Unmanned Aircraft Vehicle ("UAV" or "Drone") operators/ owners must provide proof of FAA certification and provide a certificate of insurance (COI) evidencing $5M of primary liability insurance naming SCCA and the venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA regulations in accordance with Title 14 Code of Federal Regulations Part 107, including those for proximity to people, restricted property, and public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents.*

Item 2:Addition of National Event rules to Main Rulebook

See Appendix B for full changes

STOCK CATEGORY

ITEM 1: UPDATE STOCK WHEEL OFFSET LIMITATIONS

C. 12. Any wheel may be replaced with unmodified OEM or unmodified mass production aftermarket replacement unit provided it complies with the following:

a. OEM wheels of diameter greater than 16" may be replaced with wheels of diameter at least 16";

b. OEM wheel diameters of 16" or less may be replaced with wheels of diameter of +1"/-1" of the OEM wheel diameter;

c. Wheel width may be increased or decreased one inch (1") from the OEM wheel;

d. Wheel offset (backspace) must be within ~~*0.394" (10mm)*~~ *0.630" (16mm)* of the OEM wheel offset. Wheel spacers are considered part of the wheel;

e. Extended length wheel studs/bolts are allowed. Wheel bolts may be replaced with wheel studs and lug nuts.

PREPARED CATEGORY

ITEM 1: ADD PREPARED INTERIOR DOOR PANEL REPLACEMENT ALLOWANCE

3.3.D. 28. Interior door panels may be modified or replaced. Replacement door panel material is free but must have coverage consistent with the OEM door panel. Airbags mounted on the door may be removed.

ITEM 2: ADD ADDITIONAL ALLOWANCES FOR AUTOMATIC TRANSMISSIONS

3.3.D.19 On automatic transmission vehicles, any torque converter may be used. *The valve body may be replaced. Shift kits or transmission ECU tunes may be installed.*

MODIFIED CATEGORY

ITEM 1: ADDITIONAL RESTRICTIONS TO FRAME SWAPS IN MODIFIED

3.3.E.4 Structure of the passenger compartment, as defined by vehicle pillars, frame rails, front bulkhead, floor pan, and the inner and outer roof structure, must be unmodified except for installation of suspension mounts, and fluid lines/hoses/vessels as permitted in 3.3.E.9. All vehicle pillars must be present. Not including vehicle pillars, structure outside of the passenger compartment OEM front bulkhead and center of rear axle is not considered part of this requirement provided the modification(s) do not affect the passenger compartment. ~~*Commercially available floor plan drop modification kits are allowed for driver side of vehicle. Commercially available kits that add a rear differential to FWD cars are allowed.*~~

a. Body on frame vehicles are restricted to frames with similar construction and strength to the oem frame within the bounds of the passenger compartment (front to rear bulkhead). All stock passenger compartment mounting locations must be connected to the frame.

b.Commercially available floor plan drop modifications kits are allowed for the driver side of the vehicle.

c.Commercially available kits that add a rear differential to FWD cars are allowed.

~~*32. Body on frame vehicles may use any mass-produced frame with any mass-produced body.*~~

UTV CATEGORY

ITEM 1: ALLOW REGIONS TO OFFER ANNUAL UTV SELF-TECH

3.3.G.1All UTV class entrants must submit a completed copy of the RallyCross Self-Tech Form to the tech inspector prior to the beginning of the event. Only one form per vehicle is required. This form is available on the SCCA Website in the RallyCross program

Regions may offer annual self-tech for UTVs and store a single completed form on file instead of one per event. A new form is required if the vehicle is modified after receiving the annual self-tech approval. UTVs must also go through a standard safety inspection before each event.

It is recommended that all UTV class entrants view the RallyCross UTV Tech Overview video. A link to this is located on the SCCA Website in the RallyCross program Rules section.

Item 2: Clarify Eye protection requirements for UTVs

3.3.G.9 If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows, all occupants must wear full face helmets with face shields in the closed position or goggles *(eyewear that seals to the face)* during competition.

Item 3: Allow Larger Tires in UTV

3.3.G.21 Any commercially available tire marketed for UTV or automotive use is allowed unless restrictions are specified in supplemental regulations by the event organizers. Tire diameter may ~~*not be larger than that of*~~ *be up to 1" larger than* the OEM tire on that vehicle's trim level.

Item 4: Clarift Safety requiremenf for Fixed Door Panels on UTVs

3.3.G.7 ~~*Doors*~~ *Hinged doors or fixed door panels* constructed of a rigid material are required and must extend from the bottom frame rail or sill up to the driver's chest line with no gap greater than 1" commonly referred to as "half doors", at a minimum. Non-OEM polycarbonate door panels must be a minimum of 6 mm in thickness. Doors must not be constructed from carbon fiber unless originally equipped from the manufacturer. *Fixed door panels may only be used if side intrusion bars are installed and drivers can demonstrate they can exit the vehicle unassisted.*

Item 5: Add Aero to UTV-Max

3.3.G.24 For vehicles entered in the UTV Max class, the following modifications are also allowed:

Any engine control system may be used.

Forced-induction systems may be modified or added.

The motor may be substituted with any motor from a UTV of the same manufacturer as the chassis.

Internal components of the motor may be modified and/or re-

placed.
Cargo bed panels may be removed.
Passenger seats may be removed.
Aerodynamic devices such as wings, splitters, spoilers, and spats. Any devices used must be securely mounted to the vehicle. Aerodynamic devices must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.

CONSTRUCTORS CATEGORY

Item 1: Move Constructors Category to Regional Status
Move Section 3.3.F to 3.3.H and add **Exhibition Classes** to the Title and the following statement before the classes "*The following classes may be offered at regional events but will not be offered at national events.*"

TRUCK CLASS

Item 1: Move Truck Class to main Rulebook
Move the Truck category rules from a standalone rules handout to the main rulebook, taking Constructors place in 3.3.F. See 3.3.F for full language

Item 2: Update Truck Ballast Rules
3.3.F.11 was updated to what is reccomended in Item 1