Proposed RoadRally Rule Changes for 2026
August 16, 2026

The following changes have been reviewed by the RRB and are shared for your review and comment. Comments are to be returned via email to rrb@scca.com and must be received on or before September 30, 2025.

In summary the proposed changes shared for public comment are:

(1) Appendix C – Program Awards
Adjust for years when the national events Course and Tour series offer few events.

(2) Article 8.B.2 – Annual RoadRally Championship, National Champions
Eliminate the National GTA Championship because of low attendance.

(3) Article 8.C – Points Scoring System (last paragraph)
Link worker points to the series (Tour, Course, or GTA) that includes the event.

(4) Article 16.H.2 – Controls, GPS Controls
Allow the rally committee to adjust a contestant's score if time is not recorded.

(5) Article 27 – Glossary, Traffic Circles & Roundabouts
Define the number of opportunities at any roundabout or traffic circle.

(6) Article 16.C & H – Controls
Remove the "lengthy no-passing zone" prohibition from control locations.

(7) Article 4.C, Article 8.B (sections 2 & 3), Article 8.C (paragraph 4) – Sanction & Annual RoadRally Championship
Proposes a single National RoadRally Championship Series.
Note: A portion of part two (Article 8.B.2) of this proposal is very similar to proposal 8.

(8) Article 8 – Annual RoadRally Championship
Proposes a single National RoadRally Championship Series.
Note: This proposal includes some of proposal 7.

(9) Article 19.C.1 – Penalties
Clarifying the meaning "under the influence" to include substances beyond alcohol.

(10) Article 21.B.1 – Time Allowances
Prohibit the course designs that "require" at time allowance to maintain CAST.

(11) Article 27 – Glossary, Roundabouts
Add "roundabout" to the glossary.

When responding, please use a subject line of "2026 Rules Proposals." It will also be helpful to identify the specific rule (by number or title) to which each response pertains.

(1) Appendix C, parts B & C – Program Awards

Current:

B) ARTHUR J. GERVAIS COURSE RALLY OF THE YEAR AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National ***RoadRally***. This award is presented annually in recognition of the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Course rallies that year. Prior to 1989, this award encompassed all National Rallies each year. Voters could vote for up to 3 events. If someone voted only for first place, that event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.

C) W. DAVID TETER TOURING RALLY OF THE YEAR AWARD

W. David Teter was the editor of the modernized and comprehensive *RoadRally* Rule Book, Rallymaster of seventeen consecutive March Lamb Regional rallies, and an outstanding competitor on the NTR circuit. This award is presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Tour rallies that year. Voters could vote for up to 3 events. If someone voted only for first place, that event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.

Proposed Additions: (Add to parts B & C)

If the total number of national events in the series in that year is less than five, the required number of events in which entrants shall have competed be half of that total number rounded up. For example, if there were four events the required number in which entrants shall have competed would be two. If the total number of events was three, the required number entrants shall have competed would also be two.

Rationale:

This change is likely unnecessary for the Tour series. But the rules should be consistent if a Course series change is approved. For various reasons the number of national course events has been declining. There will be only 5 national course events in 2025, two of which are on the same weekend. If someone is unable to attend that weekend, that person will need to run all of the other events in order to be eligible to vote. Some of the 2025 national course events are unlikely to be repeated in the future. It seems prudent to prepare for the future since there is only an annual change window.

(2) Article 8.B.2 – Annual RoadRally Championship, National Champions

Current:

2) Each year, there shall be three National Championship Series. The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NGR and eligible divisional GTA events. Points and awards shall be made to SCCA members competing in and working these events. Points earned through competition in one series are not transferable to any other series.

Proposed Addition:

Each year, there shall be two National Championship Series. The Tour rally series consists of all NTR and eligible divisional Tour events. The Course rally series consists of all NCR and eligible divisional Course events. Points and awards shall be made to SCCA members competing in and working these events. Points earned in one series are not transferable to another series.

Note: If this rule change is approved there will be several other wording changes required to bring RRRs in compliance with the changed rule.

Rationale:

Eliminates National GTA Championship due to low attendance levels.

(3) Article 8.C – Annual RoadRally Championship, Points Scoring System (last paragraph)

Current:

> The Chair of an SCCA ***RoadRally*** Championship event may identify up to four persons who have participated in the event in the capacity of Chair, Rallymaster, or pre-check crew member to receive worker points for that event. Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). If a series is not selected, the points will be applied to the series of the worked event, or at the discretion of the Official Points Keeper. Once the Chair has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. An individual may be awarded a maximum of 20 worker points per class in each series each season.

Proposed New Wording: (Text to be removed in ~~**bold strikeout**~~. New text in ***bold italics***.)

The Chair of an SCCA RoadRally Championship event may identify up to four persons who have participated in the event in the capacity of Chair, Rallymaster, or pre-check crew member to receive worker points for that event. Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series ***in which the event worked is included.*** ~~**of their choice (this choice must be noted on the worker point form). If a series is not selected, the points will be applied to the series of the worked event, or at the discretion of the Official Points Keeper.**~~ ***Worker points recipients must be noted on the worker point portion of the official results.*** Once the Chair has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. An individual may be awarded a maximum of 20 worker points per class in each series each season.

Rationale:

Worker points are intended to compensate organizers for not being able to run an event in their chosen series. This is not consistent with receiving worker points in that chosen series for working an event in a different series.

(4) Article 16.H.2 – Controls, GPS Controls

Current:

H) GPS Controls

A rally may use GPS controls utilizing a smartphone, a tablet app, or other GPS device that uses GPS signals to determine the arrival time at each of these controls. Arrival time will be the time received from a GPS signal. GPS controls may be located on either side of the road, may or may not be identified by the SCCA black on orange checkpoint sign, and may or may not be identified to contestants in the Route Instructions. If they are not identified, contestants will be told when they are in a Timing Section and could therefore encounter a GPS control at any time. There may be more than one GPS control between restart points. The rally's GIs must specify if the timing of each GPS control is from the previous restart point or from the previous control. A contestant mistake (failure to enter a Pause, calculation error, etc.) may affect the contestant's score at more than one GPS control, if their error is not realized and corrected. No GPS timing control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Proposed Changes:

Number the current paragraph, paragraph 1, and add the following as paragraph 2.

2) Competitors may choose to use a backup timing device which may be used when the primary device fails to record the arrival time at a timing control. If a competitor's timing device fails to record their arrival time at one or more Timing Controls and the backup device does not provide a solution, the Rally committee shall remedy that situation in a manner that shall be as fair and equitable for all entrants as possible. Remedy options include average scores (for the entire rally, for the section, for controls prior to and immediately following the non-timed control). On Course rallies, the competitors must certify that they ran the timing leg in the correct manner and that the failure to have their arrival time recorded is the only cause of their penalty. The Committee may examine the competitors logs and/or the Timing Apps logs to ascertain the fairest and most equitable solution.

Rationale:

This allows the rally the committee to adjust a contestant's score if a time is not recorded.

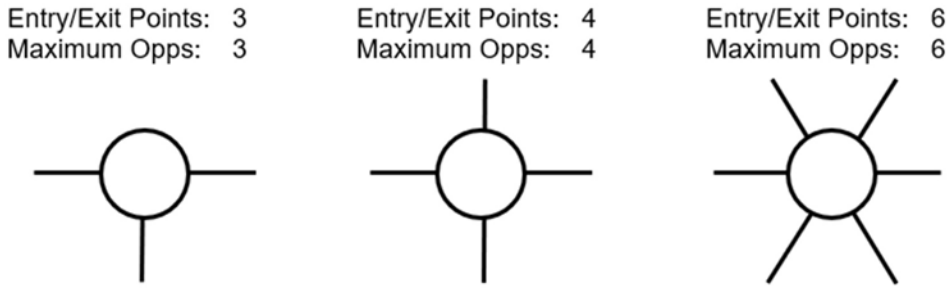
(5) Article 27 – Glossary, Traffic Circles & Roundabouts
Current: [nothing]

Proposed Addition:

Add to the Diagrams of Intersections section at the end of the Glossary.

Roundabouts and Traffic Circles

The number of opportunities or entry/exit points at any roundabout (modern roundabout) or traffic circle shall not exceed the number of physical opportunities at the given intersection. This rule is to allow the possibility of exiting the intersection on the opportunity from which it was entered and to prohibit expecting entrants to do more than one "lap" in the intersection.



Rationale:

This rule defines the number of opportunities at any roundabout or traffic circle.

With this change, entrants can know if they're looking for a fifth opp in a three-way traffic circle they've missed something.

Those rallymasters that want entrants to be able to do "laps" in a traffic circle can do so and the GI statement allowing those laps tips off the entrants that the "no laps" rule is not in play…assuming the RRSS signs-off on the unexpected exceptionally long path through the intersection.

Other rallymasters do nothing.

Without this rule a roundabout could have any number of opportunities.

(6) Article 16.C & H – Controls

Current:

C) Open and Passage Control Location

An open or passage control shall be located on the right-hand side of the road as you cross the timing line and shall be positioned so as not to create a traffic hazard. A standard SCCA checkpoint sign at the timing line shall identify it. The checkpoint sign shall be visible prior to crossing the timing line. No open or passage control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

H) GPS Controls

A rally may use GPS controls utilizing a smartphone, a tablet app, or other GPS device that uses GPS signals to determine the arrival time at each of these controls. Arrival time will be the time received from a GPS signal. GPS controls may be located on either side of the road, may or may not be identified by the SCCA black on orange checkpoint sign, and may or may not be identified to contestants in the Route Instructions. If they are not identified, contestants will be told when they are in a Timing Section and could therefore encounter a GPS control at any time. There may be more than one GPS control between restart points. The rally's GIs must specify if the timing of each GPS control is from the previous restart point or from the previous control. A contestant mistake (failure to enter a Pause, calculation error, etc.) may affect the contestant's score at more than one GPS control, if their error is not realized and corrected. No GPS timing control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Proposed change:

Delete the "a lengthy no-passing zone" clause from paragraphs C and H.

Rationale:

Time Allowances are always available should traffic become a problem in no passing zones and provide a safe alternative to illegal passing. This rule change would eliminate a sanction exception request for most rallies.

Many rallies request a sanction exception to override this wording.

(7) Article 4.C – SCCA Sanction [First of three parts.]

Current:

> C) Application for Sanction
>
> Any event proposed as a NTR, DTR, NCR, DCR, NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs.

Proposed Additional Wording: (New text in ***bold italics***.)

Any event proposed as a NTR, DTR, NCR, DCR, NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs. ***An event may be sanctioned as a combination of Course, Tour, and/or GTA. Route Following and Conventions (Articles 22, 23, 24, 25, and 26) remain in effect for their portion of a combined event.***

Rationale:

Rationale and illustrative examples are in the third part of this proposal.

(7) Article 8.B, sections 2 & 3 – Annual RoadRally Championship, National Champions

[Second of three parts.]

Current:

B) National Champions

2) Each year, there shall be three National Championship Series. The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NGR and eligible divisional GTA events. Points and awards shall be made to SCCA members competing in and working these events. Points earned through competition in one series are not transferable to any other series.

3) The SCCA shall recognize National ***RoadRally*** Champions as follows:
Course: Class E (Equipped), Class L (Limited), Class S (Stock), and Class G (GPS)
Tour: Class E (Equipped), Class L (Limited), and Class S (Stock), and Class G (GPS)
GTA: Class EX (Experienced)

Proposed New Wording: (Text to be removed in ~~**bold strikeout**~~. New text in ***bold italics***.)

2) Each year, there shall be ~~**three**~~ ***one*** National Championship Series. ~~**The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NCR and eligible divisional GTA events.**~~ Points and awards shall be made to SCCA members competing in and working these events. ~~**Points earned through competition in one series are not transferable to any other series.**~~

3) The SCCA shall recognize National RoadRally Champions as follows: Class E (Equipped), Class L (Limited), Class S (Stock), and Class G (GPS) ~~**Tour: Class E (Equipped), Class L (Limited), and Class S (Stock), and Class G (GPS) GTA: Class EX (Experienced)**~~ ***Events sanctioned solely as GTA shall be scored Overall and assigned to a Course and Tour Class by the entrant prior to the start of the event. Championship eligibility requires an awarding and counting of points equal in equivalents to those awarded for GTA events from TSD events.***

Rationale:

Rationale and illustrative examples are in the third part of this proposal.

(7) Article 8.C, paragraph 4 – Points Scoring System [Third of three parts.]

Current:

C) Points Scoring System

The Chair of an SCCA ***RoadRally*** Championship event may identify up to four persons who have participated in the event in the capacity of Chair, Rallymaster, or pre-check crew member to receive worker points for that event. Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). If a series is not selected, the points will be applied to the series of the worked event, or at the discretion of the Official Points Keeper. Once the Chair has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. An individual may be awarded a maximum of 20 worker points per class in each series each season.

Proposed Change:

Remove "in each series" from the fourth paragraph (shown above).

Note: If this proposal is approved there will be several other wording changes required to bring RRRs in compliance with these changes.

Rationale:

The proposal is a combination of all rallies into one championship as existed prior to 1989. The championship will still retain the separation of rally types for purposes of governing rules but there just aren't enough rallies to justify having separate championships based on rally type. There were only **five Course** and **six GTA** championship rallies in 2024. This proposal will also allow all four Classes to continue. An elimination of Class L might eliminate those people all together as some won't want to learn new ways of running using different equipment. An elimination of Course and/or GTA will also lower the number of rallyists running in the Championship and the program can't afford to lose anyone. The intent is to grow the program using new rally type combinations that have not been available and to make more championship rallies available with less personal time lost and at less expense due to travel.

GTA rallyists can choose a class of preference for the Championship points but GTA rallies still get scored overall and must count at least as many TSD rally equivalents as those earned on GTA rallies toward their resultant championship total, otherwise they will not be in the final championship tabulation. See examples below.

Examples:

Member A: Has 7 equivalents in GTA consisting of 2 NGR wins and 3 DGR wins for 70 points. **Has 4 equivalents in TSD** consisting of 1 NTR third place and 2 DTR second place for 28 points. **Up to 4 equivalents from GTA may be counted.** Hence, 40 from GTA and 28 from TSD for 68 points toward the class championship. Having used 8 equivalents, the member still has 2 equivalents remaining of the 10 allowed.

Member B: Has 5 equivalents in GTA consisting of 1 NGR third, 2 DGR wins, and 1 DGR second for 40 points. **Has 4 equivalents in TSD** consisting of 1 NTR third place and 2 DTR second place for 28 points. **Up to 4 equivalents from GTA may be counted.** Hence, 34 from GTA and 28 from TSD for 62 points toward the class championship. Having used 8 equivalents, the member still has 2 equivalents remaining of the 10 allowed.

Member C: Has 6 equivalents in GTA consisting of 1 NGR win, 2 DGR wins, and 2 DGR seconds for 56 points. **Has 8 equivalents in TSD** consisting of 3 NTR wins and 2 DTR second place for 76 points. **Up to 6 equivalents from GTA may be counted.** Hence, 40 from the best 4 equivalents from GTA and 60 from the best 6 equivalents from TSD for 100 points toward the class championship.

Benefits:

The inclusion of differing types of rally concepts will offer more championship eligible rallies often in a smaller geographical area. Travel and expenses can be reduced as more rallies are available to someone who wants to compete in their own vehicle rather than a rental and travel a day or less to get there.

An additional benefit is a probable 65% reduction in cost for year-end awards as there are only four Championship categories instead of nine.

The melding of concepts enables a rallymaster to be creative. Offered as example, John Buffum's Summer Challenge Road Rally which consists of a tour, map, course, questions combination held as a non-SCCA championship rally every year by New England Region. Land O'Lakes Region has also wanted some flexibility in its rally formatting.

(8) Article 8 – Annual RoadRally Championship

Current:

B) National Champions

2) Each year, there shall be three National Championship Series. The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NGR and eligible divisional GTA events. Points and awards shall be made to SCCA members competing in and working these events. Points earned through competition in one series are not transferable to any other series.

Proposed New Wording: (Text to be removed in ~~**bold strikeout**~~. New text in ***bold italics***.)

2) Each year, there shall be ~~**three**~~ ***one*** National Championship Series. ~~**The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NGR and eligible divisional GTA events.**~~ Points and awards shall be made to SCCA members competing in and working these events. ~~**Points earned through competition in one series are not transferable to any other series.**~~

Note: Not necessarily part of the proposal, but Course or GTA (as they are *currently* the least populated events) could have a side award monitoring those events. Not an official Championship and not for the RRR Lifetime points.

Rationale:

* National-level participation has not rebounded post-COVID.
* The existence of multiple championships (Course, Tour, GTA) may be diluting competitive energy and focus.
* All Divisional and National events eligible would be included in this singular Championship.

While the following should not occur on an annual basis, a model could be adapted akin to the GCRs where classes must meet minimum participation standards to remain eligible.

* Introduce a probation system and data-driven criteria to maintain competitive health.
* Require a minimum number of events or entries (or average participation per event) for inclusion in the national championship series.
* Events or styles that don't meet the threshold enter a probationary period.
* If not improved, those types/events become supplemental, without championship weight.

(9) Article 19.C.1 – Penalties

Current:

C) Disqualification

1) If a contestant is judged by the rally committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following offenses, that crew shall automatically be disqualified:

a) Driving while under the influence (DUI)

b) Consuming alcoholic beverages while participating

c) Exceeding the legal speed limit

d) Dangerous or reckless driving

e) Violation of the class limitations specified in Article 11

Proposed Changes:

- In Item 1, replace “crew” with “rally team.”
- Clarify Item 1.b:

(Excerpted from GCRs with wording already approved by SCCA.)

Consuming alcoholic beverages, narcotics, or dangerous drugs prior to the completion of the event, e.g. no drinking during the lunch break, etc.

The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited. Certain prescription and non-prescription medicines may also impair performance so competent medical authority should be consulted prior to using such medicines and participating in the event.

Rationale:

Clarifying the meaning of 'under the influence' to include other substances beyond merely alcoholic beverages. This also clarifies that use of or consuming alcohol during breaks is unacceptable, as the competition is from drivers meeting/first car off to arriving at the end location.

(10) Article 21.B.1 – Time Allowances

Current:

B) Time Allowance Requests

1) Tour and Course Rallies

a) TA requests, except as provided in Paragraph C below, must follow options specified in the event's General Instructions. TA options shall be designed to keep competitors spaced at a minimum of 15 seconds apart. One example, TA increments of one minute beginning with one half minute (i.e., ½, 1½, 2½, etc.). The identification of the portions where the limit for TAs apply, as well as where a TA may end, shall be clearly defined in the event's GIs.

b) A maximum of 19½ minutes is allowed per defined portion of the event and there shall be a minimum of two defined portions per National RoadRally.

c) The TA request must be submitted (1) in writing at the first open timing control following the delay, excluding DIYCs, or (2) in writing, in the case of Passage Controls, at an appropriate location determined by the committee, or (3) electronically when using GPS control apps. TAs shall be submitted prior to receipt of any timing information for the leg/legs (contestants or official).

Proposed Change:

Add to paragraph 1, the following:

No Rallymaster should design a course and no RRSS should approve a course that requires Time Allowances as a "factor" in their speeds. The RRSS should pre-check the event at the speeds indicated in the route instructions and be able to maintain said speeds and arrive at the controls on time.

Rationale:

A road rally should be run "at" or "below" posted speeds. The sport is better served by Time Allowance use for a competitor's actions on the course. Our sport occurs on open roads. We should not expect our competitors to be at risk while on an SCCA event. Furthermore, we have entrants in rental vehicles on unfamiliar roads. As we welcome Regional rallyists to these events, we should not expect them to jeopardize safety on the highways or know how to calculate add-times to maintain the rallymaster's speeds. Not everyone is running computers to adjust their speeds, mileage, and put in/out pauses at will.

(11) Article 27 – Glossary, Roundabouts

Current: [nothing]

Proposed Addition:

ROUNDABOUT: A type of circular intersection in which traffic must travel in one direction around a central island. Traffic entering the circle must slow down and give the right-of-way to drivers already in the circle.

Rationale:

There is confusion about what constitutes a roundabout, also referred to as a rotary or traffic circle in some areas. Adding this definition would eliminate the need for rallymasters to define this term in their general instructions.