SCCA *RoadRally*

SAFETY STEWARDS MANUAL

Updated January 2, 2023

SCCA *RoadRally* SAFETY INSPECTION

This is written to assist *RoadRally* Safety Stewards in their job of inspecting a rally for safety before it is run. If the event might cause danger to the competitors, workers, or general public, it must be corrected - or not be run! A Safety Steward has the authority to cancel the event if the organizer is unwilling or unable to bring the event into compliance with safety standards.

RoadRally Safety Steward Applicants must complete a one-time training seminar and a Knowledge Test. Contact your Divisional *RoadRally* Steward to discuss training needs. All SCCA *RoadRally* events must have a safety inspection completed by a licensed *RoadRally* Safety Steward.

This handbook is provided to assist the Safety Stewards with the important task of providing a safe and enjoyable event for participants. The safety inspection checklist is a guide in asking the right questions as the event is evaluated. Needless to say, the safety inspector must run the entire event, from the starting point to the end, to properly evaluate the event. If an event is fun and safe, competitors and workers are more likely to return to run future events. Most of the things the Safety Steward is expected to check are just simple, good, common sense. Unfortunately, with all that organizers have to do, sometimes they are forgotten.

Please note that a few of the questions on the checklist seem to use strange wording. This was done so that the answer is “yes” if the rally is safe. In any case where the answer is “no”, changes that will be made to make the event safe must be explained. There are a few situations in which the event can be safe, even if the answer to a question is “N/A”. This Manual is a question-by-question explanation of the Safety Inspection/Pre-check Report.

This manual contains instructions for checking both TSD (Time Speed Distance) and GTA (Game, Tour, Adventure) rallies. Many subjects, of course, are the same for both. The TSD section was updated in January 2019 based on input from *RoadRally* Safety Stewards and the 2019 Rules changes. The GTA section was updated in May 2019. The Procedures and Comments subsections are repeated in the TSD and GTA sections to facilitate matching the Manual text to the Safety Report text.

It should be noted that the regulations for National rallies include the RRRs. Therefore, items contained within them need not be covered in an event’s General Instructions.

I. TSD Section

TSD Speeds

1. Are set rally speeds at or below posted limits? All speeds should be at or below posted limits. While SCCA rules allow speeds to be set above the posted limit for short periods if there is ample distance to make up the time, it is still a better idea to set speeds within the posted limit. A Transit Zone or Free Zone is often a better way to handle areas of frequent speed limit changes as it allows competitors to drive with traffic and adjust their time at the end of the transit zone. You should also check to see that the odometer calibration is reasonably close to a statute mile. If an "official" mile is longer than a statute mile, the competitor's actual speed will be increased and may be above the speed limit in some cases.

2. Are speeds appropriate for road conditions? Look carefully at road conditions for the sharpness of curves, pavement roughness, the presence of large potholes, high-crowned railroad crossings, narrow shoulders with drop-off, etc. when evaluating the suitability of the speeds selected. Consider suggesting a Free-Zone or Transit-Zone, Pause over a specific distance if road conditions are unsuitable for assigned rally speeds. Also request that the Rallymaster include cautions about any unusual or hazardous road conditions in the Route Instructions.

   Keep in mind the likely weather conditions on the day of the rally. If it is likely that rain, snow, or fog will occur during the event, provision should be made for emergency or reduced speeds. This is usually written into the event's General Instructions as a % increased travel time [i.e. 10% or 20%]. A method to invoke emergency speeds is then necessary. The RRRs cover this for National events. Discuss with the organizer the conditions under which emergency speeds may be invoked or revoked, remembering that competitors do not know, as the Rallymaster would, that there is no control in a section.

3. Have Stops, Yields, traffic signals, etc. been accounted for? Stopping at a "Stop" or "Yield" will cost competitors at least 10 /100 minutes, and more at higher speeds. Be sure that they can easily regain this time without driving in a dangerous manner. If not, pauses should be included. Traffic signals can cost up to a full minute, so a pause should be included to allow for this when competitors are running with specified speed. If traffic signals occur in a Transit -Zone, be sure that the transit time allows for having to stop at all traffic signals for their maximum duration. It may be helpful to have a0.10 mile or greater Free- Zone before/after any traffic control devices. **The speed may need to be adjusted if many turns, STOP's, etc. occur in a short distance - to prevent the temptation to speed, particularly in populated areas.**

4. If "brisk" driving is required, are "brisk" areas free of home and non-rally traffic? "Brisk" driving should be discouraged, especially in events expected to draw Novice competitors. If "brisk" speeds are used, they must be in areas without homes and traffic at the time the rally is being conducted. Sight lines must be such that the competitors are not endangering any local traffic encountered. Remember, *RoadRally* is a contest of precision, not speed! Obviously, opposing or cross rally traffic must not occur in any "brisk" section.

5. Has in-town traffic on rally day been accounted for? Traffic can often be a problem if it is not planned for. The organizer must anticipate the possibility of traffic and allow for it. If you are not checking the rally on the day of the week and time that it is planned, it is even more important to think about what might happen on rally day. Discuss how the organizers plan to handle any

unforeseen traffic problem. Usually the best way to handle a major problem is to discard (not score) the leg.

6. Are pauses used when appropriate? In addition to the need for pauses discussed above, they may be needed in other locations. One place would be at a Left just before a control. Opposing traffic could make it impossible for the competitor to safely be on time without such a pause.
7. Has adequate time been allowed for the odometer calibration run, often called the odometer check? Competitors must have at least five (5) minutes to calculate at the end of the odometer calibration run. Be sure they have at least that much time, even if they have to stop at all traffic lights, etc.
8. Time Allowances are **free of penalty on all SCCA *RoadRally* events**. To help prevent speeding by competitors trying to make up time due to error by them or the organizers, there must be a procedure for the competitor to request a time delay. The procedure for time allowances should be clearly explained in the regulations for the event. National events have Time Allowance procedures defined in the RRRs. A procedure should be available for Time Allowance requests. The intent is to insure that Time Allowances are used when appropriate.

TSD Route

9. Are sections that are not Free-Zones or Transit-Zones low enough in traffic to allow assigned speeds to be maintained safely, while not unduly delaying non-rally traffic?
10. Are congested and residential areas Transit-Zones or Free-Zones? When competitors are required to maintain an assigned speed, the area should be low enough in traffic volume that it is possible to maintain the assigned speed without affecting the locals. If there is an area with sufficient traffic to make it difficult to maintain the assigned speed without holding up or alarming local residents; it should be a Free- Zone or Transit-Zone.
11. Is there room to pull off and wait safely at the end of Transit or Free-zones and odometer check? Whenever possible, the end of Transit and Free-Zones should be away from local habitation. Be sure that there is sufficient room for the number of cars expected to congregate without causing a safety or public relations problem. At the end of the odometer calibration run, there should be room for the expected numbers of cars to pull off.
12. Does the course avoid retracing routes through congested/residential areas? There is no point in asking for trouble by retracing a route past homes and businesses where people will notice. In remote areas, many people think that the road past their home is “their road” and are unhappy when an increase of traffic passes their homes. Doing so more than once on an event is probably asking for trouble.
13. Does the route avoid areas where children may play on or near the road during the time when the rally will pass? When this cannot be totally avoided, it should be taken into consideration when locating the route and setting the assigned speeds.
14. Does the course avoid “car breaker” and other unsuitable roads? “Car breaker” roads should be avoided. If a rough section of road is necessary, it should be traversed slowly to prevent car damage. *RoadRally* is a sport that most people do in their regular street car, and they don’t appreciate damaging it, or destroying tires. Most people find an event with smooth roads much more enjoyable, and they are more likely to return for your next event. A reputation for bad roads is a

sure way to decrease future event attendance. Truth in advertising is important. The event flyer and GIs should accurately reflect the nature of the event.

TSD Control Locations

15. Are controls located away from homes, open businesses and intersections? Controls should be located as far away from local residents as possible. If located near a home or open business, the people should be contacted to let them know what is happening when the control is set. If the organizers make the first contact, there are usually few problems. If a control is located near an intersection, be sure that a competitor can safely enter the control on time, even if there is opposing traffic.

16. Are controls not located on freeways & freeway exit ramps? Controls on freeways and exit ramps are inherently unsafe because of the speeds involved. They must not be used.

17. Are controls located away from unsafe locations, such as too close to a stop sign/traffic control devices or immediately after left turns/curve or corners? Controls located just after a left turn/curve are inherently less safe, as centrifugal force tends to force the competitors' cars toward the control workers. If controls are located immediately after a left turn/curve, be sure that a car that comes in "hot" will not pose a danger to the workers or their vehicles. This can be done by using remote trips with a long wire {200' or more), or mirror boxes, allowing control personnel to be located well away from the timing line. Remind the organizer not to position a person at the timing line in these cases.

18. Is there room to place the control cars in areas that are not normally used for travel? The control car(s) must be out of the way. Unless the road is very wide, this means that it should be located in areas such as field entrances, solid shoulders, etc. Carefully evaluate all control locations, as this is an area organizers sometimes forget to consider. The control car or timing table should be far enough from the timing line that hard braking by competitors is not required. It is suggested that the Rallymaster and Safety Steward carefully consider the location of the control car(s) and physically mark the location for reference during the event, for Open Controls it is also suggested/recommended that a distance of approximately 150-200 feet between the control line and the control car(s) be considered, depending upon visibility of the control line and control car(s) and road surface. Please make sure that the location of the control car(s) from the timing line is safe and reasonable. This distance is dependent on the speed entering the control location. You should also take into consideration that some teams may be running on a Time Allowance and may be entering the control only 30 seconds or less apart.

19. For Open controls on rallies that require cars to park and walk back at the open control, is there room for at least five (5) cars to pull off past the control car or timing table? While this may seem excessive, some control procedures cause a number of cars to congregate at a control. Another reason that might require this much space is a problem at the control. Be sure that there is enough room for any reasonably well- attended event. N/A on this question only applies to closed control events.

20. Do controls avoid "no passing" areas? Controls should not be in, or immediately after, a no passing zone that might compromise the ability of a competitor to be on time safely. If for any reason controls are located in a double solid yellow line area, the event should make provisions for competitors delayed by local traffic within sight of the control. (See Time Allowances #8).

21. Are controls located in areas of low traffic density? This should be obvious. If there is a lot of local traffic, it is impossible to be safely on time. Be sure that the organizers stay away from high traffic areas when locating controls.

22. Are controls located so competitors and workers do not have to cross the road? Competitors or workers must not be required to cross the road to record their time. N/A for events with closed [passage] controls.

23. Is speed across the timing line appropriate to be safe, i.e., not too fast and not too slow- based on road conditions, control location and control operation? A speed that is safe on a wide, straight paved road may be unsafe on a loose surfaced road. Control personnel location and equipment used must also be evaluated when determining a safe speed for control entry. The use of remote trippers will often allow a faster speed to be safe. Control personnel located on the outside of a curve will of course necessitate a much slower control entry speed. Be sure that there is no reason for control personnel, especially minors, to be in an unsafe location. When speed into a control is high and the control car is close to the timing line, competitors may try to stop too quickly, creating additional risk in the control zone. Sufficient time should be available for a safe restart from controls. The distance from the in-timing line to the out-marker should be considered when assigning restart times. For Open Controls, there should be adequate space at the control location for at least five (5) contestants' cars and the location of the Control Team. Organizers need to take into account the possibility of contestants' entry into the Control location in excess of the assigned speed.

Procedures

24. Will vehicle safety be certified by competitors? It is required that a safety inspection or certification, following SCCA *RoadRally* rules, be conducted on all vehicles entering the event. Be sure that competitors are notified they must conduct a safety inspection of their vehicle and certify that it meets requirements. A pre-printed checklist is very helpful, and can often be made part of the entry form.

25. Will release forms, including minor releases, be signed? Be sure that all participants, workers and competitors will sign the proper, up-to-date, waivers. Waivers are available at no cost from the SCCA Merchandise Department.

26. Has the consumption of alcoholic beverages and/or controlled substances been prohibited? This prohibition must be in the General Instructions for the event.

27. Is window placement of car numbers or event related material prohibited? Be sure that the organizers will not be putting any event related material/car numbers on the windshield or window glass which may obscure visibility. Car numbers and other material are allowed on glass surfaces behind the B pillar as long as it does not obstruct the driver vision. It is not necessary for competitors to remove SCCA decals previously applied to small rear or side windows.

28. Is there a penalty for traffic violations? This should be in the General Instructions for the event. A typical penalty is disqualification for receiving a ticket for a moving violation.

29. Are insurance minimums required? Be sure that this is included on the entry form or other document that the entrant warrants in writing that insurance conforming to SCCA RRR Article 10 - A) 2) is in place for the entered car. Member card and Driver's license of the driver should be checked.

30. Will a safety briefing be conducted? A safety briefing to review with competitors and workers their responsibility for a safe and sane event shall be conducted for all Regional/Divisional events. This is

especially important for novice entrants and control workers. A safety briefing does not violate the prohibition against “driver’s meetings” on National events.

31. Will the event define terminology utilized during the rally in order to avoid any confusion along the route that might impact event safety? For instance terms like ‘at’, ‘along’, ‘near’ and ‘vicinity’.

32. Will the event organizer collect mobile/cell phone number from each competing team? This will enhance emergency communications, if the need arises.

Comments

Comments are required on any item(s) where the answer above is NO. Explain what will be done to correct the situation, or why the rally is safe even with a NO answer.

Many times the comment will concern the changes that will be made so that the answer to the question will be “yes” for the revised event. Be sure to discuss concerns fully with the organizer and get approval to make the needed changes.

Remember, it is the *RoadRally* Safety Stewards’ responsibility that the rally being checked will be as safe as possible, for the participants, and most importantly the general public with whom we share the roads. It cannot be emphasized enough how important it is that we keep our events safe.

This is covered for National Rallies in the RRRs and need not be in the Gls.

II. GTA SECTION

GTA Speeds

1. GTA events such as Gimmick or Game Rallies that do not have an assigned speed should have a time limit for completion of the event. The time limit should compensate for all traffic rules that must be obeyed during the event. The competitors should be told that they will have enough time to complete the event. Potential competitors should be warned that this is not a speed event.
2. One of the main points in a safety briefing must be to emphasize the requirement that the competitors stay at or below the speed limit at all times.
3. One of the key items to convincing the entrants to follow the above is to assure them that they have been given adequate time to run the event.
4. If you expect them to take a break at some point in the event, be sure to tell them how much time has been allowed for the break.
5. Has in-town traffic on rally day been accounted for? Traffic can often be a problem if it is not planned for. The organizer must anticipate the possibility of traffic and allow for it. If you are not checking the rally on the day of the week and time that it is planned, it is even more important to think about what might happen on rally day.
6. If your GTA event includes an odometer check, be sure to include time for this in your overall time allowance.
7. Time Allowances are included in GTA events by determining the safe and reasonable time for competitors to complete the course, then adding 30 minutes. An optional method to determine the time limit for the event is to calculate the time based on an average of 25 MPH. Have either of these been done?

GTA Course

8. If course following tests ("traps") are used, be sure that they are looped so that those that fall for the trap will automatically get back on course. GTA rallies attract more first-time or novice rallyists who will not have had experience with traps. A lost competitor may never come back for another event.
9. Are congested and residential areas free of scoring opportunities (SO)? When competitors are required to be alert for signs or other SOs, the driver needs to be alert to traffic problems. Limiting SOs to street signs in these areas may solve the problem.
10. If there is an odometer check, there must be room for the cars to pull off by the side of the road to complete the odo check procedures. Remember that inexperienced rallyists will be less likely to appear at the end of the odo check at exactly 1 minute intervals, so there must be more room for waiting cars.
11. Does the course avoid retracing routes through congested/residential areas? There is no point in asking for trouble by retracing a route past homes and businesses where people will notice. In remote areas, many people think that the road past their home is "their road" and are unhappy when an increase of traffic passes their homes. Doing so more than once on an event is probably asking for trouble.

12. Does the route avoid areas where children may play on or near the road during the time when the rally will pass? While this cannot be totally avoided, it should be taken into consideration when determining the route.
13. Does the course avoid "car breaker" and other unsuitable roads? "Car breaker" roads should be avoided. Unpaved roads, if used, should be announced in the event promotions.

GTA Controls

14. Since GTA controls rarely have to be in an exact location, they can be set where there is little chance of affecting local traffic, such as parking lots. In such places there is room for several cars to wait, if necessary. If it is necessary to place the control on the roadside, many of the recommendations for TSD control Locations (above) should be considered. Has this been done?
15. Are controls located away from homes, open businesses and intersections? Controls should be located as far away from local residents as possible. If located near a home or open business, the people should be contacted to let them know what is happening when the control is set. If the organizers make the first contact, there are usually few problems.
16. Is there room for at least five (5) cars at the control? In non-timed events, clumps of cars may appear at any time, requiring more room than is typical for a TSD rally.
17. Controls should be located so that competitors and workers do not have to cross the road to complete checkpoint tasks.

GTA Scoring Opportunities

18. Small or hard-to-see Scoring Opportunities (SO) often cause competitors to slow or stop by the side of the road. Have any such SOs been chosen in places where such slowing or stopping won't cause traffic problems?
19. The size of SOs should be generally matched with the speed limit at the point where the SO is seen: large signs (only) on higher speed roads, small signs (OK) on low speed roads, with a general gradation in between.
20. Will all SOs be limited to the right side of the course? If not, any SOs located on the left should not be located where the driver is concentrating on course- following and traffic. Has this been done?
21. Are any SOs on private property large enough to be read from outside the property?
22. Will a lead car verify that each SO is in place on rally day?

Procedures

23. Will vehicle safety inspection, conforming to SCCA requirements, be conducted? It is required that a safety inspection or certification, following SCCA ***RoadRally*** rules be conducted on all vehicles entering the event. Be sure that there are proper plans to conduct a safety inspection. A pre-printed checklist is very helpful, and can often be made part of the entry form to minimize the amount of paper.

24. Will release forms, including minor releases, be signed? Be sure that all participants, workers and competitors will sign the proper, up-to-date, waivers. Waivers are available at no cost from the SCCA Merchandise Department.
25. Has the consumption of alcoholic beverages and/or controlled substances been prohibited? This prohibition must be in the regulations for the event.
26. Is window placement of car numbers or event related material prohibited? Be sure that the organizers will not be putting any event related material/car numbers on the windshield or window glass which may obscure visibility. Car numbers and other material are allowed on glass surfaces behind the B pillar as long as it does not obstruct the driver vision. It is not necessary for competitors to remove SCCA decals previously applied to small rear or side windows.
27. Is there a penalty for traffic violations? This should be in the General Instructions for the event. A typical penalty is disqualification for receiving a ticket for a moving violation.
28. Are insurance minimums warranted? Be sure that this is included on the entry form or other document that the entrant sign so that he/she warrants that insurance conforming to SCCA: RRR Article 10 - A) 2) is in place for the entered car. SCCA Member card and Driver's license of the driver may be checked.
29. Will a safety briefing be conducted? A safety briefing to review with competitors and workers their responsibility for a safe and sane event should be conducted for all Regional events. This is especially important for novice entrants and control workers. A safety briefing does not violate the prohibition against "driver's meetings" on National events.
30. Will the event define terminology utilized during the rally in order to avoid any confusion along the route that might impact event safety? For instance terms like 'at', 'along', 'near' and 'vicinity'.
31. Will the event organizer collect mobile/cell phone number from each competing team? This will enhance emergency communications, if the need arises.

Comments

Comments are required on any item(s) where the answer above is NO. Explain what will be done to correct the situation, or why the rally is safe even with a NO answer.

Many times the comment will concern the changes that will be made so that the answer to the question will be "yes" for the revised event. Be sure to discuss concerns fully with the organizer and get approval to make the needed changes.

Remember, it is the *RoadRally* Safety Stewards' responsibility that the rally being checked will be as safe as possible, for the participants, and most importantly the general public with whom we share the roads. It cannot be emphasized enough how important it is that we keep our events safe.

This is covered for National Rallies in the RRRs and need not be in the Gls.

SCCA RoadRally Safety Inspection / Pre-Check Report

TSD Events Only

This form should be completed during the safety check of any SCCA-sanctioned rally. Any questions that are answered NO should be further evaluated to determine if safety has been properly considered. If problems are found, changes must be made to correct them before the event is run. The completed report should be posted at the event.

Event Name _____ Date: _____
Rallymaster: _____ Region: _____

SECTION	YES	NO	N/A
SPEEDS			
1. Are rally speeds (CASTs) at or below posted limits?	☐	☐	
2. Are speeds appropriate for road conditions (roughness, curves, traffic, etc.)?	☐	☐	
3. Have Stops, Yields, Traffic Signals, etc. been accounted for?	☐	☐	
4. If "brisk" driving is required, are "brisk" areas free from homes and non-rally traffic?	☐	☐	☐
5. Has in-town traffic on rally day been accounted for?	☐	☐	
6. Are pauses used when appropriate?	☐	☐	☐
7. Has adequate time been allowed for the odometer calibration run / check?	☐	☐	
8. Is a time allowance procedure (bought time) in effect?	☐	☐	RRR
COURSE			
9. Are sections that are not free zones or transit zones low enough in traffic to allow CASTs to be maintained safely, while not unduly delaying non-rally traffic?	☐	☐	
10. Are congested and residential areas transit or free zones?	☐	☐	☐
11. Is there room to pull off and wait safely at the end of transit or free zones and Odometer check?	☐	☐	
12. Does the course AVOID retracing routes through congested / residential areas?	☐	☐	
13. Does the route AVOID areas where children may play on or near the road during the time when the rally will pass?	☐	☐	
14. Does the course AVOID "car breaker" and other unsuitable roads?	☐	☐	
CONTROL LOCATIONS			
15. Are controls located away from homes, open businesses and intersections?	☐	☐	
16. Are controls NOT located on freeways & freeway exit ramps?	☐	☐	
17. Are controls located away from unsafe locations immediately after left turns/ Corners?	☐	☐	
18. Is there room to place the control car(s) in areas that are not normally used for travel?	☐	☐	
19. For Open Controls, are the control car(s) located far enough from the timing line to allow for cars to safely slow down/stop without impacting control operations?	☐	☐	
20. On rallies that require cars to park and walk back at an open control, is there room for up to five (5) rally cars to pull off past the control car(s) or timing table?	☐	☐	☐
21. Do controls AVOID "no passing" areas?	☐	☐	
22. Are controls located in areas of low traffic density?	☐	☐	
23. Are controls located so competitors and workers do not have to cross the road?	☐	☐	☐
24. Are speeds across the timing lines appropriate to be safe, i.e., not too fast and not too slow - based on road conditions, Control locations, and control operation?	☐	☐	
25. For Open Controls, are the control car(s) located far enough from the timing line that a backup of 5 cars will not encroach on the safe stopping area after the control entry?	☐	☐	

SECTION	YES	NO	N/A
PROCEDURES			
26. Will vehicle safety inspection, conforming to SCCA requirements, be conducted?	☐	☐	
27. Will release forms, including minor releases, be signed and the Insurance poster be displayed?	☐	☐	
28. Has the consumption of alcoholic beverages and/or controlled substances been prohibited?	☐	☐	RRR
29. Is the windshield placement of car numbers prohibited and placement of any event related Materials on any glass in front of the B pillar NOT REQUIRED?	☐	☐	RRR
30. Is there a penalty for moving traffic violations?	☐	☐	RRR
31. Will competitors warrant that they carry insurance in conformity with RRR Article 14 - C?	☐	☐	
32. Will a safety briefing be conducted for novices?	☐	☐	
33. Will the event define terminology utilized during the rally in order to avoid any confusion along the route that might impact event safety?	☐	☐	
34. Will the event organizer collect mobile/cell phone number from each competing team?	☐	☐	☐

COMMENTS

Comments are required on any items where the answer above is NO or N/A. Explain what will be done to correct the situation, or why the rally is safe even with a NO or N/A answer.
Item Comment

_____

_____

_____

_____

_____

_____

Rallymaster agrees to present the event as modified in agreement with the Safety Inspector.

Rallymaster: _____ Date: _____
Licensed Safety Steward : _____ Region: _____

This completed form should be posted at Registration along with the Insurance Certificate.

SCCA RoadRally Safety Inspection / Pre-Check Report

GTA Events Only

This form should be completed during the safety check of any SCCA-sanctioned rally. Any questions that are answered NO should be further evaluated to determine if safety has been properly considered. If problems are found, changes must be made to correct them before the event is run. The completed report should be posted at the event.

Event Name _____ Date: _____
Organizer: _____ Region: _____

SECTION	YES	NO	N/A
SPEEDS			
1. Have potential entrants been warned that this is NOT a speed event?	☐	☐	
2. Will the safety briefing warn entrants to stay below the speed limit at all times?	☐	☐	☐
3. Has adequate time been allowed to run the event?	☐	☐	
4. Has time for a break been included in the overall time?	☐	☐	☐
5. Has in-town traffic on rally day been accounted for?	☐	☐	
6. Has adequate time been allowed for the odometer check?	☐	☐	☐
7. Is a time allowance procedure in effect? (30 minutes added to expected time or the event utilizes a 25 MPH average to calculate the time limit)	☐	☐	RRR
COURSE			
8. If course following "traps" are used, are they looped?	☐	☐	
9. Are congested and busy residential areas free of scoring opportunities or limited to street signs?	☐	☐	☐
10. Is there room to pull off and wait safely at the end of an Odometer check?	☐	☐	☐
11. Does the course AVOID retracing routes through congested and busy residential areas?	☐	☐	
12. Does the route AVOID areas where children may play on or near the road during the time when the rally will pass?	☐	☐	
13. Does the course AVOID "car breaker" and other unsuitable roads?	☐	☐	
CONTROL LOCATIONS			
14. Are controls located off the road (parking lots, etc.) wherever possible?	☐	☐	☐
15. Are controls located away from homes, open businesses and intersections?	☐	☐	☐
16. Is there room for at least five (5) cars at the control?	☐	☐	☐
17. Are controls located so competitors and workers do not have to cross the road?	☐	☐	☐
SCORING OPPORTUNITIES			
18. Have any hard-to-see (or complicated) scoring opportunities (SO) been placed only in areas where it is safe to stop by the side of the road?	☐	☐	☐
19. Has the size of each SO been matched to the speed of travel at that point (larger for higher-speed areas, smaller for lower-speed areas)	☐	☐	☐
20. Will all SOs be limited to the right of the rally course?	☐	☐	
21. If not, will any SO on the left not be where the driver is extra busy due to traffic or course-following decisions?	☐	☐	☐
22. Are any SOs on private property large enough to be read from outside the property?	☐	☐	☐
23. Will a lead car verify that each SO is in place on rally day?	☐	☐	
PROCEDURES			
24. Will vehicle safety inspection, conforming to SCCA requirements, be conducted?	☐	☐	

SECTION	YES	NO	N/A
25. Will release forms, including minor releases, be signed and the Insurance poster be displayed?	☐	☐	
26. Has the consumption of alcoholic beverages and/or controlled substances been Prohibited?	☐	☐	RRR
27. Is the windshield placement of numbers prohibited and placement of any event related materials on any glass NOT REQUIRED (optional is OK)?	☐	☐	RRR
28. Is there a penalty for moving traffic violations?	☐	☐	RRR
29. Will competitors warrant [sign a statement that they carry] required insurance at least State minimums?	☐	☐	
30. Will a safety briefing be conducted for novices?	☐	☐	☐
31. Will the event define terminology utilized during the rally in order to avoid any confusion along the route that might impact event safety?	☐	☐	
32. Will the event organizer collect mobile/cell phone number from each competing team?	☐	☐	☐

COMMENTS

Comments are required on any items where the answer above is NO or N/A. Explain what will be done to correct the situation, or why the rally is safe even with a NO or N/A answer.

Item Comment

_____

_____

_____

_____

_____

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_____

_____

Rallymaster agrees to present the event as modified in agreement with the Safety Inspector

Rallymaster _____ Date _____

Licensed Safety Steward : _____ Region: _____

This completed form should be posted at Registration along with the Insurance Certificate.