SCCA Trek Rules

1. Overview

SCCA Treks are non-competitive driving events intended to foster social interaction among the participants. As such, there may not be any system for scoring, nor may there be any awards based on performance. They provide a path to new memberships and increase public awareness of SCCA.

The Trek route includes one or more stops for sightseeing, meals/refreshments, and bathroom breaks/facilities. Events can range in duration from a few hours to several days.

Treks follow a predetermined route. There are two ways to conduct a Trek:

- Use a "convoy-style – follow the car ahead of you" format. The lead car in the convoy is driven by a person who knows the pre-determined route.
- Use route following information with two or more people in the vehicle.

2. Sanctioning and Insurance

Like all SCCA events, SCCA Treks must submit a sanction request and obtain an insurance certificate. Trek sanction requests will use the RoadRally online sanction request procedure. Participants must sign the appropriate SCCA waiver(s) (adult and minor) before the start of the Trek. Weekend and Trial Membership data and the SCCA audit form must be submitted after the event.

3. Co-hosted Events

SCCA Treks may be co-hosted with other non-SCCA clubs. Co-hosted events must use the SCCA waiver forms and obtain an SCCA insurance certificate. Co-hosted events must be conducted in accordance with all SCCA rules and regulations pertaining to Treks.

4. Operating Rules

A. All SCCA Treks will have an Event Chairperson responsible for planning, coordinating, advertising, and operating the event. The Chairperson must be a current Annual or Lifetime SCCA member.

B. Treks will be conducted in either a convoy style or rely on route following information. In the first case, a lead vehicle (often the Event Chairperson or Rallymaster/Organizer) and one or more sweep vehicles will be designated to ensure participants are not separated from the group. Large groups may be split up into smaller groups. In the second case, when route following information is used (e.g., via a map, typed route instructions, or a GPS-based route), rallyists can navigate the course independently of other rally vehicles.

C. Participants must operate their vehicles in a safe and prudent manner. Participants should never exceed the speed limit or violate any traffic laws.

D. Participants are encouraged, though not required, to have at least two people in each vehicle for convoy-style; two or more in a vehicle is mandatory if relying on route following information (with the Navigator of sufficient age to convey this information to the Driver).

E. Participating cars must be street legal and have current state registration. Motorcycles are not permitted on Treks.

F. Each driver is responsible for ensuring their vehicle is safe and roadworthy and meets all legal driving requirements, including insurance.

G. Drivers must have a valid driver's license and meet their state's insurance requirements.

H. Treks are non-competitive events. There will be no scoring and no awards based on performance. Participation mementos, such as dash plaques, are permitted.

I. Cell phone numbers for the Trek leader and the sweep car(s) should be provided to participants.

J. A safety briefing for all participants should be provided before the start of the event. This briefing will emphasize the need to obey all traffic laws and to drive in a safe and prudent manner.

K. Event-related material will not be allowed on the windshield or window glass which may obscure visibility. Event material is allowed on glass surfaces behind the B pillar if it does not obstruct the driver's vision. It is not necessary for participants to remove SCCA decals previously applied to small rear or side windows or to their windshields.

L. The following activities are prohibited: Driving under the influence (DUI). Consuming alcoholic beverages while participating in the event. Dangerous or reckless driving. Exceeding the legal speed limit.

5. The Route

A. The Trek route will be laid out in advance of the event using good quality, paved roads wherever possible. If the route includes any unpaved roads or any unimproved roads, this fact must be included in all event announcements and advertising. Care should be taken when designing the Trek route as some participants will be very sensitive to potential damage to their car from potholes, gravel and road debris.

B. The Trek route should be chosen to maximize the driving experience. To that end, route design should emphasize scenery, interesting roads, and avoidance of traffic, retracing the routes through congested / residential areas and avoid areas where children may play on or near the road during the time when the Trek will pass. While these conditions cannot be avoided, they should be considered when determining the route.

C. Route following information, such as a map and/or written directions, will be provided to all participants. If the Trek is conducted in convoy-style, the route following information is intended to be used only if the participant loses sight of the vehicle ahead. It is not intended as the primary means of following the Trek route.

D. Route stops will be planned and should provide sufficient parking for all Trek participants. The location of all planned route stops, including the ending location, should be provided to participants. GPS coordinates of planned route stops, in addition to street addresses, may be helpful.

E. The Trek should end at a location where participants can gather and socialize. Availability of food and beverage is highly recommended. Choosing a desirable ending location should be a focal point of the event planning.

F. Route Pre-checks: A Pre-check by an individual other than the Rallymaster/Organizer (who mapped out the course) is strongly suggested. Items that should be reviewed include but are not limited to suitability of the

roads selected, adequate number of stops based on the length of the route, sufficient parking is available, as well as restrooms and other facilities, such as food and drink, as appropriate. The Pre-check should review potential separation situations of traffic lights/congested areas and discuss possible pull-off points/regroupings areas as necessary. If written/map instructions are used, they should be checked for accuracy.

6. Optional Educational Opportunities

A. A Trek can provide an opportunity to introduce basic concepts of road rallies to newcomers to the sport or a particular rally style (GTA/TSD). This could include acquainting participants with simple route instruction concepts, basic precision driving (using a GPS timing app), or examples of puzzles or questions used in GTA rallies. At the end of the Trek, the introduced concepts can be reinforced in a brief rally school at the endpoint location. If such educational elements are incorporated into an event, they must comply with the following sections B through E.

B. In keeping with the non-competitive nature of Treks, the educational elements shall not be scored or serve as the basis for competition or awards.

C. This educational activity shall not constitute the primary purpose or theme of a Trek, nor extend over the duration and length of the event. Entrants may choose not to take part in the educational activity and doing so should not impede them from successfully completing the Trek.

D. Should a more comprehensive road rally learning experience be contemplated, the event should be organized and sanctioned as a Social or Regional rally (whether scored or not) to ensure compliance with more rigorous rules applicable to this level of participant involvement and demands in the vehicle.

E. Educational activity shall be restricted to entrants with two or more people (with the Navigator of sufficient age to read the route instructions) in a car, as the passenger(s) will have the primary responsibility for handling any instructional tasks and related materials.