SCCA RoadRally

Rule Book Abridged

2026 Edition

SCCA® Rally Department
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Topeka, KS 66619
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SCCA
Sports Car Club of America

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6th printing: January 2026

Published by:
Sports Car Club of America, Inc.
6620 SE Dwight Dr.
Topeka, KS 66619

Copies may be downloaded for free at
SCCA.com
(2026 rule changes have been included.)

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Welcoming Environment Statement

The Mission of the SCCA® is to fuel a safe, fun and exciting motorsports experience for automotive enthusiasts. The Club's Vision is to be the preferred motorsports community in the United States, 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, which include:

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

The SCCA strives to ensure ALL participants at its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants, regardless of gender, gender identity or expression, race, color, national or ethnic origin, religion or religious beliefs, age, marital status, sexual orientation, disabilities, or veteran status. SCCA 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 members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events when representing the SCCA in print or electronic media.

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.

SCCA President & CEO Mike Cobb said, "As a member-based organization that has reached its 75th Anniversary, it is important for us to grow and evolve to better serve motorsports enthusiasts while leveraging the core DNA of the Club. And while the spirit of competition is essential to this Club at its core, it's also important to understand we are all members serving one another with the aim of delivering a great motorsports experience.

"Our new welcoming language is simply an extension of our updated Mission and Vision and is intended to remind us that we are indeed a community of individuals who all love having fun with cars," Cobb continued, "and it is the duty of all SCCA members - staff, leadership, officials, members, etc. - to deliver an environment and an experience that is welcoming to all who choose to participate."

ARTICLE 16 CONTROLS

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.

G) Do-it-Yourself Controls (DIYCs)

A rally may have an unlimited number of do-it-yourself controls (DIYC), so long as no two DIYCs are consecutive, and neither

the first nor the last timing control of the rally is a DIYC. DIYCs may be instructed only by NRIs. At a DIYC, entrants write their calculated arrival time in the appropriate location on the scorecard, timing slip, etc. The out time is 2.00 minutes after the in time; entrants write this time in the next available “out time” location. There will be a free zone for 1.00 mile following a DIYC. Arrival times and out times must be recorded prior to entering the next open control or be scored as having missed the DIYC.

H) GPS Controls

1) 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.

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.

L) Emergency Signs

A sample emergency sign will be posted at registration. Emergency signs will be as follows:

1) An instruction number (letter, etc.): Execute the referenced instruction as near the sign as possible, regardless of whether it is a course-directing action.
2) An arrow: Go in the direction of the arrow; do not execute an action that directs a course of travel there.
3) The letter "I": Ignore the sign to which the emergency sign is attached.
4) The letter "O": You are off-course. Return to the previous intersection and attempt to resolve your error.
5) Emergency instructions: Execute them as directed.

ARTICLE 17 OFFICIAL MILEAGES (OMs)

B) Odometer Calibration Run

Each day's road course shall include, immediately after its start or tire warm-up, an official odometer calibration run for the purpose of allowing each vehicle's odometer to be compared with the official odometer. This distance shall be at least 12 miles and shall contain adequate, official, intermediate mileage reference points (recommended resolution of 1/1000th mile for all events).

There shall be no timing control or change of average speed until completion of the odometer calibration run. If for any reason it is not desirable to assign a single average speed for the entire run, an overall driving time for the run may be prescribed.

The route instructions shall provide sufficient time at the end of the odometer calibration run for contestants to perform necessary calculations. The time may be a pause of at least five minutes, a time-of-day restart, or included in the specified time to reach the end of the odometer calibration run.

D) Mileage

1) Whenever a route instruction action which directs a course of travel is explicitly referenced to mileage (or equivalent elapsed time), the correct execution of that action shall not require determination of the mileage to closer than a precision of 0.10 mile in order to correctly execute the action.
2) Approximate mileage is the distance from the start of a section to a point along the rally route given to a precision of 0.1 mile.
3) Official mileage (OM) is the distance from the start of a section to a point along the rally route given to a precision of 0.01 mile or greater.
4) Mileage given in the left margin of a route instruction is considered either official mileage (if given to a precision of

two or more decimal places) or approximate mileage (if given to a precision of one decimal place).

5) Mileage given in other than the left margin of a route instruction is considered official interval mileage (OIM) unless official mileage (OM) is indicated.

6) An official mileage given in the left margin of a route instruction followed by “/0.00” or “/0.000” signifies the re-zeroing of official mileage. “/0.00” or “/0.000” by itself also signifies a re-zeroing of official mileage (OM) but it is not an official mileage by itself. “0.00” or “0.000” is a location where the official mileage is zero.

ARTICLE 18 TIMING AND SCORING

A) Basic Timing Unit

The event’s GIs shall define the basic timing unit (e.g. 1/100 of a minute, 1 second, 1/10 of a second, etc.). The same basic unit shall be used throughout the rally.

F) Discard of Leg

1) Administrative Discard - The decision to discard a leg of a rally shall be the exclusive responsibility of the rally Chair any time prior to consideration of a claim by the claims committee, and the reasons for doing so shall be stated to the Official Observer before announcing the decision to the contestants. The decision to discard a leg by the rally Chair must be posted (with leg number, reason, and time posted) and announced within one hour of the arrival time of the last vehicle at the final control of the rally. The rally Chair’s decision to discard a leg is not subject to claims by contestants.

2) Claims Committee Discard **-** The claims committee is authorized to discard a leg, upon its approval of a claim, when such action is warranted.

3) GPS Control Discards

a) Multiple GPS Controls, sequential or not, may be discarded using either Article 18F1 or 18F2 if the scores on those GPS controls are affected by an error(s) of the Rally Committee
b) Both the rally Chair and the Claims Committee may also adjudicate a claim in the manners listed in chapter 22 of the RFOs. These manners include, but are not limited to, the proper correction of Official Leg Times to avoid having to discard a control.
c) For both a) and b) above: If an error by the Rally Committee causes an incorrect score(s) on a control(s) following the corrected control, equitable adjustments must be made. These equitable adjustments may include the discard of the controls(s) in the manners listed in Chapter 22 of the RFOs for the control(s).

ARTICLE 19 PENALTIES

B) Other Penalties

The creeping penalty, when imposed, shall be added to the timing penalty for the leg, to a total not to exceed the maximum scoring penalty

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 rally team shall automatically be disqualified:
a) Driving under the influence (DUI)
b) 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 an 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.

c) Exceeding the legal speed limit
d) Dangerous or reckless driving
e) Violation of the class limitations specified in Article 11

2) 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 be disqualified or otherwise penalized:
a) In-motion traffic violations other than those described above
b) Being at fault in an accident
c) Detrimental/unsporting conduct

ARTICLE 20 CLAIMS

E) Resolution of Claims

The claims committee may allow or deny a claim. If the claim is allowed, the committee may take one of the following actions:

1) Adjust the leg score (not the leg time) for the contestant only. This includes allowing a TA (if filed with the claim) with no penalty.

2) Adjust the official leg time for all contestants.

3) Average all of the claimants' non-max leg scores.

4) Discard the leg from scoring.

ARTICLE 21 TIME ALLOWANCES

A) Provisions for Time Allowances (TAs)

All SCCA Road Rallies are required to allow TAs for any reason. No sanction exception will be granted to disallow their use or to allow any penalty for their use.

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).

2) GTA Rallies

The TA time and procedure shall be clearly stated in the event's GIs. For many GTA events, this may simply be an acknowledgement that the event can be easily concluded at least 30 minutes before the required time, and such extra time is considered sufficient time allowance for any unforeseen delays.

C) Delays at Controls (NTR and NCR only)

Delays, caused by circumstances beyond the competitors' control, which occur within sight of a control, shall be deemed witnessed by the control crew. The event's GIs must define how contestants will know that Passage Control crews have witnessed their delay at a Passage Control. To avoid unsafe conditions at or near the timing line, such TAs may be taken for the exact amount of the delay and the rally team shall cross the timing line without "creeping". The TA request shall be submitted per Article 21-B.

ARTICLE 22 ROUTE FOLLOWING

A) Route Following Priorities

This Route-Following Priority List is the mechanism for following the rally route at each intersection:

1) Execute an emergency instruction or follow an emergency sign
2) Execute a route-following action referenced to an OM
3) Execute a route-following action
4) Follow the principal road

B) Principal Road Rule

The principal road rule is the mechanism for following the course in the absence of an opportunity to execute a route-following action in accordance with these RRRs. The principal road rule consists of the 'Principal Road' described in Section C.

C) Principal Road

The principal road is the obvious continuation through an intersection of the road upon which you are traveling. At some intersections this principal road may be determined by pavement surface continuity, a curve warning sign, the center line on the pavement, the placement of a stop sign or a yield sign, the continuation of multiple lanes in your direction of travel (such as when you are upon a limited access highway), straight as possible, etc.

The principal road will always be obvious and should cause no confusion. If you are to leave the principal road, or if there might be any doubt about which way you are to go, you will be given a route-following action.

There are intersections at which there is no principal road, such as Ts. At such an intersection, the rally route will be determined by a route-following action.

D) Off-Course Stoppers

The primary objective in establishing the NTR is to provide a series of events with extremely simple route following. It is the intent of the organizers to keep the contestants on course at all times.

The maximum distance between route instructions without official mileage shall be five (5) miles. A callback mileage (the maximum distance to the next timing control) may be given for each leg of the rally. Contestants can consider themselves off the intended route if they exceed either of these distances.

Contestants can also consider themselves off the intended route if they encounter an intersection (such as a T) where there is no principal road and where no route-following action applies.

ARTICLE 23 CONVENTIONS

The following conventions are recognized as universal enough to be used without mention in the GIs. If the committee wishes to eliminate or change any of these, it must do so by covering the subject in the event's GIs and must clearly and specifically identify the resulting elimination or change in the GIs.

A) Route Instructions

1) Types of Instructions

a) These RRRs describe the only type of route instruction used, the Numbered Route Instruction (NRI).

b) NRIs will be listed in ascending numerical order, and they are to be completed in that numerical order except that the specified distance or time of a tire warm-up, odometer calibration run, free zone or transit zone may overlap subsequent NRIs without mention.

c) An NRI may consist of multiple route instructions, each of which will contain one or more actions within itself.

2) Instruction Execution

a) An NRI is to be completed at the first opportunity to do so consistent with the event's GIs and these RRRs.

b) Each NRI is to be completed in full prior to consideration of the next listed NRI.

c) If an NRI consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity.

3) Actions

a) A route instruction will require one or more actions to be performed by the contestant. Such actions may or may not be route following actions.

b) Actions required by a route instruction include observation of signs and landmarks; speed changes; gains; pauses; initiation of tire warm-up, odometer calibration run, free zone, and section; and any of the many instructions used for explicitly defining the course or otherwise instructing the contestant.

4) Route-following Actions

a) A route-following action is that part of a route instruction whose execution results in following a course through an intersection.

b) The actions left, bear left, acute left, right, bear right, acute right, turn, straight, and tulip diagram are the only route-following actions that will be used.

c) Route-following actions may or may not result in following a course other than the principal road. At an intersection at which you are to leave the principal road, or at which there might be any ambiguity as to which road is the principal road, or at which there is no principal road, you will be given a route-following action.

d) If there might be any ambiguity as to where a route-following action is to be executed, that route-following action will be referenced to an OM.

e) If a route instruction requiring a route-following action is referenced to an OM in the left margin, that route-following action must be executed at that mileage. For example:

26.47 23. Bear left after church. CAST 40.

f) Some actions in route instructions are not intended in any way to direct the rally route. Such actions are not route-following actions and shall be executed when their minimum conditions are met, without regard to the rules or priorities for following the route as set forth by these RRRs and the event's GIs. These types of actions include, but are not limited to, those that:

1) Involve timing only, such as a speed change, pause, or gain
2) Begin or end a transit zone, free zone, tire warm-up, odometer calibration run
3) Confirm the presence of a landmark
4) Establish course conditions, such as road surface, existence of a sign or landmark, etc.
5) Describe other miscellaneous actions, such as zeroing the odometer, cautions, hand in scorecard, etc.

g) A U-turn is never required without specifically stating such in a route instruction or in written official information given to contestants at an open control.

h) A tulip diagram is a route-following action that directs the course through an intersection by the use of a diagram of the roads at the intersection. The

contestant enters the intersection on the road designated by a dot at the bottom of the diagram and leaves the intersection on the road designated by an arrow. Additional information, such as official mileage, road names, a quoted sign at the intersection, etc., may be included in the route instruction. A tulip diagram may use solid lines to represent paved or major roads and dashed lines to represent unpaved or minor roads but will not necessarily do so.



Above are examples of tulip diagrams:

5) Initiation, Execution, and Completion

a) A route instruction to be executed over a specified distance or time is not considered complete until that distance has been traversed or that time elapsed.

b) The initiation point for each route instruction must occur at a greater distance along the rally route than the completion point of the immediately preceding route instruction.

6) Instruction Content

a) The use of a route instruction that is deliberately flawed or illegal within the framework of these RRRs or the event's GIs is prohibited. Such an instruction is one whose minimum condition for completion can never be met under any circumstances.

b) Any term used in the text of a route instruction (except when quoted from a sign) shall be used in its normal English usage, unless it is defined in the glossary, in which case it is used only in the sense defined except

as noted in Section 6.c below.

c) Terms that would otherwise be route following actions, when used in different context such as “on your right”, “the principal road bears left”, “turn in your score card”, etc., and which cannot be construed to be route-following actions, should be accepted as contextually presented and used accordingly.

d) All spelling will be exact. That is, spelling in a route instruction will be an exact representation of that which is being referenced.

e) Information in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction

f) Information given between route instructions, and enclosed within asterisks, shall be considered as information confirming that the contestant is on the proper course. Examples:

Heading north on US 41 in Milltown

You have turned left on Botts Rd toward Glenview

B) Roads

1) Only public roads will be used. Unless otherwise directed, both paved and unpaved may be considered. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Road Ends Ahead, Bridge Out Ahead, etc., do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads that visibly dead-end do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.

2) Any road that clearly ends in a garage, plant entrance, parking lot, etc., does not exist.

3) A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is

considered as one intersection.

4) Road identification will be as intended by the erecting agency and will always be obvious.

C) Signs

1) Words, numbers, letters, or symbols enclosed within quotation marks will refer to the text of a sign.

2) Signs painted on or attached to wheeled vehicles will not be used. Signs painted on the road surface will not be used.

3) Referenced signs may or may not apply to the road you are on; but the competitor will never have to look backwards to read a sign. For rules governing use of signs used for speed changes, pauses, or gains see Section E.4 below.

4) Signs may be referenced in full or in part. Type style, capitalization, punctuation (including hyphens and apostrophes), spacing, and case are considered irrelevant. Parts of words or parts of numbers will not be referenced.

5) Where a route instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, numbers, or letters, which fall between the first and last of the referenced material.

6) A drawing of a sign in a route instruction shall be a reasonable representation of the actual sign.

7) Names or numbers on mailboxes, utility pole numbers, and other signs of similar character (frequently recurring and difficult to read) will not be used.

8) Multiple signs on a common support are considered to be the same sign only when together they convey a single message. For example, separate signs on a single support reading “Junction”, “East”, and “US 40” could be quoted as “Junction East US 40”.

D) Landmarks

1) Any landmark referenced in a route instruction must be identified by a sign, referenced to an OM, or defined in the

glossary.

2) Any term in the glossary used to define a landmark shall be used only in the sense defined.

3) A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.

4) Landmarks may be referred to in the plural form or by ordinal modifiers, such as first, second, third, etc. without such identification on the sign or within the definition.

E) Average Speeds

2) A specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed (CAST).

4) All average speed changes must occur at a specific sign, landmark or at an official mileage. Official highway signs used for speed changes, pauses and gains shall apply to the competitors' route of travel. Speed changes referenced to a sign or landmark are to be executed at the near edge of the referenced sign or landmark. The apex of an intersection is not an allowable landmark for this purpose.

5) In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of two emergency procedures may be invoked in writing by open control personnel confirming the receipt of such instructions by obtaining the initials of one crew member. Either emergency procedure remains in effect through subsequent legs until canceled by open control personnel as outlined above. The two emergency procedures are as follows:

a) Emergency Speeds: Emergency speeds increase the elapsed time of each leg by 20%.

b) Emergency Suspension of On-time Requirement: run at your own safe pace, measure the course, and claim your calculated time of arrival at each open control.

ARTICLE 26 CONVENTIONS (GTA only)

The following conventions are recognized as universal enough to be used without mention in the GIs.

A) Knowledge

Neither local knowledge nor knowledge of trivia minutia will be necessary to properly execute a scoring opportunity.

B) Random Scoring Opportunity

A scoring opportunity shall not be the result of a random situation or luck. (e.g., Poker Run)

ARTICLE 27 GLOSSARY

This glossary provides definitions of a number of commonly used terms. Terms defined in this glossary become official for SCCA RoadRally events unless the glossary of the event's GIs define a term differently, in which case the definition in the event's GIs replaces the definition found in this glossary. Terms defined in this glossary plus the terms defined in the glossary of the event's GIs make up "the glossary" for the rally.

Terms presented in the text of these RRRs, completely italicized, are to be interpreted as defined in this glossary.

Terms included in this glossary, but intended to be used in any individual SCCA RoadRally with meanings different from those in this glossary, must be defined in the individual GIs as required by Articles 23 and 26 (GTA). It is anticipated that from time to time additional terms will be added to this glossary. Suggestions for the inclusion of additional terms may be submitted to the RRB.

Acute – Turn in the indicated direction from 100° to 179°.

At - "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, pauses, etc. If multiple intersections are "in the vicinity of" each other, the proper course must be clearly identified. Example: "Right at T upon John Sears Lane."

Bear – Turn in the indicated direction from 10° to 80°.

Before - In sight of and prior to the referenced navigational aid.

Blinker - A warning signal at an intersection or rail road crossing which the contestant is obliged to obey. The blinker consists of a light or lights, usually red or yellow, operating in a fixed sequence of on and off. For rally purposes, only one blinker may exist at an intersection or rail road crossing. The blinker may or may not be operating.

CAST - Change, continue, or commence average speed to.

Circular Intersection – Also known as traffic circle, roundabout, rotary, etc. are types of circular intersections in which traffic must travel in one direction around a central island. Those entering the intersection typically yield to those already in the intersection.

Control - The timing line of an open or passage control as identified by a checkpoint sign, an observation control as identified by an OBS sign, a DIYC as identified in an NRI, or a GPS control as defined in Article 16H.

Crossroad - An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

DIYC - Do-it-yourself control (see Article 16.G)

Free Zone - A specified part of the timed rally route in which there are no open or passage controls. No penalties will be assessed for stopping within the confines of a free zone.

Gain - To make up a specified time during passage of a specified or implied distance. The gain time is subtracted from the time required at the given average speed to traverse the distance. The distance in which a gain is

operative is a free zone.

GI - General Instruction

GTA - Game/Tour/Adventure Rally

Intersection - Any meeting of existent roads (without regard to route designation, surface condition or other characteristics unless such render the road non-existent) at grade level from which the rally vehicle could proceed in more than one direction without making a U-turn.

Left* - Turn to the left from 10° to 179°.

Leg - The part of a rally route extending from one timing control to the next, or from an assigned starting point to the next timing control.

LRI - Lettered Route Instruction, **NRI -** Numbered Route Instruction

OIM - Official Interval Mileage, **OM** - Official Mileage

Opportunity - A place at which the specified action could be executed.

Pause - To delay a specified time at a named point or during passage of a specified or implied distance. If no named point or distance is given, the pause should be executed at the first opportunity. The pause time is added to the time required at the given average speed to traverse the distance. The distance in which a pause is operative is a free zone.

Paved - A road having a hard surface such as concrete, brick, macadam, etc.

Right* - Turn to the right from 10° to 179°.

RRRs – The ***RoadRally*** rules

Scoring Opportunity – (GTA only) A series or single question, location, instruction, etc. whose execution or result will affect the contestants' score.

Section - Any part of a rally route at the beginning of which the official mileage is zero and at the end of which the OM ends or reverts to zero.

Sideroad - An intersection of exactly three roads where a road goes generally ahead and another road goes to the left or to the right, but not both.

Stop - An official octagonal stop sign at which the rally vehicle is obliged to stop.

Straight* - Proceed within plus or minus 10° of directly ahead at an intersection.

T - An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction straight at a T.

TA - Time Allowance

Traffic Light - A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an intersection to regulate traffic and which controls the rally vehicle. For rally purposes, only one traffic light may exist at an intersection. A traffic light may be set to operate as a blinker, although it will not be referenced as such, or may not be operating.

Transit Zone - A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone must be given. An approximate distance for the length of the transit zone is desirable.

Turn* - Change direction by more than 10° at an intersection. A turn instruction cannot be executed if the instruction straight would take the contestant the same way.

U-Turn - Change direction 180° (Article 23.A.4.g)

Unpaved - A road having a non-hard surface such as broken stone, gravel, dirt, etc.

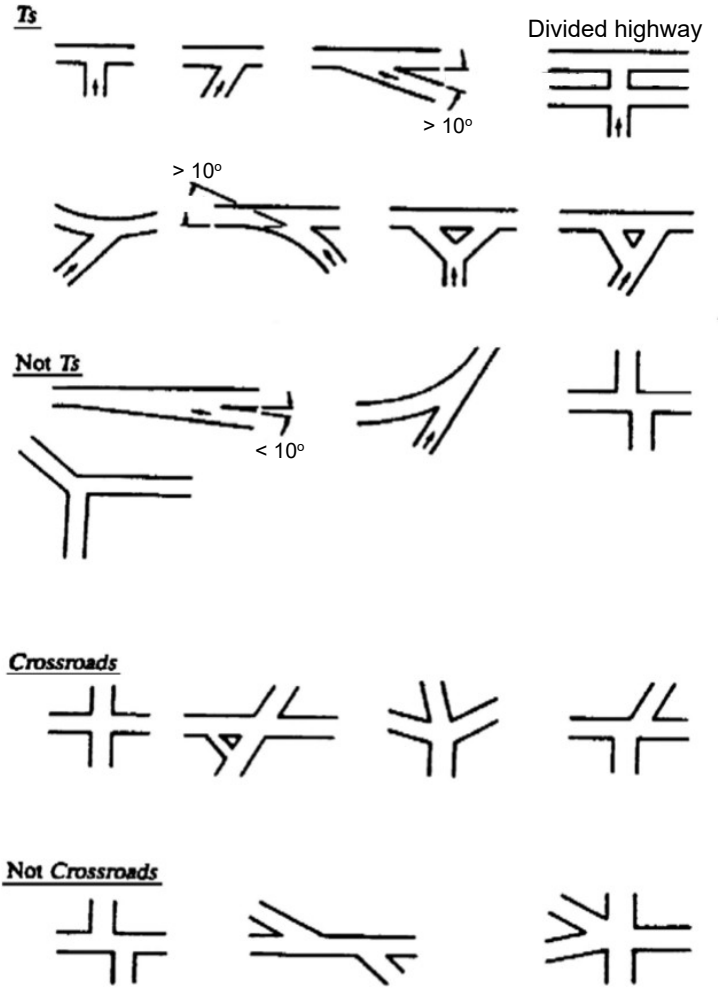
Y - An intersection of exactly three roads having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction straight at a Y.

Yield - An official triangular yield sign at which the rally vehicle is obliged to yield.

*(NCR only) It is to be understood that dependency upon a 10° change of direction cannot realistically provide (in all instances) a clear distinction between Right, Left, Turn, and that which is nominally Straight. As a result, such terms must be applied judiciously as neither organizers nor contestants can be expected to make distinctions closely bordering upon the plus or minus 10° variance specified in the definitions. Organizers shall avoid such close determinations by employing unambiguous alternatives, when necessary, such as the use of OMs, use of instructions directing the contestant “toward” a reference or “upon” a specified route, etc. In certain instances, terms such as Go, Leave, Pickup, etc., which by virtue of their definitions might be dually defined as either a Turn or Straight, could also be successfully employed.

Diagrams of Intersections

These diagrams of intersections typically encountered on SCCA Road Rallies are to be interpreted as illustrated. With the exception of the first two “Not Crossroads” illustrations, each of the road configurations illustrated here is to be considered to be a single intersection when approached from any direction.



APPENDIX A - RALLY REQUIREMENTS BY TYPE			
National		**Divisional**	**Regional**
Minimum length for Tour and Course events	180 miles	90 miles	No requirements
Minimum length of GTA events	Not applicable	Not applicable	No requirements
Number of controls	18 or more, at least 12 of which must be open or passage	9 or more, at least 6 of which must be open or passage	No requirements
Adherence to RRRs Abridged Version and Rules for Organizers.	Required. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 17 – Mileages Article 18 – Timing and Scoring Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request

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