



RULES

2013 Edition

Sports Car Club of America®, Inc.

P.O. Box 19400

Topeka, Kansas 66619-0400

1-800-770-2055

www.scca.com

rallycross@scca.com

Copyright © 2013 by the Sports Car Club of America®. All Rights reserved. Except as permitted under the United States Copyright Act of 1976, no part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage or retrieval system, without the prior written permission of the publisher.

Eighth printing January 2013

Published by:

Sports Car Club of America®, Inc.

P.O. Box 19400

Topeka, Kansas 66619-0400

Copies may be ordered from:

SCCA Properties

P.O. Box 19400

Topeka, Kansas 66619-0400

1-800-770-2055

FOREWORD

Effective January 1, 2013 previous editions of the SCCA RallyCross Rules are superseded by the following SCCA RallyCross Rules (RXR). The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication in Fastrack on the official SCCA website; but may become effective immediately in emergency situations as determined by SCCA.

All correspondence should be addressed to: SCCA RallyCross Board, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to rallycross@scca.com.

Questions concerning RallyCross Rules clarifications should be addressed to: SCCA RallyCross Board, C/O Rally Department, P.O. Box 19400, Topeka, Kansas 66619-0400. E-mail submissions may be made to rallycross@scca.com.

Portions of these Rules are substantially different from previous editions. Participants are advised to read the entire book.

It shall be understood that the (™) (SM) mark and/or (®) mark which reference RallyCross, SCCA® and SportsCar® shall be consistent throughout this rulebook without further notation. The masculine pronouns he, him, and his will be used generically, without actual reference to gender.

Finality of Interpretation and Application

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

- A. They are familiar with the **SCCA RallyCross Rules** and agree to abide by them;
- B. Determinations by SCCA officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and,
- D. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

Rule Change Submission Timeline

Member comment and submissions – January 1 to June 15
Rules Committee draft – June 16 to July 31
Member comment – August 1 to September 15
Final Rules Committee review – September 16 to September 30
RXB review – October 1 to November 14
Submission to SCCA Board of Directors – November 15

Summary of changes to the RallyCross Rules for 2013

1. Additional language to allow camber kits for double/unequal arm suspensions in Prepared Categories:

~~6.2.D.8 Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.~~ Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). Threaded collars and camber plates are allowed.

6.2.D.8.a Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson) suspensions, Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The

center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).

3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.

4. The replacement arms or mounts must attach to the original standard mounting points. All bushings may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

6.2.D.8.b Springs may be replaced, but they must be of the same type and use original mounting points.

2. Allowance for audio system changes in Stock Categories:

6.2.C.18 Audio system components may be replaced with alternate components intended for the application (i.e. factory head unit may be replaced with aftermarket single-din head unit).

3. Allowance for oil cooler changes in Prepared Categories:

6.2.D.22 Oil cooling radiators for engine, transmission, or differentials; may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions:

- a. Fluid capacity and dry weight of any radiator being modified or replaced must be no less than that of the OEM standard part.
- b. Radiator(s) and their lines must be securely mounted, reside in the engine bay area, or the general location of the OEM part being replaced or modified. No lines may be routed through the passenger compartment.
- c. No body parts or structure may be altered in any way, except for the minimum holes to facilitate mounting brackets and fluid lines, for installation.

4. Alternative processes for Safety Steward licensing in case of conflict (RallyCross Safety Steward Training Program, Training Methodology, pg. 48):

4) If a Divisional Steward denies the application for a Safety Steward after the above steps have been followed and there is a request for a review of the application, a Review Committee of three members will be convened. The Review Committee will consist of: a RallyCross Divisional Steward, an RXB member, and a member of the RXB Safety Committee; all must be currently licensed RallyCross Safety Stewards. The committee will review the application and submitted qualifications. They may ask for

additional information from the applicant and/or the Divisional Steward who denied the application. The Review Committee will either approve the application or deny it. If denied, the committee will provide recommendations as to what is required to have the application approved.

5. Clarification of catalytic converter requirements in the Prepared Category:

6.2.D.4.c. Functional catalytic converter(s) are required on vehicles equipped with catalytic converter(s) as original equipment. Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.

TABLE OF CONTENTS

FOREWORD.....	2
ARTICLE 1 RALLYCROSS EVENTS	7
ARTICLE 2 RALLYCROSS BOARD.....	8
ARTICLE 3 DIVISIONAL RALLYCROSS STEWARDS.....	10
ARTICLE 4 MANDATORY PROVISIONS	12
ARTICLE 5 RALLYCROSS RULES	13
5.1 COMMON SENSE AND RallyCross COURSES	13
5.2 EVENT OPERATING RULES.....	14
5.3 COURSE SAFETY AND LAYOUT RULES	18
5.4 EVENT OFFICIALS – DUTIES	20
5.5 INSURANCE	21
5.6 SANCTION REQUIREMENTS	23
ARTICLE 6 VEHICLE CATEGORIES AND PREPARATION.....	25
6.1 ELIGIBLE VEHICLES	25
6.2 VEHICLE CLASSIFICATION.....	25
6.3 VEHICLE/DRIVER SAFETY.....	31
ARTICLE 7 PENALTIES AND PROTESTS	34
7.1 PENALTIES	34
7.2 PROTESTS.....	34
7.3 PROTEST PROCESS	35
7.4 APPEALS PROCESS.....	38
RALLYCROSS SAFETY STEWARD TRAINING PROGRAM	43
SCCA LIGHTNING SAFETY POLICY	51
SCCA RALLYCROSS NATIONAL CLASS WINNERS.....	55

ARTICLE 1 RALLYCROSS EVENTS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

1.1 DEFINITION

A **RallyCross** is any event (where an event is considered to be an entire program of competitions) in which one vehicle at a time is timed over a clearly defined course, with elapsed time and appropriate penalties for course deviations being the determining factor for awards. This shall not preclude the running of more than one vehicle at a time, provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation. Events will generally be held on an unpaved, flat surface, wherein the course generally consists of short straight sections and connecting turns or corners. These events are held on short courses that emphasize vehicle handling and agility rather than speed or power.

1.2 REVISION OF RALLYCROSS RULES

The SCCA may revise these rules or issue supplements to them at any time, via Tech or Competition bulletins in Fastrack on the official SCCA website. All supplements will have a published effective date.

1.3 REPLACEMENT OF RALLYCROSS RULES

Effective on January 1 of each year, all previous editions of the RallyCross Rules will be superseded by the current edition. No revisions previously published in SportsCar will remain in effect unless included in the new edition of the RallyCross Rules.

1.4 CO-SANCTIONED/CO-SPONSORED EVENTS

The prohibition against co-sanctioning and /or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with other organizations provided that the events are controlled by the sanctioning Region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 2 RALLYCROSS BOARD *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

2.1 APPOINTMENT

The SCCA Board of Directors (BOD) shall appoint a Chairman and up to six other members annually to the RallyCross Board (RXB). The BOD shall also appoint Divisional RallyCross Stewards. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the SCCA Directory and available from the National Office Rally Department. As openings occur on the RXB, vacancies will be announced in the Fastrack section of the SCCA.com website. All applications will be reviewed by the RXB and recommendations will be given to the BOD for final approval.

2.2 DUTIES

- A. The RXB develops the rules, standards, and procedures that govern SCCA RallyCross events for the enjoyment, fairness, and safety of participants and spectators. The RXB also directs the evolution of the sport in accordance with the goals and procedures of the SCCA, member input, and shifts in the marketplace. The RXB makes rule clarifications and procedural changes as needed at any time. Such clarifications may become effective as soon as they are posted on the SCCA website with a stated effective date.
- B. The RXB may also establish and appoint advisory positions to assist with special areas of concern.
- C. The development process for current (and future) rules will follow this general timeline. RXB will agree on the concept for rules revisions, and post for member input. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for consideration at the BOD's August meeting.

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their early November meeting.

Rules will be published with a stated effective date.

- D.** Duties of the RXB members shall include: Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed. Other tasks that will be assigned annually to members of the RXB include Competitor Liaison, Organizer Liaison, and Secretary. Subcommittees will include a Technical Advisory Committee and any other Committee the RXB deems necessary.
- E.** The RXB shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator and general participant safety in their capacity as the RallyCross Safety Committee.

ARTICLE 3 DIVISIONAL RALLYCROSS STEWARDS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

- 3.1** One RallyCross Steward per Division is appointed by the RXB, subject to the approval of the BOD. The RallyCross Stewards are responsible to the RXB for developing, supervising, and administering a program of RallyCross events in their respective divisions in accordance with the rules, standards, and procedures established for RallyCross programs. The Divisional RallyCross Steward must be a current SCCA member.

3.2 RESPONSIBILITIES

General duties and tasks are outlined in the SCCA Operations Manual. Their specific duties are as follows:

- A.** Responsible to the RXB for the supervision and administration of SCCA policies, rules and standards with respect to SCCA RallyCross events conducted within their division. Responsible for developing, supervising and administering a program of RallyCross events. Such a program may include a formal Divisional Series that includes drivers points in their respective Divisions in accordance with the rules, standards and procedures established for the Rally Cross program.
- B.** Additionally, maintain liaison with the RXB Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.
- C.** Coordinate scheduling of events within the Division and with other Divisions in order to maintain an orderly and successful calendar for RallyCross participants. This will be done in coordination with the National Office Rally Department.
- D.** If Divisional fees are established, the Divisional Steward must submit a complete, detailed description of said fees at the beginning of the season and a financial statement at the end of each season to the RXB for each season that the fees are in force.
- E.** Review event applications and safety plans for all RallyCross events held in the Division.
- F.** Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations.
- G.** Assign an Event Steward for each event or act in that particular capacity as required. Event Steward (or designee) duties include heading up the Protest Committee if appropriate.
- H.** Assign a Safety Steward for each event or act in that particular capacity as required (but not as the Event Steward simultaneously). The Safety Steward

duties include review of the event Safety Plan and supervising the course and spectator safety the day(s) of the event.

- I.** Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.
- J.** Make recommendations to the RXB for the improvement or general development of RallyCross Rules and program.
- K.** Make recommendations to the RXB for annual awards.
- L.** Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

ARTICLE 4 MANDATORY PROVISIONS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

- 4.1** Articles 1 (all), 2 (all) and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

ARTICLE 5 RALLYCROSS RULES *(Except for 5.2.E, mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

5.1 COMMON SENSE AND RallyCross COURSES

RallyCross events are non-speed events under the rules of the SCCA. The normally expected maximum speeds for straights and turns are described in the course safety and layout section (Article 5.3). However, speed alone is not the operative factor in determining what is and is not a proper RallyCross event. Safety is the operative word and hazards on the course must not exceed those encountered in legal non-paved road travel. For example, if there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees some 20 feet away, and the other turn is bordered by 50-feet of flat, obstacle-free area, the hazards involved are much different. The former is clearly not permissible for a RallyCross event and the latter clearly is an acceptable turn.

No event will place additional hazards on the event course. This includes steel supports for course arrows, signage, and related items.

A RallyCross event is also open to novices in any vehicle that can pass safety inspection. Course designers must take this into consideration when developing the course for any event. It would be possible to set extremely strict and rigid limits on RallyCross events regarding speed and/or course dimensions; however, it is not the intent of these rules to outlaw event sites that cannot accommodate a course of certain stated dimensions. Similarly, it is not the intent to create the impression that so long as some safe but arbitrary speed limit is not exceeded, these rules are adhered to. A course can be designed to have slow, technical corners that require not getting out of first gear or a moderate speed where there are many turns and the competitor is always being challenged. The first course will present additional concerns as the corners likely develop ruts during the running of the event. The second course will be more likely to last longer and be more easily modified for safety reasons as well as providing the perception of greater speed to the competitors.

Basically, RallyCross event speeds are limited to what is "reasonable and prudent for the conditions encountered," subject to the constraint that top speeds be within an allowable range described in the course safety and layout rules section. Laying out course that will comply with the safety requirements defined in these rules calls for the exercise of good judgment and common sense.

5.2 EVENT OPERATING RULES

- A.** All SCCA sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at registration on the Notice Board before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he is satisfied that the insurance required under this Article has been provided. All events will have a Notice Board available for the competitors to review at registration. At a minimum this board will contain the SCCA Insurance Certificate that includes the event sanction number. Additional information may be posted at the discretion of the organizers. Once competition begins, the board may be relocated to a location specified in the event Supplemental Regulations or a place mutually agreed upon by the committee and posted on the board at registration.
- B.** Drivers must possess a currently valid automobile driver's license. Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable. Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. All persons in an event car must have an SCCA membership, either full or weekend.
- C.** One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age and has met all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3H).

Participant waivers:

The individual (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some Regions allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at Regional events where a passenger is permitted. Passengers are not allowed during competition runs in Divisional or National Events.

- D.** All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 6.3 for these rules, including vehicle configuration restrictions during course runs.
- E.** All Divisional and National RallyCross events must use a cumulative scoring method with no dropped runs.

- F.** Vehicle classifications to be used, minimum class size, class merger plan, and distribution of awards shall be established prior to the event and available to all competitors.
- G.** An Event Steward must be appointed by the Divisional RallyCross Steward to supervise the running of the event. This person must be an SCCA member.
- H.** All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form. Spectators should sign the waiver.
- I.** Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event. The Divisional RallyCross Steward, RallyCross Board, and SCCA National Rally Department will be notified as soon as possible after the event if the person is an SCCA member.
- J.** Competitors driving in an unsafe manner at or near the event location or displaying unsportsmanlike conduct may be disqualified
- K.** It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event.
- L.** Each driver will be provided an opportunity to walk or drive through the course or to have a parade lap prior to the first official run.
- M. Car/Driver Limits:**
 - 1. A driver may enter an event only once.
 - 2. A given car may be entered by no more than two drivers in the same class.
 - 3. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition the driver may finish his/her runs in another car legal in that class.
- N.** An entrant is defined as a person who has fulfilled the necessary requirements to enter the event.
- O.** Competitors should only enter the course under the following conditions:
 - 1. Their duty as a worker requires it;
 - 2. During a course walk;
 - 3. As a driver/passenger during a parade lap for their run group; and,
 - 4. As a competitor driving a timed run.

Items 2 and 3 (above) are allowed only during designated periods.
- P. Assumption of Risk**

RallyCross is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the Participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for competition. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

Q. Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing ("SCCA") events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

Hereby RELEASE, WAIVE, and DISCHARGE SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK

AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

- R. In accordance with the SCCA insurance guidelines, all competing and non-competing participants over the age of majority in the state in which the event is being conducted must sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement (form MS-1). Those under the age of majority must have a completed Minor Release and Waiver of Liability and Indemnity Agreement (form MS-2A) on file with a Registrar/Region. All drivers must have a valid driver's license. For competitors, the Minor Waiver form must be signed by both parents/legal guardians if the minors are to be drivers/passengers. If signed by both parents/legal guardians, the form is valid at all RallyCross events held in that Region for the remainder of that calendar year unless otherwise notified. All parent/legal guardian signatures must be witnessed by an adult SCCA member. The Region may, at its discretion, require that any form completed off-site be signed and witnessed in the presence of an adult SCCA member or a Notary. Copies of the original Minor Waiver form may be used at individual events or a Minor Photo ID card may be issued by the Region. Minors may not attend non-spectator events without a properly completed waiver.

5.3 COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety. The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius "U- turn"). The event Safety Steward must continually monitor course conditions. If conditions

deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors.

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other “markers.” The base of each marker may be outlined to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn. Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, hay bales or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. Vehicles on the course simultaneously shall not run in close proximity to each other. All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course. In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators. Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The RallyCross Safety Steward (RXSS) shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without barrier protection such as concrete or tire walls). Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant

exceptions for media relations purposes. This permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles. The spotter may not be a course worker at that location.

5.4 EVENT OFFICIALS – DUTIES

- A.** The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. Members filling these two positions may not serve in any other official capacity.
- B.** The Event Steward (Chairman) shall be the chief planner and organizer of the event. The Event Steward shall design and establish, or oversee development of, all necessary event administrative process including:
 - 1.** Establishing event administration procedures that achieve compliance with all applicable RXR and supplementary regulations, including a waiver signing system.
 - 2.** Formulating procedures to implement the Divisional RallyCross Steward's plans for ensuring spectator, driver and worker safety.
- C.** The Event Safety Steward duties shall concern the safety of spectators, workers and driver's safety relative to course design. Control over course design extends only to such issues as course safety and not to design philosophy. This includes course security, which is defined as maintaining control over spectator access to the course.
 - 1.** Verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the Event Safety Steward must confirm corrections or issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the Event Safety Steward must call the Insurance/Incident Emergency Number, 1-800-770-9994.
 - 2.** Verify that the Event Steward has a system in place to assure that persons at the event site have signed the release and waiver forms.
 - 3.** The Event Safety Steward's final recommendations(s) for the control of spectators, driver or worker safety (relative to course design), becomes mandatory. It is the responsibility of the host region to implement safety controls to the satisfaction of the Event Safety Steward. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which includes loss of insurance coverage.
 - 4.** All course changes after competition starts must be authorized by the acting Safety Steward at the time the issue is raised. This does not mean that all issues raised about the course require action on the course. IT IS HIGHLY RECOMMENDED THAT THE SAFETY STEWARD OVERSEE THE CHANGES.

- D. The Event Technical Inspector shall ascertain that the vehicles comply with the RXR and any supplementary regulations. Competitors are directed to Article 7.3.D for protests information regarding class eligibility.
- E. The Event Registrar must be a SCCA member (or a member must be present to witness waivers are signed). The registrar's duties include accepting and verifying entry information and assuring that all participants sign the SCCA Waiver and Release Form.
- F. The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event, and preparing the official results.
- G. Conduct of Event Officials. An official can also be a competitor but must follow the rules in this section (Article 5.4.G.2) to avoid the perception of, or actual conflict of interest. The Safety Steward (and subsequent Safety Stewards if required) and Course Designer must not be the same person. This will avoid any conflicts of interest arising from an interaction between these two positions.
 - 1. Officials who are competitors must not take any action or make any ruling that may have an impact on the outcome of the competition in their favor.
 - 2. Officials who are also competitors must be aware that their duty as an official continues through the event regardless of role. They will still be able to compete, but if they notice safety issues those issues must be brought to the attention of the acting Safety Steward rather than taking action directly. The integrity of the sport rests in the hands of the officials and competitors acting in a responsible manner.
 - 3. If a competitor, who is also an event official, has a concern about the event, conduct of another competitor or official or safety issue, he or she must bring the matter to the attention of the proper official. After a description of the issue, the official must then step away and let the other event officials resolve the matter.

5.5 INSURANCE

A. Event Liability / Participant Accident coverage

All SCCA sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Risk Management Department. The Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

If a certificate is not available, call the following number immediately: 800-770-9994

B. Event Insurance Plan Request Form

Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/Insurance Application, RallyCross Safety Plan and whatever sanction fee is applicable. These forms and the sanction payment must arrive at the SCCA Rally Department at least 14 days prior to the event or an additional late fee will be assessed.

C. Incident Reporting

Any incident resulting in personal injury or needing medical review must be called to the insurance line at 800-770-9994 immediately. The driver (or owner) of a vehicle participating in a RallyCross which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed SCCA Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 7 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or green card and should file the report within ten days of the incident with the SCCA Risk Management Department.

D. Spectator and Non-Spectator Events

1. A spectator RallyCross event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both the Region and its sponsors advertise an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course, and safety measures must be specifically approved by the Divisional RallyCross Steward, and SCCA National Rally Department. An additional insurance premium must be paid prior to the issuance of an insurance certificate. Confirm specific additional insurance fees with Risk Management as to the amount. Spectator events must employ site and course control barriers.
2. A non-spectator RallyCross event may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the following provisions are met:

- A. Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language include: “Car buffs are invited to experience the SCCA” or “Motorsports enthusiasts are invited to come see what the SCCA is all about.” The focus of the advertising must be recruitment of possible future participants.
- B. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: “spectators welcome”, “spectators free”, and “come see the excitement-slides, spins, screeching tires!” (Entertainment example).
- C. All advertising must include a statement on waiver signing such as “everyone entering the event site must sign a release and waiver form”.
- D. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.
- E. It is highly recommended that a minimum of two Event Safety Stewards be assigned to the advertised event.
- F. Sanction application must be received by the National Office at least 14 days prior to the event and must indicate that the event is a non-spectator advertised event.

5.6 SANCTION REQUIREMENTS

A. Sanction

A formal SCCA sanction is required for all RallyCross events. Sanction requirements and all documents will be issued by the SCCA National Office. A completed Safety Plan and Supplementary Regulations must accompany the sanction/insurance request form and sanction fee.

B. Supplementary Regulations

1. Each SCCA RallyCross shall have Supplementary Regulations covering areas not specified in these Rules and adding to rules contained herein. This will include as a minimum the timing and scoring method to be used and course penalties but may also include information on awards, divisional championships, sponsors of the event, etc. These Supplementary Regulations should be posted on the Official Notice Board.
2. Except in cases where a specific sanction exception has been granted in writing by the Divisional RallyCross Steward and the National Office Rally

Department, Supplementary Regulations may not alter or contradict the RXR. If such contradictions occur, the RXR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations. A list of Sanctioned Exceptions should be posted on the Notice Board at registration.

3. Organizers will list in the Supplementary Regulations any deviations from the RXR as sanctioned exceptions. However, last minute changes (before and during the event) published in written bulletins on the Notice Board or as written instructions from bona fide officials must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that last minute changes were not listed as exceptions to these rules providing competitors were notified as above.

ARTICLE 6 VEHICLE CATEGORIES AND PREPARATION

6.1 ELIGIBLE VEHICLES *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

A RallyCross event is open to any fixed-roof production based vehicle (including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place) that can pass safety inspection. If the Event Chairman after consultation with the Event Safety Steward determines at his discretion that a vehicle cannot safely negotiate the course, it may be excluded.

6.2 VEHICLE CLASSIFICATION

- A. All vehicle classifications as listed in Article 6 must be offered to entrants at all RallyCross events. However, organizers of Regional or Divisional events may add or combine classes as they deem necessary to meet local demand. Event organizers realize that a dual-scoring system must be used to score events both for local points and for divisional and national championships (when applicable).
- B. All items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification. *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

C. Rally Stock Category

Stock Rear Wheel Drive (SR)
Stock Front Wheel Drive (SF)
Stock All Wheel Drive (SA)

Preparation allowances:

- 1. All Cars must be equipped as from the manufacturer, with only factory installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.
- 2. Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted unless ice or snow is present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

3. Any air filter may be used, but it must fit in the stock location.
4. The additions of protective equipment are allowed with the following exceptions:
 - a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.
 - b. Mud flaps must be flexible.
 - c. Skid plates protecting suspension and drivetrain components may only be made out of metal, composite materials or plastic derivatives.
 - d. Driver restraints and roll cage may be added.
 - e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.
5. Dress-up and convenience items which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing are allowed (i.e. shift knobs, pedal covers).
6. ABS and/or traction control systems may be electronically/electrically disabled but not removed.
7. Vehicle lights may be replaced with alternate bulbs and housing. Auxiliary lights may be added. The total number of lights shall not be less than standard.
8. Any brake pads may be used.
9. Fuel may be any type of unleaded, E85, or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event RallyCross Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.
10. Any clutch disc or pressure plate may be used provided it fits all the other unmodified, stock components.
11. Exhaust systems from the catalytic converter back may be removed or replaced with the following requirements:
 - a. The exhaust must exit to the rear of the driver.
 - b. The exhaust must comply with local noise restrictions
12. Any type wheel may be used provided it complies with the following:
Wheels must be of the same diameter and width as the OEM wheel. Wheel offset (backspace) must be within 0.394"(10mm) of original equipment wheel offset.
13. Shocks/dampers may be replaced with OEM or aftermarket replacement units intended for the specific year make and model used. The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable

and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.

14. The front sway bar may be added, replaced or removed. A replacement front sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the front sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.
15. Any wheel alignment settings may be used provided the settings can be accomplished within the unmodified adjustment range as delivered from the factory. Any alignment techniques allowed by the factory service manual from the vehicle manufacturer may also be used.
16. Aftermarket replacement batteries are allowed provided they are the same type, group size and location as originally equipped.
17. Spare tires, tools, jacks, and any related covers may be removed.
18. Audio system components may be replaced with alternate components intended for the application (i.e. factory head unit may be replaced with aftermarket single-din head unit).

D. Rally Prepared Category

Prepared Rear Wheel Drive (PR)
Prepared Front Wheel Drive (PF)
Prepared All Wheel Drive (PA)

Preparation allowances:

1. All Rally Stock category modifications are allowed.
2. Any sway bars and their mounting may be used or removed.
3. Any brakes may be used.
4. Exhaust systems from the cylinder head exhaust ports back may be replaced with any material with the following requirements:
 - a. The exhaust must exit to the rear of the driver.
 - b. The exhaust must comply with local noise restrictions.
 - c. Functional catalytic converter(s) are required on vehicles equipped with catalytic converter(s) as original equipment. Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.

5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced.
6. Short shift kits are allowed.
7. Front and/or rear strut tower bars are permitted.
8. Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). Threaded collars and camber plates are allowed.
 - a. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:
 1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.
 2. On arm-and-strut (MacPherson) suspensions, Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).
 3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
 4. The replacement arms or mounts must attach to the original standard mounting points. All bushings may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

- b.** Springs may be replaced, but they must be of the same type and use original mounting points.
- 9.** Electronic engine controls may be modified or piggybacked, but not replaced.
- 10.** Any tire is allowed except homebuilt studded tires.
- 11.** Any front seat may be used, provided the seating surface is fully upholstered. This does not permit the substitution of a passenger's seat with a child or miniature seat of any type. Any substituted passenger's seat must be sufficiently large and strong to be capable of adequately accommodating an adult, such that it could be used as the driver's seat. Cars may have no fewer than the original number of seats. Seat belts are required in all cars; however, the number of attachment points may not be less than originally equipped. Installation of shoulder and lap belts is strongly recommended. Additional belts must be installed per the belt manufacturer's recommendations.
- 12.** Any non-metallic bushing is allowed.
- 13.** Wheels are unrestricted.
- 14.** On carburetor-equipped cars, any bolt on intake manifold or carburetor may be used. Any air filter system and associated parts may also be used.
- 15.** Vehicles may substitute one differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only. 4wd vehicles may not substitute more than one differential with an alternate type.
- 16.** Batteries may be substituted with any type. Relocation of the battery or batteries within the engine compartment or trunk area/luggage compartment behind the rearmost seats is permitted. Longer battery cables may be substituted to permit relocation and holes may be drilled to accommodate mounting of the battery and cables.
- 17.** Accessory drive pulleys and belts may be replaced.
- 18.** Any clutch disc, flywheel or pressure plate may be used.
- 19.** On automatic transmission vehicles, any torque converter may be used.
- 20.** Addition of rear wings and hood scoops/vents is allowed provided that either 1) it is a production part which is standard or optional equipment of a US model of the vehicle or 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.

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

- a.** Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
- b.** Radiator must mount to OE radiator mounts.
- c.** Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

22. Oil cooling radiators for engine, transmission, or differentials; may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions:

- a.** Fluid capacity and dry weight of any radiator being modified or replaced must be no less than that of the OEM standard part.
- b.** Radiator(s) and their lines must be securely mounted, reside in the engine bay area, or the general location of the OEM part being replaced or modified. No lines may be routed through the passenger compartment.
- c.** No body parts or structure may be altered in any way, except for the minimum holes to facilitate mounting brackets and fluid lines, for installation.

E. Rally Modified Categories

Modified Rear Wheel Drive (MR)
Modified Front Wheel Drive (MF)
Modified All Wheel Drive (MA)

Preparation allowances:

- 1.** All Rally Prepared category modifications are allowed.
- 2.** Any Electronic engine controls may be used.
- 3.** All non-essential components may be removed, replaced or relocated for the purpose of weight reduction or balance with the following requirements:
 - a.** The shape of the body must remain recognizable as that of the manufacturer's make and model.
 - b.** The body must be made of a fire resistant material.

- c. Structural strength of the vehicle may not be reduced or compromised.
 - d. Doors, hoods, trunk lids, sunroofs, hatchbacks, etc. need not function as originally designed. Bumpers, grilles, lights and trim may be removed. Side mirrors and tail/stop lights are not required.
 - e. Side and rear windows may be removed or replaced with Lexan or equivalent. Windshield may be replaced with Lexan or equivalent with addition of a full roll cage built to SCCA Improved Touring specifications or better.
 - f. The interior components may be completely removed and/or replaced. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury.
 - g. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to SCCA Improved Touring specifications or better.
4. Any eligible (per 6.1) log booked race car or car currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.
 5. Any engine may be used but must be internal combustion.
 6. Any drive train may be used
 7. Any suspension may be used. This allows changes to all components and geometry.
 8. Additional chassis braces and seam welding are permitted.
 9. Any fuel system may be used provided gasoline, E85 or diesel fuel is used. Any NON-STOCK fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal or metal braided construction.

6.3 VEHICLE/DRIVER SAFETY *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

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

- A.** All loose items, inside and outside the car (including the trunk and storage areas), must be removed.
- B.** Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- C.** Convertible, targa, or t-top vehicles must have their factory hardtop or panels securely in place during course runs.
- D.** Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.
- E.** The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.
- F.** Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.
- G.** Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed. Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual-sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.
- H.** Seat lap belts are required in all cars. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Competitors are required to wear seat belts when driving in competition. Additional belts must be installed per the manufacturer's recommendations.
- I.** Throttle return action shall be safe and positive.
- J.** No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- K.** Steering wheel "spinner" knobs are not permitted.
- L.** Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.
- M.** Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- N.** All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is relocated from its original location, it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, are not required to be in a marine-type box. The

hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.

- O.** Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.
- P.** All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.
- Q.** All vehicles must have adequate operable forward lighting to participate in night or low light events.

ARTICLE 7 PENALTIES AND PROTESTS *(Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)*

7.1 PENALTIES

- A. A 2 second penalty will be given if a course marker/pylon is upset or totally displaced.
- B. A 10 second penalty will be given for each missed gate. This is called a “gate penalty”. A gate is defined as a pair of cones placed opposite each other on the rack, or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom.
- C. An additional time penalty if so specified in the supplementary regulations may be charged for any uncorrected deviation from the course or for unnecessarily delaying the event.
- D. The penalties listed in this Article can be regarded as the normal penalty. However, the Event Steward can, at his discretion, apply any of the following as warranted by the offense:
 - Reprimand, which shall be noted in his or her record within the sponsoring region.
 - Fine (\$1 to \$250)
 - Probation of competition privileges
 - Time or Position
 - Disqualification from competition
 - Exclusion from competition
 - Suspension of competition privileges
 - Loss of accrued points
 - Recommendation for Expulsion from SCCA
- E. Contestants are reminded that conduct is evaluated and scrutinized both on the course and within the confines of the event site. Unsportsmanlike conduct will be treated as a serious matter. Endangering other competitors, workers or spectators will be evaluated on a case-by-case basis by the Event Steward and Safety Steward. They shall apply penalties as described in “D” at their discretion as warranted by the offense.

7.2 PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that RallyCross events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best. The competitor may encounter some

imperfections with the event organization, his fellow competitors and course conditions. It is recommended that a competitor wishing to file a protest confer with one of the stewards at the event prior to doing so. No competitor will be denied his/her right to file a protest.

7.3 PROTEST PROCESS

The right to protest shall rest with any entrant, driver, organization or official taking part in the competition in question. Each, alone, may protest any decision, act, or omission of the organizers, an official, entrant, driver or other person connected to the competition, which the protestor believes is in violation of the RallyCross Rules, the Supplementary Regulations, or any conditions attached to the sanctioning of the event by SCCA.

A. Types of protests

1. An inquiry is an informal written communication from the competitor to the organizer describing a situation and requesting an action. It requires unilateral action on the part of the organizer. Organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.
2. A protest is a written communication on an official protest form, submitted to the Event Steward. These forms will be available from the Event Steward or the organizers.

B. Fees and Decisions

1. Protest must be accompanied by a \$50.00 fee per item. The fee is payable to SCCA and collected by the Event Steward. This fee will be returned if the protest is upheld and may be returned regardless of the disposition of the protest.
2. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the protester and protested. Written witness statements and the committee's decision will be recorded during the meeting and kept on file by the SCCA Rally Department.
3. The Protest Committee is expected to make a decision on any/all protests filed before the end of the event. If a decision cannot be made at the event (i.e., missing information, etc.) it must be resolved as soon as possible after the event (See Article 7.D.1.A). All parties filing the protest, the competitor protested and the SCCA Rally Department will be notified by the Chair of the Protest Committee by telephone of the decision of the protest committee. The Chair of the Protest Committee must also notify the Chair of the Court of Appeals by telephone of the date of notification of the protested party.

4. Monies from protests that are denied by the Protest Committee shall be retained by the Event Steward and forwarded to the SCCA Rally Department.

C. Protest Committee

1. A committee of three voting members shall settle all protests. The committee will be chosen prior to the start of competition and consist of two competitors from different classes and one representative of the organizing committee. These three members will choose one of the competitors to be the chair of the protest committee. The organizer representative will not serve in this position.
2. An alternate will also be selected for each of the original Protest Committee members (three alternates). To reduce the possibility of conflicts of interest, all protest committee members and their alternates should be chosen from different competition classes.
3. If the composition of the Protest Committee includes a member with a conflict of interest in a properly filed Protest, that member must step aside and an alternate will replace that member for that protest.

D. Hearing the Protest

1. Meeting

The Protest Committee shall hear the protest as soon as practical after the protest is lodged. All parties concerned shall be given adequate notice of the time and location of the hearing. They shall be entitled to call witnesses, but shall state their cases in person. In the absence of a party, judgment may go by default. Each party or witness shall be heard separately and in private. If judgment cannot be given immediately after the hearing, all parties shall be informed of the time and method by which the decision shall be communicated. All parties shall be notified of the final decision.

Anyone who has filed a protest, been protested or is the subject of a Stewards action shall remain until a ruling has been issued, or until expressly released by the Chairman of the Protest Committee.

A. Continuing the Meeting

If the Protest Committee is unable to reach a decision at the event, the following steps will be followed to continue the meeting:

1. All original members of the Protest Committee will reconvene by conference call or in person if possible.
2. A witness from the RXB will be present at the reconvened meeting of the Protest Committee. This witness will have no interest in the outcome and will not actively participate in the call.
3. The Protest Committee will follow notification rules as specified in Article 7.3.B.3.

2 Judgment

All parties concerned shall be bound by the decision given, subject only to appeal as provided in Section 4.4, Appeals Process

3. Reasonableness

It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well founded. A well-founded protest shall further be defined as one upon which reasonable men or women may differ. A protest may be well founded even if not upheld.

A. Forfeiture of Protest Fee

If a protest is judged to not be well founded, the protest fee shall be forfeited.

B. Vexatious or Bad Faith Protests

A protestor who has acted in bad faith or in a vexatious manner may be penalized by the Event Steward.

C. Protests Against the Conduct of the Event

Protests submitted for situations arising on the course or event procedures must be submitted within 15 minutes of the contestant's finishing his final competition run. Protests prompted by the posting of provisional scores shall be submitted within 10 minutes of the posting of those scores and must be based on information contained in those scores.

D. Protests Against Competitors

Protests submitted against the actions of another competitor must be submitted within 15 minutes of the posting of final scores.

E. Protests Against Vehicles

A protest against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit. Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. The Event Steward shall penalize any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation rules. The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be a minimum of \$200.00. Upon inspection if the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle. If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all

expenses incurred. If a vehicle is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the vehicle in that category even if they were not specifically named in the protest. If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified. A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 7.1).

7.4 APPEALS PROCESS

7.4.1 Court of Appeals

Effective 2009, the RallyCross Board will establish a standing Court of Appeals to hear any/all appeals that arise from RallyCross events. This COA will consist of three members who will serve for a period of one calendar year (1/1 to 12/31), but may serve more than one consecutive term. One will be a member of the current RallyCross Board of Directors and the other two will be competitors. The RallyCross Board of Directors will also pick three alternates to serve should any member of the standing COA have a conflict of interest arising from either the original protest, the decision of the protest committee or the appeal. Should the COA and alternates still have a conflict of interest; the RXB will choose additional members to serve for that appeal ONLY.

7.4.2 Appeal Contents -1

- A.** Any person, entrant or organizer named as a party to a protest shall have the right to appeal any decision or penalty imposed by the Protest Committee. An appeal starts with a written notice of intent to appeal and submission of one-half of the \$200 appeal fee that must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee.
- B.** If the announcement of the decision of the Protest Committee comes after the event, the Chair of the Protest Committee is responsible for placing a telephone call to the parties involved in the original protest. Upon reaching the protested party, there will be a 48-hour period to file a notice of appeal and submit the appeal fee as described above. It is the responsibility of the Chair of the Protest Committee to notify the Chairman of the COA as soon as possible when the protested party was contacted. The notice of intent must go to the Chairman of the COA by email or telephone. All fees due at this time will be received at the SCCA National Office, Rally Department and held until the COA has finished deliberations.
- C.** The final portion of the appeal consists of the written notice of appeal and includes the balance of the appeal fee (\$100 for a total appeal fee of \$200). This portion must be received by the SCCA Rally Department within 10 days after the notification of the Protest Committee's decision.

7.4.3 Appeal Contents – 2

The Notice of Intent to Appeal shall include items 1, 2, and 6 below. The written appeal must also include items 1 and 2, and may provide additional detail for item 6.

The written appeal shall include:

1. State the name of the party making the appeal
2. State the decision or portion thereof appealed
3. Explain why the appeal should be decided in their favor
4. Include information the appellant wishes the COA to consider
5. Present any new information that was not available or reviewed by the Protest Committee hearing the original protest upon which the Appeal is based
6. Specify which part(s) of the RallyCross Rules and/or Supplemental Regulations for the event that were considered to have been enforced in a manner that was not fair or equitable to the appellant.

7.4.4 Hearing Appeals

All properly filed appeals (per Section 7.4.2 and 7.4.3) shall be heard by the Court. The Court will review the original Protest and the Protest Committee Decision, the Notice of Intent to Appeal and the written appeal that must contain all the evidence the appellant wishes the Court to consider. The COA may make any other inquiries it feels warranted, before making its decision. It may, at its discretion, require the appellant to submit any additional evidence it deems necessary for an equitable decision; hear directly evidence from any person deemed to have pertinent information or necessary data prior to making a decision; permit other parties to the decision under appeal to make written comments on the appellant's Notice of Appeal; and/or seek information from any source it desires. Written comments submitted without request from the COA or not contained or referenced with the Notice of Appeal will NOT be heard.

The Court of Appeals shall render its final decision on the appeal, within (15) days of its receipt of the Notice of Appeal. No member of the Court shall have taken part as a competitor or Official in the event in which the Court will render a decision, or shall have been directly or indirectly interested or involved in the matters under consideration. The decision of the Court shall not be subject to further appeal.

7.4.5 Judgment of the Court of Appeals

- A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the Protest Committee should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not

order a competition to be re-run. The Court of Appeals may order a rehearing by the original Protest Committee at the Court's discretion.

- B.** At no time shall the Court of Appeals act as a first court.
- C.** The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Protest Committee decision is nullified or otherwise changed
- D.** The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

7.4.6. Publication and Effect of Decision

SCCA, Inc. will distribute a copy of the final decision of the COA to all parties of the appeal as soon as possible after the decision becomes final and will use its best efforts to publish said final decisions as soon as possible after finalization. Persons, entrants, or organizations referred to in each said decision shall have no right of action against SCCA, Inc., or any person publishing such notice, and said decision shall be final and binding. Any penalty of the Court shall be effective immediately or as stated in its decision. Penalties involving time, disqualification, or suspension shall be made effective from the date of the conclusion of the event involved. If the COA affirms a suspension penalty imposed by the first court or determines that an additional penalty should be imposed, the COA will determine the date on which the additional penalty begins (if applicable).

7.4.7. Bad Faith Appeals

If the Court determines that the appellant has acted in bad faith or in a vexatious manner, it may deem such conduct a violation of the RXR and impose any penalty listed in Section 7 for said violation.

7.4.8. Appeals Affecting Final Points Standings

For all National Events held less than 28 days prior to the commencement of the National Championship (October event), any appeal affecting the National Championship points standings within a division, including all evidence, must be received in the National Office within 48 hours after either the receipt of a judgment issued by the Protest Committee or the completion of the event, whichever comes last. National Championship registrations to all parties named in or affected by the appeal will be held until the appeal has been finalized. An "Intent to Appeal" letter will not be accepted. This rule shall supersede any other time allowances for filing an appeal.

7.4.9 Appellant Rights and Obligations

The current year RXR (and amendments) describes how a named party may appeal a decision taken by a Protest Committee at an event sanctioned by the SCCA Rally Department.

First, and most important, the letter of appeal must be sent within ten (10) days of the date the appellant (you) is notified of the decision of the Protest Committee. You may send your appeal by mail, Express Mail, fax or email. The date of your appeal will be determined by the U.S. Post Office postmark date, or the date that appears on the Express Mail cancellation, the fax cover sheet or the email. All appeals should be addressed to the RallyCross Court of Appeals c/o SCCA Rally Department and include a check or credit card information for the amount of the appeal fee outstanding. If you fax or email your appeal, include a credit card number for your outstanding appeal fee to be billed. Your ten-day period normally starts from the weekend day you were informed by the Protest Committee of their decision (this is usually at the event). However, if that decision is not made at the event due to other circumstances, the ten-day period starts from the date the Event Steward or Protest Committee Chair informs you verbally or in writing (excluding email) of the final decision. The Protest Committee Chair will advise the Rally Department of the decision and the method of notification to all parties.

Second, you must submit all materials you wish the COA to consider within the ten-day period allowed by these rules. You will normally NOT be contacted by the COA as the Court presumes you have provided all the information you feel is important in your appeal. If you feel other individuals can provide information not presented to the Protest Committee that could be beneficial to your case, list those individuals and state their written statements will be coming separately from the appeal. Then contact those individuals to be sure the Court receives their statements within the ten-day appeal period. Statements not listed in the letter of appeal or received after the ten-day period may not be considered in the appeal process.

NOTE: Appeals affecting national points standings for events held within 28 days prior to the National Championship event (October) have a 48-hour appeal period. This will replace the ten-day period during this 28-day period.

Third, your rights to file an appeal do not include being heard in person either by phone or at a COA hearing. The COA is not established to simply hear the same testimony that the Protest Committee has already heard, but to:

1. Review the process followed by the Protest Committee to determine if all parties involved followed the RXR;
2. Review any new information that was not available, or not known, which became available to you after the Protest Committee deliberation and decision; and,
3. Decide whether or not there is sufficient evidence presented to warrant changing the Protest Committee decision.

Fourth, if you file an appeal in a case involving another person (Section 7.3.E), such as a driver-to –driver protest involving a violation of the RXR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Protest Committee Chair, Event Steward and Event Chairman are also notified. The procedure assists the COA in understanding all sides of the case.

Fifth, the COA will maintain confidentiality of all information related to the original protest and appeal. The confidential information will not be distributed as part of the decision of the COA.

Sixth, videos are frequently part of the appeals process. The Court will ONLY ACCEPT unedited videos. Video media and data files furnished by the Protest Committee, the appellant or other competitors as part of this appeal may be retained by SCCA as a permanent part of the record.

Seventh, if a conflict of interest does not exist between the standing members of the COA and the appellant or the original protest, the composition of the COA shall not be changed. If a conflict of interest is present, the alternate COA member will serve on the COA for this appeal ONLY.

RALLYCROSS SAFETY STEWARD TRAINING PROGRAM

Purpose

The purpose of this document is to define the RallyCross Safety Steward License and associated training program to certify new safety stewards.

Goal

The goal of the program is to continue to develop and enhance the current event program with qualified and trained safety stewards. RallyCross events exist across the country in the various SCCA divisions and regions. To assist in this goal, the RallyCross Board has appointed Divisional RallyCross Stewards to oversee the divisional level programs. All divisions will be required to have a person filling this position.

Status of Program

Organization of the program is led by the RallyCross Board. The Divisional RallyCross Stewards will lead the programs in their respective divisions. Advisors may be selected by each division to assist in technical or other matters.

Part of the uniqueness of this Motorsport is the difference among events across the country. RallyCross events vary among the divisions within SCCA. The RallyCross Rules define event safety related to running events on unpaved surfaces. That could mean dirt/sand, or ice. Several divisions have active winter RallyCross programs (Central, Northeast, and Rocky Mountain) that are quite successful. They have a distinct advantage over more traditional events because 'road' damage is completely erased when spring returns.

RallyCross, like other forms of competitive motorsport, presents inherent risks to participants and spectators. Integral to the success of the events and program is the control of these risks. Safety Stewards and careful attention to the rules by all involved weigh heavily into this success. By better defining guidelines recommending how safety stewards perform their duties at individual events, the concept of mitigation of these risks at individual events and within the entire program will only get better through time. The guidelines form the core of a common safety program throughout the country for all events. This should not in any way detract from each event developing a unique character and flavor. It is one of the basic tenets of rallying...event individuality.

Rules

The RallyCross Rules are available at the SCCA.com website. Each year, the applicable set of rules will be posted at this site and will remain unchanged except through competition bulletins, which will also be available at the same site.

A one-page safety plan (attached) has been developed and approved by the National RallyCross Board. A clarification has been issued to better detail which positions on a RallyCross event committee are required to be SCCA members. These include, the chairman and safety steward(s). A registrar is recommended, but not required. However, the witness to the waivers must be an adult SCCA member.

Event Safety Plans

Safety Plans for RallyCross events are required. Basic information will include:

- Event Identification (name, date, location, SCCA region/division)
- Event Safety Steward(s) Information (name, contact information, email)
- Length of course (measured)
- Sanction/Insurance Certificate Verification
- Emergency Contact information
- Ambulance
- Authorities
- Physical address of the event location
- Directions to location from main highway intersection
- Person Responsible for contact if incident
- Description of how incident will be handled
- What to do if there is a medical injury
- What to do if there is a competitor injury
- Person responsible for gathering incident information

Events will have the option of using a 1-page pre-organized form or writing their own plan with the guidelines above. Most of the information is already required on the sanction application. None of this should take more than 15 minutes. No requirement to contact local authorities is implied, though it is recommended. Remember that all of our events are run on private land with permission.

Safety Steward Responsibilities

Each RallyCross Safety Steward has the responsibility for monitoring the operations and safety for their event. This especially includes monitoring the course for damage and drivers for dangerous or too aggressive driving styles. RallyCross events are as much for learning how to drive as they are for competition. All Safety Stewards must be SCCA members.

The Safety Steward may also be a competitor, HOWEVER, if this occurs, a second, trained Safety Steward must be present to assume the safety responsibility while the other steward is competing. They MAY NOT be in the same run group (if used). One steward must be viewing the event while the other is competing.

Event Observations

Basic course observations should consist of:

- Competitor driving style
- Course following problems
- Dust
- Course worker locations
- Jumps developing
- Ruts developing

- General course deterioration
- Event layout, parking, pit, staging, finish areas
- Safe location of scoring personnel and vehicle
- Spectator control and location
- Unauthorized persons on course

Spectators

RallyCross events are generally sanctioned and insured as non-spectator events. However, “casual”, walkup spectators (who may or may not sign an SCCA release and waiver) may be attracted. This is especially true if the event is visible from a highway or freeway. How each individual event handles these casual spectators must be covered in the event Safety Plan. A person who has the sole task of working with the spectators is the best option. Obviously, this person would not be a competitor. He or she can ensure that all spectators sign the release and waiver in addition to controlling where they physically view in relation to the course. The event areas that are not safe for viewing should be carefully defined and casual spectators kept in safe locations outside this area. .

Defined spectator areas must be located a safe distance away from the course. A hill or mound above the course is usually ideal if available. If the number of spectators is excessive, a separate person should be designated to serve as a safety marshal at that location. His/her duties are simply to prevent people from getting too close to the cars, and to enter/leave the viewing area in a safe manner.

Spectator locations should afford viewing of the staging and finish areas if at all possible, but remain in a safe location with respect to those areas as well as the pits and parking. This amounts to event promotion, but during the event, rather than prior to the event. The primary Safety Steward is ultimately responsible for the oversight of spectators and the security of the viewing areas. Spectator events that are promoted and advertised as open to the general public require special sanctioning from SCCA. The event site and course layout have an approval procedure that must be followed. Contact the SCCA Rally Department for details

Contacts

Each event should put together a contact list of the committee members, their duties, and who will be responsible for various duties the day of the event. This serves two purposes; it is a required part of the safety plan, and it provides accountability in assessing the success of the event. Most events already do this, even if it is not to this degree of formality. It is a normal part of working together as a group. RallyCross events are meant to be fun.

Pit, Staging, Start and Finish Areas

The above areas are adjacent to the course, and the start/finish areas are considered to be part of the course. They must be located so that a competitor starting the course, maneuvering on the course, or crossing the finish line does not present a danger to other competitors or spectators. Some events are located in small venues, and adjustments should be made to accommodate these areas. People should not be walking through the staging, start or finish areas. Generally the pit area is safe, but still a part of the event, though not a competition area.

If there is another type of competition running in an adjacent area (e.g., motocross), adjustments may have to be made for the course to ensure safety for both events. Generally, RallyCross events run on land that is utilized on a frequent basis by the other sport. Sometimes, there is another event or ongoing use of the property along with the RallyCross event. It is the responsibility of the primary Safety Steward to ensure that the officials of both events are notified of each other's presence, and adequate workers are in place. A boundary between the uses must be defined and adequately marked.

Course

It is definitely best for the Safety Steward(s) to walk the course prior to competition. It gives you a better feeling for what the hazards may include and how the designer handled them. Look off-course as well to see if there are hidden hazards that might affect a competitor who misses a turn. Items related to the course that should be checked before competition begins include the ease of following the route. If cones are used, do they follow any logical pattern? How likely is it for people to get lost on any part of the course? Should some changes be made for course-following considerations?

Emergency Contacts

It is highly recommended that each event chairman or safety steward contact local authorities in person to explain what will be occurring. Local authorities may not have any interest because the event is conducted on private land. On the other hand, they may also have useful recommendations for contact should it be necessary.

Incidents

None of us want incidents, but they do happen. When an incident occurs at an event, the safety steward assumes control of the situation. Make certain the injured (if any) are attended to, and proper notifications for assistance made in a timely manner. If at all possible, keep a time log of the events, even if you just call and leave a voice mail message on a cell phone. When the people are taken care of, start talking with witnesses and determine what happened. Take pictures as necessary. Make a record of the course condition, who you talk to, who were the witnesses, and anything else you need. Treat it as an accident scene on a real road.

The Event Safety Plan (attached) is designed to show the responsibilities for various committee members should an incident occur. These people have responsibility to gather information. That information should be given to the primary Safety Steward, but should not preclude the Safety Steward from gathering additional information.

The safety steward must be familiar with the use of the SCCA Incident Report forms and the insurance green cards. Each witness should be given an Incident Report to fill out and return to the safety steward at the event. Document everything you can. Be careful to document facts and not opinions in any written reports. A review of any report submitted to SCCA should be done by the primary Safety Steward before submission. If the primary Safety Steward prepared the report, he or she may ask another safety steward to review it prior to submission. This is not required, but often makes for a better report since language and omissions can be located and corrected. It may not be needed, but the information is easier to gather at the scene rather than try to reconstruct it after the fact.

All incidents must be reported to the Rally Department in Topeka. You must call 800-770-9994 in all cases where there is any kind of medical response is needed. The RallyCross Board will be notified through the Rally Department, unless contacted directly.

Response

Response to an incident has to be noted by time and agency. They will all have logs, but it is sometimes difficult to obtain them. By keeping our own log of the events immediately following an incident at an event, we may provide the authorities with a record of our response and gain their respect. A person should be assigned to this task. Providing Risk Management with a documented history of what happened and the response is useful in considering procedural recommendations for future training.

Communications

Each event should have a communications system set up to, at a minimum, notify scoring of penalties on the course, but certainly to keep track of course condition and small-scale items that cannot be viewed directly by the safety steward. Family Service Radios work well for this task, although nearly any radio should work due to the compactness of most courses.

The rules require the safety steward be able to view the course from a single point. If this is not possible, the radio network becomes the eyes/ears to ensure that workers in areas not visible have a way to communicate with the safety steward.

The communications network serves as a system to relay both emergency information to the safety steward and penalty information to scoring. The safety steward must have a radio on his person and working during competition.

Follow Up

Organizers know the value of follow up after an event with the landowner and competitors. For the majority of the events, these people are the only ones who will require a visit or telephone call the day after the event. If they are happy, then you have the opportunity for more events. If an incident occurs during the event, a brief follow-up with the responding authority would be in order the day after the event, and a longer visit an appropriate amount of time after that. This would be to discuss if there are any changes needed in event procedures from the perspective of the authorities. SCCA will make an inquiry separate from these recommendations.

Training Methodology

Each candidate will undergo a three-phase training program. This may be conducted by the Divisional RallyCross Steward, in addition to a RallyCross Safety Steward. Training may also be conducted by a designee of the Divisional Steward or RallyCross Board Chairman. No prospective steward will have to travel to Topeka to obtain training. The goal is to have a person certified to do training of new stewards in each area/division where there is an active RallyCross program.

1) The first phase will consist of developing understanding and comprehension of the program and sport itself, the need for safety, what safety actually means for competitors, organizers,

workers and spectators. A review of the duties of an event steward and the event safety steward must be done with a RallyCross Safety Steward or the Divisional RallyCross Steward. This is basically the bookwork part of the training.

2) The second phase, which could encompass two or more events if needed, is for the candidate to work at least one event serving as the assistant to a licensed RallyCross Safety Steward. This will consist of the pre-event review of the course and paperwork from SCCA, including the event safety plan. The review the day of the event will include walking the course, explanations of the concerns for the course, the layout of the event, the proximity of the course to various on-site hazards and spectator areas, how event timing/scoring and communications work. If all parts of the course are not visible from one location, an evaluation of the plans for communication in the event of an incident should be done. This is going to be the most intensive part of the training, with the event steward not only having to perform the duties of both an event steward and trainer. The plus side to this is that the student has another set of eyes that watch the event as well.

3) The third phase is sort of the reverse of the second with the student serving as the event Safety Steward under the guidance of a licensed RallyCross Safety Steward. While probably not possible in all situations, the Steward for phase two and three should be different. At the end of this event, the appropriate stewards should decide if the candidate is qualified to handle events on his/her own. If that is the case, they complete a RallyCross Steward License Application and forward that to the Divisional RallyCross Steward who will sign and forward the application to the Rally Department. If the candidate needs additional experience, then that information must be communicated to the candidate and the Rally Department along with a list of requirements and proposed schedule for additional training.

4) If a Divisional Steward denies the application for a Safety Steward after the above steps have been followed and there is a request for a review of the application, a Review Committee of three members will be convened. The Review Committee will consist of: a RallyCross Divisional Steward, an RXB member, and a member of the RXB Safety Committee; all must be currently licensed RallyCross Safety Stewards. The committee will review the application and submitted qualifications. They may ask for additional information from the applicant and/or the Divisional Steward who denied the application. The Review Committee will either approve the application or deny it. If denied, the committee will provide recommendations as to what is required to have the application approved.



SAFETY PLAN (please see instructions)

EVENT NAME _____ DATE _____

SCCA Sanction Number _____

SCCA Sanctioning Division _____ Region _____

Chairman: _____	Cell phone: _____
Safety Steward #1: _____	Cell phone: _____
Safety Steward #2: _____	Cell phone: _____
Landowner: _____	Cell phone: _____
Address of Event Location: _____, _____ ST	
Street address	City

Length of course: _____ miles Description of course: _____

Directions from major intersection: _____

Emergency Contact Information:

Agency	Emergency Phone Number	Contact Name (if known)
Police		
Sheriff		
State Highway Patrol		
Ambulance		
Fire/Rescue		

Emergency Response Procedures:

What will you do if there is a medical or competitor emergency? (please be specific)

--

Who is responsible for:	Name / Phone
Decision making if an incident occurs	
Notifying the authorities	
Primary Event Spokesman	
Gathering Incident-related Information	

fax, mail or email to:

email rally@scca.com

fax 785-861-1760

SCCA Rally Department

PO Box 1833

Topeka, KS 66601-1833

RallyCross Safety Plan Instructions:

Safety plans have long been used in rally events to provide assurance that the proper steps have been taken for competitor, spectator and worker safety. Starting January 1, 2005, completion of the form became mandatory for all RallyCross events.

The purpose of this safety plan is to provide a form to organize the safety aspects of an SCCA RallyCross event to enable quick and reliable decision making in the event of an incident at an event.

It must be completed and sent to the SCCA Rally Department before a sanction number will be issued. A fax copy will be acceptable providing it can be easily read.

The form has been designed to provide a simple, easy-to-use listing of the important information related specifically to an individual event.

The first section details the physical location and people involved in organizing the event. Contact information is there if needed, and will usually be a cell phone, but not always.

Each event is assigned a sanction number by the SCCA National Office (Rally Department). It's not likely that number will be available prior to submission of the form, so just leave it blank and the Rally Department will fill it in.

The next section deals with the course. We want a rough length to determine the areas of the country with longer courses (potential candidates for Division and National events). The nearest 0.10 miles is sufficient. A short description of the surface is also required. The directions may seem a little strange, but if the event is in a rural area, some of the authorities may need a set of directions to get there. If this is done in advance, it's ready to be read when calling for assistance.

A list of contacts follows. Not all law enforcement may be available or needed in every area, but an ambulance contact definitely is needed. With these contacts listed, if the number is not 911, it will be at hand and ready to be dialed if needed (hopefully not). The information is then combined into a short description of what will be done if an incident occurs and who will be responsible for gathering relevant information. The four areas where information needs to be gathered or decisions made cannot be handled by one person. No persons name should be listed more than twice, and, ideally, separate people will have individual responsibility for decision making and/or information gathering. It's unfair to place the burden of total responsibility on a single person.

Completion of these safety plans is a demonstration to Risk Management that we take safety seriously in this sport. Continued demonstration of this concern will serve as a basis to demonstrate our concern for event, spectator, worker and competitor safety. Thank you for your assistance.

Any questions or concerns should be addressed to the Rally Department at the SCCA National Office in Topeka, KS.

SCCA LIGHTNING SAFETY POLICY

Revised: October 2007

SCCA RallyCross events will take all steps necessary to mitigate the risk and avoid endangering competitors, workers and spectators from cloud-to-ground lightning. Thunderstorms are an acknowledged fact in many parts of the county. The National Weather Service warns of severe thunderstorms, but those warnings DO NOT include lightning. Any thunderstorm, by definition, contains lightning. Event venues are often located away from metro areas where real-time weather information is readily available. If a NOAA Weather Radio is available, it should be used as an up-to-date source of information.

The 30-30 rule will be used to determine when to halt competition and when to restart in the interest of safety. It is based on scientific observations and principles related to lightning activity in, and around, thunderstorms. The Safety Steward for the event will be the decision maker in this matter. The 30-30 rule follows these guidelines:

1. When lightning approaches, count the number of seconds between the observation of the lightning flash and hearing the thunder. If that number is 30 or less, competition will be suspended. This means lightning is within 6 miles of the observer.
2. After the lightning threat has passed, wait 30 minutes after the last observation of cloud-to-ground lightning within 6 miles of the competition site. Lightning has been observed to strike the ground some 10 miles outside of the thunderstorm itself. The Safety Steward will locate the safe areas onsite. This could be a well-constructed building (pole barns and bleachers do not count), if available. If not available, competitors, workers and spectators should be instructed to get inside their vehicles, roll the windows up and do not touch anything metal. Under no circumstances should a person be standing outside in the course, pit, paddock or spectator areas during a thunderstorm.

This statement does not consider other types of severe weather that may result from a thunderstorm (large hail, high winds, heavy rain and tornadoes).

Lightning Safety Plan – SCCA

Policy –

SCCA RallyCross events will take all steps necessary to mitigate the risk and avoid endangering competitors, workers and spectators from cloud-to-ground lightning.

Procedure –

The best procedure is to provide officials of the event (mainly, but not limited to, the safety steward) with sufficient knowledge of lightning to make informed decisions. It is recognized that those making the decision are likely not trained meteorologists or knowledgeable of severe weather phenomena. This procedure has been developed with those considerations. It is necessary that all individuals participating in the decision process appreciate the lightning

hazard. An understanding of the underlying physics is not necessary. The procedure to follow will be the following:

1. Develop an emergency action plan specific to the activity (this document) and consisting of:
 - a. A defined chain of command that identifies who is to make the decision. This decision authority is final.
 - b. A designated weather watcher who looks for the signs of severe weather and a lightning threat.
 - c. A method of monitoring local weather forecasts (hazardous weather outlook) and warnings
 - d. A list of specific locations safe from the lightning threat
 - e. A set of specific criteria that will determine suspension and resumption of activities on the course
 - f. Use of recommended lightning safety procedures.

Since this is the plan, the rest of the items are briefly described below:

1. The chain of command specifies who makes the decision to suspend competition and directs the people involved in the event to a safe location. The person (one person, NOT a committee) is recognized to have the authority to halt competition for weather-related safety reasons at any time. Since there is a Safety Steward present at every SCCA-sanctioned event, it could be this person, but more likely his/her designee. While not all events will have this risk, all events should have a person designated to do this by the safety steward.
2. This person designated as the decision-maker in item 1 may not be the person watching the weather. While not all events will hold competition in an environment that poses a risk, the safety steward will make the decision who will be assigned to this task. Someone must be assigned. It can be the safety steward, the decision maker, or someone else depending on the daily forecast risk for thunderstorms in the area. Common sense will prevail.
3. RallyCross events are often held in remote locations. These can be far from any metro area, and farther from any source of reliable weather information. If cell phone access is available, an Internet connection to any one of several sources of online data may be possible. Sites such as <http://www.rap.ucar.edu/weather> or <http://hprcc.unl.edu/nevit> provide radar and satellite imagery though interpretation is problematic without proper training. The latter site provides forecast information. Use of your local National Weather Service website (<http://www.nws.noaa.gov> will provide a list) will provide a listing of current warnings, but you must be online nearly all the time to see them. Use of a NOAA Weather Radio (also called NOAA All Hazards Radio) is the best way to keep informed while on the site. It provides the most up-to-date warning information. Unfortunately, the NWS does not issue lightning alerts. Lightning is present with every thunderstorm by definition. Thunderstorms are a common occurrence in many areas

and while they may produce lots of lightning, a warning may never be issued. There are specific criteria for issuing a warning and lightning is NOT one of those criteria.

4. Safe locations on or nearby the course need to be identified prior to the start of competition. A sturdy building is usually the best. If this is not available, have everyone get into their cars (no convertibles), roll up the windows and not touch any metal inside the car until the lightning threat has ended. Defining unsafe locations are as important as safe ones. No person should be standing on the course, in the pit, paddock or spectator area during a thunderstorm. It may be best to avoid the pit area altogether if fuel is present in containers. Since lightning is static electricity (i.e., a spark), the risk of vapors igniting is definitely NOT zero. Use common sense here.
5. The 30-30 rule is best to use for determining the suspension and resumption of competition. We acknowledge the course conditions may change radically after a thunderstorm passes. Each event will have to determine how to handle this change so subsequent competition runs are fair for all competitors. It is not the purpose of this document to define how to handle it.
 - a. The 30-30 rule is simple. It is not arbitrary, but based on scientific observations and principles related to lightning activity in and around thunderstorms.
 - i. Count the number of seconds between the observation of a lightning flash and hearing the thunder. If this is less than 30, the lightning is within 6 miles of the competition site. The lightning safety plan should be activated.
 - ii. After the lightning threat has passed, wait 30 minutes after the last observation of lightning within 6 miles (30-seconds) of the competition site. This may seem like a long time, but based on the speed of the storm and the distance it travels in 30 minutes, it is the bare minimum for safety reasons. Lightning has been observed to travel 10 miles outside the core of the storm and seemingly strike 'from the blue'.
6. Basic lightning safety strategies consist of:
 - a. Postponing/canceling outdoor events
 - b. Avoiding the highest point in the area
 - c. Avoiding being the tallest object in the area.
 - d. Do not take shelter under trees or light poles.
 - e. Do not stand out on the course during a thunderstorm
 - f. If caught outside, do not lie flat on the ground, but crouch on your toes with your feet together, head lowered and ears covered with your hands. Yes, it's awkward, but better uncomfortable than dead.
 - g. Observe basic first-aid procedures if lightning does strike:
 - i. Observe the scene briefly...dashing out to help the injured may result in additional injuries.
 - ii. Call 911 or whatever emergency number is in the event safety plan
 - iii. Move the victims to a safer area if required.

- iv. Treat the 'dead' first...victims may appear dead, but can often be revived with CPR (only trained persons should perform CPR).
- v. Evaluate and treat for additional injuries (breathing difficulties, shock, fractures, burns, etc.). This is not an all-inclusive list.

Implementation of any lightning safety plan is the responsibility of the safety steward. Development of that plan is the responsibility of the event chairman and the safety steward (at a minimum). Common sense should prevail. Some areas of the country have better visibility than others (Colorado, for example). Lightning may be visible at distances of 40 miles or more and not pose a threat initially. The 30-30 rule works in these situations as well as it does in urban areas with less visibility. Keep in mind that there must be lightning for this rule to work. If the first stroke of a storm strikes your area, the 30-30 rule will not work. In this situation, the weather observer must be aware of the signs of an impending thunderstorm (dark clouds, thunder with no visible lightning, high winds, etc. This list is not all-inclusive). There is often an indication of charge building up from someone's hair standing up, feeling your skin tingle, hearing nearby crackling noises, or synthetic fabrics rising away from the wearer's body, just to mention a few. In these cases, implement the lightning safety plan IMMEDIATELY. Some may mention that getting in a vehicle is safe because the rubber tires insulate the vehicle. The insulation portion is true, but consider that the lightning discharge just came many miles through the atmosphere. 6" of rubber is not a deterrent! It's the metal framework of the car that allows the lightning charge to flow across the skin of the vehicle to ground. Lightning rarely penetrates the vehicle interior, but it's still a good idea to not touch anything metal inside until the lightning threat has ended.

That's it. A simple plan (with a bunch of explanation). If you want additional information on lightning and lightning safety, please contact the Rally Department. They will put you in touch with the proper people to answer your questions.

SCCA RALLYCROSS NATIONAL CLASS WINNERS

2005 National Challenge, Hastings, NE (66 competitors)

SSF	Jan Gerber	95 Dodge Neon ACR	Nebraska
SSR	James Wood	02 Chevrolet Camaro	Nebraska
SSA	Ken Cashion*	00 Audi S4	Colorado
RSF	Cole Ones	85 Chevy Spectrum	Colorado
RSR	Dale Lind	91 Toyota MR2	Nebraska
RSA	Scott Leonard	05 Subaru WRX	Continental Divide
RP2	Tim Chevalier	2 Volkswagen GTI	New England
RP4	John Huebbe	04 Subaru WRX STi	St. Louis
RM2	Mark Anton	95 Ford Probe	Cal Club
RM4	Marek Gorecki	04 Subaru WRX STi	San Francisco

*Winners Shootout winner

2006 National Challenge, Hastings, NE (37 competitors)

RSR	James Wood	87 BMW 325i	Nebraska
RSF	Jan Gerber	95 Dodge Neon ACR	Nebraska
RSA	Brent Blakely	04 Subaru STi	San Francisco
RPF	William Perry	86 Honda Civic	Chattanooga
RPR	Gary Graybill	69 Datsun 510	Nebraska
RPA	Jon Simmons	06 Mitsubishi EVO IX RS	Nebraska
RM2	Shawn Whitney	91 Volkswagen Jetta	Colorado
RM4	David Brooks*	91 Isuzu Impulse	Chattanooga

*Winners Shootout winner

2007 National Championship, Hastings, NE (49 competitors)

RSF	Jeff Parker	98 Dodge Neon	Houston
RSR	Jayson Woodruff	87 Toyota MR2	Cal Club
RSA	Brent Blakely	04 Subaru STi	San Francisco
RPF	Jan Gerber	95 Dodge Neon	Nebraska
RPR	Matthew Miller	89 Nissan 240	Wichita
RPA	Lucas Laeser	05 Subaru WRX	Chattanooga
RM2	Chad Ones	85 Isuzu I-Mark	Continental Divide
RM4	Eric Genack	03 Subaru WRX	Colorado

2008 National Championship, Lebanon, TN (69 competitors)

RSF	Tim White	08 Honda Civic Si	Ohio Valley
RSR	Michael Byington	82 Mazda RX-7	St. Louis
RSA	Robert Johnson	03 Mitsubishi Evo VIII	Ohio Valley
RPF	Douglas Harvey	99 Plymouth Neon	Detroit / Saginaw Valley
RPR	Shelton Wright	81 Mazda RX-7	Tennessee Valley
RPA	Brent Carlson	06 Subaru WRX	Land O' Lakes
RM2	David Feighner	80 VW Rabbit	Saginaw Valley
RM4	Mark Utecht	99 Subaru 2.5 RS	Land O'Lakes

2009 National Championship, Fountain, CO (70 competitors)

RSF	Tim Hardy	91 Ford Escort GT	Continental Divide
RSR	Michael Byington	82 Mazda RX-7	St. Louis
RSA	Robert Johnson	03 Mitsubishi Evo VIII	Ohio Valley
RPF	Bret Hunter	88 Honda CRX Si	Colorado
RPR	Jerred Burnard	85 Toyota MR2	Continental Divide
RPA	Max Johnson	09 Subaru WRX	Colorado
M2	Chad Ones	85 Isuzu I-Mark	Continental Divide
M4	Chris O'Driscoll	07 Subaru WRX	Colorado

2010 National Championship, Fountain, CO (76 competitors)

SF	Don Hardy	91 Ford Escort GT	Continental Divide
SR	Greg McMahan	85 Toyota MR2	Colorado
SA	Gary Marascola	09 Subaru Impreza	Colorado
PF	Keith Lightfoot	02 Ford Focus SVT	Colorado
PR	Edwin Cunill	75 BMW 2002	Alabama
PA	Ryan Gates	02 Subaru WRX	Continental Divide
M2	Ken Cashion	07 Honda Civic Si	Colorado
M4	Chris O'Driscoll	07 Subaru WRX	Colorado

2011 National Championship, Tulsa, OK (100 competitors)

SF	Brian Priebe	91 Nissan Sentra	Ohio Valley
SR	Douglas Largent	89 BMW 325i	Ozark Mountain
SA	Jan Gerber	03 Subaru WRX	Nebraska
PF	Keith Lightfoot	02 Ford Focus SVT	Colorado
PR	Sam Henry	91 Mazda Miata	Ozark Mountain
PA	Kubo Kordisch	0 Subaru Impreza	Colorado
M2	Kent Hamilton	88 Honda Civic	Arctic Alaska
M4	Warren Elliott	06 Mitsubishi EVO IX RS	New England

2012 National Championship, Tulsa, OK (104 competitors)

SF	James Wilson	11 Mazda 2 Sport	Houston
SR	Ryan Miles	99 Mazda Miata	Kansas
SA	Jan Gerber	03 Subaru WRX	Nebraska
PF	Ken Cashion	07 Honda Civic Si	San Francisco
PR	Sam Henry	91 Mazda Miata	Ozark Mountain
PA	Warren Elliott	06 Mitsubishi Evo IX SSL	New England
MF	Bobby Jasan	92 Nissan Sentra	NE Oklahoma
MR	Will MacDonald	84 Mazda RX-7	Continental Divide
MA	Brianne Corn	06 Mitsubishi Evo IX SSL	Texas