

SCCA® Road Rally

Rule Book

2001 Edition

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NOTES

FOREWORD

Effective January 1, 2001, all editions of the SCCA **RoadRally** Rules (RRRs) are superseded by the following RRRs. The SCCA reserves the right to revise these RRRs, to issue supplements to them at any time, and to promulgate special rules in an emergency. It is expected that contestants and organizers alike refrain from laborious, obscure, or illogical interpretations of these Rules.

Portions of these rules differing significantly from the previous edition are denoted by a solid black bar in the left hand margin next to the line(s) which have been added, omitted, or changed. An example of this "change bar" is at left.

It shall be understood that the (™) mark and/or (®) mark which reference **RoadRally™**, **SCCA®** and **SportsCar®** shall be consistent throughout this rulebook without further notation.

Questions concerning RRRs should be addressed to the **RoadRally** Board, c/o Rally/Solo Dept., 9033 E. Easter Place, Englewood, CO 80112, (303) 779-6622, or fax (303) 694-3654; or contact a member of the **RoadRally** field staff listed in this book.

Finality of Interpretation and Application.

The interpretation and application of the RRRs 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:

- 1) Determinations by SCCA officials are non-litigable;
- 2) 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;
- 3) If a member, competitor, or official initiates and/or maintains litigation in violation of this provision, that member, competitor, or official agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

ARTICLE 1 OFFICIALS

A) *SCCA RoadRally Board (RRB)*

Responsible for the development of Regional, Divisional, and National **RoadRally** events and maintain a liaison with the Divisional **RoadRally** Stewards (DRRS). The RRB shall monitor the execution of approved rules and standards for National Touring Rally (NTR) and National Course Rally (NCR). The members of the RRB are:

John Emmons, Chair
W 19854 McGilvary Road
Galesville, WI 54630
608-582-4386 home
608-582-4665 fax
102032.3422@compuserve.com

Maryanne Rhodes
181 Littleton Road, #302
Chelmsford, MA 01824
978-256-7285 home
Mar830@aol.com

Ron Ferris
140 Kings Drive
Florissant, MO 63034
314-503-7411 (h)
eaiinc@stlnet.com

Mike Thompson, Rules Comm.
Liaison
1818 S. 28th Court
La Crosse, WI 54601
608-788-5018 home
608-782-1565 work
mkrally@aol.com

Jim Mickle, DRRS Liaison
54823 Cambridge Drive
Shelby Township, MI 48315
810-677-1667 home
jimmickle@juno.com

B) *SCCA Rally/Solo Department (RSD)*

Responsible for the administration of the SCCA **RoadRally** program.

9033 E. Easter Place.
Englewood, CO 80112
(303) 779-6622 phone
(303) 694-3654 fax
www.scca.org
rallysolo@compuserve.com

C) *Delegation of Powers*

- 1) The RRB shall have the right to delegate powers and appoint such personnel as may be required to effect it's purpose and to assign duties and powers to them.
- 2) A Divisional **RoadRally** Steward (DRRS) shall be appointed by the RRB in each SCCA Division (subject to approval of the Board of Directors) for the purpose of coordinating and administering the SCCA **RoadRally** program in the Division.

The Divisional **RoadRally** Stewards (DRRS) are as follows:

SOUTHEAST

Tom Tyson
P.O. Box 189
Sandston, VA 23150
804-779-2300 home
tysont@whiteoaksemi.com

CENTRAL

Jim Mickle, DRRS Liaison
54823 Cambridge Drive
Shelby Township, MI 48315
810-677-1667 home
jimmickle@juno.com

NORTHEAST

Fred Mapelbeck
147 Millville St
Salem NH 03079
603-898-4778
derfrally@aol.com

ROCKY MOUNTAIN

Karl Broberg
8164 N. Streamside Avenue
Tucson, AZ 85741-4613
520-744-8775 home

MIDWEST

Bruce Bettinger
1519 Virginia Street
Derby, KS 67037
316-788-3942

SOUTHWEST

Sasha Lanz
702 West Shore Dr.
Richardson, TX 75080
972-235-4305 (hm)
alanzl@juno.com

SOUTHERN PACIFIC

Jeanne English
30-13thSt. #E
Hermosa Bch, CA 90254
(310) 372-7168 home
ean21@juno.com

NORTHERN PACIFIC

Kevin Poirier
70640 Nick Thomas Road
Rainier, OR 97048
503-556-0908 home
503-556-7647 work
Kevin@full-moon .com

- 4) A **RoadRally** Rules Committee may be appointed by the RRB to advise on proposed changes to the RRRs, RFOs and to serve as the liaison to National level events. The members of the Rules Committee are:

Mike Thompson, Chair RRB Liaison 1818 S. 28th Court La Crosse, WI 54601 608-788-5018 home 608-782-1565 work mkrally@aol.com	Fred (Derf) Nation 29 Mallard Court Magalia, CA 95954 530-873-0128 home Fdnation@aol.com
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Jim Friedman 14114 Grand Pre Rd. #12 Silver Spring, MD 20906 301-871-6339 home 202-687-4215 work 202-687-1505 fax Friedman@Georgetown.edu	W. David Teter 418 Arbour Drive Newark, DE 19713 302-368-4210 home 302-831-8053 work Teter@udel.edu
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- 5) A three-person **RoadRally** Disciplinary Committee shall be appointed by the RRB, if required.

ARTICLE 2 **RoadRally RULES (RRRs) AND RULES FOR ORGANIZERS (RFOs)**

A) *National RoadRally Rules*

These RRRs shall govern all SCCA Rallies eligible to contribute points toward the National **RoadRally** Championship. Each rule herein shall apply to rallies of both types (National Tour Rally (NTR) and National Course Rally (NCR)) unless the rule specifically applies to only one type through the notation NTR only or NCR only.

B) *Rules for Organizers*

A set of RFOs (available from the Rally/Solo Department) for SCCA **RoadRally** events is to be used for the organization and conduct of rallies in the National Rally Championship. Organizers are responsible to the RRB for adherence to the RFOs. The RFOs shall not serve as a basis for claim by contestants.

C) Revision of RRRs and RFOs

The RRB reserves the right to make such changes in these RRRs and appendices as may be deemed necessary or advisable.

*D) Regional and Divisional **RoadRally** Rules*

The organizers of Regional and Divisional Rallies are encouraged to maximize the usage of these RRRs and the RFOs in conducting a Regional/ Divisional **RoadRally** Program. The specific Articles which apply to every **RoadRally** are as follows:

- 1) Article 4.B.3
- 2) Article 10.A.2: D, J and K
- 3) Article 13 (except SCCA Rally Championship stickers are not required)
- 4) Article 14
- 5) Article 19.C
- 6) Article 21 (Required only on a TSD event. Regions may modify the timing allowance procedures as long as the intent of this article is met.)
- 7) In addition to numbers 1 thru 6, there shall be a minimum of two occupants in a vehicle participating in a regional SCCA **RoadRally**.

A regional handbook is available through SCCA Merchandising, (303) 694-7222, if you need additional assistance.

ARTICLE 3 ACCEPTANCE OF RRRs AND RFOs

A) By the Rally Committee

Each committee that undertakes to organize an SCCA National **RoadRally** shall be acquainted with these RRRs and with the RFOs and shall be bound by them. Application for SCCA-sanction shall constitute evidence of acceptance of this provision.

B) By the Contestant

Each entrant in an SCCA National **RoadRally** shall be deemed to be familiar with these RRRs and shall be bound by them; participation shall constitute evidence of acceptance of this provision.

ARTICLE 4 SCCA-SANCTION

*A) Definition of an SCCA **RoadRally***

- 1) An SCCA **RoadRally** in the National championship series shall be an automotive test in which precise driving and navigational skills are stressed. Each vehicle must individually follow a prescribed common route at specified legal and reasonable average speeds.
- 2) **NTR Only**. Events shall contain no course-following or timing 'traps'. The route instructions shall be completely straightforward, so that the entire emphasis of the competition shall be to remain on time on a clearly defined course.
- 3) **NCR Only**. Events may contain course-following and timing exercises ('traps').

B) Duration

- 1) A National **RoadRally** shall have a minimum road course of 200 miles and employ a minimum of 24 timing controls, of which at least 18 must be open or passage controls.
- 2) Decisions to discard parts of the rally will not be a basis for de-sanctioning the event even though the discard causes the rally to be less than the above minimums.
- 3) Any SCCA-sanctioned **RoadRally** shall be so constructed as to ensure that participants will not be required to be on the road more than 16 hours in any 24-hour period. In each 24-hour period containing a major phase of a rally there shall be a rest stop of at least eight consecutive hours.

C) Application for Sanction

In order to be eligible for inclusion in a National **RoadRally** Championship, an event proposed as a NTR or a NCR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs.

An SCCA Region desiring sanction for a National **RoadRally** must submit a calendar date request to the Rally/Solo Department at least four months in advance except in the case of a new committee or a triple event (non-concurrent) proposal which requires a nine month advance request. A committee deemed

as “new” is further explained in the RFOs. The Rally/Solo Department, in conjunction with the RRB, will determine whether the rally should be calendar listed, and if the calendar listing is disapproved, the Region will be advised of necessary changes to permit calendar listing.

At least 90 days prior to the proposed National **RoadRally**, an SCCA Region (in applying for sanction) must submit to the RRB, via the Rally/Solo Department, a detailed description of the proposed event, a draft of the event’s GIs, and requests for any exceptions to these RRRs.

The RRB, as part of the sanctioning procedure, will determine the number of pre-checks required. This determination will be made within ten working days after receipt of the sanction application. **All pre-check expenses are to be handled directly by the conducting Region.**

The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National **RoadRally** if, in the opinion of the RRB, the rally appears not to conform with required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs or any recommendation of the RRB or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for a National **RoadRally** status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

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 5 ANNOUNCEMENT TO MEMBERSHIP

A) General Announcement

Each NTR and NCR should be calendar-listed or announced to all SCCA members in *SportsCar* Magazine, the Official Publication of the SCCA, at least two months prior to the closing of entries.

B) Special Announcements

Mailings of announcements to selected individuals and publication of announcements in Regional newsletters are optional; if used, they must be in addition to the general notice in *SportsCar*.

C) Announcement of Accommodations and Meals

In addition to other information made available in advance to prospective entrants, the rally committee shall provide full information describing available hotel accommodations and meals. If a package plan including hotel rooms and meals is offered, it must be optional and not be integrated with the entry fee; however, it shall not be necessary to offer any part or parts of a package plan separately. When an entrant chooses to forego the package plan he need only pay the required entry fee and shall assume all responsibility for obtaining his lodgings and meals.

ARTICLE 6 OFFICIAL OBSERVER

A) Designation and Eligibility of Observer

The Event Chairman, in consultation with the RRB Liaison, shall appoint a qualified contestant as the Official Observer.

B) Duties of the Observer

The Official Observer shall:

1. Ascertain whether the rally has conformed to the RRRs and RFOs in both their letter and their spirit;
2. Perform any other duties assigned by the RRB; and
3. Promptly render a written report of his findings to the Rally/Solo Department and the RRB Liaison for that event.

Note: The Official Observer must participate as a contestant in the rally.

Contestants are invited to call to the Official Observer's attention anything they feel should be included in his report; however, they must not ask the Observer to adjudicate any matter nor to carry communication between them and the rally committee.

The Rally Chairman and the Rally Committee shall not require the Observer to adjudicate any point at issue, but the Observer may, if requested, give his opinion on the matter. The Observer shall serve on the rally claims committee as the non-voting Chair. In the event that the Observer enters a formal claim he shall designate another qualified rallyist as his substitute during its consideration by the claims committee. As part of his report, the Observer shall describe any violations of the RRRs giving his opinion as to the severity of each violation and whether the violation was inadvertent or intentional and provide an overall assessment of the handling of claims.

ARTICLE 7 RALLY AWARDS

A) Class Trophies

Suitable trophies, one for each crewmember, shall be awarded to the highest-placing crews. The number of pairs of such awards in each class shall be equal to not less than 10% of the number of entries in each class.

B) Supplementary Trophies

Additional awards for novice, long-distance, marque, sportsmanship, teams, or others shall be at the discretion of the Rally Committee.

ARTICLE 8 ANNUAL *RoadRally* CHAMPIONSHIP

A) *National Champions*

The National Championship points and awards shall be made to SCCA members participating in both NTR and NCR.

Each year the SCCA shall recognize National *RoadRally* Champions in four categories which shall be known as Class E (Equipped), Class L (Limited), Class S (Stock) and Class R (Rookie). Champions in each class shall be determined on the basis of an accumulation of points earned in one or more SCCA National Road Rallies, not to exceed the best five out of the first ten National Rallies started. However, for those persons who earn worker points, the accumulation of points shall be for the best four out of the first nine National Rallies started, plus the worker points. Points earned in one class are not transferable to another class. Members may enter more than ten National Rallies in any class at their discretion, but participation in additional events shall in no way affect the contestants total score in the National *RoadRally* Championship in any class.

If by December 1, there have been fewer than ten National Rallies in the competition year, there will be no championship for that competition year.

Members may enter any National *RoadRally* prior to completion of their first ten National *RoadRally* events without having the event included for championship points. Entrants may do so by advising the SCCA Rally/Solo Department via certified mail, time/date stamped, e-mail, or fax, postmarked not later than three days prior to the start of the event. Entrants must indicate that "The undersigned individual(s), entrant(s) in the _____ rally, is (are) not competing in the event for National Championship points." Lacking such notification, entrants will be deemed competitors for points in any event started, in accordance with this Article. Notification may not be revoked. Conditional non-declarations are not allowed.

In case two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall not be vacated.

B) Eligibility

Only Regular and Spouse SCCA members in good standing at the time of the event shall be eligible to receive points from that event counting toward the annual National **RoadRally** Championship.

C) Points Scoring System

Points shall be awarded only on the basis of finishing position in class and not on the score of any individual section of a rally or in a supplementary event. In case sanction of a rally is withdrawn retroactively, such rally shall be deleted from the annual championship scoring.

Each member officially starting a National **RoadRally** shall be awarded a number of points based on the car's finishing position in class according to the schedule set forth hereafter. In case of a tie for a position, the points for that position shall be awarded equally to each competitor and the contestants following shall be shifted down in position by the number of cars tied. For example, three cars tied for second place would receive eight points each and the next placing car would then receive the fifth place points.

In cases where a NTR and NCR are conducted concurrently, a competitor may enter only one for championship points.

The Chairman may identify up to four persons who have participated as workers in the event to receive worker points for each National **RoadRally** (a NCR and NTR held concurrently are considered a single event). Once the Chairman has officially declared the persons to receive worker points the designees may not change. The worker shall be awarded a number of points equal to that individual's best finish (which was not non-declared) in that person's declared class for that year. The worker has until December 10 to specify to which class the points are to be applied. Each person may only be awarded worker points for one National event per year.

Points are awarded as follows:

<i>Position</i>	<i>Points</i>	<i>Position</i>	<i>Points</i>
1	10.0	14	1.3
2	8.0	15	1.2
3	6.0	16	1.1
4	5.0	17	1.0
5	4.0	18	0.9
6	3.0	19	0.8
7	2.0	20	0.7
8	1.9	21	0.6
9	1.8	22	0.5
10	1.7	23	0.4
11	1.6	24	0.3
12	1.5	25	0.2
13	1.4	26 & lower	0.1

D) Championship Awards

National awards shall be presented to the top 10 members in each class. In the event that the 10th contestant is tied with one or more others, the number of awards shall be increased to include ties. To win a year-end award the contestant must have a minimum of 25 points.

E) Points Records

National **RoadRally** Championship points standings shall be administered and maintained by the SCCA Rally/Solo Department. It shall be the duty of the chairman of each rally committee to provide, not later than 15 days after the conclusion of each event, the final official results, a complete entry list with addresses of participants, and the names of the persons to receive worker points. If these items are not mailed within this 15-day limit (based upon the postmark) the organizers will be fined \$50.00. All such data shall be mailed to the Rally/Solo Department.

ARTICLE 9 INSTRUCTIONS

A) Provisions for Special Rules

A **RoadRally** may have, incorporated in it's General Instructions (GIs), it's own special rules supplementing these RRRs.

B) Precedence of Special Rules

Should an event's special rules conflict with these RRRs, the event's rules shall normally take precedence, by virtue of their specialized nature, provided that such conflicting special rules have been outlined in the sanction application, have been approved and are identified as exceptions in the GIs.

C) Issuance of GIs

The GIs (including any special rules applying to the event) shall be in writing and shall be mailed via First Class mail to each driver and navigator at least 14 days prior to the date of the rally. Provided that entries are not received in time to permit compliance with the foregoing, this material shall be mailed as soon as possible after receipt and acceptance of these entries. This rule shall not preclude the subsequent issuance of amendments and/or corrections to the GIs deemed necessary by the rally committee.

D) Questions From Contestants

Contestants may submit written questions concerning the GIs. These questions must be received prior to the opening of registration unless the event's GIs specify an earlier deadline; if possible they should be worded so as to be answerable "yes", "no", or "does not occur". The response to these written questions shall be posted prior to the opening of registration and nothing added thereafter. Responses are solely for the purpose of clarification. They may not supersede, add to, modify, or conflict with either the rally GIs or the RRRs. However, should a question possibly disclose a point overlooked by the committee, or be judged by the committee to require special handling, the matter shall be dealt with in supplementary GIs issued to all contestants. Questions shall not be answered in such a manner as to provide confidential information to only a limited number of contestants.

E) Content of GIs

- 1) The GIs for a **RoadRally** shall contain all rules and regulations (including special regulations) governing the rally, together with detailed data concerning timing and scoring procedures, penalties, awards and other information essential to the contestants understanding of the event.
- 2) The GIs shall also contain a glossary, listing and defining all terms (including abbreviations and symbols) used in the route instructions having a special meaning, other than those listed in Article 27 (Glossary) of these RRRs, giving particular attention to local usage and colloquialisms.
- 3) In addition, where a hotel serving as rally headquarters has any special rules or policies, such as a rule governing the form of guests' attire in it's public rooms, the rally committee shall convey such information to the entrants through the GIs.
- 4) *Following the course.*
 - a) NCR ONLY - Unless clearly stated in the event's GIs, the only methods for following the course shall be as described in Article 24 & 25, Glossary, and the event's route instructions. The basic type of route instruction to be used in an NCR event will be numbered route instructions (*NRI*). Article 25.A contains the conventions related to the execution of actions in such instructions. If other *NRI* are to be used in a given event or if other types of route instructions are to be used in conjunction with *NRI*, the event's GIs must include complete information concerning the overlap of the various types of route instructions, priority of execution of route instructions, and all other information necessary for correct utilization of such instructions.
 - b) NTR ONLY - Unless clearly stated in the event's GIs, the only methods for following the course shall be as described in Article 22 & 23, Glossary, and the event's route instructions. The only type of route instruction to be used in a NTR will be *NRI*. The conventions related to execution of actions in such instructions are contained in Article 23.A.

- 5) Notwithstanding the provision of the first sentence of this section, it shall not be necessary to include in the rally GIs a reprint of these RRRs, with which all entrants are presumed to be acquainted.

F) Issuance of Route Instructions

Route instructions shall be issued to each crew 30 minutes before the start of the first phase of the rally that they cover. The issuance of route instructions shall follow an orderly procedure designed to ensure all crews have equal amounts of time to study the information contained in the instructions. Two sets of route instructions shall be available to each crew. Special instructions, note instructions, etc., issued at a control are not subject to the 30-minute requirement specified above.

A rally crew's leaving the starting line of the first phase of the event covered by a particular set of route instructions will be construed as evidence that they are satisfied with the completeness and legibility of the route instructions issued to them.

G) Content of Route Instructions

All information issued to contestants regarding route following and the execution of various phases of the event shall be in writing.

ARTICLE 10 ENTRY REQUIREMENTS

A) Entry Form

- 1) Application for entry in an SCCA **RoadRally** shall be made by means of an official entry form, to be furnished by the rally committee. The form shall contain or be accompanied by full instructions for its submission, and shall mention the date of closing, if any, of entries.
- 2) The following statement must appear on the entry form and be signed by the driver: "The entrant warrants that an auto insurance policy with liability limits of not less than \$20,000 /\$40,000/ \$10,000 is in force for each vehicle entered".

B) Number of Contestants per Crew

Each vehicle participating in an SCCA **RoadRally** shall have two and only two participants. Children ten years of age and under may ride with their parent(s) who must sign a waiver for a minor participating as a competitor.

C) Non-Member Entries

A rally committee may permit non-member crews to enter and participate in an SCCA **RoadRally**. Such crews shall be eligible to win and receive trophies but are ineligible for championship points. Individual non-members may enter and participate in a **RoadRally** under these same conditions, as a part of a crew with an SCCA member. A non-member car is defined as a competing car in which neither crewmember is an SCCA member.

D) Driver's License

Drivers shall be required to certify that they hold a valid automobile operator's license for the state in which they reside as of the date of the event.

E) Drawing for Numbers

Numbers for competing vehicles shall be assigned as a result of drawing(s) conducted by the rally committee. The first drawing shall be held no earlier than two weeks after the mailing of the fliers to the membership and no earlier than one month prior to the event. All entries received after the final announced drawing shall be assigned the lowest available number in order of receipt. Once assigned as specified in this section, a car number shall not be changed at the request of, nor for the convenience of, an entrant.

F) Car Registration

Each entrant must certify that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the owner's permission.

G) Substitution of a Crew Member

Substituting, for any reason, another person in place of either member of a crew originally entered in a rally, after the car has departed from the starting line of the first phase of the event shall result in a score of DNF (did not finish) for the car and its crew members.

H) Liability Release

All entrants, rally committee members, and workers in any SCCA **RoadRally** must sign a waiver, at each event, in such form prescribed by the SCCA Insurance Handbook.

I) Substitution of Vehicles

A different vehicle from the one originally entered may be substituted, in case of an emergency, upon notice to the rally committee before the close of registration and safety inspection.

J) Unsuitable Vehicles

A rally committee shall have the right to refuse entry for any vehicle that would, in the committee's opinion, be incapable of negotiating the course safely. In rejecting such an entry the committee must give the entrant immediate notification along with the option of securing a suitable vehicle.

K) Display of Commercial Advertising

All competing vehicles in an SCCA **RoadRally** may be required to carry event sponsor advertising supplied by the organizers (such advertising must be approved in advance of the event by the RRB). All commercial advertising displayed on the competing vehicles must be in good taste, subject to the discretion of the event organizers.

L) Refusal of Entries

SCCA reserves the right to bar any member or non-member from participating in the SCCA **RoadRally** championship program. A rally committee shall have the authority to accept or reject an entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible and, if possible, at least five days prior to the event. A copy of the notification, together with a supplemental and confidential statement of the reason(s) for the denial of entry, shall be forwarded to the RRB.

ARTICLE 11 CHAMPIONSHIP CLASSES

For the purpose of NTR and NCR competition, organizers shall provide for the classification of contestants into four categories, known as Class E (Equipped), Class L (Limited), Class S (Stock) and Class R (Rookie).

A) Class E

No limit is placed on the equipment permissible for use

B) Class L

The only restriction placed on the permissible equipment for this class is that the computation equipment must not receive a direct input from any distance measuring device. All inputs for mileage must be made manually.

C) Class S

Paper and "pencil", and timepieces, either electrical or mechanical, which cannot be varied in rate to aid in computation, are permissible. Computation equipment is limited to any standard slide rule-type device(s), single memory, non-programmable calculator(s) and/or tables or books listing speed factors. Mileage measuring equipment is limited to stock odometer(s) in the stock location(s) with a non-varying drive. The Curta (and similar) calculator is permitted.

D) Class R

If a team that qualifies as a rookie elects to enter Class R, they must compete in one of the above classes subject to the equipment limitations above. Performance in a particular class (E,L,S) is reduced to an index value determined as the winning score in the class (E,L,S) divided by the rookie entry score. The index for all rookie entries are then compared to determine the finish positions in Class R. The higher index value reflects the higher finish position. Championship points will be awarded in the usual manner as described in Article 8.

A rookie team entry at their first event of the competition year must have participated in no more than four SCCA National road rallies combined for driver and navigator (3 + 1, 2 + 2, 1 + 3, 4 + 0, 0 + 4).

A rookie team entry may not compete as the sole entry in a class (E,L,S) and have their results counted for the rookie championship.

National championship points will be awarded to Class E, Class L, Class S and Class R competitors who are SCCA members at the time of the event.

In addition to the above, organizers may offer non-Championship classes, such as a vintage class, or class(es) whose purpose is to provide an arena for competition among those with little or no SCCA championship experience, such as an "SOP" (Seat-Of-the-Pants) class. The criteria for such class(es) are to be determined by event organizers.

ARTICLE 12 ENTRY FEES

The conducting SCCA Region shall set the entry fee for an SCCA **RoadRally**. A rally committee must set higher fees for non-member entries. A current SCCA membership card must be displayed to receive the member entry fee. An additional fee may be charged for team competition. An entry shall be considered to include a vehicle and two persons.

ARTICLE 13 VEHICLE INSPECTION

A) Requirement for Vehicle Review

Each vehicle entered in an SCCA **RoadRally** shall be subjected to a review of vehicle suitability and compliance with insurance requirements within the 24-hour period immediately preceding the start of the event or events (when sequential events are sanctioned). Such review may be by physical inspection or warrant by entrants, or a combination thereof.

B) Failure to Meet Inspection Requirements

Any vehicle failing to meet the standards required shall be barred from participation or be disqualified. The entrant of any vehicle initially failing to meet the requirements prescribed by the rally committee shall be allowed to remedy any deficiency and to resubmit the vehicle for inspection as the committee may direct.

C) Minimum Inspection Requirements

- 1) The inspection shall be conducted in accordance with standards prescribed by the rally committee. As a requirement, the following vehicle equipment shall be in proper operating order:
 - a) Headlights (high and low beams) and parking lights
 - b) Taillights and stoplights
 - c) Horn, windshield wipers and directional signals
 - d) Rear-view mirror
 - e) Foot brakes and parking brake
 - f) Tires (inspected for condition of sidewalls as well as tread)
 - g) Seat belts, securely installed for the driver and navigator
 - h) Competition class equipment limitations
- 2) In addition for night events, it is recommended that each car have aboard, in an accessible location, the following items:
 - a) First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent);
 - b) Fire extinguisher of at least 2 B:C rating;
 - c) Tow rope or chain; and
 - d) Emergency warning triangles or road flares.
- 3) Car numbers shall not be placed on the windows of the competition vehicle. The organizers shall not require any contestant to place any event or organization related material on any window. It is not necessary for competitors to remove any SCCA decal previously applied to side windows.
- 4) The organizers shall insure that an SCCA Rally Championship sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle, and that any commercial advertising is in good taste.

ARTICLE 14 INSURANCE

A) Event Insurance Requirement

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 Insurance Handbook or by contacting the SCCA Risk Management Department. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

B) Insurance Application Procedures

The rules for completion and submission of SCCA Master Plan Event Insurance requests are found in the SCCA Insurance Handbook, and on the reverse of the Insurance Request form. Forms and Handbook are available from the Regional Executive, the Regional Rally Chair, and the Risk Management Department.

C) Competitor Insurance Requirement

Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with liability limits of not less than \$20,000/\$40,000/\$10,000. In states where insurance cards are required, a valid card with acceptable limits must be provided at registration. In states where such cards are not required, policy declarations may be required by the organizing committee. In all cases, entrants must warrant that their coverage meets required limits, and that the policy is in force on the date of the event.

D) Incident Reporting

The driver (or owner) of a vehicle participating in an SCCA **RoadRally** which is involved in an incident resulting in personal injury or property damage of any kind must report the incident to the Event Chairman or designated representative before the end of the event or as soon as practical thereafter. The Event Chairman 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 10 days of the incident with the SCCA Risk Management Department.

ARTICLE 15 CONDUCT

A) Required Conduct

The conduct of all contestants, rally committee members, and those people assisting the committee shall be sporting at all times during an SCCA **RoadRally**, and during pre- and post-event activities directly related to the rally. Unsportsmanlike conduct shall include dangerous driving during the event.

B) Charges

Any individual charged with an offense under this Article shall be fully apprised of the charges and afforded an opportunity to answer them in writing to the **RoadRally** Disciplinary Committee and the RRB.

Disciplinary actions imposed by a rally committee may be appealed to the RRB. All other disciplinary actions will be heard by the **RoadRally** Disciplinary Committee (Article 1 .C.4) and may be appealed to the RRB.

Appeals to the RRB must be submitted within ten days of the initial disciplinary action and must be accompanied by an appeals fee of \$100.

The RRB shall have final authority on disciplinary actions on all SCCA Road Rallies.

C) Discipline

Any individual so charged who, in the judgment of the **RoadRally** Disciplinary Committee or the RRB, is guilty of conduct detrimental to the sport, unsafe conduct, or other reprehensible behavior shall be disciplined by the Disciplinary Committee or by the RRB. Discipline shall take such of the following forms as the Committee or as the Board may deem to be commensurate with the nature and gravity of the offense:

- 1) A private letter of warning shall be written by the Disciplinary Committee or by the RRB to the offending individual setting forth the breach or breaches of conduct and cautioning the individual that any further act detrimental to the sport will result in more severe disciplinary action;

- 2) A letter of censure shall be issued, with or without notice to the SCCA membership, setting forth the breach or breaches of conduct and censuring the individual for conduct detrimental to the sport. Any further offense of the same or a similar nature shall automatically result in disqualification from further participation in SCCA Road Rallies for a period of one year and in forfeiture of standing in the championship competition for that year;
- 3) Disqualification from the event in question;
- 4) Suspension from the SCCA **RoadRally** programs up to a period of one year; or
- 5) The RRB shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the Club.

D) Post Event Conduct

Insobriety on the part of the claims committee members, rally officials and the official observer prior to completion of all post-event decisions shall cause these individuals to be subject to the disciplinary procedures as outlined in Section C above.

ARTICLE 16 CONTROLS

A) Basic Types of Controls

The basic types of timing controls (checkpoints) are the open control, the passage control and the do-it-yourself control (DIYC). The location of timing controls may or may not be known to contestants in advance of their reaching them. All other types of timing controls may be used only when specifically requested and sanctioned.

Each rally shall include at least one non-timing observation control as described in Article 16.L.

B) Definition of Timing Control

A timing control marks the end of one leg of a rally and the beginning of the next. Alternatively, a committee may specify in the event's GIs that in the case of open controls or passage controls the next leg begins at an out marker or reference marker. Penalties for arriving early or late at timing controls shall under no circumstances be cumulative. That is, timing controls shall be operated so as not to require or permit contestants to compensate, in succeeding legs, for any penalty they may have incurred through arriving early or late at a previous timing control. Controls are to be entered in ascending numerical order.

C) Open and Passage Control Location.

An open or passage control shall be located on the right-hand side of the road as you cross the timing line and shall be positioned so as not to create a traffic hazard. It shall be identified by a standard SCCA checkpoint sign at the timing line, and the checkpoint sign shall be visible prior to crossing the timing line. No open or passage control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions.

D) Open Control Operation

The Rally GIs shall give complete, detailed information describing open control operation. Each contestant is required to stop at each open control where the time of arrival is recorded.

- 1) One of the following methods may be used to record the in time at an open control:
 - a) Time of arrival will be recorded as the vehicle's front tires cross the timing line.
 - b) The event's' GIs may provide for a contestant to claim his or her time of arrival at an open control. A claimed time of arrival tolerance must be specified in the event's GIs; it must be no greater than .05 minutes or three seconds. If an event uses claimed time of arrival, the contestant must give the claimed time of arrival in writing to control personnel on the scorecard (timing slip, etc.) immediately upon entering the control, and prior to receiving the actual (recorded) time of arrival or official leg time. If the difference between the actual time of arrival and the claimed time of arrival is less than or equal to the specified tolerance, the claimed time of arrival will be used in scoring. Otherwise, or if the contestant does not claim a time of arrival, the actual time of arrival will be used in scoring.
- 2) The official time of departure for each contestant from an open control shall be given as an assigned departure time.
 - a) Assigned departure times will be given by assigning specific departure times (clock times) to all vehicles. Such times shall not be less than two minutes (or four minutes if the previous control was a DIYC) later than the recorded time of arrival. Organizers shall consider the time contestants will need to reach the out-marker in setting this minimum time. Vehicles shall be separated in no case by less than 1 minute.
 - b) Control personnel shall not grant extra time to any contestant for his or her own convenience.

E) Passage Control Operation

Passage control timing crews may be located on the left of the route of travel for the sake of safety, but otherwise shall meet the requirements as described in Article 16 C. Time of arrival at a passage control will be recorded as the vehicle's front tires cross the timing line. Contestants should not stop at a Passage Control, but continue until they reach a restart/czt/keytime point. Sufficient time must be provided to a contestant at a restart/czt/keytime point to prepare for the next leg. It will not be acceptable to use "in-time" equals "out time" in any form.

Only one passage control may exist between restart/czt/keytime points.

F) Open and Passage Control Approach

No prohibition shall be established in the GIs against passing within sight of an open or passage control where such passing would not be dangerous or illegal.

A rally committee may make provision for defining creeping into an open or passage control, including a resultant and appropriate penalty.

The creeping penalty shall not be imposed if the contestant is in a free zone, or executing an instructed pause, or making a legitimate investigation of an intersection. If a contestant is judged by control personnel to be creeping, they shall instruct the contestant to enter the control. The method of communicating creeping to the contestants shall be specifically covered in the GIs for that event. Only if the contestant does not immediately accelerate into the control shall the creeping penalty be imposed.

G) Do-it- Yourself Controls (DIYCs)

A rally may have an unlimited number of do-it-yourself controls (DIYC), so long as no two DIYCs are consecutive, and neither the first nor last timing control of the rally is a DIYC. DIYCs may be instructed only by NRIs. At a DIYC, entrants write their calculated arrival time in the

appropriate location on the scorecard, timing slip, etc. The out time is 2.00 minutes after the in time; entrants write this time in the next available "out time" location. There will be a free zone for 1.00 mile following a DIYC. Arrival times and out times must be recorded prior to entering the next open control or be scored as having missed the DIYC.

H) Closing of Open and Passage Controls

After the start or time-of-day restart, the first open or passage control shall close no earlier than 20 minutes, and the second and subsequent open or passage controls no earlier than 30 minutes after the perfect arrival time of the last vehicle from the start or prior time-of-day restart unless all vehicles are known to have cleared the open or passage control.

I) Official Time

All SCCA Road Rallies shall use as official time the time signals broadcast by either Station WWV, operated by the National Bureau of Standards, or Station CHU, operated by the Dominion Observatory in Canada, with the hour adjusted to local time.

J) Timing Equipment

- 1) Each open or passage control shall be equipped with at least one accurate timing device.
- 2) There shall be a master watch or a short-wave radio time signal available to all contestants for reference at the start of the day's run.

K) Lead Car and Emergency Signs

To ensure that controls are accurately located and that timing equipment is in good order, a lead car shall precede the rally by approximately 30 minutes. The lead car shall also ensure that the course is clear and correct and, if not, to post emergency signs as needed. Emergency signs shall be used only for true emergencies and shall be posted as conspicuously as possible.

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

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

L) Observation Controls

Each rally shall have at least one special control (referred to as an observation control and identified by a standard SCCA OBS sign) established for the purpose of observing driver behavior, vehicle noise, and safety of vehicle operation. It is the duty of observation control personnel to report illegal, dangerous, or unsporting conduct of any contestant to the rally committee.

M) Variations

It is not the purpose of this Article to stifle or in any way restrict the ingenuity or the originality of rally organizers in their efforts to develop new and improved rally control techniques. However, control systems differing essentially from those provided in the foregoing sections must be described in the sanction application in sufficient detail to permit their approval.

ARTICLE 17 OFFICIAL MILEAGES (OMs)

A) Consistency

OMs shall be as consistent as possible. Only one vehicle equipped with "non-expandable" tires and one distance measuring device shall be used in measuring the road course. All OMs used in the route instructions and in locating action points, speed-change points and controls shall be measured by a suitably calibrated instrument capable of resolution to 1/100th mile or greater precision. The event's GI must state the resolution used for the Standard Computation of leg times.

B) Odometer Calibration Run

Each day's road course shall include, immediately after it's start or tire warm-up, an official odometer calibration run for the purpose of allowing each vehicle's odometer to be compared with the official odometer. This distance shall be at least 12 miles and shall contain adequate, official, intermediate mileage reference points.

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

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

C) Information for Contestants

The rally GIs shall describe the conditions under which the official rally mileage was determined by stating:

- 1) Make of tires used and their cold pressure at the start of the run;
- 2) Ambient temperatures;
- 3) General weather conditions;
- 4) Type of odometer used;
- 5) Type of odometer drive (specifically, whether actuated by a driven wheel or a free-running wheel); and
- 6) Approximate speed in miles per hour at which this car measured the odometer calibration run. The GI shall describe the method used in taking mileage at intersections and speed changes.

D) Mileage

- 1) Whenever a route instruction action which directs a course of travel is explicitly referenced to mileage (or equivalent elapsed time), the correct execution of that action shall not require determination of the mileage to closer than a precision of 0.10 mile in order to correctly execute the action.

- 2) Approximate mileage is the distance from the start of a section to a point along the rally route given to a precision of 0.1 mile.
- 3) Official mileage (OM) is the distance from the start of a section to a point along the rally route given to a precision of 0.01 mile or greater.
- 4) Mileage given in the left margin of a route instruction is considered either official mileage (if given to a precision of two or more decimal places) or approximate mileage (if given to a precision of one decimal place).
- 5) Mileage given in other than the left margin of a route instruction is considered official interval mileage (OIM) unless official mileage (OM) is indicated.
- 6) An official mileage given in the left margin of a route instruction followed by "/0.00" or "/0.000" signifies the rezeroing of official mileage. The similar notation by itself also signifies a rezeroing of official mileage (OM).

ARTICLE 18 TIMING AND SCORING

A) Basic Timing Unit

Times of arrival at all timing controls shall be resolved to the 1/100th of a minute unless the event's GIs specify that timing shall be resolved to the second; the same basic unit shall be used throughout the rally.

B) Basic Scoring Unit

Scoring shall be according to the basic timing unit. The basic penalty for arriving early or late at a control shall be one point per unit.

C) Missed Controls

A contestant physically missing one or more consecutive timing controls shall be scored with the maximum scoring penalty specified in Article 19.A for each leg involved. (This means that the contestant shall also be scored with a maximum penalty on the leg following the missed control, if there is one, unless that leg begins with a time-of-day restart.)

D) Standard Computation

The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding off until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/100th of a minute. In this final truncation, fractional parts of a unit shall be dropped.

If an event uses "car zero times" (czt) or "key times" these times are to be calculated as required above and these times are to be considered definitive times. The computation for determining the official time must be carried forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/car zero time").

E) Definition of "DNF"

Vehicles starting the event will be scored for each leg of the event. No vehicle which starts the rally may be scored as a "DNF" unless specifically otherwise called for by the RRRs.

F) Discard of Leg

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

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

G) Discard of a Leg from Scoring

When a leg is discarded from scoring, any penalties incurred on that leg, except disqualification of a contestant, are also to be dropped from scoring.

H) Determining the Winner

At the completion of the event, the penalties for each crew for each leg shall be computed according to the provisions of the event's GIs and these RRRs. After any adjustments to the scoring and after any legs have been discarded, the sum of the penalties for each crew shall be determined. The crew with the lowest score shall be declared the winner.

I) Tie-Breaking

The event GIs shall specify the procedure for breaking ties for trophy awards. The GIs procedure will not affect the procedure established for awarding Championship and lifetime points in cases of ties. It is recommended that the procedure in the RFOs be used for tie breaking.

J) Official Results

Final official results will be mailed to each contestant of each competing vehicle and the Rally/Solo Department (see Article 8.E).

ARTICLE 19 PENALTIES

A) Basic Scoring Penalties

The maximum scoring penalty for early or late arrival at a control shall not exceed two (2) minutes.

B) Other Penalties

Penalties for other reasons may be imposed at the discretion of the rally committee. They shall not exceed the equivalent of one minute of the basic timing and scoring units unless Article 19.C.2 applies or unless written permission for the exception has been granted. A detailed schedule of all penalties shall be clearly outlined in the GIs or official addenda issued to all contestants prior to the event.

The creeping penalty, when imposed, shall be added to the timing penalty for the leg, to a total not to exceed the maximum scoring penalty (see Article 19.A).

C) Disqualification

- 1) If a contestant is judged by the rally committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following offenses, that crew shall automatically be disqualified:
 - a) Driving while intoxicated;
 - b) Consuming alcoholic beverages while participating;
 - c) Exceeding the legal speed limit;
 - d) Dangerous or reckless driving; and/or
 - e) Violation of the class limitations specified in Article 11.
- 2) If a contestant is judged by the rally committee to be guilty or cited or given written warning by a law enforcement agency, of any of the following offenses, that crew shall be disqualified or otherwise penalized:
 - a) In-motion traffic violations other than those described above;
 - b) Being at fault in an accident; and/or
 - c) Detrimental/unsportsmanlike conduct.

ARTICLE 20 CLAIMS

A) Claims Committee

Three contestants (each of whom shall have competed in at least five previous events similar in nature to the event being claimed) and two members of the rally committee (other than the Rallymaster and Rally Chairman) shall be selected prior to the start of the event. Appointments

are subject to approval by the RRB liaison for that event. If practical, each competition class should be represented. The Rallymaster or a designated representative shall serve as a non-voting member of the committee, and the Official Observer shall serve as the non-voting Chair.

This committee will act upon all claims submitted in conformance with this Article and with TA requests submitted per Article 21 which requests a waiver of the TA penalty. Provision shall be made for alternate contestant appointments in case of personal involvement or unavailability.

B) Scoring Adjustments

No changes other than mathematical corrections shall be made in individual scores in the absence of an approved official claim other than TA requests as provided for in these RRRs and/or an event's GIs.

Mathematical corrections are limited to changes that yield a correct score based on officially recorded arrival and departure times and the official leg time used to score all contestants.

C) Posting of Scores

Official results will be posted at a place clearly designated by the rally committee within three hours of the arrival time of the last vehicle at the final control. To be official, results must include leg by leg scores. Contestants shall have 30 minutes to submit score review requests after posting of scores, and prior to announcement of results or presentation of awards.

D) Claim Fee

A cash fee of \$25 shall accompany each claim. The claims committee shall return this fee if, and only if, the claim is granted. Should a subsequent claim consideration by the SCCA RRB result in an award for the contestant, any fee shall be returned to the contestant.

All fees forfeited as a result of denied claims shall be forwarded to the Rally/Solo Department by the event chairman.

E) Submission of Claims

Each claim must be submitted in writing (form available from the Official Observer) with the required fee, within one hour of the arrival of the contestant at the final control of the day. One copy of the form shall be posted in a prominent location available to all contestants, within five minutes after receipt of the claim. Claims shall cover two points:

- 1) The matter in dispute shall be described in detail, citing the alleged violation of the event GIs, and supplement to those instructions, and/or the RRRs.
- 2) The claim must clearly show how the matter under dispute was the direct cause of a penalty to the claimant. Substantiating details may be given, but shall not be required.

The claims committee may request additional information from the claimant and/or other event participants. The claimant may provide an oral supplement to the claim, not to exceed five minutes, and shall notify the claims committee of intent to do so via the written claim form.

F) Resolution of Claims

In the resolution of claims, the claims committee shall consider the evidence presented, the SCCA RRRs and/or the event's GIs with supplements in addition to its rights as stated in Section E above. If there is no decision on a claim after 15 minutes of deliberation, the official observer shall call for a vote on the claim. An abstaining vote shall be considered as a vote in favor of the claim.

Every properly submitted claim shall be denied, allowed or forwarded to the RRB for final decision.

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

- 1) Adjust the leg score (not the leg time) for the contestant only. This includes allowing a TA (if filed with the claim) with no penalty.
- 2) Adjust the official leg time for all contestants.
- 3) Average all of the claimants non-max leg scores.
- 4) Discard the leg from scoring.

In denying a claim the committee must, in it's judgement, effectively refute at least one of the two points required by Section E.

G) Bad Faith Claims

If it is found to the satisfaction of the rally committee that the author of a claim has acted in bad faith or in a vexatious manner, he may also be deemed guilty of a breach of the RRRs and may be penalized in accordance with Article 19.C.

H) Referrals to the RRB

In cases where the claims committee cannot make a determination, or they cannot refute at least one of the two points required in Article 20.E, they shall either allow the claim or refer it to the RRB for a decision.

The Official Observer shall forward such claims to the Rally/Solo Department, in writing, within four calendar days following the event. A summary of the discussions and points of issue shall be included. The RRB shall issue a decision within two weeks.

Event results will not be made official until this decision is issued, and the organizers shall have one week beyond that date to comply with the requirements for providing official results to the participants and the Rally/Solo Department.

Decisions of the claims committee are final and are not subject to counter claim by contestants or organizers. Participants may contact a RRB member with questions concerning the decisions by the claims committee. While it is highly unlikely that the event results will be amended, clarifications of rules, technical bulletins, or rule changes may be issued.

ARTICLE 21 TIME ALLOWANCES

A) Provisions for Time Allowances (TAs)

TAs are required on all SCCA National Road Rallies (No sanction exception shall be granted to disallow the use of TAs). No reason is required to take a TA, however, in some cases the penalty may be waived if an appropriate reason is provided.

B) Time Allowance Requests

TA requests, except as provided in Paragraph E below, must be in increments of one minute beginning with one-half minute (i.e. 1/2, 1-1/2, 2-1/2, etc.) up to a maximum of 19-1/2 minutes per defined portion of the event. There shall be a minimum of two defined portions per National **Road Rally**. The identification of the portions where the limit for TAs apply, as well as where a TA may end, shall be clearly defined in the event's Gl's. The TA request must be submitted in writing at the (1) first timing control, excluding DIYCs, or (2) in the case of Passage Controls, at the end of the current section of the rally, immediately following the delay, prior to receipt of any timing information for the leg/legs (contestants or official).

C) TA Penalties

TAs are automatically allowed, and the contestant is assessed a penalty for their use. This penalty is additive to the timing penalty and any other penalties to give the score for that leg. The TA penalty is equal to the adjusted score for the leg, ranging from 0 points to a maximum of 25 points.

The TA penalty may be reduced below the maximum of 25 points, but no sanction exception will be allowed which increases this penalty.

D) Delays on Route

Witnessed delays on the correct or planned off-course rally route caused by circumstances beyond the competitor's control shall use the TA procedure specified above. The TA form submitted at the control shall indicate that a waiver of the penalty is requested. The specific reason shall be stated and name(s) of witnesses provided. Acceptable reasons for waiver of the penalty may include trains, official or privileged traffic, road blockage, assisting at the scene of an accident, etc.

E) Delays at Controls

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

F) Waiver of Penalty

TAs which include a request for waiver of the penalty shall be forwarded to the claims committee. This is not a claim, and shall not require a fee. The committee will only determine whether the waiver is allowed or disallowed. If allowed, the contestants leg score shall be adjusted by the amount of the TA, with no additional penalty. If the waiver is disallowed, the leg score shall be adjusted, however the TA penalty (see Section C above) shall be assessed.

**ARTICLE 22 ROUTE FOLLOWING PRIORITIES AND PRINCIPAL
ROAD RULE (NTR Only)**

A) Route Following Priorities

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

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

B) Principal Road Rule

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

C) Principal Road

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

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

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

D) Off-Course Stoppers

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

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

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

ARTICLE 23 CONVENTIONS (NTR Only)

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

A) Route Instructions

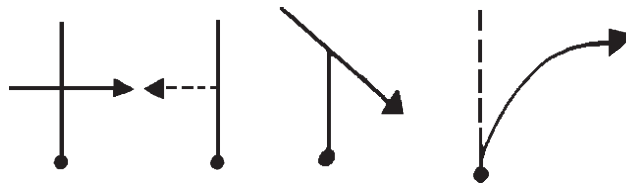
- 1) Types of Instructions
 - a) These RRRs describe the only type of route instruction used on a NTR, the NRI.
 - b) NRI will be listed in ascending numerical order, and they are to be completed in that numerical order except that the specified distance or time of a tire warm-up, odometer calibration run, free zone or transit zone may overlap subsequent NRIs without mention.
 - c) A NRI may consist of multiple route instructions, each of which will contain one or more actions within itself.
- 2) Instruction Execution
 - a) A NRI is to be completed at the first opportunity to do so consistent with the event's GIs and these RRRs.
 - b) Each NRI is to be completed in full prior to consideration of the next listed NRI except that the specified distance or time of a tire warm-up, odometer calibration run, free zone or transit zone may overlap subsequent NRIs without mention.
 - c) If a NRI consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity.
- 3) Actions
 - a) A route instruction will require one or more actions to be performed by the contestant. Such actions may or may not be route following actions.
 - b) Actions required by a route instruction include observation of signs and landmarks; speed changes; gains; pauses; initiation of tire warm-up, odometer calibration run, free zone, and section; and any of the many instructions used for explicitly defining the course or otherwise instructing the contestant.

4) Route-following Actions

- a) A route-following action is that part of a route instruction whose execution results in following a course through an intersection.
- b) The actions left, bear left, acute left, right, bear right, acute right, turn, straight, and tulip diagram are the only route-following actions that will be used.
- c) Route-following actions may or may not result in following a course other than the principal road. At an intersection at which you are to leave the principal road, or at which there might be any ambiguity as to which road is the principal road, or at which there is no principal road, you will be given a route-following action.
- d) If there might be any ambiguity as to where a route-following action is to be executed, that route-following action will be referenced to an OM.
- e) If a route instruction requiring a route-following action is referenced to an OM in the left margin, that route-following action must be executed at that mileage.
For example: 26.47 23. Bear left after church. CAST 40.
- f) Some actions in route instructions are not intended in any way to direct the rally route. Such actions are not route-following actions and shall be executed when their minimum conditions are met, without regard to the rules or priorities for following the route as set forth by these RRRs and the event's GIs. These types of actions include, but are not limited to, those that:
 - 1) Involve timing only, such as a speed change, pause, or gain;
 - 2) Begin or end a transit zone, free zone, tire warm-up, odometer calibration run;
 - 3) Confirm the presence of a landmark;
 - 4) Establish course conditions, such as road surface, existence of a sign or landmark, etc.;
 - 5) Describe other miscellaneous actions, such as zeroing the odometer, cautions, hand in score card, etc.

- g) A U-turn is never required without specifically stating such in a route instruction or in written official information given to contestants at an open control.
- h) A tulip diagram is a route-following action which directs the course through an intersection by the use of a diagram of the roads at the intersection. The contestant enters the intersection on the road designated by a dot at the bottom of the diagram, and leaves the intersection on the road designated by an arrow. Additional information, such as official mileage, road names, a quoted sign at the intersection, etc., may be included in the route instruction. A tulip diagram may use solid lines to represent paved or major roads and dashed lines to represent unpaved or minor roads, but will not necessarily do so.

The following are examples of tulip diagrams:



- 5) Initiation, Execution, and Completion
 - a) A route instruction to be executed over a specified distance or time is not considered complete until that distance has been traversed or that time elapsed.
 - b) The initiation point for each route instruction must occur at a greater distance along the rally route than the completion point of the immediately preceding route instruction.

- 6) Instruction Content
- a) The use of a route instruction that is deliberately flawed or illegal within the framework of these RRRs or the event's GIs is prohibited. Such an instruction is one whose minimum condition for completion can never be met under any circumstances.
 - b) Any term used in the text of a route instruction (except when quoted from a sign) shall be used in its normal English usage, unless it is defined in the glossary, in which case it is used only in the sense defined except as noted in Section 6.c below.
 - c) Terms that would otherwise be route following actions, when used in different context such as "on your right", "the principal road bears left", "turn in your score card", etc., and which cannot be construed to be route-following actions, should be accepted as contextually presented and used accordingly.
 - d) All spelling will be exact. That is, spelling in a route instruction will be an exact representation of that which is being referenced.
 - e) Information in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction
 - f) Information given between route instructions, and enclosed within asterisks, shall be considered as information confirming that the contestant is on the proper course.

Examples:

Heading north on US 41 in Miltown

*You have turned left on Botts Rd toward
Glenview*

B) Roads

- 1) Only public roads will be used. Unless otherwise directed, both paved and unpaved may be considered. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Road Ends Ahead, Bridge Out Ahead, etc. do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads that visibly dead-end do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.
- 2) Any road that clearly ends in a garage, plant entrance, parking lot, etc. does not exist.
- 3) A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection.
- 4) Road identification will be as intended by the erecting agency, and will always be obvious.

C) Signs

- 1) Words, numbers, letters, or symbols enclosed within quotation marks will refer to the text of a sign.
- 2) Signs painted on or attached to wheeled vehicles will not be used. Signs painted on the road surface will not be used.
- 3) Referenced signs may or may not apply to the road you are on; but the competitor will never have to look backwards to read a sign. For rules governing use of signs used for speed changes, pauses, or gains see Section E.4 below.
- 4) Signs may be referenced in full or in part. Type style, capitalization, punctuation (including hyphens and apostrophes), spacing, and case are considered irrelevant. Parts of words or parts of numbers will not be referenced.
- 5) Where a route instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, numbers, or letters, which fall between the first and last of the referenced material.
- 6) A drawing of a sign in a route instruction shall be a reasonable representation of the actual sign.

- 7) Names or numbers on mailboxes, utility pole numbers, and other signs of similar character (frequently recurring and difficult to read) will not be used.
- 8) Multiple signs on a common support are considered to be the same sign only when together they convey a single message. For example, separate signs on a single support reading "Junction", "East", and "US 40" could be quoted as "Junction East US 40".

D) Landmarks

- 1) Any landmark referenced in a route instruction must be identified by a sign, or referenced to an OM, or defined in the glossary
- 2) Any term in the glossary used to define a landmark shall be used only in the sense defined.
- 3) A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.
- 4) Landmarks may be referred to in the plural form or by ordinal modifiers, such as first, second, third, etc. without such identification on the sign or within the definition.

E) Average Speeds

- 1) All average speeds will give due consideration to road and driving conditions at the time the event is to be in progress. Contestants shall not be required to exceed legal speed limits to arrive at a control on time.
- 2) A specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed (CAST).
- 3) All speeds shall be in miles per hour (mph).
- 4) All average speed changes must occur at a specific sign, landmark or at an official mileage. Official highway signs used for speed changes, pauses and gains shall apply to the competitors' route of travel. Speed changes referenced to a sign or landmark are to be executed at the near edge of the referenced sign or landmark. The apex of an intersection is not an allowable landmark for this purpose. The following are examples of instructions that cannot be used, unless referenced to an official mileage:

Left and CAST 30.
Left. CAST 30.

- 5) In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of two emergency procedures may be invoked in writing by open control personnel confirming the receipt of such instructions by obtaining the initials of one crew member. Either emergency procedure remains in effect through subsequent legs until canceled by open control personnel as outlined above. The two emergency procedures are as follows:
 - a) Emergency Speeds: Emergency speeds increase the elapsed time of each leg by 20%.
 - b) Emergency Suspension of On-time Requirement: run at your own safe pace, measure the course, and claim your calculated time of arrival at each open control.

ARTICLE 24 ROUTE FOLLOWING PRIORITIES AND MAIN ROAD RULE (NCR Only)

A) Route Following Priorities

The mechanism for following the rally route at each intersection must be included in an event's GIs. The following sample Route-Following Priority List is presented to illustrate the basic structure that must be presented in the GIs:

- 1) Execute an emergency instruction
- 2) Execute a specified action referenced to an official mileage if it occurs at that mileage
- 3) Execute a course-directing action
- 4) Follow the main road

Innovation in route following priority is encouraged but it is strongly suggested that each event's GIs contain a Route-Following Priority List.

B) Main Road Rule

Each SCCA Course Rally shall have, as an integral part of it's GIs, a mechanism for following the course in the absence of an opportunity to execute a specified action in accordance with these RRRs and an event's rules for executing specified actions. This mechanism is a main road rule consisting of one or more Main Road Determinants (MRD). A main road must exist through every intersection.

C) Approved Main Road Determinants

The Main Road Determinants (MRD) listed below are approved for SCCA Course Rallies. It shall be considered sufficient to list in an event's GIs one or more of the following approved MRD by their title only. In order for a MRD to apply at an intersection, it must uniquely define a single course leaving the intersection other than the one upon which the contestant approached the intersection.

When more than one MRD is used, they must be listed in order of priority, and at an intersection the applicable determinant of highest priority determines the Main Road. Contestants and organizers are urged to study the definitions carefully. A rally committee wishing to use these determinants but with a different meaning or to use determinants of its own composition must note this as an exception in the sanction application and include the proposed determinants and definitions.

The GIs for an event may allow for the activation and deactivation of main road determinants during the event. In these cases, the contestant is not responsible for any of the requirements of that main road determinant prior to its activation.

Onto - the main road, as determined by this determinant, is the road that the execution of a specified action of a route instruction has directed the contestant to travel upon by use of (1) the term onto and (2) the designation (name, number, or letter(s)) of the road. The designated road is the main road at each intersection where this MRD is applicable until a course-directing action (requiring the contestant to leave the main road) is executed.

Curve Arrows - the main road, as determined by this determinant, is the road leaving an intersection as determined by official highway black on yellow, single-headed curve arrow sign(s) or official highway black on yellow, single-headed directional arrow sign(s). These signs are to be used with the same intent as that of the erecting agency.

Protection - the main road, as determined by this determinant, is that single road leaving the intersection and having no stop sign or yield sign at that intersection. Contestants are required to recognize (possibly from the backside) the stop signs and/or yield signs.

Straight as Possible - the main road, as determined by this determinant, is the road that appears to go as directly ahead as possible through an intersection. This MRD can apply at a slant T or an unequal Y. The determination of which road is nearly directly ahead is made at the intersection in question; roads are judged upon their merits as you enter the intersection, not upon how they look as you approach the intersection.

Left at T - the main road, as determined by this determinant, is the road that goes to the left at a T, where T is as defined in the glossary.

Right at T - the main road, as determined by this determinant, is the road that goes to the right at a T, where T is as defined in the glossary.

Left at Y - the main road, as determined by this determinant, is the road that goes to the left at a Y, where Y is as defined in the glossary.

Right at Y - the main road, as determined by this determinant, is the road that goes to the right at a Y, where Y is as defined in the glossary.

ARTICLE 25 CONVENTIONS (NCR Only)

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

A) Route Instructions

- 1) Types of Instructions
 - a) These RRRs describe primarily NRIs. The use of other types of route instructions (lettered, note, special, etc.) must be described in the event's GIs. However, all conventions of this Article, Section A apply to these other types of route instructions, with the exception of Sections A.1.b; A.2.b; A.5.f; and A.6.a.

- b) NRIs will be listed in ascending numerical order and they are to be completed in that numerical order, except as modified by Section A.6.a (overlap) of this Article.
 - c) A NRI (lettered, etc.) may consist of multiple route instructions, each of which will contain one or more actions within itself.
- 2) Instruction Execution
 - a) A NRI (lettered, etc.) is to be completed at the first opportunity to do so consistent with the event's GIs and these RRRs.
 - b) Each NRI to be initiated prior to consideration of the next listed NRI and completed in full prior to consideration of the next listed NRI, except in the specified cases of overlap as noted in Section A.6.a of this Article.
 - c) If a NRI (lettered, etc.) consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity.
- 3) Actions
 - a) A route instruction will require one or more actions to be performed by the contestant. Such actions may be specified or implied, and they may or may not direct a course of travel.
 - b) Actions required by a route instruction include observation of signs and landmarks; speed changes; gains; pauses; initiation of tire warm-up, odometer calibration run, free zone, and section; and any of the many instructions used for explicitly defining the course or otherwise instructing the contestant.
 - c) A specified action requires an active commitment by the contestant such as occurs with turn, right, CAST, begin free zone, etc.

- d) An implied action involves attaining, reaching, or observing the reference point or navigational aid set forth in a route instruction.
- e) If a route instruction requiring a single action (specified or implied) is accompanied by an official mileage that instruction must be executed at that mileage, if it's conditions are met, even though it may not result in the contestant leaving the main road. The following are examples of route instructions requiring a single action:
 - Left.
 - CAST 45.
 - "Stop ahead".
 - Crossroad.
- f) If a route instruction requiring multiple actions (specified or implied) is accompanied by an OM in the left margin, that OM references the execution point of the first specified action. The following are examples of route instructions requiring multiple actions:
 - Left after "Stop ahead".
 - (Two actions—one specified and one implied)
 - Right at fourth opportunity.
 - (Five actions—one specified and four implied)
 - Pause 1 minute at third yield.
 - (Four actions—one specified and three implied)
- g) If a NRI (lettered, etc.) consists of multiple route instructions and is accompanied by an OM in the left margin, that OM references the first route instruction in sequence, subject to the limitations of Sections A.3.e and A.3.f of this Article. The following are examples of NRIs (lettered, etc.) consisting of multiple route instructions:
 - 33. Left. Right at 3rd opportunity. CAST 40.
 - 34. Sideroad. Left.
 - 35. Straight after "Stop ahead". Pause 1 minute.

- h) The following example is given for clarification:

26.47 23. Left after church. CAST 40. Right at second opportunity.

This NRI consists of three route instructions. The first route instruction has a specified action (left) and an implied action (observing a church). The second route instruction has a single specified action (CAST) to be executed immediately after the completion point of the first route instruction. The third route instruction consists of a specified action (right) and two implied actions (observing both opportunities where the specified action, right, could be executed). The official mileage (26.47) refers to the left.

4) Course-directing Actions

- a) A course-directing action is that part of a route instruction whose execution results in following a course other than the main road.
- b) Except as modified by Section 4.d of this Article, the specified actions of left, right, turn, and straight (or actions defined in terms thereof) are course-directing actions and must be executed so as to result in following a course other than the main road.
- c) If a rally committee wishes to use any terms other than left, right, turn, and straight (or actions defined in terms thereof) as course-directing actions, these terms must be specifically defined or specified as such in the event's GIs. If terms such as: North, South, East, West, Go, Leave, Proceed, Jog, Follow, Pickup, etc., are defined or specified as course-directing actions, they shall be used only in that sense except as modified by Section 4.d of this Article.
- d) If the execution of any of the actions identified in Section 4.b or 4.c above or any other actions defined or specified as course-directing actions (in accordance with Section 4.c above) is required at a specified official mileage, such an action must be executed at that official mileage in accordance with the action's definition, whether or not such execution results in following a course other than the

main road. It will be the contestants' responsibility to determine whether such execution qualifies as a course-directing action. If, however, such action is required at a specified official mileage where there exists a single, unique course other than the main road, such action must be executed consistent with its definition so as to travel upon that single, unique course. For example, Turn at a T or Turn at a Crossroad, where the main road goes right, can be executed by a turn to the left.

- e) A course-directing action is applicable only where it directs a unique course of travel as prescribed within the framework of the event's GIs and these RRRs.
 - f) Some actions in route instructions are not intended in any way to direct a course of travel. Such actions are not course-directing actions and shall be executed when their minimum conditions are met, without regard to the rules or priorities for following the course as set forth by the event's GIs. These types of actions include, but are not limited to, those that:
 - 1) Involve timing only, such as a speed change, pause, or gain.
 - 2) Begin or end a transit zone, free zone, tire warmup, odometer calibration run.
 - 3) Confirm the presence of a sign or landmark.
 - 4) Establish course conditions, such as road surface, non-existence of a sign or landmark, etc.
 - 5) Describe other miscellaneous actions, such as zeroing the odometer, cautions, hand in score card, etc.
 - g) A U-turn is never required without specifically stating such in a route instruction or in written official information given to contestants at an open control. A U-turn is not considered to be a course-directing action and may or may not be executed at an intersection.
- 5) Initiation, Execution, and Completion
- a) The execution of each action in a route instruction is considered an execution of the instruction.

- b) A route instruction consisting solely of reference to a specified navigational aid (i.e., sign or landmark) is initiated, executed, and completed at a single point by observing the presence of the specified navigational aid when the contestant comes abreast of it or even with it.
 - c) A route instruction consisting solely of a specified action is initiated, executed, and completed at a single point.
 - d) A route instruction which requires more than one action is initiated at the first action performed (specified or implied). Such route instruction is completed at the last action performed, unless the route instruction requires a specified action before or prior to a navigational aid, in which case, the navigational aid must be observed and the specified action executed before the route instruction can be considered completed.
 - e) A route instruction to be executed over a specified distance or time is not considered complete until that distance has been traversed or that time elapsed.
 - f) The initiation point for a NRI must occur at a greater distance along the rally route than the completion point of the immediately preceding NRI, unless the route instruction specifically directs otherwise (for example, after previous instruction, until next instruction, etc.), or in cases of overlap as specified in Article A.6.a.
 - g) If a NRI (lettered, etc.) consists of multiple route instructions, the initiation point for each route instruction in sequence must occur at a greater distance along the rally route than the completion point of the immediately preceding route instruction.
- 6) Overlap
- a) Overlap is the initiation of a route instruction prior to or concurrently with the completion of a previously initiated route instruction. There will be no overlap of the completion point of a NRI and the initiation point of the immediately following NRI, with the following exceptions:
 - 1) The specified distance or time of a tire warm-up, odometer calibration run, or transit zone may overlap subsequent NRIs without mention.

- 2) A NRI specifying a condition or action that is to apply until a subsequent (and explicitly stated) NRI may overlap subsequent NRIs until the first action of that NRI.
 - 3) A NRI may overlap subsequent NRIs if such overlap is explicitly stated as such by using the phrase "may overlap" within the NRI.
 - b) If a NRI (lettered, etc.) consists of multiple route instructions, there shall be no overlap of the completion point of one route instruction with the initiation point of the next route instruction in the order given.
- 7) Instruction Content
- a) The use of route instructions which are deliberately flawed or illegal within the framework of these RRRs or the events GIs are prohibited. Such instructions are those that the minimum condition for completion can never be met under any circumstances.
 - b) Any term used in the text of a route instruction (except when quoted from a sign) shall be used in its normal English usage, unless it is defined in the glossary, in which case it is used only in the sense defined except as noted in Section A.7.c below.
 - c) Terms which would otherwise be used as course-directing actions or to direct a course of travel, when used in different context such as "on your right," "the main road goes left," "turn in your score card," etc., and which cannot be construed to direct a course of travel, should be accepted as contextually presented and used accordingly.
 - d) All spelling will be exact. That is, spelling in a route instruction will be an exact representation of that which is being referenced.
 - e) Information given in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction.

B) Roads

- 1) Only public roads will be used. Unless otherwise directed, both paved and unpaved may be considered. Roads marked "Private", "Keep Out", "No Outlet", "Dead End", "Road Closed", "No Thru Traffic", etc. do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads which visibly dead-end do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.
- 2) Any road that clearly ends in a garage, plant entrance, parking lot, etc. does not exist.
- 3) The event's GIs should provide a road identification section describing how route identification signs are applied to the course and what relevance prefixes, suffixes, and official designations (such as U.S., County, etc.) have to both the ONTO determinant and references to roads by route instructions.
- 4) A divided road is a road whose opposing lanes of traffic are separated by a divider, median or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection.

C) Signs

- 1) Words, numbers, letters, or symbols enclosed within quotation marks will refer to the text of a sign.
- 2) Signs painted on or attached to vehicles will not be used. Signs painted on the road surface will not be used.
- 3) Referenced signs may or may not apply to the road you are on; however, the contestant will never have to look backwards to read a sign.
- 4) Signs may be referenced in full or in part. Type style, capitalization, punctuation (including hyphens and apostrophes), exact spacing, and case are considered irrelevant; however, the presence or absence of spacing is relevant. (For example, instructions referencing 'Bull Frog Rd'; 'bull-frog rd.'; 'BULL FROG RD' all reference the same sign. Instructions referencing 'Bull frog Rd,' 'Bullfrog Rd,' and 'Bull frog Road' all reference different signs.) Parts of words, parts of numbers, etc., will not be referenced.

- 5) Where a route instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, numbers, or letters, which fall between the first and last of the referenced material.
- 6) A drawing of a sign in a route instruction shall be a reasonable representation of the actual sign.
- 7) Names or numbers on mailboxes, utility pole numbers, and other signs of similar character (frequently recurring and difficult to read) will not be used, unless such a sign is accompanied by a mileage reference.
- 8) Unless the event's GIs state otherwise, all signs on a common support(s) are considered to be the same sign. However, stop signs and yield signs are still considered to be octagonal and triangular, respectively, even when other signs are on the same support(s).

D) Landmarks

- 1) Any landmark referenced in a route instruction must be identified by a sign, or referenced to an OM, or defined in the glossary.
- 2) Any term in the glossary used to define a landmark shall be used only in the sense defined.
- 3) A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.
- 4) Landmarks may be referred to in the plural form or by ordinal modifiers, such as first, second, third, etc. without such identification on the sign or within the definition.

E) Average Speeds

- 1) All average speeds will give due consideration to road and driving conditions at the time the event is to be in progress. Contestants shall not be required to exceed legal speed limits to arrive at a control on time.
- 2) Unless stated otherwise in an event's GIs, a specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed.

- 3) Unless noted otherwise, all speeds shall be in miles per hour.
- 4) A speed change referenced to a sign or landmark is to be executed at the near edge of the referenced sign or landmark. A speed change at an intersection is executed at the apex of the intersection unless another reference at that intersection is specified.
- 5) When given an average speed for a specified or implied distance or time, upon completion of that distance or time, the contestant should revert to the previous speed—even if that previous speed was also given for a specified or implied distance or time—unless a new speed is assigned.
- 6) In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of two emergency procedures may be invoked in writing by open control personnel confirming the receipt of such instructions by obtaining the initials of one crew member. Either emergency procedure remains in effect through subsequent legs until canceled by open control personnel as outlined above. The two emergency procedures are as follows:
 - a) Emergency Speeds: Emergency speeds increase the elapsed time of each leg by 20%. However, route following or time exercises based on timing will be in reference to non-emergency conditions.
 - b) Emergency Suspension of On-time Requirement: Run at your own safe pace, measure the course, and claim your calculated time of arrival at each open control.

ARTICLE 26 GLOSSARY

This glossary provides definitions of a number of commonly used terms. Terms defined in this glossary become official for SCCA **RoadRally** events unless the glossary of the event's GIs define a term differently, in which case the definition in the event's GIs replaces the definition found in this glossary. Terms defined in this glossary plus the terms defined in the glossary of the event's GIs make up "the glossary" for the rally. Terms presented in the text of these RRRs, completely italicized, are to be interpreted as defined in this glossary.

Terms included in this glossary, but intended to be used in any individual SCCA **RoadRally** with meanings different from those in this glossary, must be defined in the individual GIs as required by Articles 23 (NTR) and 25 (NCR). It is anticipated that from time to time additional terms will be added to this glossary. Suggestions for the inclusion of additional terms may be submitted to the RRB.

Acute - NTR Only. Turn in the indicated direction from 100° to 179°

At - "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, pauses, etc.

Bear - NTR only. Turn in the indicated direction from 10° to 80°

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

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

CAST - Change, continue or commence average speed to.

Control - The timing line of an open or passage control as identified by a checkpoint sign or an observation control as identified by an OBS sign, or a DIYC as identified in an instruction.

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

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

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

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

GI - General Instruction

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

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

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

LRI - Lettered Routed Instruction

NRI - Numbered Route Instruction

NCR - National Course Rally

NTR- National Touring Rally

OIM - Official Interval Mileage

OM - Official Mileage

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

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

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

Right* - turn to the right from 10° to 179°

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

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

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

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

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

TA - Time Allowance

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

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

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

U-Turn - Change direction 180°. NTR only (see Article 23.A.4.g). NCR only (see Article 25.A.4.g.)

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

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

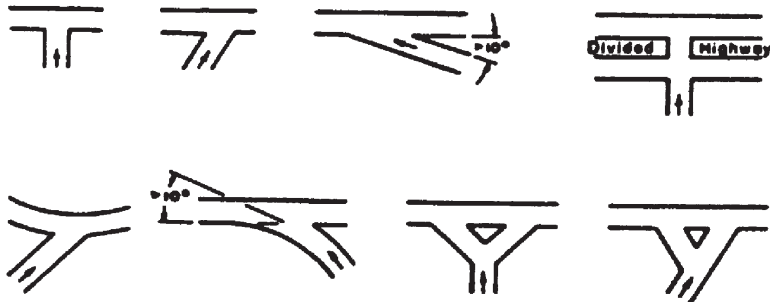
Yield - an official triangular yield sign at which the rally vehicle is obliged to yield.

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

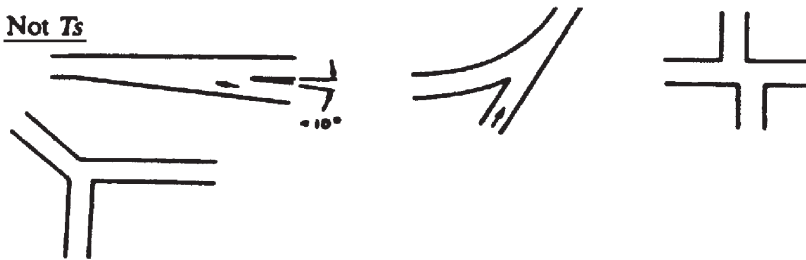
These diagrams of intersections typically encountered on SCCA Road Rallies are to be interpreted as illustrated on the next page. With the exception of the first two "Not Crossroads" illustrations, each of the road configurations illustrated here is to be considered to be a single intersection when approached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

Diagrams of Intersections

Ts



Not Ts



Crossroads



Not Crossroads



APPENDIX A SAFETY INSPECTION

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

RoadRally Safety Steward applicants must complete a one-time training seminar. Contact your DRRS to discuss training needs. All SCCA **RoadRally** events based on time-speed-distance must have a safety inspection completed by a licensed **RoadRally** Safety Steward.

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

Please note that a few of the questions on the checklist seem to use strange wording. This was done so that the answer is "yes" if the rally is safe. In any case where the answer is no, changes that will be made must be explained to make the event safe. There may be circumstances that we have not considered where the event may be safe, even if the answer to a question is "no". In any case where the answer is no, changes that will be made to make the event safe must be explained. Below is a question by question explanation of what to look for as the safety inspection is conducted.

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

SPEEDS

- 1) Are rally speeds (CASTs) below posted limits? All speeds should be below posted limits. While SCCA rules allow CASTs to be set above the posted limit for short periods if there is ample distance to make up the time, it is still a better idea to set speeds within the posted limit. A transit or free zone is often a better way to handle areas of frequent speed limit changes as it allows competitors to drive with traffic and adjust their time at the end of the transit zone. You should also check to see that the odometer calibration is reasonably close to a statute mile. If an "official" mile is longer than a statute mile, competitors will have to drive faster than the assigned CAST in order to stay on time.
- 2) Are speeds appropriate for road conditions (roughness, curves, traffic, etc.)? Look carefully at road conditions for the sharpness of curves, roughness, etc. when evaluating the suitability of the CAST selected. Consider suggesting a free-zone if a road surface is unsuitable for rally speeds. Keep in mind the likely weather conditions on the day of the rally. If it is likely that rain, snow, or fog will occur during the event, provision should be made for emergency or reduced speeds. This is usually written into the GIs as % increased travel time [i.e. 10% or 20%]. A method to invoke emergency speeds is then necessary. The RRRs cover this for Nationals. Discuss with the organizer the conditions under which emergency speeds may be invoked or revoked, remembering that competitors do not know, as the rallymaster would, that there is no control in a section.
- 3) Have Stops, Yields, traffic signals, etc. been accounted for? Stopping at a "Stop" or "Yield" will cost competitors at least 10/100 minutes, and more at higher speed. Be sure that they can easily regain this time without driving in a dangerous manner. If not, pauses should be included. Traffic signals can cost up to a full minute, so a pause should be included to allow for this when competitors are running with specified speed. If traffic signals occur in a transit zone, be sure that the transit time allows for having to stop at all traffic signals for their maximum duration. It may be helpful to have a 0.10 mile free zone before/after traffic control devices. The CAST may need to be adjusted if many turns, STOPs, etc. occur in a short distance - to prevent the temptation to speed, particularly in populated areas.

- 4) If “brisk” driving is required, are “brisk” areas free of homes and non-rally traffic? “Brisk” driving should be discouraged, especially in daylight. If “brisk” speeds are used, they must be in areas without homes and traffic at the time the rally is being conducted. Sight lines must be such that the competitors are not endangering any local traffic encountered. Remember, **RoadRally** is a contest of precision, not speed! Obviously, opposing or cross rally traffic must not occur in any “brisk” section.
- 5) Has in-town traffic on rally day been accounted for? Traffic can often be a problem if it is not planned for. The organizer must anticipate the possibility of traffic and allow for it. If you are not checking the rally on the day of the week and time that it is planned, it is even more important to think about what might happen on rally day. Discuss how the organizers plan to handle any unforeseen traffic problem. Usually the best way to handle a major problem is to discard (not score) the leg.
- 6) Are pauses used when appropriate? In addition to the need for pauses discussed above, they may be needed in other locations. One place would be at a Left just before a control. Opposing traffic could make it impossible for the competitor to safely be on time without such a pause.
- 7) Has adequate time been allowed for the odometer check? Competitors must have at least five minutes to calculate at the end of the odometer calibration run. Be sure they have at least that much time, even if they have to stop at all traffic lights, etc.
- 8) Is a time allowance procedure (bought time) in effect? To help prevent speeding by competitors trying to make up time due to error by them or the organizers, there must be a procedure for the competitor to request a time delay without major penalty. The procedure for time allowances should be clearly explained in the regulations for the event. National events have TA procedures defined in the RRRs.

A system should be available for waiver of any TA penalty for conditions outside the competitor’s control (e.g. Rallymaster error, undue delay by local traffic, train, etc.). The intent is to insure that TAs are used when appropriate. The concept of “rally luck” and “too bad, so sad” are not acceptable responses.

COURSE

- 9) Are sections that are not free zones or transit zones low enough in traffic to allow CASTs to be maintained safely, while not unduly delaying non-rally traffic?
- 10) Are congested and residential areas transit or free-zones? When competitors are required to maintain a CAST, the area should be low enough in traffic volume that it is possible to maintain the CAST without affecting the locals. If there is an area with sufficient traffic to make it difficult to maintain the CAST without holding up or alarming local residents; it should be a free-zone or transit-zone.
- 11) Is there room to pull off and wait safely at the end of transit or free-zones and odometer check? Whenever possible, the end of transit and free-zones should be away from local habitation. Be sure that there is sufficient room for the number of cars expected to congregate without causing a safety or public relations problem. At the end of the odometer calibration run, there should be room for the expected numbers of cars to pull off. This could be up to 30 cars at an event where instructions are handed out 30 minutes prior to start time.
- 12) Does the course avoid retracing routes through congested/residential areas? There is no point in asking for trouble by retracing a route past homes and businesses where people will notice. In remote areas, many people think that the road past their home is "their road" and are unhappy when a number of cars drive past at one minute intervals. Doing so twice on an event is probably asking for trouble.
- 13) Does the route avoid areas where children may play on or near the road during the time when the rally will pass? While this cannot be totally avoided, it should be taken into consideration when locating the route and setting the CASTs.
- 14) Does the course avoid "car breaker" and other unsuitable roads? "Car breaker" roads should be avoided. If a rough section of road is necessary, it should be traversed slowly to prevent car damage. **RoadRally** is a sport that most people do in their regular street car, and they don't appreciate damaging it, or destroying tires. Most people find an event with smooth roads much more enjoyable, and they are more likely to return for your next event. A reputation for bad roads is a sure way to decrease future event attendance. Truth in advertising is important. The event flyer and GIs should accurately reflect the nature of the event.

CONTROL LOCATIONS

- 15) Are controls located away from homes, open businesses and intersections? Controls should be located as far away from local residents as possible. If located near a home or open business, the people should be contacted to let them know what is happening when the control is set. If the organizers make the first contact, there are usually few problems. If a control is located near an intersection, be sure that a competitor can safely enter the control on time, even if there is opposing traffic.
- 16) Are controls not located on freeways & freeway exit ramps? Controls on freeways and exit ramps are inherently unsafe because of the speeds involved. They must not be used.
- 17) Are controls located away from unsafe locations, such as immediately after left turns or corners? Controls located just after a left turn are inherently less safe, as centrifugal force tends to force the competitors cars toward the control workers. If controls are located immediately after a left turn, be sure that a car that comes in “hot” will not pose a danger to the workers or their vehicles. This can be done by using remote trips with a long wire (200' or more), or mirror boxes, allowing control personnel to be located well away from the timing line. Remind the organizer not to position a person at the timing line in these cases.
- 18) Is there room to pull the control car off road? The control car(s) must be out of the way. Unless the road is very wide, this means that it should be located in areas such a field entrances, solid shoulders, etc. Carefully evaluate all control locations, as this is an area organizers sometimes forget to consider. The control car or timing table should be far enough from the timing line that hard braking by competitors is not required.
- 19) Is there room for up to ten rally cars to pull off past the control car or timing table? While this may seem excessive, some control procedures cause a number of cars to pile up at a control. Another reason that might require this much space is a problem at the control. Be sure that there is enough room for any reasonably attended event. N/A on this question only applies to closed control events.

- 20) Do controls avoid “no passing” areas? Controls should not be in, or immediately after, a no passing zone that might compromise the ability of a competitor to be on time safely. If for any reason controls are located in a double solid yellow line area, the event should make provisions for competitors delayed by local traffic within sight of the control. (see Time Allowances #8).
- 21) Are controls located in areas of low traffic density? This should be obvious. If there is a lot of local traffic, it is impossible to be safely on time. Be sure that the organizers stay away from high traffic areas when locating controls.
- 22) Are controls located so competitors and workers do not have to cross the road? Competitors or workers must not be required to cross the road to record their time. N/A for events with closed [passage] controls.
- 23) Is speed across the timing line low enough to be safe - based on road conditions, control location and control operation? A speed that is safe on a wide, straight paved road may be unsafe on a loose surfaced road. Control personnel location and equipment used must also be evaluated when determining a safe speed for control entry. The use of remote trippers will often allow a faster speed to be safe. Control personnel located on the outside of a curve will of course necessitate a much slower control entry speed. Be sure that there is no reason for control personnel, especially minors, to be in an unsafe location. When speed into a control is high and the control car is close to the timing line, competitors may try to stop too quickly, creating additional risk in the control zone.

Sufficient time should be available for a safe restart from controls. The distance from the in-timing line to the out-marker should be considered when assigning restart times.

PROCEDURES

- 24) Will vehicle safety inspection, conforming to SCCA requirements, be conducted? It is required that a safety inspection or certification, following SCCA **RoadRally** rules be conducted on all vehicles entering the event. Be sure that there are proper plans to conduct a safety inspection. A pre-printed checklist is very helpful, and can often be made part of the entry form to minimize the amount of paper.
- 25) Will release forms, including minor releases, be signed? Be sure that the proper, up-to-date, waivers will be signed by all participants, workers and competitors. Waivers are available at no cost from the SCCA Merchandise Department.
- 26) Has the consumption of alcoholic beverages and/or controlled substances been prohibited? ** This prohibition must be in the regulations for the event.
- 27) Is window placement of car numbers or event related material prohibited? ** Be sure that the organizers will not be putting car numbers on any window glass. This is strictly forbidden by insurance requirements. Event organizers should not require any event or organization related material on any window glass. It is not necessary for competitors to remove SCCA decals previously applied to small rear or side windows.
- 28) Is there a penalty for traffic violations? ** This should be in the regulations for the event. A typical penalty is disqualification for receiving a ticket for a moving violation.
- 29) Are insurance minimums (20/40/10) warranted? Be sure that this is included on the entry form or other document that the entrant signs so that he/she warrants that insurance conforming to SCCA minimums is in place for the entered car. Insurance certificates are not to be checked.
- 30) Will a safety briefing be conducted? A safety briefing to review with competitors and workers their responsibility for a safe and sane event should be conducted at Regional/Divisional events. This is especially important for novice entrants and control workers. A safety briefing does not violate the prohibition against "driver's meetings" on National events.

COMMENTS

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

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

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

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

SCCA RoadRally Safety Inspection / Pre-Check Report

This form should be completed during the safety check of any SCCA sanctioned Road Rallies. Any questions that are answered no should be further evaluated to determine if safety has been properly considered. If problems are found, changes must be made to correct them before the event is run. Our ability to continue to obtain insurance may depend upon your evaluation of the safety of the event, and correction of any deficient areas. The completed report shall be given to the event Chairman/ Rallymaster.

Event Name: _____ Date: _____

Organizer: _____ Region: _____

SPEEDS

- | | | | |
|---|-----|-----|----|
| 1) Are rally speeds (CASTs) below posted limits? | | Yes | No |
| 2) Are speeds appropriate for road conditions (roughness, curves, traffic, etc.)? | | Yes | No |
| 3) Have stops, traffic signals, etc. been accounted for? | | Yes | No |
| 4) If "brisk" driving is required, are "brisk" areas free of homes and non-rally traffic? | N/A | Yes | No |
| 5) Has in-town traffic on rally day been accounted for? | | Yes | No |
| 6) Are pauses used when appropriate? | N/A | Yes | No |
| 7) Has adequate time been allowed for the odometer check? | | Yes | No |
| 8) Is a TA procedure (bought time) in effect? | RRR | Yes | No |

COURSE

- | | | | |
|---|-----|-----|----|
| 9) Are sections that are not free zones or transit zones low enough in traffic to allow CASTs to be maintained safely, while not unduly delaying non-rally traffic? | N/A | Yes | No |
| 10) Are congested and residential areas transit or free-zones? | | Yes | No |
| 11) Is there room to pull-off and wait safely at the end of transit or free-zones and odometer check? | | Yes | No |

- | | | |
|--|-----|----|
| 12) Does the course avoid retracing routes through congested /residential areas? | Yes | No |
| 13) Does route avoid areas where children may play on or near the road during the time when the rally will pass? | Yes | No |
| 14) Does the course avoid "car breaker" and other unsuitable roads? | Yes | No |

CONTROL LOCATIONS

- | | | |
|--|-----|--------|
| 15) Are controls located away from homes, open businesses and intersections? | Yes | No |
| 16) Are controls not located on freeways & freeway exit ramps? | Yes | No |
| 17) Are controls located away from unsafe locations immediately after left turns/corners? | Yes | No |
| 18) Is there room to pull the control car off the road? | Yes | No |
| 19) Is there room for ten rally cars to pull off past the control car or timing table? | N/A | Yes No |
| 20) Do controls avoid "no passing" areas? | Yes | No |
| 21) Are controls located in areas of low traffic density? | Yes | No |
| 22) Are controls located so competitors and workers do not have to cross the road? | N/A | Yes No |
| 23) Is speed across the timing line low enough to be safe - based on road conditions, control location, and control operation? | Yes | No |

PROCEDURES

- | | | |
|--|-----|--------|
| 24) Will vehicle safety inspection, conforming to SCCA requirements, be conducted? | Yes | No |
| 25) Will release forms, including minor releases, be signed? | Yes | No |
| 26) Has the consumption of alcoholic beverages and/or controlled substances been prohibited? | RRR | Yes No |

- | | | | |
|--|-----|-----|----|
| 27) Is window placement of numbers prohibited and placement of any event related materials on any glass not required (optional is OK)? | RRR | Yes | No |
| 28) Is there a penalty for moving traffic violations? | RRR | Yes | No |
| 29) Will competitors warrant [sign a statement that they carry] required insurance minimums (20/40/10)? | | Yes | No |
| 30) Will a safety briefing be conducted for novices? | | Yes | No |

COMMENTS

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

Safety Inspector: _____ Date: _____

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

Organizer _____ Date: _____

Safety Steward: _____ Date: _____

SCCA

I APPENDIX B **HISTORIC CLASS TOURING** ***RoadRally***

This Appendix is written to define a set of parameters to be used by rallymasters presenting a *RoadRally* suitable for historic cars using limited types of equipment.

A *RoadRally* allowing Historic Class competition will comply with the rules for National Touring *RoadRally* events in the current SCCA *RoadRally* Rulebook. Route following will comply with Article 22, Route Following Priorities.

Only vehicle models manufactured before January 1, 1976 will be allowed to compete in the Historic Class. Any vehicle conforming to the FIA Rules for Historic Regularity Rallies will be allowable. They must have the equipment required for lawful operation on public roads in the state of their registration. The allowed vehicles may have modifications for the purpose of safety and reliability, which must be approved by the event committee on an individual basis.

The Historic Class may be divided into two categories based on timing and measurement equipment allowed.

Historic Limited (HL) will allow only the following equipment:

Any mechanical or quartz crystal analog readout timing devices

Any non-digital odometer can be used for mileage measurements

Any analog readout speedometer for speed measurement

Computation equipment is limited to any standard slide rule type devices and/or tables or books. The Curta (and similar) mechanical calculator is permitted.

Historic SOP (HSOP) will allow only the following equipment:

Any mechanical or quartz crystal analog readout timing devices

Any analog readout speedometer for speed measurement only

Odometers (mileage measurement equipment) are not allowed.
Odometers, if present, must be masked during the entire event.

Rallymasters should design Historic Class Touring event's with consideration for the age and types of vehicles that may be competing. The length of the course, as well as the timing and maneuvers may have to be adjusted to suit the intent of the Historic Class event's.

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	Dave Teter	302-368-4210	teter@Udel.edu

APPENDIX C PROGRAM AWARDS

A) *ROBERT V. RIDGES MEMORIAL AWARD*

Bob Ridges was Secretary of the RRB from the inception of the National program in 1957 until his death in 1965. This award is presented to the SCCA member who exemplifies the highest degree of dedication and sportsmanship in the sport during the preceding year who has made an outstanding contribution to the success of an event during its execution; who has made an outstanding contribution to the program as a whole; who has exhibited exceptional sportsmanship involving personal sacrifice; or who has undertaken physical risk for the preservation of life or property.

This award is not intended for sitting RRB members, Official Observers, Rallymasters, or Officials unless they have clearly demonstrated extraordinary dedication, achievement, and/or sportsmanship above and beyond the duties and responsibilities of their office. Contestants shall only be eligible in cases involving exceptional sportsmanship, personal sacrifice or risk. The recipient is selected by the RRB and the ***ProRally*** Board based on recommendations of any rally participant or Board member. Presentation of the award is made at the Annual SCCA National Convention. This award may not be presented each year. This is the highest honor within the SCCA Rally Program.

“Bob was a sportsman in the truest sense of the word. To him, sportsmanship lay in the manner of performance rather than in the winning; though as a competitor, he always strived to do his best. His honesty, integrity, sincerity and never failing good humor as well as his dedication to sports car activities has left an indelible mark.”

SportsCar 3/65

YEAR	RECIPIENT	YEAR	RECIPIENT
1998	Paula Gibeault, Ridgecrest, CA	1979	Harry M. Handley, Westport, CT
1997	Russell Brown, Houston, TX	1976	Clyde Durbin, Dallas, TX
1994	Gene Henderson, Pinckney, MI	1975	Wayne J. Zitkus, Toledo, OH
1993	Bob Radford, Rockford, IL	1973	Erhard Dahm, Farmington, MI
1991	John Classen, Burbank, CA	1972	Kenneth Adams, Bakersfield, CA
1990	Norman W. Hill, Lisle, IL	1971	Ronald W. Jones, Tucson, AZ
1989	Virginia J. Reese, Ann Arbor, MI	1969	Victor T. Walider, Nutley, NJ
1987	John Buffum, Colchester, VT	1967	Frank Schmitz, Shawnee, KS
1985	W. David Teter, Newark, DE	1965	Sam E. Fast, Middletown, NY
1982	"Doc" Floyd Shrader, M.D., W. Memphis, AR		

B) ARTHUR J. GERVAIS AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National **RoadRally**. This award is presented annually in recognition to the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least four events. Presented at the Annual SCCA National Convention. Prior to 1989, this award encompassed all National Rallies each year.

YEAR	RALLY	REGION	CHAIRMAN
1999	Oktoberally	Land O'Lakes	John Emmons
1998	Virginia Creeper	Blue Ridge	Earl Hutson
1997	Oktoberally	Land O'Lakes	John A. Emmons
1996	Oktoberally	Land O'Lakes	John A. Emmons
1995	Warpath	Oklahoma	Jim Duea
1994	Greek	Chicago	Marty Howard
1993	Warpath	Oklahoma	Jim Duea
1992	Oktoberally	Land O'Lakes	Lois Van Vleet
1991	Oktoberally	Land O'Lakes	Mike Thompson
1990	Oktoberally	Land O'Lakes	Mike Thompson
1989	Chippewa Trail	Land O'Lakes	Kate Westberg
1988	Chippewa Trail	Land O'Lakes	Kate Westberg
1987	Escape to Wisconsin	Land O'Lakes	Dave Fuss/Clarence Westberg
1986	Escape to Wisconsin	Land O'Lakes	Dave Fuss/Clarence Westberg
1985	Oktoberally	Land O'Lakes	Mike Thompson/Dave Larson
1984	Great Canyon	Arizona Border	Bill Eley
1983	The Search	New England	Kit Caruthers & Mark Rerick
1982	The Search	New England	Kit Caruthers & Mark Rerick
1981	The Search	New England	Kit Caruthers & Mark Rerick
1980	Highway Robbery	Cal Club	Jeanne English
1979	Highway Robbery	Cal Club	Jack Mathieson
1978	Highway Robbery	Cal Club	John Classen
1977	Appalachian	Philadelphia	David & Barbara Teter
1976	Golden West	San Francisco	Fred Nation & Sue Russell
1975	Highway Robbery	Cal Club	James R. Lightfoot
1974	Spirit of '76	NeOhio	Rudy Kren
1973	Heart of Dixie	Tennessee Valley	Leland P. Scott
1972	El Camino Real	Cal Club	Walt Schmidt, Jr.
1971	Mission Trail	Cal Club	Joseph M. Haugen
1970	Coastal Masters	San Jacinto	Russell K. Brown

YEAR	RALLY	REGION	CHAIRMAN
1969	Andiamo	NW Ohio	Wayne J. Zitkus
1968	Press On Regardless	Detroit	Scott D. Harvey
1967	Andiamo	NW Ohio	Wayne Zitkus & John Toepfer
1966	Andiamo	NW Ohio	Wayne Zitkus & John Toepfer
1965	Rip Van Winkle	New York	Sam E. Fast
1964	Appalachian	Philadelphia	Don L Kirkpatrick
1963	La Jornada	Rio Grande	Martin Pierce
1962	Historic New York	Finger Lakes	John G. Robinson
1961	Daniel Boone	St. Louis	Don Doll & Lois J. desParois
1960	Virginia Reel	Wash., D.C.	R. Gamble Mann

C) OUTSTANDING NATIONAL TOURING RALLY OF THE YEAR

Presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least four events in that class. Presentation is made at the Annual SCCA National Convention.

YEAR	RALLY	REGION	CHAIRMAN
1999	The Winery	San Francisco	Fred Nation
1998	Trail of the Lonesome Pine	Blue Ridge	Earl Hutson
1997	Great Canyon	Arizona Border	Dave Jameson/John Sears
1996	Historic New York	Finger Lakes	Debbi Segall
1995	Historic New York	Finger Lakes	Debbi Segall
1994	Oktoberally	Land O'Lakes	Lois Van Vleet
1993	Texas Triangle B ²	Houston	Joan/ Ken Mathew
1992	Historic New York	Finger Lakes	Debbi Segall
1991	See Ya Later Alligator	Houston	Bob Gillispie
1990	Inaugural	Cal Club	John Classen
1989	Harvest Moon Tulip Rally	Western Ohio	Mark Fox

D) NATIONAL COURSE RALLY CHAMPIONSHIP

2000	Discontinued		
1999	Class E	Jack von Kaenel	Ft. Myer, VA
		Bob Morseburg	Seattle, WA
	Class L	Dave Kolb	Old Bridge, NJ
		Jeanne English	Hermosa Beach, CA
	Class S	Steve Novatne	Bethlehem, PA
		Bruce Gezon	Murrysville, PA
1998	Class E	Bob Morseburg	Seattle, WA
		Jim Mirrieles	Arlington, VA
	Class L	Dave Kolb	Old Bridge, NJ
		Jeanne English	Hermosa Beach, CA
1997	Class E	Dave Fuss	Maple Grove, MN
		Scott Forehand	Maple Plain, MN
	Class L	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Niles, IL
		Helen Boricic	Niles, IL

1996	Class E	Jim Mirrielees	Arlington, VA
		Bob Morseburg	Seattle, WA
	Class L	Dave Kolb	Old Bridge, NJ
		Jeanne English	Hermosa Beach, CA
	Class S	Richard Kamo	Arlington Heights, IL
		Helen Boricic	Arlington Heights, IL
1995	Class E	Bob Morseburg	Seattle, WA
	Class L	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
	Class S	Helen Boricic	Arlington Heights, IL
		Richard Kamo	Arlington Heights, IL
		Scott Forehand	Maple Plain, MN
1994	Class E	Dave Fuss	Maple Grove, MN
	Class U	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Arlington Heights, IL
	Class E	Bob Morseburg	Seattle, WA
		Jim Mirrielees	Glendale, WI
	Class U	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
	Class S	Jim O'Connor	Ellicott City, MD
1992		Jack von Kaenel	Ft. Sill, OK
	Class E	Dave Fuss	Maple Grove, MN
	Class U	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
	Class S	Jim O'Connor	Ellicott City, MD
		Jack von Kaenel	Ft. Sill, OK
1991	Class A	Bob Morseburg	Seattle, WA
		John Classen	Burbank, CA
	Class B	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
	Class C	Randy Howard	Newbury Park, CA
		Kris Thompson	Newbury Park, CA
1990	Class A	John Stenmark	Jackson, MS
		Janice Stenmark	Jackson, MS
	Class B	John Classen	Burbank, CA
		Bob Morseburg	Seattle, WA
	Class C	John Soltesz	Pemberville, OH
		Kay Soltesz	Pemberville, OH
1989	Class A	James Friedman	Silver Spring, MD
	Class B	John Classen	Burbank, CA
	Class C	Jack von Kaenel	Ft. Bragg, NC
		Jim O'Connor	Ellicott City, MD
	Class A	John Classen	Burbank, CA
		Bob Radford	Conifer, CO
1988	Class B	Bob Miller	Tewksbury, MA
		Bob Schlain	Hartford, CT
	Class C	Steve Beuerman	Cupertino, CA
		Mike Machado	San Jose, CA
	Class A & B	John Classen	Burbank, CA
		Bob Radford	Conifer, CO
1987	Class C	Richard Kamo	Prospect Heights, IL
		John Kutska	Brookfield, IL

1986	Class A & B	John Classen Bob Radford	Burbank, CA Conifer, CO
	Class C	Don Bailor Kim Joiner Richard Kamo	Garden Grove, CA Palatine, IL Prospect Heights, IL
1985	Class A	Roger Bergstein	Forest Hills, NY
	Class B	John Classen	Burbank, CA
	Class C	Joseph Coyle Val Stegemoen	Dracut, MA Millville, MA
1984	Class A	John Classen Bob Radford	Los Angeles, CA Rockford, IL
	Class B	John Classen Bob Radford	Los Angeles, CA Rockford, IL
	Class C	Dean Gutridge Joe Gutridge Loetta Hamilton Phil Schneider	Silver Spring, MD Silver Spring, MD Lexington, KY Lexington, KY
1983	Class A & B	John Classen Bob Radford	Los Angeles, CA Rockford, IL
	Class C	Jim Doan Mark Haas	Willow Grove, PA Ardsley, PA
1982	Class A & B	John Classen Bob Radford	Los Angeles, CA Rockford, IL
	Class C	Steve Perlman	Bloomington, IN
1981	Class A	John Classen	Los Angeles, CA
	Class B	Roger Bergstein Bob Radford	Forest Hills, NY Rockford, IL
	Class C	Jim Doan Mark Haas	Willow Grove, PA Ardsley, PA
1980	Class A	Bob Radford Fred Rosevear	Rockford, IL Madison, WI
	Class B	Kit Caruthers John Classen Jeanne English David Kolb	Cambridge, MA Los Angeles, CA Hermosa Beach, CA South River, NJ
	Class C	Mark Larson Gary Starr	Eyota, MN Bloomington, MN
1979	Class A	Bob Radford Fred Rosevear	Rockford, IL Madison, WI
	Class B	John Classen Jeanne English	Los Angeles, CA Hermosa Beach, CA
1978	Class A	James Friedman Clarence Westberg	Schnecksville, PA Richfield, MN
	Class B	Roger Bergstein John Classen Jeanne English Ken Johnson	Forest Hills, NY Los Angeles, CA Hermosa Beach, CA New Preston, CT
1977	Class A	John Classen R. Bruce Gezon Curt Rich W. David Teter	Los Angeles, CA Murrysville, PA Houston, TX Newark, DE
	Class B	Roger Bergstein Ken Johnson	Forest Hills, NY New Preston, CT

1976	Class A	Dave Flanigan	Huntsville, AL
	Class B	Bob Kruse	Huntsville, AL
		Ron Hayslett	Las Cruces, NM
		Dick Ecelbarger	Tucson, AZ
1975	Class A	Richard Lieberman	Annandale, VA
	Class B	Rick Turner	Los Angeles, CA
		Elliott Woodward	Altadena, CA
1974	Class A	R. Bruce Gezon	Peoria, IL
	Class B	Lowell Lovvorn	Huntsville, AL
1973	Class A	Sam K. Jones, Jr.	Huntsville, AL
	Class B	Clark E. Thorp	Huntsville, AL
		Norman S. de Carteret	White Plains, NY
		Lowell Lovvorn	Huntsville, AL
		K. Paul Smith	South Bound Brook, NJ
1972	Class A	Sam K. Jones, Jr.	Huntsville, AL
	Class B	Clark E. Thorp	Huntsville, AL
		John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1971	Class A	Nathan H. Jones	Houston, TX
	Class B	Russell K. Brown	Houston, TX
		John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1970	Class A	David Weiman	Evanston, IL
	Class B	Bernie W. Rekus	Chicago, IL
		John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1969	Class A	Roger H. Bohl	Holmdel, NJ
	Class B	Kathryn Bohl	Holmdel, NJ
		John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1968	Class A	Nathan H. Jones	Houston, TX
	Class B	Russell K. Brown	Houston, TX
		John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1967	Class A	Roger H. Bohl	Holmdel, NJ
	Class B	Kathryn Bohl	Holmdel, NJ
		Bernard G. Albers	Castle, PA
		Ursel Albers	New Castle, PA
1966	Overall	Dennis Koelmel	Huntingdon Valley, PA
		Sally Anne Koelmel	Huntingdon Valley, PA
1965	Overall	Dennis Koelmel	Huntingdon Valley, PA
		Sally Anne Koelmel	Huntingdon Valley, PA
1964	Club Class	Scott D. Harvey	Dearborn, MI
	Mfg. Class	Jay Toney	Pineville, PA
		Dennis Koelmel	Huntingdon Valley, PA
		Sally Anne Koelmel	Huntingdon Valley, PA
1963	Overall	Scott D. Harvey	Dearborn, MI
		Warren Tiahrt	Oak Park, MI
1962	Overall	Leslie C. Smith	Austin, TX
		Angie Smith	Austin, TX
1961	Overall	Helen Hough	Westport, CT
1960	Overall	Roger H. Bohl	Plainfield, NJ
		Richard W. Smith	Quakertown, PA
1959	Overall	Juanita DeLoof	Manhattan Beach, CA
		Mel R. DeLoof	Manhattan Beach, CA
		Thomas R. Lusk	Alexandria, VA
1958	Overall	Joseph M. Bechtel	Manhattan Beach, CA
		Celia Bechtel	Manhattan Beach, CA

E) NATIONAL TOURING RALLY CHAMPIONSHIP

2000	Discontinued		
1999	Class E	Bill Laitenberger	Fairport, NY
		Debbi Segall	Fairport, NY
	Class L	Fred Mapplebeck	Salem, NH
		Rene Ruel	Bridgewater, NJ
	Class S	Kathleen Toomey	Bridgewater, NJ
		Rene Ruel	Bridgewater, NJ
1998	Class E	John Emmons	Galesville, WI
		Lois Van Vleet	Galesville, WI
	Class L	Karl Broberg	Tucson, AZ
		Jeanne English	Hermosa Beach, CA
		Dave Jameson	Tucson, AZ
		Dave Kolb	Old Bridge, NJ
	Class S	Dave Weiman	Houston, TX
		Russell Brown	Houston, TX
1997	Class E	Ron Ferris	Florissant, MO
		John Sears	Tucson, AZ
	Class L	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Rene Ruel	Bridgewater, NJ
1996	Class E	Jim Friedman	Silver Spring, MD
		Jack von Kaenel	Fort Myer, VA
	Class L	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Rene Ruel	Bridgewater, NJ
1995	Class E	Jim Duaa	Yukon, OK
	Class L	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
		Dave Kolb	Old Bridge, NJ
		Jeanne English	Hermosa Beach, CA
	Class S	Rich Kamo	Arlington Heights, NJ
1994	Class E	Debbi Segall	Rochester, NY
		Bill Laitenberger	Rochester, NY
	Class U	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
		Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Rich Kamo	Arlington Heights, NJ
		Jim Mirrieles	Alexandria, VA
1993	Class E	Mike Lingenfelter	Indianapolis, IN
		Tim Craft	Racine, WI
		Bill Laitenberger	Rochester, NY
	Class U	Karl Broberg	Tucson, AZ
		Jim Mirrieles	Glendale, WI
		John Puffenberger	Fostoria, OH
		Mike Puffenberger	Fostoria, OH
	Class S	Rich Kamo	Arlington Heights, IL
1992	Class E	Mike Lingenfelter	Indianapolis, IN
		Tim Craft	Racine, WI
	Class U	Dave Jameson	Tucson, AZ
		Karl Broberg	Tucson, AZ
		Jim Mirrieles	Glendale, WI
	Class S	Mike Puffenberger	Fostoria, OH
		John Puffenberger	Fostoria, OH
		Rich Kamo	Arlington Heights, IL

1991	Class E	Curt Rich	Houston, TX
		Debbie Rich	Houston, TX
	Class U	Karl Broberg	Tucson, AZ
1990	Class S	Rich Kamo	Arlington Heights, IL
		Dick McKone	Peoria, IL
	Class E	Mike Lingenfelter	Wheeling, IL
		Dan Schonberg	Grand Rapids, MI
	Class U	Jeanne English	Hermosa Beach, CA
1989		David Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Arlington Heights, IL
		Richard McKone	Peoria, IL
	Class E	Dan Coughnour	Dayton, OH
		Mark Fox	Dayton, OH
	Class U	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Bob Radford	Conifer, CO
		John Ruther	Cary, IL

F) NATIONAL ROADRALLY CHAMPIONSHIP

2000	Class E	Jim Mirrielees	Glendale, WI
		Bob Morseburg	Seattle, WA
	Class L	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
		Fred Mappleback	Salem, NH
		Rene Ruel	Bridgewater, NJ
Class S		Julie Gaddy	Melville, NY
		Steve Gaddy	Melville, NY
		Fred Mappleback	Salem, NH
	Class R	Chris Bean	Columbia, MD

G) MANUFACTURERS RALLY CHAMPIONSHIP

The Manufacturers Rally Championship is an annual competition for all automobile manufacturers, domestic and foreign, in all National Rallies. The winner shall be the marque compiling the highest total points in these rallies. Manufacturers shall be scored 9, 6, 4, 3, 2, 1 (first through six, overall) except that only the best-placed car of each marque receives points. From 1964 through 1989, this award included all National Rallies. From 1989 through 1991, this award was separated for each series (NCR I NTR). From 1994 on, this award will include all National Rallies. Not awarded as of 1997.

<u>Year</u>	<u>Marque</u>
1996	Pontiac
1995	Toyota
1994	Subaru

H) MANUFACTURERS COURSE RALLY CHAMPIONSHIP

1993	Toyota Motor Sales, U.S.A., Inc.
1992	Toyota Motor Sales, U.S.A., Inc.
1989-1991	Toyota Motor Sales, U.S.A., Inc.
1971-1981	Nissan Motor Corp. in U.S.A. (Datsun)
1969-1970	Ford Division, Ford Motor Company
1968	Volvo
1967	Chevrolet Division, General Motors Corporation
1964-1966	Chrysler-Plymouth Division, Chrysler Corporation

I) MANUFACTURERS TOURING RALLY CHAMPIONSHIP

1993	BMW
1992	BMW
1991	Nissan Motors
1990	Audi of America, Inc.
1989	Toyota Motor Sales, Inc.

J) VIC AND JESSIE WALLDER AWARD

This award was presented annually by Vic & Jessie Wallder to the highest placing husband and wife team in National Rally competition. This award was discontinued in 1994.

1993	Charles & Joyce Clark	Albuquerque, NM
1992	Russell & Jan Brown	Houston, TX
1991	Curt & Debbie Rich	Houston, TX
1990	John & Karin Driver	Boca Raton, FL
1989	John & Janice Stenmark	Jackson, MS
1988	John & Janice Stenmark	Jackson, MS
1987	John & Janice Stenmark	Jackson, MS
1986	John & Janice Stenmark	Jackson, MS
1985	John & Janice Stenmark	Jackson, MS
1984	Clarence & Kate Westberg	Bloomington, MN
1983	Roger & Felicia Kuehne	Janesville, WI

K) COURSE RALLY ROOKIE OF THE YEAR

Presented annually to the SCCA member who, in his/her first season of NCR competition, accumulates the greatest number of points in any class. To be eligible, the member shall not have earned any prior Lifetime **RoadRally** Points. Discontinued in 1991

1990	Jan Brown, Houston, TX	1978	Brian Jacobson, Osseo, MN
1989	John Pearsall, Oklahoma City, OK		Steve Landwehr, Long Lake, MN
1988	Mike Machado, San Jose, CA	1977	Martin S. George, Mariette, GA
1987	Richard/Cynthia McKone, Peoria, IL	1976	J. Russell & Evelyn Downing,

1986	Don Bailor, Garden Grove, CA		Vancouver, WA
	Richard Kamo, Prospect Heights, IL	1975	Rick Turner, Los Angeles, CA
1985	Kim Joiner, Palatine, IL		Elliott Woodward, Altadena, CA
1984	Tim/Tern Meyer, Westminster, CO	1974	Judi Seibert, Marietta, GA
1983	Val Stegemoen, Miliville, MA	1973	Ken Johnson, New Preston, CT
1982	Randy Waibel, Houston, TX	1972	Tom Moran, Akron, OH
	Tom Zakrzewski, League City, TX	1971	Steven Rosenthal, Natick, MA
1981	Jim Doan, Willow Grove, PA	1970	Bill Chambers, Las Cruces, NM
	Mark Haas, Ardsley, PA	1969	Wayne T. Elvin, Greensboro, NC
1980	Ty Holmquist, Bonita, CA	1968	Paul A. Novak, Satellite Beach, FL
1979	Wayne Harris, Marietta, GA		

L) DIVISIONAL *RoadRally* ACHIEVEMENT

Initiated in 1992, this award is presented in recognition of a division's activities in *RoadRally* for a new or on-going program. This may include event's, promotions, attendance, innovation in public relations, etc. Nominations may be made by any rally participant clearly indicating the qualifying details, with the recipient being selected by the RRB.

<u>YEAR</u>	<u>DIVISION</u>	<u>DIVISIONAL STEWARD</u>
1999	CENDIV	Jim Mickle
1998	NEDIV	Rene Ruel
1997	CENDIV	Jim Mickle
1996	No award	
1995	CENDIV	Dave Head
1994	MIDDIV	Jim Heine
1992	NEDIV	Peter Schneider

M) BEST NEW DIVISIONAL COURSE RALLY

Award discontinued in 1989.

<u>YEAR</u>	<u>RALLY</u>	<u>REGION</u>	<u>CHAIRMAN</u>
1988	Iron Hand	Steel Cities	William Hawkins and Chuck Larouere
1987	Blue Bayou Too	Red River	Rhonda White and John/Janice Stenmark
1986	40 Year Anniv. Rally	Indianapolis	John Calhoun/Dave Head
1985	The Afternoon Rally	Atlanta Region	Mark Pullen/Robert Harvey
1984	A Grand Tour	Western Michigan	Tom Johnson/Jeff Boris
1983	Say Yes To Michigan	Northwestern Ohio	John Calhoun
1982	Aftershock	San Francisco	Bill Jonesi/Keith McMahan
1981	Prairie Grass	Kentucky	Norm Hill/Pete Matuszak

N) BEST NEW REGIONAL *RoadRally* PROGRAM

Discontinued in 1991, replaced with Regional Achievement Award in 1993.

1990	Milwaukee Region	1985	St. Louis Region
1989	Chicago Region	1984	Lake Superior Region
1988	Houston Region	1983	River Cities Region
1987	Cal Club Region	1982	Blue Ridge Region
1986	Buccaneer Region	1981	Lake Michigan Region
	Chattanooga Region		

O) BEST NEW NATIONAL RALLY

Presented in recognition of the best new event on the National calendar. Selection is made by vote of the top 20 competitors in each class, who have competed in at least four National level event's.

YEAR	EVENT	REGION	CHAIRMAN	RALLYMASTER
1999	Rallye to the Point	Washington D.C.		Jim Mirrielees
1998	Not awarded			
1997	Not awarded			
1996	Steel Haul	Steel Cities	Chuck Larouere	Rick Beattie
1995	Atlantic Tour	New England	Gary Webb,	Rallymaster/Chairman
1994	Back Home Again	Indianapolis	Dave Head	
1993	Warpath	Oklahoma	Jim Duea	
1992	Midnight Mountain	New England	Patti Mikkelsen,	Chairman
			Mike Collier,	Rallymaster

P) REGIONAL *RoadRally* ACHIEVEMENT AWARD

Presented in recognition of a Region's activities in *RoadRally* for a new or ongoing program. This may include event's, promotions, attendance, innovation in public relations, event participation, etc. Nominations may be made by any Rally participant clearly indicating the qualifying details, with the recipient being selected by the RRB.

1999	Phildelphia
1998	Oregon Region
1997	Saginaw Valley
1994-1996	No awards
1993	Northeast Oklahoma

Q) NOVICE TEAM AWARD

Initiated in 1994, this award is presented to the team which shows the most promise in their first season of National Rallying. Each organizing committee may submit one team in nomination. The RRB will select

from those nominated. To be eligible, at their first event of the season, the nominated team must have participated in no more than four National Road Rallies (any combination 3 + 1, 2 + 2, or 4 + 0). The award will be announced and presented at the Annual SCCA National Convention.

<u>YEAR</u>	<u>COMPETITOR</u>	<u>HOMETOWN</u>
2000	Discontinued	
1999	Not awarded	
1998	Tom Tyson	Mechanicsville, VA
	Robert Darby	Greensboro, NC
1997	Not awarded	
1996	Jim Shaffer	Franklin, MI
	Jim Fekete	Canton, MI
1995	Alan McClure	Tucson, AZ
	Marie McClure	Tucson, AZ
1994	Al Kintigh	Brooklyn Park, MN
	J.B. Niday	Richfield, MN

R) United States *RoadRally* Challenge

<u>YEAR</u>	<u>COMPETITOR</u>	<u>HOMETOWN</u>
2000		
Class E	Bob Morseburg	Seattle, WA
	Jim Mirrielees	Arlington, VA
Class L	Jeanne English	Hermosa Beach, CA
	Dave Kolb	Old Bridge, NJ
Class S	Fred Mapplebeck	Salem, NH
	Rene Ruel	Bridgewater, NJ
1999		
Class E	Bob Morseburg	Seattle, WA
Class L	Jeanne English	Hermosa Beach, CA
	Dave Kolb	Old Bridge, NJ
Class S	Kathleen Toomey	Bridgewater, NJ
	Rene Ruel	Bridgewater, NJ
1998 - St. Louis, MO/St. Louis Region		
Class E	Bob Morseburg	Seattle, WA
	Jim Mirrielees	Arlington, VA
Class L	Jeanne English	Hermosa Beach, CA
	Dave Kolb	Old Bridge, NJ
Class S	Kathleen Toomey	Bridgewater, NJ
	Rene Ruel	Bridgewater, NJ
1997 - Roanoke, VA/Blue Ridge		
Class E	Jack von Kaenel	Ft. Myer, VA
	Jim Friedman	Silver Spring, MD
Class L	Jeanne English	Hermosa Beach, CA
	Dave Kolb	Old Bridge, NJ
Class S	Rene Ruel	Bridgewater, NJ
	Kathleen Toomey	Bridgewater, NJ

1996 - Rochester, NY/Finger Lakes		
Class E	Jack von Kaenel	Ft. Myer, VA
	Jim Friedman	Silver Spring, MD
Class L	Vera Shanov	Westport, CT
	Clint Goss	Westport, CT
Class S	Rich Kamo	Niles, IL
	Jim Mirrielees	Glendale, WI
1995 - LaCrosse, WI/Land O' Lakes		
Class E	Bill Laitenberger	Rochester, NY
	Debbi Segall	Fairport, NY
Class L	Jeanne English	Hermosa Beach, CA
	Dave Kolb	Old Bridge, NJ
Class S	Rich Kamo	Niles, IL
	Jim Mirrielees	Glendale, WI

S) LIFETIME POINTS STANDINGS

The following points were adopted by the RRB based on recommendation of the late Harry M. Handley. The standings are based on the lifetime scoring project begun by the late Robert V. Ridges and resurrected by Russell K. Brown. Lifetime standings are based on the first six (6) overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA-sanctioned national Road Rally events conducted from 1958 through and including events as of 12/13/00). Points are included in the RRRs for participants with 25 or more points. Lifetime points are maintained by W. David Teter who assumed the duty from Victor T. Wallder in 1997. For inquiries about individual standings (including those with less than 25 points) call 302-368-4210, e-mail teter@udel.edu, or send a self-addressed, stamped envelope to: W. David Teter, 418 Arbour Drive, Newark, DE 19713.

Great Grand Master (400 points or greater)

Bob	Morseburg	1003
Dave	Teter	928
John	Classen	835
Dave	Kolb	737
Dave	Head	705
Jim	Friedman	692
John	Sears	691
Jeanne	English	652
Bob	Radford	645
Bill	Laitenberger	514
Fred	Rosevear	447
Roger	Bergstein	444
Jim	Mirrielees	440
Russ	Brown	426
Jack	von Kaenel	424

Grand Master (200 - 399)

Scott	Forehand	393
David	Weiman	371
Dave	Fuss	369
Debbi	Segall	361
Bruce	Gezon	350
Mike	Lingenfelter	333
Gary	Starr	328
Roger	Bohl	325
Kit	Caruthers(Darby)	288
Clarence	Westberg	282
Dave	Jameson	269
Jim	Bickham	267
Curt	Rich	267
Mike	Thompson	267
Karl	Broberg	266
Mark	Evangelista	263
Ron	Ferris	262
John	Emmons	257
Lois	Van Vleet	257
Renee	O'Leary	254

Barbara	Bickham	252
Dennis	Koelmel	248
Sally Ann	Koelmel	248
John	Stenmark	238
John	O'Leary	223
Janice	Stenmark	221
J.	Toney	221
Karl	Goering	208
Terry	Nordstrom	206

Master (100 - 199)

Chuck	Larouere	198
Tim	Craft	197
Mark	Rerick	190
Ron	Hayslett	184
Richard	Crandall*	182
Patricia	Kuehne	176
Roger	Kuehne	176
Wayne	Zitkus	173
Ken	Johnson	172
Marv	Altman	169
Spence	Darby	166
Nathan	Jones*	166
Rich	Kamo	163
Charles	Clark	155
Greg	Lester	151
Rick	Beattie	146
Bill	Gronning	139
John	Smiskol	139
Jim	Duea	138
Kathy	Bohl	137
John	Kelley	134
Bob	Miller	132
Bob	Schlain	132
Ken	Adams	130
Ed	Follis	129
Dick	Smith	129
Bill	Jonesi	128
Bob	Kruse	128
Joyce	Clark	127

Andrew	Deming	126
Dave	Seibert	126
Bob	Clayton	125
Lowell	Lovvorn	125
Fred(Derf)	Nation	125
Scott	Harvey(Sr)	124
Clark	Thorp	119
Stu	Helper	118
John	Calhoun	116
Psam	Ordener	116
John	McArthur	115
T.C. Gordon	Wagner	115
Don	Edlund	114
Bob	Lyon	111
Frank	Caldwell	110
J. Willie	Williams	110
Dave	Flanigan	108
Mike	McGraw	107
Dick	Lieberman	105
Clyde	Durbin	104
Angie	Smith	103
Les	Smith	103
Harry	Ward	103
Banks	Mebane*	102
Robert	Mollman	102
Dick	Ecelbarger	100

Expert (50 - 99)

Harry Casey	Kronson	99
Fred	Mapplebeck	99
Bill	Forbes	98
Norm	Hill	98
Gene	Henderson	96
Sam	Jones	95
Don	Kirkpatrick	94
R. Dale	Kraushaar	93
Jim	Hathcock	92
Don	Andrews*	90
Jo Anne	Carlisle	90
Rene	Ruel90	
Steve	Wood	90
Dennis	Lafata	89
Dennis	Doffing	88
Bill	Carlisle	87
Moishe	Mark	86
Jolyan	Butler	85
Jack Y.	Chidester	85
John	Driver	84
Karin	Driver	84
Dave	Fellman	84
Mark	Larson	83
Lee	Hendrick	82
Marty	Howard	82
Kate	Kaiser(Westburg)	82
Norm	deCarteret	81
Sue	Russell	81
Tom	Sullivan	81

Paul	Smith	80
Wayne	Elvin	79
Suzanne	Hundertmark	79
Ken	Knight	78
Ted	Sparks	78
Dave	Harkcom	77
Larry	Hough	77
Steve	Perlman	77
Jan	Brown	76
Jerry	Yowell	76
John	Pearsall	75
Francois	Didot	74
Garrett	Harbron	74
Lynette	Jones	74
Bob	Lupcho	74
Sammie	Smith	74
Pat	Lewis	73
Roger	Lewis	73
Richard	Norton	72
Carolyn	Durbin(Wester)	71
Phil	Henderson	71
Sondra	Nation	71
John	Roache	71
Judy	Roache	71
Rita	Wagner	71
John	Schearer	70
Dottie	Sparks	70
Jerry	Bloom	68
Helen	Hough	66
Tom	Moran	66
Richard	Klein	65
Ira	Meislik	64
Brian	Jacobson	63
Elliott	Jacobson*	63
Ron	Johnstonbaugh	63
John	Sramek	63
Warren	Tiarht	63
Mel	DeLoof	62
W.E.	Larned	62
Bob	Ricker	62
Pat	Ricker	62
Glenn	Folsom	61
Richard	Jones	61
Dan	Coughnour	60
Monte	Saager	60
Ken	Plessner	59
Max	Flynn	58
Bill	Frank	58
Julie	Howard	58
Paul	Novak	58
Peter	Stevens	58
Catherine	Morrison	57
David	Morrison	57
Bill	Stephenson	57
Brian	Deno	56
Revere	Jones	56
Richard	Joslin	56

Peter	Kosche	56	John	Kutska	43
Fran	Teter	56	Eric	Norman	43
Captain H.E.	Thomas	56	John	Ortaldo	43
Charles	Brown	55	Vic	Schulze	43
Matt	Duea	55	Michael	Siccardi	43
Cheri	Eddy	55	Harry	Gornito	42
Mark	Fox	55	Maxine	Schmidt	42
Ken	Mathew	55	Don	Doll *	41
Dave	Parps	55	Ida Mae	Doll *	41
Debbie	Rich	55	Alan	Mandell	41
Elliott	Woodward	55	Celia	Bechtel	40
Juanita	DeLoof	54	Joe	Bechtel	40
Jim	O'Connor	54	Robert	Harvey	40
Mike	Puffenberger	54	Connie	Hybarger	40
Jeff	Ballinger	53	Ken	Hybarger*	40
James	Baran	53	Clinton	Heuring	39
Jack	Mathieson	53	J. Fred	Hillman	39
Alex	Thompson	53	Beatrice	Schmitz	39
Marc	Goldfarb	52	Frank	Schmitz	39
Jim	Hampton	51	Bill	Tifft	39
John	Puffenberger	51	Joseph	Akerman	38
Bill	Todd	51	George	Alexander	38
Dick	Wessman	51	Paul	Eckstein	38
Lura	Yowell	51	Mike	Friedman	38
Wayne	Bell	50	Frank	Griffin	38
Alex	Lichtman	50	Gene	Hauman	38
Bernie	Rekus	50	Alan	Kalb	38
Jim	Sinclair	50	Joan	Mathew	38
Donald	Skinner	50	Tom	Spillane	38
Senior (25 - 49)			Marge	Thomas	38
Al	Keplinger	49	Hank	Wright	38
Rick	Turner	49	Dick	Doyan	37
Ralph	Beckman	48	Clay	Gibbs	37
Walter	Larson	48	Douglas	Grewer	37
Richard	Leslie	48	Tom	Lusk	37
Walt	Schmidt	48	Pete	Matuszak *	37
Judy	Mathieson	47	Ed	McGovern*	37
Michael	McCants	47	Don	Nixon	37
Dan	Schonberg	47	Ruth	Nixon	37
Bernie	Stolzman	47	Elmer	Heaston	36
Mike	Strawbridge	47	Robert	Johnson	36
Liz	Witt	47	Al	Kintigh	36
Chris	Fedor	46	Joyce	Matuzsak	36
Bill	Hudson	46	Chris	Thompson	36
Dave	Laffitte	46	Ted	Watson	36
Irene	Steinbuhler	46	Donald	Zeleny	36
Jack	Steinbuhler	46	Dennis	Levin	35
Evan	Gull	45	Paul	Bengals	34
James	Heine	45	Larry	Johnson*	34
Mickey	Himes *	45	Chris	Kennedy	34
Helen	Boricic	44	Mark	Kennedy	34
Mac	Cornforth *	44	Dick	Rafter	34
Don	Hall	44	Frank	Van Alstine	34
Judy	Hall	44	Gary	Webb	34
Ralph	Hannebaum	44	Cal	Flanagan *	33
Ray	Stattel	44	John	Merz	33
Phil	Evans	43	Pete	Schmieler	33
Robert	Joseph	43	John	Star	33
			Al	Tolle	33

Gary	Van Scoter	33
Ed	Crockett	32
Edwin	Deady	32
Mark	Haas	32
Don	Himes *	32
Jerry	Hull	32
Otto	Kellerman	32
Judith	Seibert	32
Warren	Smock	32
Dick	Apolant	31
Carol	Larson	31
Grace	Neinast	31
James	Neinast	31
J.B.	Niday	31
Steve	Robetts	31
Jack	Steele	31
John	Campbell	30
Jim	Crittenden	30
Fred	Gilson	30
John	Meador	30
John	Ryan	30
Bob	Shapiro	30
John	Smith	30
Richard	Wackerbarth	30
Ellsworth	Wakefield	30
Thomas	Artherton	29
Earl	Hutson*	29
Phil	Morini	29
Jeff	Boris	28
Skip	Bower	28
Jim	Mickle	28
Lynn	Smith	28
John	Bain	27
Cameron P.	Boyd	27
Sally	Boyd	27
Bix	Goodwin	27
Mike	Leeper	27
Jim	Lightfoot	27
Jim	Miner	27
John	Nagel	27
Chet	Neiswender	27
Steve	Novatne	27
Mike	O'Reilly	27
Dave	Roach	27
Al	White	27
Ralph	Yoho	27
Carolyn	Boyles (Durbin)	26
Ben	Bradley	26
John	Freels	26
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Eric	Marcus	26
Bob	Minella	26
Stu	Nickerson	26
Terry	O'Neill	26
Bob	Schoening	26
Vera	Shanov	26

Jay	Trow	26
Joe	Zeligs	26
George	Alderman	25
Harry	Bacas	25
Eugene	Bock	25
Candie	Chaffin	25
John	Chaffin	25
John	Chalmers	25
Robert	Cook	25
George	Edman IV	25
Don	Goiffon	25
Don	Hagen	25
Clyde	Heckler	25
John	Michaels	25
Ray	Reynolds	25
Rich	Rudolph	25
Peter	Schneider	25
Barbara	Spade	25

2000 Activitiy for < 25 POINT CATEGORY

() contains 2000 points
followed by new total

Rob Moran	(16),	16;
Curtis Graf	(15),	15;
Ken Steele	(17),	22;
Scott Harvey, Jr.	(6),	6;
Jim Mickle	(22),	28;
Gary Webb	(24),	34;
Bix Goodwin	(19),	27;
Gregory Goodwin	(0),	8;
Steve Novatne	(24),	27;
Hugo Brunert	(0),	3;
Jim Fekete	(0),	4;
Jim Shaffer	(0),	4;
Katy Wood	(0),	6;
Ben Bradley	(10),	26;
Francesca Corzza	(0),	11;
Russ Kraushaar	(10),	20;
Mike Workman	(15),	19;
Brian Palidar	(0),	4;
Pat Biggar	(0),	3;
Debbie Sjodin	(0),	3;
Mike Claeys	(0),	4;
Julie Gaddy	(3),	10;
Steve Gaddy	(3),	10;
Marc Goldfarb	(22),	53;
Mike Friedman	(18),	38;
Andy English	(9),	15;
Maryanne Rhodes	(9),	15;
Mark Nolte	(0),	9;
John Kisela	(11),	20;
Matt Tabor	(0),	4;

Chris Hale	(0),	4;
Tom Kreger	(0),	3;
Cynthia Bushell	(0),	3;
Ron Johnstonebaugh	(10),	63;
Doug Mackenzie	(20),	23;
Lldiko Marcus	(4),	12;
Adelaide Zink	(0),	5;
Peter Steinberg	(0),	4;
Mark Laitenberger	(0),	4;
David Dennis	(0),	5;
Peg Dennis	(0),	5;
Michael Dailey	(0),	10;
Steve Pfau	(0),	10;
Lee Sorenson	(0),	6;
Rod Sorenson	(0),	6;
Glenn Wallace	(0),	4;
Richard Squire	(0),	4;
Peter Soper	(0),	3;
James Bredle	(0),	3;
Charles Hanson	(0),	3;
Allison Howard	(0),	4;

SCCA *RoadRally* MERCHANDISE

The following items are available from SCCA Merchandising:

<u>Merchandise Item</u>	SCCA <u>Member</u>	Non-SCCA <u>Member</u>
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SCCA Rally Championship Decal	0.75	1.00
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When ordering the above items, current SCCA membership number must be included with full name, address, city, state and zip code. Make checks payable to SCCA, Inc. Send order, with payment, to: SCCA Merchandising, 9033 East Easter Place, Englewood, Colorado 80112-2105

The following items are available from the Rally/Solo Department. Please call (303) 779-6622 for orders.

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Mailing Labels	\$15.00	\$30.00
Rules for Organizers (RFO's)	FREE	16.00
Organizers Packet	FREE	35.00
Checkpoint and Observer Signs	10.00	15.00
Car Numbers & Day-glo Stickers (1-25)	50.00	55.00

A complete list of SCCA rule books and club merchandise is available upon request.

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