

SCCA *RallyCross*SM

RULES

2008 Edition
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FOREWORD

Effective January 1, 2007 previous editions of the SCCA **RallyCross** Rules are superseded by the following **SCCA RallyCross Rules (RXR)**. The SCCA reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication in Fastrack on the official SCCA website; but may become effective immediately in emergency situations as determined by SCCA.

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

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

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

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

Finality of Interpretation and Application

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

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

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SCCA RallyCross Rules

ARTICLE 1 RALLYCROSS EVENTS

1.1 DEFINITION

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

1.2 REVISION OF RALLYCROSS RULES

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

1.3 REPLACEMENT OF RALLYCROSS RULES

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

1.4 CO-SANCTIONED/CO-SPONSORED EVENTS

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

ARTICLE 2 RALLYCROSS BOARD

2.1 APPOINTMENT

The SCCA Board of Directors (BOD) shall appoint a Chairman and up to six other members annually to the RallyCross Board (RXB). The BOD shall also appoint Divisional **RallyCross** Stewards. Current appointees are listed on the SCCA website (www.scca.com), published in the current edition of the SCCA Directory and available from the National Office Rally Department.

As openings occur on the RXB, vacancies will be announced in the Fastrack section of the SCCA.com website. All applications will be reviewed by the RXB and recommendations will be given to the BOD for final approval.

2.2 DUTIES

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

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their early November meeting.
 - 4. Rules will be published with a stated effective date.
- D. Duties of the RXB members shall include:
 - 1. Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RXB meetings, assigning tasks to board members as needed.
 - 2. Other tasks that will be assigned annually to members of the RXB include Competitor Liaison, Organizer Liaison, and Secretary.

ARTICLE 3 DIVISIONAL RALLYCROSS STEWARDS

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

3.2 RESPONSIBILITIES

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

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

L. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

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ARTICLE 4 MANDATORY PROVISIONS

4.1 Sections 1 (all), 2 (all) and 3 (all), 4.1, 5 (all), 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

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

ARTICLE 5 RALLYCROSS RULES

5.1 COMMON SENSE AND RallyCross COURSES

RallyCross events are non-speed events under the rules of the SCCA. The normally expected maximum speeds for straights and turns are described in the course safety and layout section (Article 5.3). However, speed alone is not the operative factor in determining what is and is not a proper **RallyCross** event.

Safety is the operative word and hazards on the course must not exceed those encountered in legal non-paved road travel. For example, if there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees some 20 feet away, and the other turn is bordered by 50-feet of flat, obstacle-free area, the hazards involved are much different. The former is clearly not permissible for a **RallyCross** event and the latter clearly is an acceptable turn.

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

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

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

5.2 EVENT OPERATING RULES

- A. All SCCA sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at registration on the Notice Board before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he is satisfied that the insurance required under this Article has been provided. All events will have a Notice Board available for the competitors to review at registration. At a minimum this board will contain the SCCA Insurance Certificate that includes the event sanction number. Additional information may be posted at the discretion of the

organizers. Once competition begins, the board may be relocated to a location specified in the event Supplemental Regulations or a place mutually agreed upon by the committee and posted on the board at registration.

- B. Drivers must possess a currently valid automobile driver's license. Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable. Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Drivers at Divisional or National events must be current SCCA members.**
- C. One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age and has met all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the DOT/Snell requirements for competition use as recognized by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3H).

Participant waivers:

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

- D. All vehicles shall be subject to a strict safety inspection based on the RXR. See Article 6.3 for these rules, including vehicle configuration restrictions during course runs.
- E. The method of scoring the event (all runs, dropping one or more runs, fastest run only, etc.) and the penalties for course deviations and course marker displacement shall be posted and available to all competitors. Additionally, this information must be included in the supplementary regulations submitted with the sanction application (Article 5.6).
- F. Vehicle classifications to be used, minimum class size, class merger plan, and distribution of awards shall be established prior to the event and available to all competitors.
- G. An Event Steward must be appointed by the Divisional **RallyCross** Steward to supervise the running of the event. This person must be an SCCA member.
- H. All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form. Spectators should sign the waiver.
- I. Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event. The Divisional **RallyCross** Steward, **RallyCross** Board, and SCCA National Rally Department will

be notified as soon as possible after the event if the person is an SCCA member.

- J. Competitors driving in an unsafe manner at or near the event location or displaying unsportsmanlike conduct may be disqualified.
- K. It is required for emergency purposes that a public telephone, cellular telephone, or ham radio be available at the event site or at a known nearby location. It is recommended that the event chairman (or designee) contact local authorities if the location is in a rural area to inform them of the event. It is recommended that all events have an ambulance and/or an EMT onsite.
- L. Each driver will be provided an opportunity to walk or drive through the course or to have a parade lap prior to the first official run.
- M. Car/Driver Limits:
 - 1. A driver may enter an event only once.
 - 2. A given car may be entered by no more than two drivers in the same class.
 - 3. If, during the event, a vehicle experiences mechanical problems resulting in its permanent withdrawal from the day's competition the driver may finish his/her runs in another car legal in that class.
- N. An entrant is defined as a person who has fulfilled the necessary requirements to enter the event.

5.3 COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration. The dimensions specified in the following rules are only minimums. Courses must be tight enough to allow vehicles to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 40 mph (miles per hour) for Rally Stock category vehicles and should not normally exceed 60 mph for any vehicle. Turns should not normally allow speeds in excess of 30 mph for Rally Stock category vehicles; however, the maximum speed in turns for any vehicle should not normally exceed 40 mph. The fastest portions of the course shall be those most remote from spectators and obstacles. In addition, the course design should allow for periodic changes to accommodate developing ruts or hazards. See Article 5.1 for further information regarding RallyCross course safety.

The course, as laid out, must contain no large holes, deep ruts, or other dangerous features. Dips or berms that could get a vehicle airborne must not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns must be avoided. A long straight (over 100 feet) must not terminate in an extremely sharp turn (i.e., a short radius "U- turn"). The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, competition will be halted and the course altered to comply with the rules. Competitors should be aware, that with the emphasis on safety, the course may change during the event at any time. To the extent possible, these changes should be made at times during the event that will allow minimum inconvenience to the competitors.

All corners shall be negotiable without reversing by any vehicle entered. The course shall be well marked with pylons or other "markers." The base of each marker may be outlined to permit accurate replacement if displaced. Vehicles should leave a gate/turn headed generally in the direction of the next gate/turn.

Course markers should mark the inner limits and may mark the outer limits of turns and corners, displacement of which results in a time penalty. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn.

Vehicles on the course simultaneously shall not run in close proximity to each other.

All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line. If this is not possible, the Safety Steward will determine if the course meets the intent of the rule. It is preferred that the Safety Steward be able to view all of the course, but it is acceptable for the Safety Steward to have radio communications with those parts of the course not visible from his position.

Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. Competitor vehicles should not be required to come to a complete stop immediately following the finish line. It is preferred that vehicles be required to slow to a walking speed within a controlled area when leaving the course.

In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing vehicle from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators.

Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be in an area defined by banner or similar marker. The **RallyCross** Safety Steward (RXSS) shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without barrier protection such as concrete or tire walls).

Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant exceptions for media relations purposes. This permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles. The spotter may not be a course worker at that location.

5.4 EVENT OFFICIALS - DUTIES

- A. The Event Steward and the Event Safety Steward shall be SCCA members and will be appointed by the Divisional RallyCross Steward with jurisdiction in the area the event is being conducted. Members filling these two positions may not serve in any other official capacity.

- B. The Event Steward (Chairman) shall be the chief planner and organizer of the event. The Event Steward shall design and establish, or oversee development of, all necessary event administrative process including:
 - 1. Establishing event administration procedures that achieve compliance with all applicable RXR and supplementary regulations, including a waiver signing system.
 - 2. Formulating procedures to implement the Divisional RallyCross Steward's plans for ensuring spectator, driver and worker safety.
- C. The Event Safety Steward duties shall concern the safety of spectators, workers and driver's safety relative to course design. Control over course design extends only to such issues as course safety and not to design philosophy. This includes course security, which is defined as maintaining control over spectator access to the course.
 - 1. Verify that the Certificate of Insurance is present at the event site and correct before the event begins. If this is not in order, the Event Safety Steward must confirm corrections or issuance of the certificate with SCCA Risk Management prior to the start of the event. If outside of business hours, the Event Safety Steward Steward must call the Insurance/Incident Emergency Number, 1-800-770-9994.
 - 2. Verify that the Event Steward has a system in place to assure that persons at the event site have signed the release and waiver forms.
 - 3. The Event Safety Steward's final recommendations(s) for the control of spectators, driver or worker safety (relative to course design), becomes mandatory. It is the responsibility of the host region to implement safety controls to the satisfaction of the Event Safety Steward. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which includes loss of insurance coverage.
- D. The Event Technical Inspector shall ascertain that the vehicles comply with the RXR and any supplementary regulations. Competitors are directed to Article 7.3.D for protests information regarding class eligibility.
- E. The Event Registrar must be a SCCA member (or a member must be present to witness waivers are signed). The registrar's duties include accepting and verifying entry information and assuring that all participants sign the SCCA Waiver and Release Form.
- F. The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event, and preparing the official results.

5.5. INSURANCE

A. Event Liability / Participant Accident coverage

All SCCA sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Risk Management Department. The

Event Chairman shall not let the event begin until assured by the receipt of an appropriate insurance certificate that the insurance requirements have been met and the certificate is posted at the event.

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

B. Event Insurance Plan Request Form

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

C. Incident Reporting

Any incident resulting in personal injury or needing medical review must be called to the insurance line at 800-770-9994 immediately.

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

D. Spectator and Non-Spectator Events

1. A spectator **RallyCross** event is one that encourages the general public to come and watch the event, without signing the SCCA release and waiver form, through wording on flyers or other media such as newspaper advertisements or radio. Events where admission is charged are also automatically considered spectator events. A Region should exercise care in how both the Region and its sponsors advertise an event if it does not apply for spectator event sanction and insurance. Spectator events, their site controls, layout, course, and safety measures must be specifically approved by the Divisional **RallyCross** Steward, and SCCA National Rally Department.

An additional insurance premium must be paid prior to the issuance of an insurance certificate. Confirm specific additional insurance fees with Risk Management as to the amount. Spectator events must employ site and course control barriers.

2. A non-spectator **RallyCross** event may be advertised to the general public for the purpose of informing them of the activities of the SCCA if the following provisions are met:
 - A. Advertising must be targeted to encourage the public to discover the SCCA and its activities. Examples of acceptable language

include: "Car buffs are invited to experience the SCCA" or "Motorsports enthusiasts are invited to come see what the SCCA is all about." The focus of the advertising must be recruitment of possible future participants.

- B. Advertising must not be broad based or entertainment oriented. Examples of unacceptable language would include: "spectators welcome", "spectators free", "come see the excitement-slides, spins, screeching tires!" (Entertainment example).
- C. All advertising must include a statement on waiver signing such as "everyone entering the event site must sign a release and waiver form".
- D. When an event is advertised in the manner above, a plan must be in place to limit access to the event site to those who have signed the release and waiver form and to issue a credential (wristband, etc.) to those having signed the form. This may be done by either limiting physical access to controlled locations or by assigning multiple workers equipped with forms and credentials to continually survey the event site for non-credentialed people.
- E. It is highly recommended that a minimum of two Event Safety Stewards be assigned to the advertised event.
- F. Sanction application must be received by the National Office at least 21 days prior to the event and must indicate that the event is a non-spectator advertised event.

5.6. SANCTION REQUIREMENTS

A. Sanction

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

B. Supplementary Regulations

1. Each SCCA **RallyCross** shall have Supplementary Regulations covering areas not specified in these Rules and adding to rules contained herein. This will include as a minimum the timing and scoring method to be used and course penalties but may also include information on awards, divisional championships, sponsors of the event, etc. These Supplementary Regulations should be posted on the Official Notice Board.
2. Except in cases where a specific sanction exception has been granted in writing by the Divisional **RallyCross** Steward and the National Office Rally Department, Supplementary Regulations may not alter or contradict the RXR. If such contradictions occur, the RXR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations. A list of Sanctioned Exceptions

should be posted on the Notice Board at registration.

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

ARTICLE 6 VEHICLE CATEGORIES AND PREPARATION

6.1 ELIGIBLE VEHICLES

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

6.2 VEHICLE CLASSIFICATION

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

C. Rally Stock Category

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

Preparation allowances:

1. All Cars must be equipped as from the manufacturer, with only factory-installed and port-installed option packages. Options that were only part of a package must be present with the entire package. Complete option packages may be installed after purchase of the vehicle.
2. Tires must be DOT approved. Snow tires are allowed. No studded tires are permitted unless ice or snow are present. Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc).

"Aggressive" tires are prohibited. A tire will be considered an "aggressive tire" if it meets any of the following criteria:

- a. It does not carry a DOT approval.
- b. It is marked "For competition only", "Not for street use" or similar verbiage.
- c. It is modified or altered from its original tread pattern in any way.

- d. The tread gap of the tire is equal to or greater than 0.34" as measured in the space between tread blocks. This measurement is to be taken in the upper half of the tire mounted on the car at the vehicle manufacturers recommended tire pressure. The measurement is to be taken at the carcass of the tire. If any tread gap exceeds .34 inches, the tire is not compliant for this category. This does not apply to any circumferential grooving that may be part of the original pattern of the tire.
3. Any air filter may be used, but it must fit in the stock location.
4. The additions of protective equipment are allowed with the following exceptions:
 - a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.
 - b. Mud flaps may only be made of urethane and other flexible plastic derivatives (i.e. no carbon-Kevlar)
 - c. Skidplates protecting suspension and drive train components may only be made out of metal or plastic derivatives.
 - d. Driver restraints and roll cage may be added.
 - e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secure.
5. Dress-up and convenience items which do not give a performance advantage, reduce the weight of the car, or weigh less than the replaced standard part they are replacing are allowed (i.e. shift knobs, pedal covers).
6. ABS and/or traction control systems may be electronically/electrically disabled but not removed.
7. Vehicle lights may be replaced with alternate bulbs and housing. Auxiliary lights may be added. The total number of lights shall not be less than standard.
8. Any brake pads may be used.
9. Fuel may be any type of unleaded or diesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event RallyCross Safety Steward prior to the event. No alcohol fuels or nitrous oxide are allowed.
10. Any clutch disc or pressure plate may be used provided it fits all the other unmodified, stock components.
11. Exhaust systems from the catalytic converter back may be removed or replaced with the following requirements:
 - a. The exhaust must exit the body work.
 - b. The exhaust must exit to the rear of the driver.
 - c. The exhaust must comply with local noise restrictions
12. Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and width as the OEM wheel. Wheel offset(backspace) must be within 0.375"(9.5mm) of original equipment wheel offset.

13. Shocks/dampers may be replaced with OEM or aftermarket replacement units intended for the specific year make and model used. The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.

D. Rally Prepared Category

Prepared Rear Wheel Drive (PR)

Prepared Front Wheel Drive (PF)

Prepared All Wheel Drive (PA)

Preparation allowances:

1. All Rally Stock category modifications are allowed.
2. Any sway bars and their mounting may be used or removed.
3. Any brakes may be used except no carbon brakes allowed.
4. Exhaust systems from the cylinder head exhaust ports back May be replaced with any material with the following requirements:
 - a. The exhaust must exit the body work.
 - b. The exhaust must exit to the rear of the driver.
 - c. The exhaust must comply with local noise restrictions.
 - d. Downstream there must be at least one functioning catalytic converter in the exhaust system on cars originally equipped with a catalytic converter.
5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be or modified or replaced.
6. Short shift kits are allowed.
7. Front and/or rear strut tower bars are permitted.
8. Any dampers may be used but the damper must mount to the original mounting position using unmodified mounting points. Springs may also be replaced, but they must be of the same type and use original mounting points. Threaded collars and camber plates are allowed.
9. Electronic engine controls may be modified or piggybacked, but not replaced.
10. Any tire is allowed except homebuilt studded tires.
11. Any front seat may be used, provided the seating surface is fully upholstered. This does not permit the substitution of a passenger's seat with a child or miniature seat of any type. Any substituted passenger's seat must be sufficiently large and strong to be capable of adequately accommodating an adult, such that it could be used as the driver's seat. Cars may have no fewer than the original number of seats. Seat belts are

required in all cars; however; the number of attachment points may not be less than originally equipped. Installation of shoulder and lap belts is strongly recommended. Additional belts must be installed per the belt manufacturer's recommendations.

12. Any non-metallic bushing is allowed.
13. Wheels are unrestricted.

E. Rally Modified Categories

Modified Two Wheel Drive (M2)

Modified All Wheel Drive (M4)

Preparation allowances:

1. All Rally Prepared category modifications are allowed.
2. Any Electronic engine controls may be used.
3. Any replacement hood may be used.
4. Any clutch may be used.
5. Any car that is currently legal for stage rally competition in other sanctioning bodies may run in its appropriate Rally Modified class regardless of whether it meets the Rally Modified rules.
6. Glass, with the exception of the front windshield, may be replaced with lexan or equivalent.
7. Any engine may be used but must be internal combustion.
8. Any drive train may be used
9. Any suspension may be used. This allows changes to all components and geometry.
10. Exterior body panels may be added or substituted with any material. Doors may be "gutted" to reduce weight. Any edges created by these modifications that the driver or passenger may contact must be properly insulated to prevent injury. Roof panels must be metal of at least the same thickness as original. Sunroof panels may be replaced with sheet metal of at least the same thickness as an original roof skin without sunroof. Inner roof structure may only be modified with addition of a full roll cage built to specifications of a recognized auto racing organization
11. The interior components may be completely removed and/or replaced.
12. Additional chassis braces and seam-welding are permitted.
13. All log booked race cars that meet entry requirements are legal for the proper Modified class.
14. Any fuel system may be used provided gasoline or diesel fuel is used.
15. Catalytic converters are not required.
16. Bumpers, bumper covers and bolt on inner bumper structures may be removed or replaced. All exterior lights and housings may be removed or replaced. Any rear view mirrors may be removed or replaced.

6.3 VEHICLE/DRIVER SAFETY

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

- A.** All loose items, inside and outside the car (including the trunk and storage areas), must be removed.
- B.** Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- C.** Convertible, targa, or t-top vehicles must have their factory hard top or panels securely in place during course runs.
- D.** Sunroofs must be fully closed unless vehicle is equipped with a net at the opening and/or the driver is wearing arm restraints.
- E.** The driver's window may not be down more than 1" during course runs unless the vehicle is equipped with a window net and/or the driver is using arm restraints. The same restriction applies to the passenger window if there is a passenger.
- F.** Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present, installed correctly and functional.
- G.** Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- H.** Seat lap belts are required in all cars. Installation of shoulder and lap belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight. Additional belts must be installed per the manufacturer's recommendations.
- I.** Throttle return action shall be safe and positive.
- J.** No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- K.** Steering wheel "spinner" knobs are not permitted.
- L.** Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks and shall be operational at all four wheels. The vehicle must have a working parking/emergency brake system.
- M.** Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- N.** All batteries (on board power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is located in the drivers/co-drivers compartment it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.
- O.** Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies.

- P.** Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in **RallyCross**, other approved helmets are:
1. British Standards: BS 6658-85 type A/FR, including all amendments.
 2. SFI Foundation, Inc; SFI Spec 31.1

ARTICLE 7 PENALTIES AND PROTESTS

7.1 PENALTIES

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

7.2 PROTESTS

While the right to protest in proper cases is undoubted, it should be remembered that **RallyCross** events are Motorsport events conducted in a sporting spirit. Events are organized and managed by amateurs who cheerfully give their time and do their best. The competitor may encounter some imperfections with the event organization and his fellow competitors. To a reasonable extent, these things are part of the chances he takes in entering the competition. A competitor who wishes to file a protest is entitled to

do so, but it is recommended that he confer with one of the stewards at the event prior to doing so. A protestor who has acted in a bad faith or in a vexatious manner may be penalized by the Event Steward.

7.3 PROTEST PROCESS

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

A. Types of protests

1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing. If such an inquiry is given to the event or safety steward, it will be passed along to the organizer in a timely manner.
2. A protest is a written communication, on an official protest form, submitted to the Event Steward. These forms will be available from the Event Steward or the organizers. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his representative) who will act as chairman and will also select two or three other members.

The Event Steward will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held. This meeting should be held at the event, or should this not be possible, in a timely manner.

3. Protests must be accompanied by a \$50.00 fee per item. The fee will be returned if the claim is upheld and may be returned regardless of its disposition.
4. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the SCCA Rally Department.
5. Monies from protests which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to the SCCA Rally Department.

B. Protests Against the Conduct of the Event

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

C. Protests Against Competitors

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

D. Protests Against Vehicles

A protest against the legality or classing of a competition vehicle shall be lodged no later than the start of the first competitor. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. The Event Steward shall penalize any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation rules.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be a minimum of \$200.00.

Upon inspection if the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle is found to be in violation of a rule and the protest is upheld, the penalty imposed on the protested driver will be applied equally to all drivers of the vehicle in that category even if they were not specifically named in the protest.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 7.1).

7.4 APPEALS

Any person, entrant, or organizer named as a party to a protest shall have the right to appeal any decision or penalty imposed by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee (\$100.00) must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance (\$100.00) of the appeal fee of \$200.00, shall be received by the SCCA Rally Department within ten days after the announcement of the Protest Committee's decision.

The notice of appeal shall specify the party making the appeal, shall state the decision or portion thereof appealed, shall explain the reason or reasons why the appeal should be decided in their favor, shall include all information the appellant wishes the Court to consider, and as applicable, which part(s) of the RxR and/or Supplemental Regulations

of an event, are considered to have been enforced in a manner that was not fair or equitable to the appellant.

An appeal will be heard by a Court of Appeals (appointed by the RXB) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution. Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

RallyCross Safety Steward Training Program

PURPOSE

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

GOAL

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

STATUS OF PROGRAM

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

Part of the uniqueness of this Motorsport is the difference among events across the country. RallyCross events vary among the divisions within SCCA. The 2006 RallyCross Rules define event safety related to running events on unpaved surfaces. That could mean dirt/sand, or ice. Several divisions have active winter RallyCross programs (Central, Northeast, and Rocky Mountain) which are quite successful. They have a distinct advantage over more traditional events because 'road' damage is completely erased when Spring returns.

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

RULES

The 2006 RallyCross rules are available at the SCCA.com website. Each year, the applicable set of rules will be posted at this site and will remain unchanged except through competition bulletins which will also be available at the same site.

A one-page safety plan (attached) has been developed and approved by the National RallyCross Board.

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

EVENT SAFETY PLANS

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

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

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

SAFETY STEWARD RESPONSIBILITIES

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

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

EVENT OBSERVATIONS

Basic course observations should consist of:

- competitor driving style
- course following problems
- dust
- course worker locations
- jumps developing
- ruts developing
- general course deterioration
- event layout, parking, pit, staging, finish areas
- safe location of scoring personnel and vehicle
- spectator control and location
- unauthorized persons on course

SPECTATORS

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

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

Spectator locations should afford viewing of the staging and finish areas if at all possible, but remain in a safe location with respect to those areas as well as the pits and parking. This amounts to event promotion, but during the event, rather than prior to the event. The primary Safety Steward is ultimately responsible for the oversight of spectators and the security of the viewing areas.

Spectator events that are promoted and advertised as open to the general public require special sanctioning from SCCA. The event site and course layout have an approval procedure that must be followed.. Contact the SCCA Rally Department for details

CONTACTS

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

PIT, STAGING, START and FINISH AREAS

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

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

COURSE

It is definitely best for the Safety Steward(s) to walk the course prior to competition. It gives you a better feeling for what the hazards may include and how the designer handled them. Look off-course as well to see if there are hidden hazards which might affect a competitor who misses a turn.

Items related to the course which should be checked before competition begins include the ease of following the route. If cones are used, do they follow any logical pattern? How likely is it for people to get lost on any part of the course? Should some changes be made for course-following considerations?

EMERGENCY CONTACTS

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

INCIDENTS

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

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

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

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

RESPONSE

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

COMMUNICATIONS

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

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

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

FOLLOW UP

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

TRAINING METHODOLOGY

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

- 1) The first phase will consist of developing understanding and comprehension of the program and sport itself, the need for safety, what safety actually means for competitors, organizers, workers and spectators. A review of the duties of an event steward and the event safety steward must be done with a RallyCross Safety Steward or the Divisional RallyCross Steward. This is basically the bookwork part of the training.
- 2) The second phase, which could encompass two or more events if needed, is for the candidate to work at least one event serving as the assistant to a licensed RallyCross Safety Steward. This will consist of the pre-event review of the course and paperwork from SCCA, including the event safety plan. The review the day of the event will include walking the course, explanations of the concerns for the course, the layout of the event, the proximity of the course to various on-site hazards and spectator areas, how event timing/scoring and communications work. If all parts of the course are not visible from one location, an evaluation of the plans for communication in the event of an incident should be done. This is going to be the most intensive part of the training, with the event steward not only having to perform the duties of both an event steward and trainer. The plus side to this is that the student has another set of eyes which watch the event as well.
- 3) The third phase is sort of the reverse of the second with the student serving as the event Safety Steward under the guidance of a licensed RallyCross Safety Steward. While probably not possible in all situations, the Steward for phase two and three should be different. At the end of this event, the appropriate stewards should decide if the candidate is qualified to handle events on his/her own. If that is the case, they complete a RallyCross Steward License Application and forward that to the Divisional RallyCross Steward who will sign and forward the application to the Rally Department. If the candidate needs additional experience, then that information must be communicated to the candidate and the Rally Department along with a list of requirements and proposed schedule for additional training.



SAFETY PLAN (Please see instructions)

EVENT NAME _____ DATE _____, 2006
SCCA Sanction Number _____
SCCA Division _____ Sanctioning Region _____

Chairman: _____	Contact Phone: _____
Safety Steward #1: _____	Contact Phone: _____
Safety Steward #2: _____	Contact Phone: _____
Landowner: _____	Contact Phone: _____
Address of Event Location: _____	
Street address	City State/Zip

Length of Course: _____ miles Description of Course: _____

Directions from major intersection: _____

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

EMERGENCY RESPONSE PROCEDURES

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

Who is responsible for:	Name/Phone
Decision making during incident response	
Notifying the authorities	
Primary Event Spokesperson	
Gathering Incident-related Information	

Fax/mail or email to: **email: rally@scca.com fax: 785-232-7215**
SCCA Rally Department
P.O. Box 1833
Topeka, KS 66601-1833



RallyCross Safety Plan Instructions

Safety Plans have long been used in rally events to provide assurance that the proper steps have been considered and implemented to ensure competitor, worker and spectator safety. Starting January 1, 2005, completion of the attached form became mandatory for all RallyCross events sanctioned by SCCA.

The purpose of this Safety Plan is to provide a form to organize the safety aspects of an SCCA RallyCross event and enable quick and reliable decision-making in the event of an incident. All the important safety information is listed on one page to provide a quick and easy reference. All Contact Information is to be a phone number, not email, since contact may need to be made on a timely basis during the event.

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

Section 1

The first section deals with the physical location and people involved in organizing the event. Contact information is there if needed. This is usually a cell phone, but not always. It pays to check.

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

Section 2

The next section deals with the course. The rough length of the course is not important for each event, but the Rally Department will use it to provide insights to those areas of the country that may be possible candidates for Divisional and/or National events (based on potential course length). The nearest 0.10 mile is sufficient. A short description of the surface is also required. The directions may seem a little strange, after all, the competitors will get there. But some authorities will need directions if the location is in a rural area. If this is done in advance, it's ready to be read over the phone when calling for assistance.

Section 3

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

When an incident occurs, the plan is there in writing. Most people are somewhat stunned when we have a serious incident. Following the procedures of the safety plan doesn't eliminate the incident, but does enable people to function by performing assigned tasks.

Completion of these safety plans is a demonstration to Risk Management that we take safety seriously in this sport. Continued demonstration of this concern will serve as a basis to demonstrate our concern for the sport, competitors, workers and spectators at each individual event and throughout the series. Thank you for your assistance.

Any questions or comments should be addressed to the Rally Department at the SCCA National Office in Topeka, KS. Rallycross@scca.com

SCCA Lightning Safety Policy

Revised: October 2007

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

Thunderstorms are an acknowledged fact in many parts of the county. The National Weather Service warns of severe thunderstorms, but those warnings DO NOT include lightning. Any thunderstorm, by definition, contains lightning. Event venues are often located away from metro areas where real-time weather information is readily available.

If a NOAA Weather Radio is available, it should be used as an up-to-date source of information.

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

1. when lightning approaches, count the number of seconds between the observation of the lightning flash and hearing the thunder. If that number is 30 or less, competition will be suspended. This means lightning is within 6 miles of the observer.
2. After the lightning threat has passed, wait 30 minutes after the last observation of cloud-to-ground lightning within 6 miles of the competition site. Lightning has been observed to strike the ground some 10 miles outside of the thunderstorm itself.

The Safety Steward will locate the safe areas onsite. This could be a well-constructed building (pole barns and bleachers do not count), if available. If not available, competitors, workers and spectators should be instructed to get inside their vehicles, roll the windows up and do not touch anything metal. Under no circumstances should a person be standing outside in the course, pit, paddock or spectator areas during a thunderstorm.

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

Lightning Safety Plan – SCCA

Policy –

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

Procedure –

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

It is necessary that all individuals participating in the decision process appreciate the lightning hazard. An understanding of the underlying physics is not necessary.

The procedure to follow will be the following:

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

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

1. the chain of command specifies who makes the decision to suspend competition and directs the people involved in the event to a safe location. The person (one person, NOT a committee) is recognized to have the authority to halt competition for weather-related safety reasons at any time. Since there is a Safety Steward present at every SCCA-sanctioned event, it could be this person, but more likely his/her designee. While not all events will have this risk, all events should have a person designated to do this by the safety steward.
2. this person designated as the decision-maker in item 1 may not be the person watching the weather. While not all events will hold competition in an environment that poses a risk, the safety steward will make the decision who will be assigned to this task. Someone must be assigned. It can be the safety steward, the decision maker, or someone else depending

on the daily forecast risk for thunderstorms in the area. Common sense will prevail.

3. RallyCross events are often held in remote locations. These can be far from any metro area, and farther from any source of reliable weather information. If cell phone access is available, an internet connection to any one of several sources of online data may be possible. Sites such as <http://www.rap.ucar.edu/weather> or <http://hprcc.unl.edu/nevit> provide radar and satellite imagery though interpretation is problematic without proper training. The latter site provides forecast information. Use of your local National Weather Service website (<http://www.nws.noaa.gov> will provide a list) will provide a listing of current warnings, but you must be online nearly all the time to see them. Use of a NOAA Weather Radio (also called NOAA All Hazards Radio) is the best way to keep informed while on the site. It provides the most up-to-date warning information. Unfortunately, the NWS does not issue lightning alerts. Lightning is present with every thunderstorm by definition. Thunderstorms are a common occurrence in many areas and while they may produce lots of lightning, a warning may never be issued. There are specific criteria for issuing a warning and lightning is NOT one of those criteria.
4. Safe locations on or nearby the course need to be identified prior to the start of competition. A sturdy building is usually the best. If this is not available, have everyone get into their cars (no convertibles), roll up the windows and not touch any metal in side the car until the lightning threat has ended.

Defining unsafe locations are as important as safe ones. No person should be standing on the course, in the pit, paddock or spectator area during a thunderstorm. It may be best to avoid the pit area altogether if fuel is present in containers. Since lighting is static electricity (i.e., a spark), the risk of vapors igniting is definitely NOT zero. Use common sense here.
5. The 30-30 rule is best to use for determining the suspension and resumption of competition. We acknowledge the course conditions may change radically after a thunderstorm passes. Each event will have to determine how to handle this change so subsequent competition runs are fair for all competitors. It is not the purpose of this document to define how to handle it.
 - a. The 30-30 rule is simple. It is not arbitrary, but based on scientific observations and principles related to lightning activity in and around thunderstorms.
 - i. Count the number of seconds between the observation of a lightning flash and hearing the thunder. If this is less than 30, the lightning is within 6 miles of the competition site. The lightning safety plan should be activated.
 - ii. After the lightning threat has passed, wait 30 minutes after the last observation of lightning within 6 miles (30-seconds) of the competition site. This may seem like a long time, but based on the speed of the storm and the distance it travels in 30 minutes,

it is the bare minimum for safety reasons. Lightning has been observed to travel 10 miles outside the core of the storm and seemingly strike 'from the blue'.

6. Basic lightning safety strategies consist of:
 - a. Postponing/canceling outdoor events
 - b. Avoiding the highest point in the area
 - c. Avoiding being the tallest object in the area.
 - d. Do not take shelter under trees or light poles.
 - e. Do not stand out on the course during a thunderstorm
 - f. If caught outside, do not lie flat on the ground, but crouch on your toes with your feet together, head lowered and ears covered with your hands. Yes, it's awkward, but better uncomfortable than dead.
 - g. Observe basic first-aid procedures if lightning does strike:
 - i. Observe the scene briefly...dashing out to help the injured may result in additional injuries.
 - ii. Call 911 or whatever emergency number is in the event safety plan
 - iii. Move the victims to a safer area if required.
 - iv. Treat the 'dead' first...victims may appear dead, but can often be revived with CPR (only trained persons should perform CPR).
 - v. Evaluate and treat for additional injuries (breathing difficulties, shock, fractures, burns, etc.). This is not an all-inclusive list.

Implementation of any lightning safety plan is the responsibility of the safety steward. Development of that plan is the responsibility of the event chairman and the safety steward (at a minimum). Common sense should prevail. Some areas of the country have better visibility than others (Colorado, for example). Lightning may be visible at distances of 40 miles or more and not pose a threat initially. The 30-30 rule works in these situations as well as it does in urban areas with less visibility. Keep in mind that there must be lightning for this rule to work. If the first stroke of a storm strikes your area, the 30-30 rule will not work. In this situation, the weather observer must be aware of the signs of an impending thunderstorm (dark clouds, thunder with no visible lightning, high winds, etc.) (this list is not all-inclusive). There is often an indication of charge building up from someones hair standing up, feeling your skin tingle, hearing nearby crackling noises, or synthetic fabrics rising away from the wearer's body, just to mention a few. In these cases, implement the lightning safety plan IMMEDIATELY.

Some may mention that getting in a vehicle is safe because the rubber tires insulate the vehicle. The insulation portion is true, but consider that the lightning discharge just came many miles through the atmosphere. 6" of rubber is not a deterrent! It's the metal framework of the car that allows the lightning charge to flow across the skin of the vehicle to ground. Lightning rarely penetrates the vehicle interior, but it's still a good idea to not touch anything metal inside until the lightning threat has ended.

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