

SCCA RallyCrossSM

2005 Edition
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FOREWORD

Effective January 1, 2005 all SCCA RallyCross Rules are superseded by the following SCCA *RallyCross* Rules. The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

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

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

Questions concerning medical issues should be addressed to the SCCA Rally Medical Administrator (see Article 1.2.C.)

Portions of these Rules are substantially different from previous editions. *Italic text* is used in this edition to indicate changes. 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, member, competitor or official initiates or maintains litigation in violation of this provision; that participant, member, competitor or official agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

SCCA RALLYCROSS RULES

ARTICLE 1	
1.1 DEFINITION.....	1
1.2 ADMINISTRATION	1
ARTICLE 2: RALLY CROSS RULES.....	4
2.1 COURSES.....	4
2.2 EVENT OPERATION.....	4
2.3 COURSE SAFETY AND LAYOUT.....	5
2.4 EVENT OFFICIALS.....	7
2.5 INSURANCE.....	7
2.6 SANCTION REQUIREMENTS... ..	8
ARTICLE 3: VEHICLE ELIGIBILITY AND SCRUTINEERING.....	8
3.1 ELIGIBLE VEHICLES.... ..	8
3.2 VEHICLE CLASSIFICATION.....	9
3.3 VEHICLE/DRIVER SAFETY.....	12
ARTICLE 4: PENALTIES AND CLAIMS.....	13
4.1 PENALTIES.....	13
4.2 PROTESTS	14
4.3 CLAIMS.....	14
4.4 APPEALS.....	16
5.0 CHAMPIONSHIP POINTS STRUCTURE.....	17

SCCA *RallyCross* Rules

ARTICLE 1: Purpose

1.1 DEFINITION

A ***RallyCross*** is an event generally held on an unpaved, flat surface, wherein the course generally consists of straight sections and connecting turns or corners. These events are held on short courses that emphasize car handling and agility rather than speed or power. This program is designed to provide a “feeder” system of drivers, organizers, marshals and workers for other SCCA rally programs.

1.2. ADMINISTRATION

A. Rally Department

The Rally Department (RD) shall be responsible for the development of rules and standards for the conduct of ***RallyCross*** events and shall establish, supervise, and administer an annual program of events. The RD shall have complete and final authority on the RallyCross Rules (RCR); their implementation, and standards of conduct before, during, and after a SCCA ***RallyCross***.

B. Rally Board

The SCCA Board of Directors (BoD) shall appoint a Chairman and up to four other members annually. The Rally Board (RB) may also establish and appoint advisory positions to assist with special areas of concern. As openings occur on the RB, vacancies will be announced in the FasTrack section of the SCCA.com website. All applicants will be reviewed by the RB and recommendations will be given to the BoD for final approval.

The RB develops the rules, standards, and procedures that govern SCCA RallyCross events for the enjoyment, fairness, and safety of participants and spectators. The RB 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 RB makes rule clarifications, and procedural changes as needed at any time. Such clarifications may become effective as soon as they are published.

The rules change and development process will follow this general timeline:

1. RB to agree on the concept for rules revisions, and post for member input.

2. RB will examine all member input and, if applicable, forward the change to the Tech Department for specific wording.
3. If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval.
4. Rules will be published with a stated effective date.

Duties of the RB members shall include:

Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair RB meetings, assigning tasks to board members as needed. Serve as the point of contact with the Board of Directors.

Other tasks that will be assigned annually to members of the RB include Competitor Liaison, Organizer Liaison and Secretary.

2005 Rally Advisory Board:

	TBA	
	TBA	
	TBA	
	TBA	
	TBA	

2005 Rally Board Advisors:

Sue Robinson	Rally Department Manager	srobinson@scca.com
Doug Robinson	Rally Scrutineer	drobinson@scca.com
Tom Nelson	RallyCross Series Manager	tnelson@frii.com

RallyCross Series Scrutineer (RCSS): Responsible for management of technical issues throughout the **RallyCross** program. Propose and/or evaluate possible rule changes as needed.

D. **RallyCross** Stewards

One **RallyCross** Steward per division is appointed by the RB, subject to the approval of the BoD. The **RallyCross** Stewards are responsible to the RCB for developing, supervising, and administering a program of **RallyCross** events in accordance with the rules, standards, and procedures established for the **RallyCross** programs. Specific duties and tasks are outlined in the SCCA Operations Manual. Their duties are as follows:

1. Maintain liaison with the Rally Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.
2. Coordinate scheduling of events within the Division and with other Divisions in order to maintain an orderly and successful calendar for **RallyCross** participants.

3. Establish, with prior approval from the Rally Board, a system of sanction fees for the Division's events in addition to fees required by the National Office as Division's circumstances require. If Divisional fees are established for the Division, the Steward must submit a complete, detailed description of said fees at the beginning of the season to the Rally Board and a financial statement to the Rally Board at the end of each season the fees are in force.
4. Review event applications for all **RallyCross** events held in the Division.
5. Review and issue final approval for issuance of SCCA sanction when standards have been appropriately met for event regulations.
6. 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 needed and appropriate.
7. Promote the growth of the sport in the Division by assisting event organizers in the maintenance and improvement of event quality.
8. Make recommendations to the Rally Board for the improvement or general development of **RallyCross** Rules and program.
9. Make recommendations to the Rally Board for annual awards.
10. Establish the Division's driver champions each season, based upon the maintenance of annual points standings.
11. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

2005 RallyCross Stewards

Mark Utecht	Central Division	Mayhem83@citlink.net
Jeff Templeton	Midwest Division	frey@darksided.eemsd.wustl.edu
Scott Beliveau	North East Division	Beliveau@aavid.com
Abel Villesca	Rocky Mtn Division	Abel.villesca@comcast.net
David Brooks	South East Division	rxmomentum@earthlink.net
Sasha Lanz	South West Division	alanz1@juno.com
Scott Kovalik	Northern Pacific Division	dkov@pacifier.com
TBA	Southern Pacific Division	

Article 2: RALLYCROSS RULES

2.1 COMMON SENSE AND *RallyCross* COURSES

Although ***RallyCross*** events are non-speed events under the rules of the SCCA, speed alone is not the operative factor in determining what is and is not a proper ***RallyCross*** event. Hazard is the operative word, and hazards must not exceed those encountered in legal non-paved road travel.

Generally maximum speeds on the order of 30-45 mph are contemplated and with limited exceptions as described in the course safety and layout section. The same sort of reasoning must be applied to cornering speeds. If, for example, there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees, and the other by 50-feet of flat, obstacle-free road, the hazards involved are much different. The former is clearly not permissible in a ***RallyCross*** event and the latter clearly is.

Since a ***RallyCross*** event is also open to novices in any car that can pass safety inspection, and course designers must take this into consideration, 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 which cannot accommodate a course of certain stated dimensions, or create the impression that, so long as some magic speed limit is not exceeded, these rules are adhered to.

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 as described in the course safety and layout rules section. Laying out a course to comply with the safety requirements of these rules calls for the exercise of prudent good judgment and common sense.

2.2 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 the event site 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/she is satisfied that the insurance required under this Article is provided.
- B. Drivers must possess a currently valid automobile driver's license.

Any license or permit, which requires another licensed driver in the car, is not acceptable. Minor drivers 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. A passenger is allowed provided he/she is at least 16 years old and has signed the appropriate waiver(s).
- D. All cars shall be subject to a strict safety inspection based on the **RallyCross** rules.
- E. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.
- F. Car classifications to be used 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 **RallyCross** Steward to supervise the running of the event.
- H. All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form.
- 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.
- J. Competitors driving in an unsafe manner at or near the event location, or displaying unsportsmanlike conduct, shall be disqualified.
- K. It is required that for emergency purposes, a public telephone or a cellular telephone be available at the event site or at a known nearby location.
- L. Each driver will be provided an opportunity to walk or drive through the course, or to have a parade lap, prior the first official run.

2.3 COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration and the dimensions specified in the following rules are only minimums:

Courses must be tight enough to allow cars to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 45 miles per hour for the fastest cars. The fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 25 mph in unprepared cars.

The course, as laid out, shall contain no large holes, deep ruts, or other dangerous features. Dips that could get a car airborne shall not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns will be avoided if at all possible. A long straight (over 100 feet) should 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, the course must be altered.

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

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

Cars 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. 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. It is not recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars 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 car 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 roped off. The **RallyCross** Safety Steward 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 adequate 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 relation's purposes; however, 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.

2.4 EVENT OFFICIALS - DUTIES

The Event Steward and Safety Steward shall be SCCA members, appointed by the Divisional **RallyCross** Steward with jurisdiction in the area the event is being conducted.

The Event Steward is responsible for checking course design and course lay out as well as enforcing compliance with the **RallyCross** rules and Supplementary Regulations, including car classification.

The Event Steward shall also assure that a system is in place, and being reasonably implemented, that will identify participants at the facility who have signed the waiver (e.g., wrist bands, hand stamping, etc.).

The Safety Steward will also verify that the certificate of insurance is present at the event site and correct before the event begins. The duties of the Safety Steward shall concern the safety of the spectators, workers and driver safety relative to course design.

The Chief Technical Inspector shall ascertain that the automobiles comply with the **RallyCross** rules and any supplementary regulations.

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.

2.5. 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 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. Event Insurance Plan Request Form

Each SCCA RallyCross must submit a SCCA RallyCross Sanction/Insurance Application, RallyCross Safety Plan and the \$30

sanction/calendar fee. These forms and the sanction payment must arrive at the SCCA Rally Department at least 14 days prior to the event or a additional late fee of \$25 will be assessed.

C. Incident Reporting

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 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 8 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.

2.6. SANCTION REQUIREMENTS

Formal SCCA sanction is required for all **RallyCross** events. Sanction requirements and all documents will be issued by the SCCA National Office.

A. A completed safety plan form must accompany the sanction/insurance request form and sanction/calendar fee.

B. Supplementary Regulations

Each SCCA RallyCross shall have Supplementary Regulations covering areas NOT specified in these Rules and adding to rules contained herein.

Except in cases where a specific sanction exception has been granted by the RCSM and/or **RallyCross** Steward with concurrence of the RCSM, Supplementary Regulations may not alter or contradict the RCR. If such contradictions occur, the RCR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations.

Organizers will make all attempts possible to list in the Supplementary Regulations any deviations from the RCR (as "exceptions"). However, changes occurring at the last minute, before, and during the event, and 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 certain changes to these rules and Supplementary Regulations were not listed as exceptions before the event.

Article 3: VEHICLE ELIGIBILITY AND SCRUTINEERING

3.1 ELIGIBLE VEHICLES

A **RallyCross** event is open to any fixed roof production based vehicle that can pass safety inspection except if the Event Chairman determines, at his/her discretion, that a vehicle cannot readily negotiate the course, it may be excluded.

3.2 VEHICLE CLASSIFICATION

NOTE: Regions and divisions may specify local rules providing they are clearly described and that 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).

RallyCross championship points will be awarded in the following classes:

Note* all items that are not specifically allowed or referred to as unrestricted must be of original manufacturer's specification.

- A. **Rear Wheel Drive Street Stock 2 wheel drive-SSR**
Front Wheel Drive Street Stock 2 wheel drive-SSF
All Wheel Drive Street Stock-SSA

In the Street Stock 2 and 4 wheel drive classes

1. All Cars must be equipped as came 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. Tire must be unmodified DOT approved. Snow tires are legal. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc)
3. Wheel diameter, width, and offset are free
4. The additions of protective equipment is allowed with the following exceptions.
 - a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage.
 - b. Mudflaps and underbody chassis protection may only be made of urethane and other plastic derivatives (i.e. no carbon-kevlar)
 - c. Skidplates protecting suspension and drivetrain

components may only be made out of metal or plastic derivatives.

d. Driver restraints and roll cage may be added. Sunroofs may be fixed shut.

e. Additional or replacement hood and trunk latches are permitted. All latch systems must be secured.

5. Dress-up and convenience items which do not give a performance advantage or reduce the weight of the car or weigh less than the standard part they are replacing are allowed.
6. ABS and/or traction control systems may be electronically 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 as standard.

8. **Rally Street Rear Wheel Drive-RSR**

Rally Street Front Wheel Drive-RSF

Rally Street All Wheel Drive-RSA

1. All Street Stock class modifications are allowed.
2. Swaybars and their mounting are free.
3. Brake pads and shoes are free. Rotors must remain stock. Flexible rubber lines may be replaced by alternate lines, including braided metal lines.
4. Exhaust systems from the most downstream catalytic converter back are free with the following exceptions:
 - 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 the noise restrictions.
5. The intake system upstream from the throttle body is free. Under no circumstances may forced induction components be changed (turbochargers, superchargers, intercoolers).
6. Shift knobs, short shift kits and pedal covers are allowed.
7. Front and/or rear strut tower bars are permitted.
8. Shocks are free but the shock/strut must mount to the original mounting position using unmodified mounting points.

Rally Prepared Two Wheel Drive-RP2

Rally Prepared All Wheel Drive-RP4

1. All allowances from Rally Street are allowed.
2. Any tire is allowed.
3. Any spring of the same type (i.e. coil, leaf, etc.) as standard is permitted. Length and rate are free. Threaded collars and camber plates are allowed.
4. Electronic engine control may be modified using piggy-back style computers, replacement or modified ECU's, or full stand-alone systems. This specifically allows changes to fuel mapping, ignition timing. And boost levels.
5. Brakes are free except no carbon brakes allowed.
6. Any replacement hood may be used.
7. Exhaust from the ports back is free with the following exceptions:
 - 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 noise restrictions.
 - d. Downstream there must be at least one functioning catalytic converter in the exhaust stream.
8. The clutch is free.
9. Seats are free but must be solidly mounted. All seats may be removed or replaced.
10. Any car that is currently legal for stage rally competition in other sanctioning bodies can run in it's appropriate Rally Prepared class regardless of whether it meets the Rally Prepared rules.

D. Open Two Wheel Drive-Rally Mod-RM2

Open All Wheel Drive-Rally Mod-RM4

1. All allowances from Rally Prepared are allowed.
2. Engines are free but must be internal combustion.
3. Drivetrain is free.
4. The suspension is free this allows changes to all components and geometry.
5. Brake cylinders, number, type and dimensions, are free, as are all lines.

6. Body work may be added or substituted with any material.
7. The interior may be completely stripped and/or replaced.
8. Additional chassis braces and seam-welding are permitted.
9. All logbooked race cars that meet entry requirements are legal for the proper Open class.
10. The fuel system is free provided unleaded fuel is used.
11. Glass, with the exception of the front windshield, may be replaced with lexan or equivalent.

3.3 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 safety inspection; safety inspection is not concerned with the legality of a car.

- A. All loose items, inside and outside the car (including the trunk), must be removed.
- B. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
- C. 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 and functional.
- D. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
- E. Seat lap belts are required in all cars. Installation of shoulder belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight.
- F. Throttle return action shall be safe and positive.
- G. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
- H. Steering "spinner" knobs shall not be permitted.
- I. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks
- J. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
- K. All batteries (on board power supplies) shall be attached to ensure

that the battery 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 nonconductive, "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 shall be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle.

- L. Roll cages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to the 2005 SCCA Rally rules.
- M. Snell 90 "SA" or "M" labeled helmets are approved for use. Snell SA 1995 or newer will replace this standard on 1/1/06. This is a minimum standard 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 Foundation, Inc.: SFI Spec 31.1
- N. It has been brought to the attention of SCCA Technical Service that the use of full-face or closed-face helmets while driving vehicles with active airbag restraint systems may result in injuries in the event of a crash that deploys the airbag. Because of the location of the steering wheel relative to a driver's position, the airbag axis is on a level with the driver's chin. In a crash with airbag deployment, contact with the chin area of a full-face helmet can be so powerful "that the risk of fractures to the jaw cannot be ruled out " (Hubert Gramling, FIA institute, FT3/AF, 18.5.1999). This applies to vehicle that may be used in Solo, RallyCross, High Performance Car Control Clinics, etc. Therefore, it is highly recommended that full-face helmets not be used in vehicles with functional airbag systems. Potentially more restrictive language is currently being considered for 2005, which could appear in an early 2005 issue of FasTrack.

ARTICLE 4: PENALTIES AND CLAIMS

4.1 PENALTIES

- A. 2 seconds-if a course marker/pylon is upset or totally displaced.
- B. A 30-second penalty will be assessed for displacing or knocking over any cones at or beyond the finish line of the course.
- C. A "DNF" or a time penalty, if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event.

- D. 2 seconds for vehicle on course with windows down more than 1" without nets.
- E. 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 \$1000)

Probation of competition privileges

Time or Position

Disqualification from competition

Exclusion from competition

Suspension of competition privileges

Loss of accrued points

Expulsion from SCCA

F. 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. The shall apply penalties as described in (E) at their discretion as warranted by the offense.

4.2 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, that all events are organized and managed by amateurs who cheerfully give their time and do their best, that the competitor may expect some imperfections of the organizers and of his fellow competitors; and that, to a reasonable extent, these things are part of the chances he takes in entering the competition.

4.3. CLAIMS

The right to file a claim lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with

A. Types of claims

1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and/or 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 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, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and will also select two or three other members. The Event Steward will chair the meeting and 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, but should this not be possible, in a timely manner.
3. Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a \$50.00 fee, in cash, per item. These forms will be available from the Event Steward or the organizer. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. 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 Rally Department.
4. Monies from claims 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. Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 15 minutes of the contestant's finishing his/her final competition run. Claims 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. Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 15 minutes of the claimant's finishing his/her final run.

D. Claims Against Vehicles

A claim against the legality of a competition vehicle shall be lodged no

later than the start of the first car. 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. Any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation shall be penalized by the Event Steward.

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, at a minimum, \$200.00.

If, upon inspection, 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 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 4.1.E and 4.1.F).

4.4 APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered 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 15 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.

An appeal will be heard by a Court of Appeals (appointed by the RB) 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.

Article 5 Championship Points

Class points will be awarded on the following basis for regional or divisional championships:

<u>Finishing Position</u>	<u>Points</u>
1 st	20
2 nd	16
3 rd	13
4 th	11
5 th	9
6 th	7
7 th	6
8 th	5
9 th	4
10 th	3
11 th	2
12 th and down.....	1