

Below are the general supplemental regulations for all RallyCross National events. The organizers for each event will add more event specifics such as schedule, run/work order, etc. and will be posted on that specific event page.

2016 SCCA RallyCross National Challenge and Championship

Supplemental Regulations

In addition to the 2016 SCCA RallyCross rules, the following regulations and procedures apply to the 2016 SCCA RallyCross National Challenges and 2016 SCCA RallyCross National Championship. Any questions not directly answered by the regulations are defaulted to the RallyCross rulebook and then the Chief Steward for interpretation. *All sections of the 2016 RallyCross rules are mandatory.*

Schedule: see other document

Timing and Scoring:

1. Entrants are responsible for submitting all corrections, (i.e. name, class, car number), to Timing and Scoring.
2. Car identification numbers are assigned by the SCCA on a first- come, first-served basis. Numbers must be placed on both sides of the car. Car numbers are limited to a maximum of three (3) digits. If two drivers compete in the same car and in the same class each driver must submit a separate entry form. The first driver will have a two-digit number. The second driver will have the first driver's number, plus 100 (e.g. 1st driver #98, 2nd driver #198). Numbers 101 through 199 are reserved for second drivers *only*. Requests for numbers will be given on a first-come, first-served basis. If there is a request for a number already given out, the next closest number or one using the same digits will be assigned.
3. A list of competitors by class and car number may be displayed: online, at registration and on the notice board.
4. All car changes and number changes must be approved by Event Steward.

5. To prevent interference with the timing and scoring equipment and personnel no team or crew will be allowed within the designated Timing and Scoring area or start and finish lines. Timing and Scoring concerns should be directed to the Operating Steward or the Chief Steward.
6. All runs will be scored. The class rankings will be determined by the lowest cumulative time.
7. Drivers *will be allowed to take one (5) five minute timeout per session* after the car is scheduled to start to present a car at the start line. The driver must notify the Chief of Grid if the driver is taking a "*timeout*". The Chief of Grid will notify Timing and Scoring.
8. Each entrant will receive one (1) slow-speed parade lap per course. In two-driver cars, each driver will be allowed to drive a parade lap but may not ride along for a second parade lap. Drivers will be notified of any course changes implemented after the parade lap (see Timing and Scoring Rule #9). A minimum of two course designs will be used, and each course design will be unique to the event. (For event sites that use a set course or "track", the course must not be used for ninety (90) days previous to the event.)
9. Every effort will be given for each course to have a designated period for each run group to walk the course prior to their parade lap. If there are any course changes that involve moving cones on course after a run group has had its parade lap the course change will be communicated by a grid worker to each driver.
10. Drivers will be notified of any course changes implemented after the parade lap. These course changes will be *communicated both verbally and visually by way of an updated course map located between grid and the start line*. Additional parade laps may be given for course changes at the discretion of the Chief Steward.
11. Scores will be posted to the notice boards and updated regularly. Drivers will be provided with a time slip and/or a timing display will be visible following the finish. These are not official and cannot be protested.
12. Timed runs will be scored electronically by an optical or mechanical switch triggered by the vehicle at the start and finish lines. In the event of a malfunction, stop watches will be used to their best accuracy, with two watches

being used for each car. Each watch will be operated by one person, and the average of the two watch times will be used.

Course Design and Safety:

1. When the course designer has finished setting up and marking the course it will be reviewed by the Chief of Safety. When the Chief of Safety has approved the course as safe for the competition the course will then be under the jurisdiction of the Chief of Safety. Changes will be made under the supervision of the Chief of Safety as needed according to the 2015 SCCA RallyCross Rules Section 5.4c.
2. Course clarity: Issues noticed during a course walk or parade lap must be voiced prior to start of competition for that run group. Courses will not be adjusted for clarity after the run has commenced.
3. If a driver comes upon a downed cone, a gate that is mismarked (pointer cone facing away from the standing cone) the driver may stop on course before the down cone or gate pointing it out to the corner worker. If the entire vehicle has passed the cone, it will be the discretion of the corner worker(s) to decide if the stopped car actually displaced the cone. The driver will then proceed to the finish at a reduced speed (not competition pace) and will receive no penalties and will receive a re-run. This applies even if the car has already incurred penalties on this run.

Run Groups and Run Order:

CLASS RUN GROUPS- (To be determined by event organizers.)

GROUP RUN SCHEDULE

The run schedule for each heat will be as follows:

1. Run groups and run schedules are subject to change. This run order may change according to the number of vehicles entering in each class. Changes will be posted at the event.
2. Run order within the classes for the first set of runs will be randomly determined by draw (at class inspection) for all drivers. *Two-driver vehicles will draw first. Only the primary driver will randomly draw for two-driver vehicles; the secondary driver will not randomly draw for position. After the two-driver vehicles have drawn the remaining drivers will draw for the*

remaining positions. Secondary drivers will be placed half the number of drivers ahead or behind the primary driver in the first run order. For the next set of runs, the run order will be reversed. For the second day of competition, the run order will be based on results from the first day, with the first place driver in each class being the first to start, followed by second place and so on. Late entries and class changes will be placed at the beginning of the order in their appropriate class.

3. Competition vehicles will stage on the grid, allowing for two-driver vehicles, in the assigned run order. *Two-driver vehicles will be marked on the passenger side of the windshield with a two indicating a two-driver vehicle. .*
4. *All drivers within a given class must complete a given run before another class can begin its runs, including two-driver vehicles. Additionally, drivers* within a Group must all complete a given run before any driver in that Group can begin its next run, including two-driver vehicles. Drivers will be grouped together by class and run order within each Group. *Two-driver vehicles will have a maximum of two minutes to switch drivers from the time the car returns to its grid stall.*
5. Every effort will be made on behalf of the organizers to avoid course changes during a Group. If necessary, such changes will be made between classes within a group if possible unless the required changes are deemed immediately necessary for safety reasons. If a course change occurs within a class that has not yet completed its round of runs, all drivers will be re-run after the change, including those that had completed their runs before the course change.
6. *Timing shall provide a current run order grid sheet to the Grid Chief prior to the start of each run group. The Grid Chief shall not release cars from grid to the start line until s/he receives a current run order grid sheet.*

Penalties:

1. Ten (10) seconds for starting prior to the starter's signal for "Go".
2. Slowest raw time in class for same run plus ten (10) seconds for a DNF including:
 - a. An uncorrected deviation from the course at the discretion of the Operating Steward such as driving across the course to take a shorter path, missing more than two consecutive course features or going off

- course completely and returning to the finish without completing the course;
- b. Vehicles unable to complete a timed run due to a mechanical problem.
 - c. Vehicles unable to start a timed run.
3. Two (2) seconds for each upright cone knocked down or displaced
 - a. Includes *cones* after the finish, within fifty (50) feet of the finish line.
 - b. An upright cone knocked down or displaced by dirt/snow/gravel ejected from the vehicle's wheels will entail a penalty.
 - c. No penalty for displacing "pointer" cones.
 - d. Cone position will be marked with a landscaping flag or outlined with box, depending on the surface. A cone will be considered displaced if it is no longer covering or touching the flag, or if it is not touching any part of the box.
 4. Run order must be maintained. A delay of over thirty (30) seconds will be considered a DNF, except as described above for a "*time out*".
 5. All penalties are subject to the Chief Steward's review. Additional penalties may be added or assigned penalties removed at the Chief Steward's discretion.
 6. A driver that debeds (flat tire) on course which results in a red flag will be allowed a ten (10) minute grace period from *the time they reach grid* to attempt a fix. This will only be allowed *once per event*. If the issue is fixed within the ten (10) minute allowance a rerun will be given. If the issue cannot be fixed within the ten minute period the run will be scored as a DNF.
 7. Any competitor who ignores two consecutive red flags during a run will be given the DNF penalty on that run.
 8. *Any competitor who allows a passenger in the vehicle during a timed run will be scored a DNF for that run.*

Tech and Class Inspections:

1. All competition vehicles must pass the pre-event safety/tech inspection. Vehicles are to be presented ready for competition. Any vehicle that has mechanical trouble and requires assistance to exit the course must pass an additional safety inspection before it is allowed to return to competition.

2. All competitors must complete the "Class Disclosure Form" prior to safety/tech inspection. *Competitors in the modified classes do not need to list the modifications.* The form *must be displayed* on the vehicle windshield at the class inspection. *Forms must be turned in to the chief of protest at the end of the class inspection period.*
3. No vehicle will be allowed to participate without the safety/tech inspection sticker on the driver's side edge of the windshield.
4. Each class will hold a mandatory class inspection prior to the start of the official competition where class competitors may inspect all the other vehicles in their class and question eligibility at that time. The class inspection time is posted on the event schedule. Any entrant ten (10) minutes or less late will be assessed a ten (10) second penalty on their first run. Any entrant more than ten (10) minutes late will receive a DNF for their first run. See the RXR's section 7.3.D.
5. A representative of each car should be present in the class inspection area to answer questions.
6. The Chief Steward will resolve all matters of eligibility and/or preparation non-compliance.

Required Decals:

1. Car number (minimum 6" high) and class designation (minimum 3") must be visible on both sides of the car.
 - a. These markings should be similar colors and styles, must contrast the main body color of the car, and must be easily legible while the car is on course.
2. All competition vehicles must display the SCCA RallyCross windshield banner on the uppermost portion of the windshield.
3. All required SCCA decals will be available at the Tech Inspection area.
4. The windshield banner may go on the back window if a required banner for contingency is on the front windshield (i.e. VW). Other placement by prior approval of the Rally Program Manager.

5. The SCCA RallyCross sticker must be displayed on both sides of the car. The SCCA sticker and wire-wheel logo must also be present on the front of the vehicle (bumper or hood).
6. All decals/logos of any competing sanctioning bodies must be covered.
7. Additional event sponsor decals will be placed on the vehicle where appropriate or as required by the sponsor/contingency.

Safety and Rules of the Paddock and Grid:

1. Competition vehicles should be worked on in the paddock area, although minor repairs and adjustments can be made in grid. It is recommended that all vehicles in the paddock area have a tarp placed underneath.
2. Do not pour gas, or oil, coolant or other hazardous fluids on the ground anywhere on the facility.
3. No practicing, testing or fast driving is allowed in the pits, paddock or adjacent roads, including the transit between finish and grid staging. Competitors will receive one notice of violation and will be disqualified if a second violation is witnessed.
4. A speed limit of ten (10) mph will be enforced at the event site including the paddock area and grid.
5. Children are allowed on the event site. During active competition children under twelve (12) are not allowed in the grid, staging or course area. Pets are not allowed on site.
6. Photographers desiring to enter a course area must be approved by a Safety *Steward* that is working the active run group, and the photographer must be accompanied by a spotter. This spotter may not be a course worker at that location. Minors may not be photographers or spotters on course.
7. All incidents involving injury and/or property damage occurring on the event site or felt associated with the event must be reported as soon as possible to any Event Safety Steward, if not immediately available report to the Chief Steward or Event Chairman.

8. If someone is under a jacked vehicle there must be at least one jack stand in place in addition to the jack. Jacks and jack stands used on soft ground must utilize a solid base or platform to prevent sinking or shifting.

Driver's Meetings:

1. Driver's meetings will be held per the event schedule. All drivers are required to attend the drivers meeting. Additional drivers meetings may be held as needed.
2. Changes to the Supplemental Regulations and other items of information, as well as the names of all event officials, will be included in the material provided at on-site registration and/or posted on the official notice board at Registration.
3. It is the competitor's responsibility to check at registration and/or the Official Notice Board posting area for changes to the supplemental regulations.

Entrants as Workers:

1. All competitors are required to work the event.
2. Workers will report to worker check-in prior to walking out to their assigned post, before the beginning of the last run of the run group prior to their assigned work group. Failure to work will result in additional work assignments or disqualification, as decided by the Chief Steward.
3. Run work order will be posted on the official notice board at the event.
4. All competitors must attend the workers meeting, as noted per the event schedule, which will include training on responsibilities and expectations of each worker position.

Awards:

1. Trophies will be awarded based on the chart below. If additional awards are needed they will be mailed to the winners after the event.
 - 1 - 3 competitors = 1 trophy
 - 4 - 6 competitors = 2 trophies
 - 7 - 9 competitors = 3 trophies
 - 10 - 15 competitors = 4 trophies

16 - 25 competitors = 5 trophies

2. For National Championship events, only classes with two or more finishers will be awarded a National Championship and be eligible for the TripleCross Award; classes with only one finisher will receive a National Class winner award, not a National Championship award.