

# SCCA® *RallySprint*

## SCCA RallySprint/RallyTrials Rules

### I. Purpose

RallyTrials is intended to allow for an experienced RallyCross competitor with an increase in safety equipment to move up to a higher level of RallyCross.

RallySprint are intended to be a middle ground between RallyTrials and stage rally, and as such, will require an even higher level of safety preparation than RallyTrials. RallySprint courses allow for higher speeds and more-challenging driving conditions than those allowed in the current RallyCross and RallyTrials Programs. RallySprint is intended to appeal to RallyCross or RallyTrials drivers who want to move to the next level of the sport and to current stage rally drivers who are seeking alternate venues to compete in their rally cars

### II. Definitions

- A RallySprint and RallyTrials are motorsports events in which one vehicle at a time navigates a clearly defined course, with elapsed time plus penalties for course deviations being the determining factor for awards. Although side-by-side competition is not allowed, more than one vehicle may be on course at the same time provided they are separated on course by adequate time and distance to eliminate any possibility of a passing situation.
- B A RallyTrials is similar to a RallyCross event but with longer courses and higher speeds allowed. Like RallyCross, RallyTrials events are run on primarily flat, expansive dirt or gravel surfaces with minimal fixed objects, exposures and hazards on the course site. Examples include large dirt/gravel parking areas or other appropriate open areas such as fields or off road parks. Also like RallyCross, the entire RallyTrials course is delineated by upright and pointer cones
- C A RallySprint is similar to a rally-type stage but with a relatively short stage length and lower speeds than typically encountered in stage rally. RallySprint events are run on sections of dirt, gravel or snow-covered roads or trails that are closed to the public. The course is primarily delineated by the roadway, with upright and pointer cones placed at key locations for way-finding and hazard-warning purposes. RallySprint events are typically run on off-road/rally school sites and short sections of dirt/gravel roads

### III. Procedure for SCCA® Sanction

- A Organizers must submit a sanction application to the SCCA National Office for event approval. First time events should allow 60 days for Sanction approval. Repeat events should be submitted 30 days prior to event date.
- B The sanction application must include a proposed scale course design map with course, hazards and surrounding areas indicated. The sanction application must also include the event's safety plan.

- C All new sites must be reviewed to determine suitability. Previously approved sites do not require review unless there have been material safety or surface changes to the site.

#### **IV. Site Selection and Course Design**

##### **A Site and Course Design Requirements**

- 1 The RallyCross Board or their representatives will review sites and courses via the sanctioning process to ensure that each event site and course meets safety requirements.
- 2 Since there are many variables among sites and courses, it is impractical to mandate arbitrary course design parameters, such as average speeds, maximum speeds, and maximum course length. Per the RallyCross rules, course speeds should be reasonable and prudent for the conditions encountered. Courses should emphasize vehicle handling and not top speed.
- 3 It is inherent that course conditions and individual vehicle preparation may cause one or more of a vehicle's wheels to momentarily leave the ground, however, jumps and other course design features intended to cause a vehicle to become airborne are prohibited.
4. A sufficient number of marshal stations shall be placed at appropriate and safe locations along the course to ensure every portion of the course

##### **B RallyTrials Courses**

- 1 RallyTrials courses shall be placed on relatively level, smooth dirt or gravel surfaces and shall avoid incorporating significant elevation changes or abrupt high-speed turns. Course design should normally provide a combination of flowing turns connected by short straight sections.
- 2 Maximum speeds on straights should not normally exceed 60 miles per hour for the fastest vehicles.
- 3 A 30 second penalty will be given if a course marker/pylon is upset or totally displaced. A 50 second penalty will be given for each missed gate.
- 4 Courses should be designed so that the entire course may be observed by course officials from one location. It is recommended that RallyTrials courses not exceed 1.5 miles in length.
- 5 Like RallyCross, the course will be designated by upright and pointer cones. It is recommended that cone positions be marked with landscape flags (or similar) to ensure displaced cones are replaced in the proper location.
- 6 The course must be located a reasonably safe distance from fixed objects and hazards, such as trees, poles, barriers, buildings, mounds, holes and ponds. The minimum recommended set-back for hazards on the inside of turns and along straights is at least 25 feet. The minimum recommended set-back for hazards on the outside of corners is at least 50 feet.

### **C RallySprint Courses**

- 1 RallySprint courses may be run on RallyTrials -type sites (e.g. large dirt/gravel parking lots) or on sections of dirt, gravel or snow-packed roads. Course design may allow somewhat faster speeds than RallyTrials events, but the emphasis should remain on vehicle handling, not top speed.
- 2 Maximum speeds on straights should not normally exceed 70 miles per hour for the fastest vehicles. Chicanes may be used to control speeds on longer straight sections.
- 3 Penalties should be minimally the same as RallyTrials.
- 4 For RallySprint courses that are set up on large, open areas, the course will be designated by upright and pointer cones. For RallySprint courses that are set up on roads or trails, the roadway itself will designate the course and cones may be used to mark key course features, such as corner entries, hazards, gates and intersections.

### **V. SCCA® Insurance**

- A Liability and Participant Accident coverage will be provided as indicated in the SCCA® Insurance Manual

### **VI. Event Officials**

- A Each event shall have an Event Steward, Chief Steward and Safety Steward. Additional officials may be designated.

### **VII. Entrant Eligibility and Licensing**

- A To be eligible, a driver must be an SCCA® member, at least 16 years old, possess a “full privilege” operator’s (driver’s) license from their state of residence, and meet at least one of the following requirements:
1. For RallyTrials, competed in a minimum of four (4) RallyCross events within the last two (2) years.
  2. For RallySprint, competed in a minimum of two (2) RallyTrials events or ten (10) RallyCross events or holds or has held a competition license in any road racing, rally or hill climb series issued by a sanctioning body recognized by SCCA;
  3. A driver who does not meet the requirements of sections 1, 2 above, but who has relevant rally or equivalent motorsports competition experience may be approved to compete upon submitting appropriate documentation of such experience to event officials.

### **VIII. Workers**

- A Events will operate primarily utilizing competitors and volunteers as course workers, similar to RallyCross events.
- B Non-competitors may serve as course workers but must be SCCA members (weekend memberships allowed).

- C All workers must attend a course worker operations & safety briefing prior to the start of competition at the event.

#### **IX. Event Safety Requirements**

- A At least one safety vehicle shall be provided at each event to respond to emergencies. The safety vehicle must carry a fire extinguisher(s) and an approved first aid kit.
- B A cellular phone or other means of reliable communications must be available on-site to contact authorities in the event of an emergency. For RallySprint events, at least one medical first responder (e.g. EMT, Paramedic, RN, Physician) must be on site and an ambulance must be on site or on call (**notified in advance**) to respond during competition runs.
- C The approved safety plan to address emergencies must be posted on the official notice board at the event.
- D Marshal stations shall be set up in designated locations along the course and each station must have a line-of-site view of its adjacent (up course and down course) marshal stations or have a system in place of accountability for competitor's vehicles.
- E Each marshal station must have at least one dry chemical fire extinguisher with a minimum total capacity of 20 lbs. and one red flag.
- F Two-way radio communication shall be provided between event control and all marshal stations.
- G Each marshal station shall have at least two (2) workers. Marshals must be SCCA members and at least 16 years of age.
- H Each marshal station shall be positioned a reasonably safe distance from the course. Stations should not normally be placed on the outside of corners.
- I Spectating areas for those not working or competing must be at least 75 feet from the course. It is recommended that any such spectating area have at least one marshal in place.
- J Approved photographers are allowed along the course during competition runs but must be accompanied by an approved spotter and located in safe locations, preferably marshal stations.

## **X. Vehicle Safety Equipment Requirements**

### **A RallyTrials-**

- 1 Each competition vehicle must complete and pass a vehicle safety (“Tech”) inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.
- 2 At a minimum, all vehicles must be in good mechanical condition.
- 3 The Current SCCA Time Trial rules for Hill Climbs for Rollbars, Driver Restraint, Seats and Fire Suppression will be used.

### **B RallySprint-**

- 1 Each competition vehicle must complete and pass a vehicle safety (“Tech”) inspection conducted in accordance with the RallyCross rules. The purpose of the safety inspection is to ensure that vehicles meet safety requirements; it is not intended to verify whether a vehicle meets the preparation allowances for a particular class.
- 2 At a minimum, all vehicles must be in good mechanical condition with the following safety equipment:
  - a As a minimum, a roll cage meeting the current SCCA GCR requirements for Showroom Stock/Improved Touring roll cages (per Appendix I: 2007 Roll Cage Rules) or the current requirements of another sanctioning body approved by the SCCA. Events can require a higher level of protection in Supplemental Regulations.
  - b 5, 6, or 7-point driver’s restraint system meeting SCCA standards (GCR Section 9.3.19.) shall be used at all times while on the track.
  - c Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer’s recommendations. Seats must be intended by their manufacturer to be for competition use.
  - d A hand-held fire extinguisher or on-board system that complies with the current SCCA GCR requirements;

- C The Chief Steward is authorized to prevent any vehicle from competing that they believe to be unsafe.

## **XI. Driver Safety Equipment Requirements**

- A RallyTrials:** The following equipment must be displayed for safety Inspection and be used during competition by all drivers and passengers:

1. A helmet meeting the current RallyCross requirements. If the vehicle does not have a front windshield, the driver shall wear goggles or a face shield;

2. All occupants must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. SCCA-compliant fire resistant clothing as listed in the current Club Racing GCR is highly recommended. This includes suits, gloves, socks, and shoes.
3. Head and neck restraint systems (HANS) are highly recommended but not mandatory.
4. Driver/passenger arm restraints are required for any vehicle that does not have a side window adjacent to the driver/passenger. Windows must be rolled up during competition
5. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 15 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

**B RallySprint:**

1. A helmets approved by the Snell Foundation with Snell sticker SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR.2.
2. All occupants must wear a driving suit that effectively covers the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. (see SCCA GCRs section 9.3.20.C.1)
3. All occupants are required to use a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. (from SCCA GCRs section 9.3.20.C.2)
4. One passenger is allowed in the front passenger seat of a vehicle during competition. Passengers must be at least 15 years of age, current SCCA members and complete the required event waiver. Passengers must wear safety equipment that meets the driver's safety equipment requirements of this section. The quality and rating of the passenger's seat and restraints in the vehicle must be at least equal to those of the driver's seat and restraints.

**XII. Vehicle Classifications**

A RallySprint and RallyTrials is open to any fixed-roof, production-based car, sport utility vehicle or light truck (including convertibles with a factory hardtop attached, targa-types with factory panel in place, non-glass t-tops with factory panels in place) that meets the safety requirements of these rules.

B If the Event Chairman, after consultation with the Event Safety Steward, determines at his/her discretion that a vehicle cannot safely negotiate the course, it may be excluded.

- 1 **RallyTrials** vehicles will be classified as per current SCCA RallyCross Rules.
- 2 **RallySprint** vehicles will be classified into one of four categories:
  - a **RallySprint Two-Wheel Drive Under 2.5 Liters (R2U)** – for front- or rear-wheel drive vehicles with adjusted engine capacity of 2499 cc's or less.
  - b **RallySprint Two-Wheel Drive Over 2.5 Liters (R2O)** – for front- or rear-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.
  - c **RallySprint Four-Wheel Drive Under 2.5 Liters (R4U)** – for all- or four-wheel drive vehicles with adjusted engine capacity 2499 cc's or less.
  - d **RallySprint Four-Wheel Drive Over 2.5 Liters (R4O)** -- for all- or four-wheel drive vehicles with adjusted engine capacity of 2.5 liters or greater.

Adjusted engine capacity is the actual displacement for normally-aspirated engines or 1.4 times the actual displacement for vehicles with forced induction (turbochargers, superchargers).

- C Other classification systems will be considered and should be listed on the sanction application.
- D Vehicles that meet the safety requirements and are currently log-booked to compete in other non-SCCA racing or rally series, such as SCCA, Rally America, GRC, NASA, SCORE, FIA, and USAC, are eligible to compete at the discretion and approval of SCCA or Event Chairman.

### **XIII. Event Supplemental Regulations**

- A Each event shall have supplemental regulations to address event-specific rules and requirements, including the event schedule, run order, timing & scoring, awards, and site/course-specific regulations.

## Appendix A

### Supplemental Regulations

#### 1. Event Description:

Name:

Location:

Event Date:

Sanction: this event is sanctioned by the Sports Car Club of America (SCCA), and hosted by the XX Region of SCCA

Insurance: this event is insured through the Sports Car Club of America (SCCA).

#### 2. Purpose:

**3. Supplemental Rules:** These Supps may be updated prior to the event. The revision number and date will be your verification that you are looking at the most recent edition. *Revisions will be in italics.*

#### 4. Entry:

##### 4.1 Entry Schedule and fees:

##### 4.2 Payment:

##### 4.3 Refunds:

##### 4.4 SCCA Membership:

**4.5 Non-SCCA entrants:** Non-members (anyone that will be in a competition vehicle) must purchase a weekend membership for \$XX per person. This is in addition to the team entry fee.

**4.6 License:** Any person driving in the RallySprint/Trials must possess a valid driver's license from their home state. No other competition license is required.

##### 4.7 Number of Entrants:

**4.7.1** The event will be limited to teams. A team consists of a driver and a co-driver. A team is not officially entered until all required entry forms and materials are submitted and payment in full is received. A "wait list" will be maintained in the case of withdrawals.

**4.7.2** *Because of the road configurations that may be used, it may be possible for two teams or drivers to use the same vehicle. Each team or driver must register separately.*

##### 4.8 Entry Paperwork:

4.8.1 for an entry to be considered complete, the following must be submitted:

- fees: entry, weekend membership – submitted on-line
- required driver, co-driver and crew information –submitted on-line
- rally vehicle information

4.8.2 Other: drivers may send electronic verification of driver's license, or be prepared to show at registration.

4.8.3 Waivers: all team members and crew must sign the required waivers upon entering the property.

## **5. Organizing Committee:**

Event Steward:

Chief Steward:

Registrar:

Safety Steward:

Control Captain: If needed

Spectator Captain: If needed

Communication Chief: If needed

Scrutineer:

Sweep Captain: If needed

## **6. Day of Event Schedule:**

## **9. Competition Classes:**

## **10. Log Books**

### **10.1 Issuing of Log Book:**

## **11. Required Vehicle Safety Equipment:**

### **11.1 Rollbar/rollcages**

### **11.2 Padding**

### **11.3 Seats:**

### **11.4 Harnesses**

### **11.5 Emergency Triangle:**

### **11.6 Fire extinguishers:**

**12. Scrutineering:** Vehicle and personal safety equipment must be inspected and approved before any vehicle or person may begin competition. A "Tech Form" is included in the Appendix to assist teams be properly prepared.

**13. Required Personal Safety Equipment:** The following items are required for all drivers and co-drivers:

### **13.1 Helmets:**

### **13.2 Head and Neck Restraint Device**

### **13.3 Driving suit:**

## **14. Stage and Transit Notes:**

## **15. Recce:**

**16. Car numbers:** Each competitor may choose his/her car number. In the case of duplicate numbers, an SCCA membership will provide priority in choice. If neither entrant is an SCCA member, the first entrant registered will have priority.

16.1 Car numbers are not supplied by the event and are the responsibility of the entrants.

16.2 Numbers: Car numbers should be 8" tall and 1.25" brush width minimum.

## **17. Service:**

**17.1 General:** The service area will be crowded. Please keep your area as compact as possible.

17.1.1: Ground cover: a tarp should be placed down under the vehicle before performing any work.

17.1.2 Trash: This is carry in – carry out. Do not leave garbage around, including cigarette butts.

### **17.2 Fueling:**

17.2.2 All fueling will take place in the assigned fuel depot area (consistent with stage rally rules).

17.2.3 A team member must be standing by with fire extinguisher in hand during fueling. (consistent with stage rally rules).

**17.3 Repairs:** Jack stands must be placed under the vehicle when more than one wheel is in the air. Jack stands are to be used any time a person is to work under a jacked vehicle.

### **17.4 Service vehicles:**

## **18. Sweep:**

## **19. Food and beverages:**

There is no consumption of alcoholic beverages before or during the rally/sprint/Trials.

## **20. Spectating:**

## **21. Lodging:**

## **22. Results:**

## **23. Awards:**

## **Appendices:**

Incident procedure:

Radio frequencies for event:

Tech sheet:

Stage maps: