

SCCA Trek Rules

1. Overview

SCCA Treks are non-competitive driving events intended to foster social interaction among the participants. They provide a path to new memberships and increase awareness of the general public to SCCA. Participants follow a pre-determined route using a “convoy style – follow the car ahead of you” format. The lead car in the convoy is driven by a person who knows the pre-determined route. This is typically the event’s Chairperson. A sweep car will run in the last position in the group.

Treks are non-competitive events. As such, there may not be any system for scoring, nor may there be any awards based on performance.

The Trek route includes one or more stops to allow for activities such as sightseeing, meals/refreshments, and (of course) pit stops. Events can range in duration from a few hours to several days.

2. Sanctioning and Insurance

Like all SCCA events, SCCA Treks must submit a sanction request and obtain an insurance certificate. Trek sanction requests will use the RoadRally sanction request form which has been modified for this purpose. Participants must sign the appropriate SCCA waiver(s) (adult and minor) prior to the start of the Trek. Weekend membership data and the SCCA audit form should be submitted after the event.

3. Co-hosted Events

SCCA Treks may be co-hosted with other non-SCCA clubs. Co-hosted events must use the SCCA waiver forms and obtain an SCCA insurance certificate. Co-hosted events must be conducted in accordance with all SCCA rules and regulations pertaining to Treks.

4. Operating Rules

- a. All SCCA Treks will have an event Chairperson with overall responsibility for planning, coordinating, advertising, and operating the event. The Chairperson must be a current annual or Lifetime SCCA member.
- b. Treks will typically be conducted in a “convoy style – follow the car ahead of you” fashion. A lead vehicle and one or more sweep vehicles will be designated to ensure participants do not get separated from the group. Large groups may be split up into smaller groups.
- c. Participants must operate their vehicles in a safe and prudent manner. Participants should never exceed the speed limit or violate any traffic laws.
- d. Participants are encouraged to have at least two people in each car, although this is not a requirement.
- e. Participating cars must be street legal and have current state registration. Motorcycles are not permitted on Treks.
- f. It is the responsibility of each driver to assure that their vehicle is safe and roadworthy and that it meets all legal driving requirements, including insurance.
- g. Drivers must have a valid driver’s license and meet their state’s insurance requirements.
- h. Treks are non-competitive events. There will be no scoring and no awards based on performance. Participation mementos, such as dash plaques, are permitted.
- i. Cell phone numbers for the Trek leader and the sweep car(s) should be provided to participants.

- j. A safety briefing for all participants should be provided prior to the start of the event. This briefing will emphasize the need to obey all traffic laws and to drive in a safe and prudent manner.
- k. Event related material will not be allowed on the windshield or window glass which may obscure visibility. Event material is allowed on glass surfaces behind the B pillar as long as it does not obstruct the driver's vision. It is not necessary for participants to remove SCCA decals previously applied to small rear or side windows.
- l. The following activities are prohibited/strongly discouraged: Driving while intoxicated. Consuming alcoholic beverages while participating in the driving portion of the event. Exceeding the legal speed limit. Dangerous or reckless driving

5. The Route

- a. The Trek route will be laid out in advance of the event using good quality, paved roads wherever possible. If the route includes any unpaved roads or any unimproved roads, this fact must be included in all event announcements and advertising. Care should be taken when designing the Trek route as some participants will be very sensitive to the potential for damage to their car from potholes, gravel and road debris.
- b. The Trek route should be chosen to maximize the driving experience. To that end, route design should emphasize scenery, interesting roads, and avoidance of traffic, retracing the routes through congested / residential areas and avoid areas where children may play on or near the road during the time when the Trek will pass. While these conditions cannot be totally avoided, they should be taken into consideration when determining the route.

- c. Route information, such as a map and/or written directions, will be provided to all participants. This is intended to be used only if the participant loses sight of the car ahead. It is not intended as the primary means of following the Trek route.
- d. Route stops will be planned and should provide sufficient parking for all Trek participants. The location of all planned route stops, including the ending location, should be provided to participants. GPS coordinates of planned route stops, in addition to street addresses, may be helpful.
- e. The Trek should end at a location where participants can gather and socialize. Availability of food and beverage is highly recommended. Choosing a desirable ending location should be a focal point of the event planning.
- f. Route Pre-checks: Each Trek should be pre-checked by an individual other than the Event Organizer/Leader. Items that should be reviewed include but are not limited to: suitability of the roads selected, adequate number of stops based on the length of the route, that sufficient parking is available, as well as restrooms and other facilities, such as food and drink, as appropriate. The Pre-check should review potential separation situations ((traffic lights/congested areas) and discuss possible pull off points/regroupings areas as necessary. . If written/map instructions are used they should be checked for accuracy.