

Welcome!

SCCA RallyCross is a test of driving skill on a temporary unpaved competition course marked by cones. It's a fun, accessible way to enjoy performance rally driving techniques in a low-risk environment. This RallyCross organizers' guide is intended to help SCCA regions offer their membership new experiences and fresh challenges, and attract a wider demographic to the club.

This guide will explain how to create a RallyCross program in your SCCA region, and offer some best practices to make it a success.

Contents

1. Learn the Sport
2. Build Your Team
3. Find a Site
4. Gear Up
5. Plan the Event
6. Promote
7. Execute
8. Appendix
 - i. Sample Organizers' Timeline
 - ii. Sample RallyCross Packing List
 - iii. Drivers' Meeting Checklist
 - iv. Novice Participant Handout
 - v. Guest Handout
 - vi. Corner Workers' Handout

Learn the Sport

Get to Know RallyCross

RallyCross in a Nutshell

If you're unfamiliar to RallyCross, it is best described as an unpaved cousin to SCCA Solo. Courses are a little more open and speeds are a little lower than autocross, but the emphasis on safety, affordability, and enjoyment is the same. The key differences are that every run counts towards your total time, and that entertaining slides are a given. Depending on location and season, events can take place on grass, dirt, sand, gravel, ice, or snow. Most factory hardtop cars passing a basic safety inspection are eligible to participate. For safety reasons, rollover-prone vehicles such as SUVs, 4x4's, and many full-sized trucks may not be allowed to compete under some conditions.

RallyCross Within Reach

Organizing RallyCross is meant to be a winning proposition for any region's leadership. First-time hosts may be eligible for a sanction discount, which reduces the financial risk to a region. Any region hosting Solo events already has most of the equipment necessary, as well. It's a photogenic sport that can pay back its investment by attracting untapped new interest and providing value to existing members. The main requirement is legwork: find a reasonably level plot of land, organize a few volunteers, and secure a few endorsed RallyCross Safety Stewards.

What RallyCross isn't

Unlike European-style rallycross (lowercase 'c'), cars negotiate the course one at a time and no special roll cage is required. Jumps, walls, trees and other obstacles are prohibited, as this is a low-barriers unpaved handling competition suitable for street vehicles. Any car with stock suspension height, reliable enough for autocross or highway use, should be fit for RallyCross. It is a different animal from stage rally, which typically entails a navigator, higher speeds, and robust safety equipment. The RallyCross rules strive to minimize risks and mechanical attrition.

Getting Hands-on Exposure

The SCCA's model of self-organized motorsports is repeated nationwide, and offers a framework for safety, consistency, and competition throughout its programs. Anyone attending a RallyCross or Solo appreciates the effort necessary to convert an open space into a quality event. Shadowing the volunteers at any nearby SCCA event is a great way to make personal connections and build organizational experience. A road trip to a neighboring region's RallyCross can be especially useful. However, hosting a successful event relies heavily on planning in the weeks and months prior. The next section will describe you where to seek help and more information.

The RallyCross Leadership Structure

National-Level RallyCross Leadership

The nationwide RallyCross program is guided by a volunteer group called the RallyCross Board of Directors, and they are charged with overseeing safety, rule book inputs and updates, and many other facets of improving and promoting the program. Also, SCCA staff members at the national offices coordinate RallyCross activities and administer the sanctioning and

payment for your events.

Divisional Steward

A Divisional RallyCross Steward is a key contact for Rallycross organizers. The SCCA is divided into scores of individual chapters, and those regions fall into one of nine geographical divisions such as the Northeast or Southwest. Each division has a volunteer “Steward” who helps promote RallyCross in that area, approves event sanction requests, and ensures safe operations. This person can help talk you through organizing an event and can often put you in contact with experienced resources near your region. He or she is also responsible for signing off on RallyCross Safety Steward endorsements, and can help tailor a training program for you and fellow volunteers.

A list of Divisional Stewards can be found at <https://www.scca.com/pages/boards-and-committees>, but you must be logged into SCCA.com to view.

Regional Board of Directors

Local RallyCross events are hosted through the area's SCCA region, a non-profit club chapter that provides the necessary funding, equipment, and other resources. Each region is managed by a volunteer board of directors elected by its dues-paying members. Regions are typically eager to serve their members with new opportunities, provided that any proposed RallyCross event is thoughtfully planned, scheduled, staffed, and costed. However, regions vary in size and complexion, so talk to regional club officers, attend meetings, and demonstrate interest and support as you work on your RallyCross program. The goal is to be a diligent steward of their equipment and finite treasury.

Digital Resources

SCCA Web Site

The SCCA.com web site has a number of key features, including an event locator based on your zip code. There is also an order form for paper documents, printed promotional materials, and the RallyCross Site Acquisition Guide. The Downloads page contains the downloadable forms necessary to request an event sanction, apply to become a RXSS, and navigate the waiver requirements. A later section will further describe how to find, fill out, and submit these essential forms.

SCCA RallyCross Forums

The official online discussion forum is SCCARallyCross.com. This is where organizers and competitors talk about events, rules, car setups, and more.

Local Social Media

You may also find more local hubs of activity by searching on social media pages like Facebook, where SCCA division and regions make have their own discussion groups and pages. Some regional web sites also hosting online forums.

Build Your Team

Core Roles

- **RallyCross chairperson:** builds the regional talent pool, works with regional BOD, helps arrange sites and dates. Delegates work and cross-training, and keeps event running on time. Makes decisions about weather postponements, number of runs, and other event operations.
- **RallyCross Safety Stewards:** official SCCA endorsement based on training regimen described in section below. At least one RXSS must be present during any event, or at least two if each intends to compete. This person must designate boundaries between hazards and people, work with the course designer to follow the RallyCross Rules, determine vehicle eligibility, monitor course wear during competition, confirm waiver process, fill out incident forms, and oversee other safety matters.
- **Course designer:** maps out the paddock, grid, and course arrangement. Develops familiarity with site and hazards to construct a course that is safe, readable at speed, and capable of being adjusted if wear occurs. Previous RallyCross or Solo experience is recommended.
- **Registrar:** manages online registration, entrant check-in and payment, and walk-up entrants. Helps send payment, weekend membership forms, and audit form to the SCCA national office in a timely manner.
- **Timing and scoring:** operates the timing hardware and software. Familiar with timekeeping and equipment troubleshooting to prevent delays during event. Compiles results for sharing with participants in person and online.
- **Equipment chief:** arranges transportation of cones, timing gear, water coolers, and other gear. Helpful to have access to a capable truck or van.
- **Media:** tech-savvy navigator of club social media accounts and local car enthusiast haunts. Spreads the word beforehand and arranges photographer and spotter for future promotion. Helps post pictures and results in a timely manner to applicable club outlets such as Facebook, Instagram, club forums, club newsletters, etc.

Some roles overlap, and the list is not all-inclusive. During events, you will want a chief of workers to assign event work assignments and balance the head count in run heats. Other work assignments may include the tech inspector, waiver station, grid setup and flow, novice mentoring, and so on. Small events may need to combine responsibilities, but try to organize duties in a way that doesn't delay the event or sacrifice the work being done.

Seek Local Volunteers

RallyCross is a self-organized sport, and can only prosper with a base of eager volunteers. Put out feelers and requests for help on local SCCA web sites, area Facebook pages, and local vehicle-specific online hangouts and clubs. Assess your skill gaps based on list of necessary roles, and make it clear that help is needed to offer the event in the first place. You will probably start with a mix of local club members from other disciplines, new faces willing to learn new roles, and visiting out-of-region experience.

Even if many of your local Solo, RoadRally, and ClubRacing regulars are excited about RallyCross, it is a good idea to also develop RallyCross-specific volunteers to prevent burnout. The ultimate goal is to build an independent group of volunteers able to support and back-fill

itself without burdening the rest of the region's volunteers and neighboring regions' participants. Have a succession plan for each role.

Build Experience

Visiting out-of-region RallyCross events is valuable exposure. Motivate local drivers to help by organizing a road trip to a neighboring event. People are more likely to participate if they can attend with familiar faces. It's also smart to get an entire group accustomed to RallyCross norms and best practices.

Future host regions often have a Solo program, and many are willing to re-deploy the autocross equipment for RallyCross use. Have your team shadow workers at local Solo events to learn how to operate the registration and timing gear. Cross-participation in other specialties such as course design, grid, waiver station, and equipment pack-up can also bring worthwhile insights and personal connections. Furthermore, local club members may be interested in helping an understaffed RallyCross startup if you can lend a hand at area autocross, rally, and racing events.

Training RallyCross Safety Stewards

Every RallyCross event requires at least one RallyCross Safety Steward (RXSS) to operate. Any RXSS is allowed to be an entrant, but must have another RXSS on duty while competing. The active RXSS may not perform any other jobs such as corner working.

The training process typically entails sit-down training that covers the expectations and responsibilities of the role, followed by a couple of events working as an apprentice of the existing RXSS. The candidate will shadow during the first event, then demonstrate duties under the supervision of the RXSS at the second event.

The RXSS application is available at the [downloads section of SCCA.com](#). If the Divisional RallyCross Steward is satisfied with the candidate's grasp of the program, the application will be signed off and submitted to the SCCA national office for processing. An updated membership card showing the RXSS endorsement will typically arrive within a week or two.

Making the Case to the Local Region

Your home region's board of directors is also part of your team. While they may be invested in other SCCA programs, bringing a base of new interest and volunteers can sway them to add RallyCross to the local portfolio of events. Each region is a non-profit with finite resources, so explain how hosting RallyCross will benefit the area membership:

- Regions exist to serve their members and offer quality driving experiences. RallyCross offers entertaining, unique driving techniques and strategies.
- Sanction discounts for startup regions limit the region's financial exposure.
- The SCCA's youngest demographic, with the ability to reach interests beyond existing programs.
- New outlet of exposure, volunteers, and crossover participation for the region.
- RallyCross is photogenic, with a viral capacity to be shared among potential entrants online.

Talk to local BOD members at meetings and local events. Also, put together a proposal of

expenses, such as sanction fees, porta-john rental, and consumables. The divisional steward or a neighboring regional RallyCross chairperson can likely offer helpful insights on what to include. Face-to-face contact will show that you're willing to put in the effort and properly represent the club and its equipment.

The first event may not be a tough sell, but everyone should enter with the expectation that turnouts may not equal a Solo program with an established following. Building a fresh base of participants and volunteers is an ongoing task, one that requires commitment over time. Without the promise of future events, local entrants may lose the impetus to invest their time and money in the sport. Keep sustainability in mind throughout the process.

Find a Site

Site Ideas

- **Property owned by racers.** Asking around the local racing community may unlock properties owned by those sympathetic to club-level motorsports.
- **Grounds of permanent racing facilities.** Racetrack managers tend to understand the value of SCCA insurance, and are familiar with the prospect of people enjoying cars in a controlled environment. Overflow parking areas and adjacent fields are often ideal for RallyCross. Dirt tracks may even have equipment to groom the RallyCross area and keep it in pristine condition. When the track is idle, RallyCross can be positive cash flow.
- **Fairgrounds, rodeo arenas, stadiums, and underutilized event grounds.** Hard-packed parking areas and normally empty land are a chance to bring activity to an underused venue. It can bring modest income to a site, and drive support of local restaurants and gas stations. For example, the RallyCross National Championships have been held at a hot air balloon park.
- **Off-road parks.** Venues geared towards four-wheeling, mud drags, and other off-road fun may have a natural interest in renting an open space for RallyCross.
- **Ski resorts, state parks, and frozen lakes.** Seasonal opportunities may present themselves, so it doesn't hurt to ask.
- **Schools and military bases.** Hierarchical chains of command can be tricky to navigate, but sometimes a faculty or veteran insider can provide a method of outreach. RallyCross can be a fun extracurricular activity to offer a local institution. Earn their favor through Teen Street Survival schools, helping college SAE programs, or hosting veterans' charity RallyCross or Solo events.
- **Farms.** Though pastures seem like an obvious choice, agriculture is a livelihood earned from the land. Farmers may be hesitant to damage land used for harvesting hay or crops. However, there may be off-season periods where owners don't mind cars tilling the ground.

RallyCross Site Acquisition Packet

The SCCA has a RallyCross site acquisition packet, *Making Dirt Work*, that can be ordered from the SCCA and shared with site owners to educate them and earn their confidence. Work with your regional board of directors and RallyCross Steward on the best method to approach land owners who aren't familiar with the SCCA. Some individuals will be excited to join the fun, while others may be confused or suspicious. Automobile racing means a great number of things to different people, and not all land owners possess the nuanced understanding of our club's programs. Contact potential venues with appropriate diligence, patience, illustration, and tact.

Developing a Site Acquisition Proposal

When meeting a prospective site owner, a simple proposal can help establish the legitimacy of your club and your plan. Some high points you may wish to include:

- Brief demographic statement about the SCCA, and your region. Number of years active, programs offered (Street Survival, autocross, etc.), and examples of venues used in past. Note when monthly meetings occur, and how to contact the region executive and

yourself.

- Overview of safety steward program, which strictly enforces a nationwide set of safety rules.
- Club insurance for participants, spectators, and property owners, and how proof of insurance is requested and displayed for each and every event.
- The RallyCross Safety Plan, which is part of every sanction request and shows emergency contacts and who is responsible if an incident occurs.
- Entrants must possess a driver's license, and vehicles must pass a technical inspection.
- Rough sketch of how paddock, grid, and course might be set up at the venue, and how safety boundaries and distances would be maintained.
- Rough schedule of when the site would be accessed, hours active, and when typically packed up and gone.

It may also help to show a copy of a participant waiver, minor waiver, and past insurance certificate, and have a copy of the *RallyCross Rules* available if necessary.

Site Scouting

- Carefully survey the condition and terrain of any potential venue. Look for ditches, debris, off-camber slopes, and tree lines and other obstacles that might bisect or pinch a course design.
- Deep grass or snow can obscure problem areas, so make sure you have a reliable knowledge of the site suitability before committing to a competition there.
- Be aware that courses sometimes have to change mid-event due to a rutting issue, so there needs to be a large enough buffer area around obstacles and pinch points to route cars if the course has to move.
- If there are not fences or natural boundaries between outsiders and the course area, think about how to keep out stragglers.
- Note directions and helpful landmarks. Record distance to amenities such as food, fuel, air, car washes, etc. What octane fuel is available nearby? Will low vehicles or trucks with trailers have difficulty entering the site?
- Check local laws (noise, permitting, food sales, etc.) if a venue is located in town. Consider nearby sources of complaints about dust and noise.
- Ask the owner if there are any areas that the event should avoid disturbing, such as gravel access roads.

Site Best Practices

- Rotate events among multiple venues or different areas of a single site. This keeps the surface from getting rough from repeated use. Leave options for future course designs if you plan on returning.
- If a tractor is available, blade and flatten silt berms created on the outside of corners before the next rain to prevent them from hardening into bumps at future events.
- Proximity to civilization affects turnout. A mediocre site close to your core population may be more financially viable than an excellent, but distant and remote venue.
- Consider the logistics of mowing. Does the owner have equipment to keep grass at a manageable level in the course area? Working, walking, and driving around an overgrown field is less fun.
- Arrange food for remote events. Grill food, secure a food truck, or otherwise provide

snacks to prevent a long lunch delay.

Gear Up

Timing and Scoring

Digital Timing

Scoring a RallyCross can be as simple as recording stopwatch times on paper, but electronic timing will provide a higher quality experience. We're now in an era when online registration, event timing displays, and timely online results are widely expected. It's worth the effort to learn how these systems work and incorporate them into your events.

Most regions will allow the RallyCross program to borrow the Solo gear, or at least hold onto a set of old timing equipment no longer used for autocross. Whatever setup you can access, have multiple people learn the system and test it in advance. If purchasing new equipment, ask neighboring regions what they use, especially if they have active RallyCross programs. Used systems sometimes go on sale when regions upgrade their equipment. Ask around.

Timing Hardware

Most timing systems consist of two basic parts, the timing hardware and the timing software that records times in a usable format. The hardware is usually a standalone timing box with a display that shows the last few times logged from the start and stop sensors. It can be used without a computer and software package if a region wishes to just record times on paper. However, most programs have a worker or two staging cars, confirming times, and assigning penalties via computer, with a spreadsheet or paper log as backup. Farmtek and Race America are two popular hardware platforms, but you may find any number of systems such as JA Circuits and TAG Heuer out there.

The timing box generates times from triggers sent by laser or infrared beam sensors, or a pneumatic hose that trips an air switch (same basic premise as an old-fashioned service station bell). Newer sensors have a wireless connection to the timer box, but corded sensors are still common. The specifics of the setup depend greatly on the age or configuration of your system. Beam-based systems are most common in the autocross world, but can be susceptible to false trips from dust and dirt, or unusual sun angles or reflections. Some systems account for dust with a delay setting to ignore duplicate trips within a short time range. RallyCross regions may also employ pneumatic setups, which use the air displaced by a car's tires to make an electrical contact. The delay setting in the hardware ignores the rear axle as it crosses the start and finish lines. One small drawback is that the hose ends must be staked into the ground, and then moved if a course change is necessary. The air switch diaphragm is adjustable, and may require fine-tuning if sizable temperature changes occur. Rubber hoses are generally compliant and durable, though they have been yanked out of the ground by low-hanging parts on rare occasions.

Timing Software

The software interface can be one of the more complex aspects of operating a RallyCross. There are a variety of applications, each with its own nuances and learning curves. A few gifted software minds have even programmed their own RallyCross software, or created Excel macros that input times into a spreadsheet. This guide makes no endorsement of any given timing platform. Technology moves rapidly, and options are ever-changing. Your best bet is to get your hands on what is available locally, and learn it inside and out.

AxWare is common, and actively supported. However, as a partner of Race America, it does not offer direct support for Farmtek hardware. Farmtek users have to select a Tag Heuer mode for compatibility.

Pronto is another software platform used at National-level SCCA events. There are many more options out available, so talk to local timing experts for additional insights.

When co-opting autocross software, just be aware that RallyCross events typically operate with all runs counting towards the total score, rather than single best time. The more robust timing software usually has a cumulative run option, while simpler systems may not.

RallyCross Gear

RallyCross-specific equipment

- **Contractor flags.** Autocrossers will typically draw drywall or paint boxes around the base of a cone to mark its position, but those lines will quickly disappear under normal RallyCross conditions. Most kinds of RallyCross sites will use contractor flags to mark cone placement. If the cone is displaced enough by a competitor to make the flag stake visible, that is counted as a “plus one” penalty. Hard-packed surfaces may require the flag to be bent in the middle and hammered into the ground. These are available inexpensively at most home improvement stores.
- **Shovels.** Some sites have a habit of “weeping” rocks as vehicles wear away the soil. Troublesome rocks can be dislodged with a shovel if needed.
- **Broom and door mat.** Some regions may not appreciate the amount of dust and mud tracked into the timing vehicle. Help keep it clean.
- **The RallyCross Rules.** Download a copy to phones, tablets, or timing computer in PDF, or print a copy (it's not terribly thick).

General Equipment

Your region may already own much of this, but take an inventory in advance and request funds accordingly from your region.

- **18-inch traffic cones.** These are available from the SCCA.
- **Red flags,** one for each corner station.
- **Clipboards.** Helpful to record paper backup of times and penalties, work assignments, etc.
- **Fire extinguishers.** Grid, start line, and every corner station should have one. May need to be recharged periodically.
- **Garbage cans and trash bags.**
- **Radios** or walkie-talkies for corner stations, timing, starter, and safety. Communication is important if course needs to be stopped for a safety issue. Have a reliable method to keep radios charged and ready to use at every event.
- **Pens, batteries, tape, tech inspection stickers.**
- **Weather gear** such as tarps and sheet protectors to keep equipment and forms dry.
- **SCCA forms:** participant waivers, minor waivers, weekend membership forms.
- **Large folders** or envelopes to store signed waivers and forms from each event.
- **Armbands** to mark who has signed the liability waivers.
- **Loaner helmets.** Helpful for novices who don't yet own one.
- **Generator** and **full fuel jug** for timing computer and timing lights.
- **PA system** or **megaphone** for announcements

- **Event awards or mementos.** Decals, refrigerator magnets, ribbons, or other keepsakes make entrants feel included and part of the RallyCross program.

Equipment Transportation

An Important Work Assignment

Getting someone to tow the equipment to the venue can be a difficult task. Not everyone has a tow vehicle or wants to drive the equipment van instead of their own RallyCross car. Perhaps sweeten the deal by offering a free entry for the equipment driver, and try to find a co-drive if the logistics make it difficult for that person to retrieve their own car.

Alternatively, some RallyCross regions buy or inherit a second set of cones that doesn't need to travel as often as the borrowed Solo gear. Starting a RallyCross program can be a great excuse for the Solo group to buy shiny new cones and donate their dingier cones.

Towing Safely

Many regions use an equipment trailer or tow vehicle that seldom has to move very far from its usual storage site. Before driving to a RallyCross out of town, inspect the vehicle's condition. Confirm that the trailer ball size and electrical connector type match your tow vehicle, and that the registration documentation, license plate, breakaway lanyard, and lights will pass scrutiny. Dry rotted or under-inflated tires can cause a blowout, so make sure there is a spare, and that there are enough tools to replace a flat. It's also not a bad idea to bring an air tank, high PSI tire gauge for heavy duty tires, and a can of spray lubricant for stubborn, rusty trailer hitches or locks.

When hooking up to a trailer, cross the safety chains and connect the breakaway lanyard. Double-check that the coupler is fully seated on the hitch ball, and that the pin is in place. After plugging in the electrical connector, test all the turn signal and brake lights. Cones and other gear can be surprisingly heavy, so tow at an appropriate speed.

Plan the Event

Setting Dates

- Create a calendar of holidays and local events that might compete for volunteers and participants.
- Avoid neighboring RallyCross events if possible. Scavenging entrants from one another reduces the success of both events.
- Confirm that your team of RallyCross volunteers will be available to help on chosen dates. Figure out a primary and alternate for each of the core roles listed earlier.
- You cannot accommodate everyone, especially if site availability is limited. Ultimately, choose dates that give you the biggest chance of a healthy turnout and volunteer support.
- Notify the SCCA of your schedule as soon as the site owner and your region confirm. This gets your event on the radar of any visitors to the SCCA's event search page.
- Last-minute scheduling can reduce an event's chance of success. Potential entrants have busy jobs and lives, and may not be inclined to attend on short notice. Plan and promote well in advance.
- Pencil in a make-up date in case of a weather postponement.

Submitting a Sanction Request

The latest version of the RallyCross Sanction Request plus Safety Plan is available at [SCCA.com/Downloads](https://www.scca.com/Downloads). This is how you officially apply to host a RallyCross, and receive the proof of insurance making it a legitimate SCCA event. The forms ask for details concerning the venue, organizers, safety contacts, and so forth. It will be reviewed by the Region Executive or designee, then by the Divisional RallyCross Steward on its way to the SCCA national office.

Sanction Request Instructions

- **Venue Information:** Event date, a name (example: [Region] RallyCross Event #1), and location. If you are starting up a new RallyCross program or are using a site for the first time, your event may qualify for a sanction fee discount. Contact your Divisional RallyCross Steward for details.
- **Event Officials:** chairperson and contact information, at least one RallyCross Safety Steward, and a tech inspector and course designer. Each person must be a SCCA member. The primary RXSS may not be the course designer, but other roles could be covered by the same person. Assign the roles as best you know right now.
- **Insurance Certificate Requirements:** list the email recipients of the insurance certificate, typically the event chair and the site owner. There are also spaces for listing additional insured individuals if applicable. Within a few weeks of submitting the sanction request, the insurance certificate will be emailed. Make sure it gets printed and posted at the event.
- **Event Site Information:** venue type, approximate course area size, and rough course length. This doesn't have to be exact, but online mapping web sites can help with general dimensions.
- **Agreement to Conditions:** this explains that you must follow the rule book, turn in the sanction request on time, and pay the fee in a timely manner after the event. Have the event organizer and your Region Executive sign off, and forward to the Divisional RallyCross Steward for review and approval. The Safety Plan must be included.

Scanning and emailing these pages is the most common method, but faxing might also be an option.

Safety Plan Instructions

This page must be included in every sanction request. The intent is for it to be posted at the event to outline emergency phone numbers and responses. Take the opportunity to consider what would happen after a serious incident at the event location.

- **Header:** Event name (example: [Region] RallyCross Event #1), event date, SCCA division, and sanctioning region
- **Event officials:** name and cellphone contacts of event officials and land owner, plus site address.
- **Course length and description:** copy from the Event Site Information on the sanction request.
- **Directions from major intersection:** RallyCross events may be held at venues without an obvious address, especially in rural areas. These should be clear directions for any emergency responder to find the site.
- **Emergency Contact Information:** list the phone number for various emergency services in the area. If applicable, list a contact name.
- **Emergency Reponse Procedures:** list the point person and phone number of the individuals charged with making decisions, notifying authorities, speaking with media, and gathering incident-related information.
- **Answer to medical or competitor emergency:** it may be as simple as calling 911 in some areas and providing incident description and directions. Some venues may need additional steps, such as posting someone at an entrance to flag down emergency vehicles. The goal is to spell out what needs to happen for a given site in order to get a emergency response to the scene as efficiently as possible.

Multiple events can be submitted at once if all the of the site and event official details remain the same. List all of the dates on the corresponding lines of the Sanction Request and Safety Plan. Also, let the SCCA know if an event is canceled, postponed, or needs to be changed to a different date. It's best to inform the SCCA of upcoming events as soon as possible so that potential competitors can discover your event on the SCCA.com calendar and plan to attend.

Site Preparation

- Consider the height of grass by the time of the event and what equipment will be necessary to mow it to a reasonable depth.
- If any surface blemishes require smoothing with a tractor and box blade, arrange the work as soon as possible. Loose dirt will be more durable if cycles of rain and drying help “cement” the earth moved. The ground may be easier to scrape during certain moisture levels, so plan accordingly.
- Host a pre-event work day if you need a hand relocating debris or moving brush.

Amenities

- Contact local porta-john providers for prices and availability. Discuss how the units will be delivered into the site based on gate access, and how and when they will be removed.
- If food is not available near the site, look into the ability to provide food on-site. Check local laws, and see if the site owner will allow food preparation or sales. Food truck, grilling, or other meals will keep the event on track during a lunch break.

- Contact photographers willing to help document and promote the event. Local social media consultants or a proficient hobbyist can help spread the word for future events.
- Contact local newspapers and television stations. RallyCross is a novel activity that could be an interesting narrative for a local news station.

Course Design

- Knowing the site plan – paddock, grid, and course – ahead of time will be beneficial to both organizers and competitors. Coordinate with the course designer to get this determined in advance.
- Course design candidates should not be novices. If the person has not performed this role before, prior experience and out-of-region travel are highly recommended. The course designer should also be familiar with the safety guidelines in the *RallyCross Rules*.
- Previous Solo course design experience is portable, and there is much to be learned from Roger H. Johnson's *Solo Course Design Handbook*. Search for it online, or visit Houston Region SCCA's web site to find a copy.
- Course readability is key to minimizing competitor frustration, especially among novices. RallyCross courses do not usually have the benefit of flour lines used as navigational aids at many autocrosses. Visual separation between gates and clear pointer cones should be stressed.
- A course design on paper should be flexible enough to change based on surface hazards or conditions during the day of the event.
- The course designer should slowly drive the general path of the course before setting up cones. This will reveal any roughness or other surprises before investing a lot of setup work that would require time-consuming alterations.

Contingency Plans

- Soggy ground can be rutted up in a way that destroys a surface for future events and angers a site owner. As an event date approaches, consider the amount of recent rain and the what is expected to come.
- There is no rule against hosting a RallyCross if precipitation threatens, and many events have been held in rain and snow. Only lightning or dangerous storms will halt the action.
- Advise your entrants well in advance if you are considering postponement, and tell them when and where they can get the final word. Remember, some entrants have to travel a significant distance, and deciding on the morning of the event is too late to be useful. Post to all of your social media outlets ahead of time.
- Some sites may dry and “recover” rapidly from a modest rain. Get an idea of how well the surface drains and wicks water. Depending on the site, an overnight rain can be no issue or a real problem. Notifying entrants that the event will start a few hours late is an option for sites that drain and dry rapidly.
- Know your minimum headcount to host a successful event based on costs and needed roles. For example, a dozen entrants at an inexpensive venue can have an enjoyable time using creative worker rotation (work two heats, run one).

Promote

Online Registration

- Web-based registration platforms such as MotorsportReg offer free or low-cost registration management that is exportable to your timing software. Online registration is expected and useful to a RallyCross program. Consult your region's registrar to learn about what systems are used locally.
- Not only does pre-registration provide a headcount that helps event planning, but it's also a promotional tool. Registration helps inform and commit people to your event. Seeing other people signed up will encourage others to also sign up and attend.
- Encourage potential entrants to pre-register. It can reduce waiting in the registration line on the day of competition, and allows organizers to generally plan for heat sizes, food needs, etc. Many entrants may already have an account created for other local events, which saves time entering particulars.
- Regions may wish to offer a pre-registration discount. However, do offer registration instructions geared towards novices unfamiliar with your systems.
- Begin the registration landing page with a quick, appealing description of the event. Hook visitors, and offer basic details such as dates and times. Then move into the details of participation, eligibility, venue, and amenities.

Social Media

- Getting the word out in a timely manner is critical. With too little notice, potential competitors may have committed to other plans around work and family.
- News of an event has to reach entrants where they commonly visit. This could be Facebook, your regional web site, local enthusiast forums, and all other electronic haunts. Even if you do not personally like the latest outlets of activity, make sure someone on your team is grooming your digital presence.
- Make regular, visually compelling announcements on social media. Drive potential competitors to your page and make sure to “keep the lights on.” Create a Facebook event, and share relevant articles and pictures. Make your event an excitement engine. There are plenty of tips and how-to articles available on the internet.
- Consider paid promotion on various media outlets. Facebook and other systems have tailored methods to get your message to the right audience.
- Use regional newsletters, mailings, and email distribution lists to promote among the local SCCA membership.
- For liability reason, RallyCross should be advertised as participatory, rather than a spectator sport. It is not a big deal for people to come and watch at most venues, but promote to attract entrants.

Provide Novice Guidance

Eye-catching pictures and video can drive traffic to your program, so be ready to quickly explain what RallyCross is and isn't. Not all interested parties may fully grasp the sport's format or accessibility. First contact may be your web site, social media page, or the event's online registration page. Make sure each of them has a clear route to discovering what you're offering, and how they can participate in their own vehicle. Feel free to incorporate the following sections into your messaging:

RallyCross High Points

- SCCA RallyCross is a test of driving skill on a temporary unpaved competition course marked by cones. Drivers take turns trying to set the lowest times on a circuit typically set up in a local field. Jumps, walls, and other obstacles are prohibited, so most passenger cars like the one in your driveway are ready to compete. It's a taste of performance rally driving with an emphasis on accessibility, safety, and affordability.
- RallyCross is designed to be a legal, low-risk time trial at speeds typically 50 MPH or less. Rather than emphasize raw speed, RallyCross offers an intense driving experience that rewards skilled car control on a twisty course. The potential for damage is kept to a minimum, thus allowing a variety of drivers and cars to participate at low cost.
- No special rally car is needed. Any factory hardtop passenger vehicle passing a basic safety inspection is fine, so your daily-driven sedan on street tires may be perfect for Rallycross. Convertibles must have a factory hardtop attached, and targa or T-top panels must be in place. For safety reasons, rollover-prone vehicles such as SUVs, 4x4's, and many full-sized trucks may not be allowed to compete. If you have any questions about the eligibility of your vehicle, contact an event official before the day of the event.

Getting Ready for RallyCross

- **Prepare for weather.** RallyCrosses can happen in everything from snow to hot, dusty Summer days, so be ready for the outdoors in all conditions. Only lightning nearby or dangerous storms can halt the action mid-event. Torrential rain before an event may cause it to be postponed so that we don't leave the property owner with excessive ruts (it's something we announce that ahead of time). Dress appropriately, and bring water, sunscreen, and bug repellent as the forecast demands.
- **Prepare for competition.** If you do not own a helmet with a recent Snell rating, many clubs have loaners available. Otherwise, you'll need a stock-height car in good working condition, driver's license, and entry fee. Street tires typically need higher pressures than street use normal to prevent sidewall flex. An air tank and quality air gauge are a good investment, as an under-inflated tire can roll over and lose pressure under hard cornering. If you plan to change tires (snow tires are popular and effective), bring thick sheets of plywood to provide a sturdy surface for the jack and jack stands.
- **Event format.** RallyCross is completely volunteer organized and worked. Competitors take turns competing and performing a work assignment, often putting cones back in place if hit. The day begins with signing a liability waiver at the gate (contact club beforehand if a minor) and unloading loose items from the car. There will be a basic tech inspection for items such as battery tie-down tightness, pedal return, wheel bearing play, and windshield integrity. Bring your driver's license and entry fee to registration, and sign up for a work assignment. Make sure to arrive early enough to walk the course on foot, then the club will cover the basics during the drivers' meeting.
- **Competition Time.** Once the drivers' meeting is over, you will either be preparing to race or work, depending on how you were signed up at registration. If it is your "heat" to race, pull your car to the grid or start line area where cars are staged between runs. Be ready with helmet and seat belt in place. The starter will hold you until it's your turn, and then it's up to you. This is the fun part. If you have any trouble finding your way around the course, most regional events will allow you to ride with an experienced driver. It's a great way to see their line and techniques. When you're done and pulling off course, remember to slow it back down to a walking pace as you pull back to your grid spot. Remember to get back into "street" mode at the end of the day. Burnouts,

donuts, street racing, and speeding near the site attract unwanted attention. Help the host region keep the site, and you will be able to enjoy your next RallyCross event, too.

- **Classing and rules.** For scoring purposes, most cars are grouped by drivetrain type (FWD, RWD, AWD) and modification level (Stock, Prepared, Modified). If you have any questions about where your car lands, ask the event organizers ahead of time. Be sure to review the vehicle safety requirements in the RallyCross Rules, available in the RallyCross section at SCCA.com. There you will also find the allowed upgrades and modifications in each category.

Execute

Event Setup

- **First in, last out.** Meet the site owner when the venue is unlocked and locked up, if applicable. A tardy or disorganized event host is not a good first impression. Arriving early also buys time for the unexpected, such as flat tires, gates not being unlocked, and so forth.
- **Get the safety and liability matters settled** so that you can focus on other administrative tasks. Post the insurance form and get the waiver volunteers stationed as soon as possible.
- **Set paddock boundaries.** Use cones, rope, or caution tape, to mark where entrants need to park when they arrive. Otherwise, they may unload their gear haphazardly in grid or course areas. No one likes to re-pack and move after they have already done it once.
- **Assign an expediter to watch the time** and help everyone follow the stated schedule. The event start time will arrive faster than you think. Make regular announcements so that entrants are kept aware of what's happening next.
- **Set out weekend membership forms and any other registration materials.** Speed up the line by allowing everyone to get their paperwork in order.
- **Set out water and coolers.** In warm weather especially, hydration starts early.
- **Work the crowd.** Have a “people” person say hello to everyone, invite questions, and check up on everyone throughout the day. Engaged entrants have more fun and are less likely to get lost.

Course Setup

- The course designer and safety steward may want to slowly drive the course area before course setup to survey current conditions. Avoiding unexpected hazards is easier on the front end.
- The course designer can set up course by staking contractor flags before cones arrive, if early access to the site is a possibility. The more time for review and refinement, the better. Keep an eye on the time so that the event is not delayed.
- Establish the start and finish lines first to allow the timing volunteers to set up and test the timing equipment.
- Have the Safety Steward approve the course for competition. Keep gawkers from entering the course until it is ready for walking, as they can distract the setup process or memorize a course that is not yet finalized and approved.

Registration

- **Attitude is important.** A friendly, inclusive experience is a make-or-break feature of your events. Be patient with newcomers to the sport, and make sure they know what to do next.
- **Manage SCCA weekend membership forms.** Explain the discount on annual membership, and put a positive spin on joining the club. When you give them their portion of the form, it will hopefully be a reminder to participate more in the future.
- **Keep your heats balanced.** Car swaps and walk-up entrants can dramatically alter your original entry list. Have a system to track how many drivers ultimately showed up in each class, and how to evenly divide the run-work assignments. Don't forget to have

even RXSS coverage, too.

Novice Guidance

- **Enlist novice mentors.** When you see a new face, point out people at the event who can help field questions and provide guidance. Registration and course setup may be busy and not have time for an extended conversation, so have a mechanism to keep novices engaged with other participants.
- **Mark the club regulars.** Provide club t-shirts or hats, or perhaps vehicle magnets that say “novice taxi” or “club ambassador.” Even if a new entrant isn't interested in getting driving tips, pointing out approachable individuals will help break the ice and make them feel welcomed.
- **Provide a novice course walk.** RallyCross typically offers a parade lap before each heat, but a guided walking tour of the course can be a great opportunity to engage new competitors.
 - How grid works and how to get to course, and where to return.
 - Explain how the timing beams or hoses work, and where to wait their turn.
 - Simplify the “sea of cones” by pointing out the critical cones related to maneuvers.
 - Advocate looking ahead.
 - Typically leave the car in second gear and worry about other inputs.
 - Focus on improving one or two things every run, rather than worrying about the whole thing. Have a fun, safe experience rather trying to pace the veterans.
 - Emphasize finishing under control and slowing to a walking pace while leaving the shutdown lane. Point out where times can be heard or read.
 - Encourage being a passenger or taking experienced passengers.
 - Explain the route from grid to course and back, and where to return loaner helmets.
 - Confirm when the drivers' meeting starts, and who can answer any questions that they think of later.

Driver's meeting

The drivers' meeting is not just about novice guidance, but getting everyone on the same page. While you have everyone's attention, start off with safety issues, such as weather-specific and venue-specific announcements. This a prime moment to remind entrants to not run with windows down, unless equipped with window nets or arm restraints. Also, deputize corner workers to watch out for course degradation and safety issues. As the event format is explained, encourage timeliness of changeovers, and ask volunteers to stick around and pack up equipment.

Find a sample drivers' meeting checklist in the appendix.

Event Formats

it is customary to have all cars in a given class run during the same heat. If weather changes or the course is adjusted between heats, class competitors will be able to run in similar conditions. RallyCross turnouts can vary widely, but creative organization can provide an entertaining experience for any size.

An especially small headcount may stretch worker positions, but consider three heats in which entrants work two heats and work one. The time working will be no longer than a larger event, and it will cover assignments better. The upshot of a lighter headcount is that multiple course configurations can be run, with an abundance of runs on each.

At the opposite end of the spectrum, a large. Be prepared to advertise course changes on the fly with a dry erase board or similar. A smaller site with many participants may support three heats, which allows the event to run continuously with no lunch break. A benefit of having many volunteers on hand is that there is enough help to operate efficiently.

Competition Time

Start on time, and keep entrants informed of delays if they happen. Take the initiative to check in corner stations, initiate the parade lap, and go “hot” as soon as it's safe.

During large turnouts or soggy weather, be especially aware of the need to make course changes safely and rapidly. The course designer and safety steward should be coordinating and taking input from corner stations. Proactive course changes between sets of runs can minimize downtime and prevent re-runs.

Post-Event

- The end of competition is a time to sign off on a positive note. Announce when results will be read and potential trophies will be awarded. Make an appeal to get help packing up equipment, as well.
- Thank the site owner, entrants, and volunteers.
- Complete the RallyCross Sanction and Insurance Audit Form, available from SCCA.com/downloads. Mail the payment and Weekend Membership forms to the SCCA national office within 14 days.
- Audit and upload the results to your web site for sharing as soon as possible. The days following the event are ripe to attract new attention to future events. Share any write-ups, photos, and videos on social media. Tagging participants and sharing will spread the excitement virally.
- If you have a tractor, smooth dust berms before the next rain to prevent them from hardening into bumps.

Appendix

Sample Organizers' Timeline

Potential RallyCross entrants have busy lives, and will more likely attend events that are well-advertised with plenty of warning. They only see what happens on the day of the event, but much of the work happens months prior. Here is a sample schedule for what needs to be done before a successful RallyCross.

Pre-Work (ASAP)

Learn RallyCross Organization and Norms

- **Read and share *RallyCross Field Guide*.**
- **Attend RallyCrosses out of region.** How does the event flow? What works and what doesn't?
- **Shadow RallyCross and Solo event organizers.** Learn what it takes to turn an empty venue into a safe, fun motorsports event. Also, form relationships with the local volunteers and subject experts already making events happen.

Coordinate Resources

- **Talk to your Divisional RallyCross Steward** about interest in hosting RallyCross. Find out who can help in your neck of the woods.
- **Discuss a RXSS training plan.** Coordinate when and how local volunteers can get RallyCross safety steward training. The divisional steward can guide you in this matter.
- **Get the SCCA RallyCross site acquisition packet, *Making Dirt Work*.** This is a slickly produced folder available from the SCCA. This will help in approaching venues.

Scout People and Places

- **Talk to car enthusiasts and SCCA competitors** about your desire to see RallyCross in your area, and get the contact information who sound interested. Make exploratory interest feelers via forums, social media, autocrosses, and the like.
- **Generate site possibilities.** Ask friends, family, and racing buddies about leads. Avoid immediately cold-approaching a site owner unfamiliar with motorsports, though—first discuss your game plan with someone who has negotiated sites in the past.

Make the Case (four months in advance)

Approach the Host Region

- **Present the idea of RallyCross to your local SCCA region.** Know what you're talking about, and what it can do to enhance your region's membership experience.
- **Create a spreadsheet of event expenses.** Bring an idea of the costs of sanction/insurance (don't forget the new program discount), site rental, porta-potty, consumables such as tow vehicle fuel, trophies, etc.
- **Secure funding and support** from the Regional Board of Directors to pursue a RallyCross program.
- **Discuss date possibilities.** Know the schedule of your home region, and key conflicting dates in neighboring regions.
- **Generate site leads as a team** and plan how to follow up.

Acquire the Site

- **Have a proposal at the ready.** Practice your “elevator speech,” and type up a plan and rough course/paddock map covering what you wish to do. Bring the official SCCA site acquisition materials.
- **Face-to-face matters.** Team up with a “people person” from your region if you’re not a natural presenter or negotiator. The site manager is looking for information, assurances, and reasons why it’s worth their time to even unlock the gate.
- **Preview the site to ensure compatibility.** Driving the ground at low speeds will reveal safety gotchas and logical areas for course, grid, and paddock. Think about how this venue will be covered in the sanction request and safety plan. Don’t forget to take pictures for future promotion.
- **Note amenities.** Explore the closest food, fuel, lodging, and so forth for sharing later.

Assemble the Subject Experts

- **Secure RallyCross safety stewards.** In the beginning, this may mean inviting RXSS from out of region. Make sure you have RXSS trainees lined up, as well.
- **Train or enlist timing and scoring system users.** Not only will a couple of experienced people need to run timing, there should be at least one “power user” on hand to set up and troubleshoot the equipment and software. Will the existing equipment work in a dusty environment?
- **Find quality course designers.** Autocross course setup experience does help, and out-of-region RallyCrossers can be good mentors. These people should be able to work with the RXSS to arrive at a safe, wear-ready result.
- **Engage promoters and social media experts.** If you’re not a whiz with graphics, flyers, and various web hangouts, find help. Promotion is key, and having a polished presence will help attract entrants. Start working up how event graphics will look for Facebook and similar.

Sweat the Details (three months in advance)

Finalize Event Date(s)

- **Get dates sorted with host region.** Officially confirm when club resources and equipment will be used, and how it will get there.
- **Notify SCCA national office of dates,** even before submitting sanction request. This gets you on the calendar of events searched by visitors to the SCCA web site.

Fill Out Sanction Request(s)

- **Assign key roles,** noting SCCA member numbers: event chair, official event RXSS, chief of tech. Also a good time to confirm volunteers for course design and setup, waiver station, equipment hauling, etc.
- **Emergency contacts:** determine who does what in an emergency, and who to call.
- **Acquire signatures.** Send the sanction request and safety plan to the divisional steward for approval last, who will forward to the national office for processing. The insurance certificate will arrive a few weeks later.

Points and Awards

- **Consider a points championship,** and how that might be structured.
- **Awards budget and source.** Determine what kind of mementos or trophies will be handed out to event participants or winners.

Secure rentals and hardware

- **Book porta-johns** if no fixed facilities on site.

- **Make and test timing equipment** enhancements, if necessary to operate in dusty setting.
- **Familiarize yourself with the equipment trailer.** Note location of items and how everything is packed so that you give the equipment back in the correct order and condition. Also note any additional equipment needed for RallyCross.

Promote

- **Notify your audience** when registration opens and final details will be available.
- **Build buzz** through promotional videos, pictures, etc.
- **Talk to local sponsors** and car clubs.

Open for Business (two months)

- **Open Online Registration.** Have all details such as directions, costs, times, amenities, etc. ready to go. Promote the registration link.
- **Confirm arrival of insurance form.** This is a good chance to reach out to the site owner and express thanks again.
- **Secure funding from region for sundries:** final equipment and consumable needs, such as water, cone-marking flags, etc.
- **Confirm SCCA document quantities:** armbands, waivers, minor waivers, and weekend membership forms. Order more if it looks like the region will run out by the day of the RallyCross.
- **Inventory and organize equipment,** consumables, movement, porta-johns, flag stakes, SCCA waivers, trash bags, etc.
- **Hire or volunteer an event photographer and spotter** willing to attend and post their work online afterwards.

Getting Ready (one month)

- **Test T&S equipment.** Make sure you have working gear and the people to run it.
- Work with course designer on final layout of course, grid, and paddock. Share site layout to build excitement and inform entrants on where to enter and park.
- **Use revolving reminders on social media.** Some folks commit early, while others are last-minute planners. Catch them all.
- **Invite questions.** Many potential entrants have never done this activity, and may have questions or hesitations to address.
- **Host a meet-up.** This is a social sport, and a casual burger or meet can get entrants excited and entice new volunteers to help spread the workload.
- **Invite local journalists to cover.** If you're feeling confident in a quality event, see if a local newspaper or television station would like to cover your event. Assign a liaison from your region to be the on-site contact.

Almost there (one week)

- **Purchase consumables** like bottled water, generator fuel, snacks, etc.
- **Reach out to site manager.** Confirm the plan to unlock site and when.
- **Reach out to your volunteers.** Confirm that your course setup, waiver, and registration help will be there early.
- **Make your final registration push** on your established communication outlets. Remind them of links to directions, what to pack, weather-related gear, etc.
- **Set up early, if possible.** If you have a secure site, setting up course in advance can ease your schedule on the day of the event. Even just setting the flag stakes in the ground before the

cones arrive can spread the work load and allow refinements.

- **Review your packing list**, and bring a list of talking points for the drivers' meeting.

Sample RallyCross Packing List

Before You Leave

- Review the event information provided by the region. Will lunch be available, or do you need to bring your own? What time do you need to be there? How much money, and what form of payment?
- Visit the region's web site and social media outlets for any last-minute updates.
- Check the highway department web site for surprise road closures.
- Browse the entry list. Familiarize yourself with new names to help get to know new people.
- Print directions. Cellphone coverage may be limited.
- Batteries charged in phone, cameras, cordless impact, etc. Memory cards ready to record.

Vehicle Prep

- Check fluid levels and street tire pressures.
- If you have separate competition tires, check to see if any went flat since the last event. Sometimes debris can get into the tire bead and cause a slow leak.
- Make sure wheel bearings, steering components, and suspension bolts pass the "shake" test. Wiggle the top of the wheels to check for play.
- Check battery tie-down tightness.
- Check toe settings if you own toe plates.
- Clean magnetic numbers and interior glass.
- Take out any loose junk that you don't need to bring.
- Gas up vehicle.

Stuff to Bring

- Air tank and tire gauge
- Bug spray
- Chair
- Cooler with water
- Entry fee money
- Face cleaner, wipes, etc.
- Food or food money
- Garbage bag
- Glass cleaner and towels
- Gloves
- Hand sanitizer
- Hat
- Helmet
- Jack, jack stands, and wood sheet for soft surfaces
- Lip balm
- Medications, first aid supplies, tissues, etc.
- Spare socks and shoes
- Spare competition wheel/tire
- Sunglasses
- Sunscreen
- Tarp to shield belongings from rain or dust
- Toll cash if applicable
- Tools

- Tow strap
- Wallet with driver's license and SCCA card
- Weather-specific gear (hot, cold, rain, etc.)

Event Organizers

- Consumables such as bottled water, ice for coolers.
- Current SCCA *RallyCross Rules*.
- Print event insurance form and safety plan.
- Bring tape/sheet protector to post insurance and safety plan.
- Spare contractor flags for marking cones.
- Event banner, signs, directional aids.
- Radio batteries charged.
- Pack RallyCross-specific equipment not already in region trailer.

RallyCross Drivers' Meeting Checklist

- **Waivers:** make sure every attendee is wearing an armband that indicates signing the liability waiver. Alternatively, some members may have a SCCA annual waiver “hard card.”
- **Weather-related safety:** hydration, sunscreen, heat and cold exhaustion symptoms, lightning policy, tie down pop-up shelters in wind, etc.
- **Site safety:** drive at a walking pace when not on course, and watch for pedestrians. Stay clear of course, especially the finish lane, unless you're a corner worker. No children under 12 or pets in grid, and pets must be leashed.
- **No smoking** or vaping in grid or course areas. No drugs or alcohol.
- **No burnouts**, drifting, or speeding near the site. Bad behavior can cause site loss.
- **Media safety:** photographers must have an approved spotter in hot areas. In-car cameras must be securely attached, not hand-held. No drones over the site.
- **Passengers:** If the vehicle is equipped with a safe front passenger seat and belts, the region may allow a passenger aged 12+ years and at least 5'7" tall. Passengers must fill out a weekend membership form (no charge) and wear an approved helmet.
- **Designated spectator viewing areas:** where guests can hang out and take pictures without a spotter.
- **Driver safety:** regain control if you spin, don't try to power out of it. Come to a complete stop if you see a red flag, and await worker instructions before exiting course at appropriate speed. Sunroofs closed. Windows next to an occupied seat should be lowered no more than an inch unless window net or arm restraints are used.
- **Identify RallyCross Safety Stewards:** report unsafe conditions to the RXSS. Corner workers should radio in course degradation for RXSS review.
- **Car maintenance safety:** Use jack stands with sturdy wood underneath if working under a car. Wear eye and skin protection when working around chemicals and batteries.
- **Corner worker safety:** no sitting or using phones or cameras. Never turn your back on a car, and watch for the safety of others. Must be standing and ready to move. Hustle to reset cones, but check to avoid running into the path of a car. Dust may obscure vehicles, so pay attention to position of vehicles and cones.
- **Corner captain etiquette:** corner captains should hold red flags unfurled and ready to wave, but bunched in a way that's not waving in breeze. Don't hesitate to stop a vehicle if a stalled or lost car threatens collision, or if there is a mechanical failure, fire, de-beaded tire, or outside intruder wandering onto course.
- **Explain cone rule.** If using contractor flags to mark cone locations, a cone on its side or exposing the flag stake is considered displaced. Corner workers should signal cone count or “safe” motion to corner captain. Drivers allowed to stop and point out displaced cone, and get a rerun.
- **Event format:** number of runs, duration of lunch break, class groupings.
- **Important reminders:** Where to get loaner helmets, ask questions, check in for work assignment. Stick around for awards and pack-up.

Welcome to RallyCross

New here? Follow this list, and you'll be a natural.

- **Sign the waiver at the gate and get an armband**

Everyone on site must sign the liability waiver, competitor or not. Also, everyone under age 18 needs parental consent (both parents or guardians) on a minor waiver.

- **Park in paddock and empty your car**

Look for a spot not occupied by someone's gear. Take out the floor mats or anything else that can move. Empty the trunk of the spare tire, jack, and so forth.

- **Tech Inspection**

A club volunteer will check your car for obvious dangers, such as loose wheel bearings, steering wheel play, brake pedal that sinks to the floor, or anything that looks unsafe for RallyCross conditions. Targa tops, T-tops, and convertibles hardtops must be securely fastened.

- **Get registered**

Go see the people behind the computer screen and have your driver's license and entry fee handy. If you're not a SCCA member, fill out a weekend membership, which will make you an official, insured SCCA member for the next five days. Keep your copy of the form to turn in for a \$15 discount on annual SCCA membership.

- **Get a work assignment**

SCCA RallyCross is completely staffed by the same people competing in the event, which is how we keep this safe and affordable. There will be two heats, and you will drive in one of them and work the other, often on course.

- **Put number and class letters on each side of your car**

Your car needs to have visible numbers and class lettering on each side so we know who's driving. Don't focus too hard on this "class" thing now. You're here to have fun (and be safe).

- **Walk the course**

Everyone is allowed to look at the course on foot before competition time. Find the start line, and get an idea where the course goes. These events frequently have a parade lap behind the wheel before competition begins, as well.

- **Attend the drivers' meeting**

This is mandatory. Since you're new, actually pay attention, too. We'll go over safety, cone penalties, and all the other RallyCross basics.

- **Get ready to either run or work**

You're probably signed up to work either the first heat and run the second heat, or vice versa. If you are running in the first heat, bring your car to grid and pick a spot. If you are working this heat, come to the back of the trailer and get checked in.

- **Second heat**

Workers and drivers swap from the first heat. Simple enough.

- **Lunch break**

We will usually have a break around midday that lasts 30-45 minutes. Listen for announcements, watch the clock, and be back on time so that we're not looking for you.

- **Help clean up**

After the runs are complete, all the cones and equipment have to get packed up. The more people help, the faster this gets done.

- **Awards**

The results will be tabulated while the course is getting stacked up and loaded. Stick around and see where everyone placed.

- **Drive home safe**

No burnouts, donuts, speeding, or anything dumb while leaving. That is a good way for us to lose a venue, and those are hard to come by.

Novice Tips

- **Prepare the car.** Most regular street tires need more air than prescribed by the sticker in the door jam. Also, some drivers find better control by moving the seat forward a notch closer than their relaxed road driving position.
- **Prepare yourself.** Stay hydrated (water, not sugary stuff) and eat light snacks to keep your focus and energy. Dress and prepare for changing conditions. If you're comfortable and alert, your driving will be sharper.
- **Smart course walks.** If you can't remember where the course goes, walk it again. This may mean getting in a course walk while not distracted by friends. If you're intimidated by the amount of cones, know that most of them are "filler" that just define boundaries. Experienced drivers pick out the select cones that actually define vehicle maneuvers, and mentally note those.
- **Smart corner working.** Look behind the car for downed cones, not just at the car itself. Staying focused also helps learn from differences in driving styles. What are the quick drivers doing compared to the slower-looking drivers?
- **Look ahead.** This is the number one driving tip. Cars cover ground quickly, and watching only the cones right in front of your vision will not leave you any time to anticipate maneuvers. Knowing what's next will help dial in the right steering and speed inputs, and sooner. Practice looking further down the course and your brain will process the rest.
- **Second gear.** Shift to second gear and leave it. Most cars will go RallyCross speeds without having to up-shift to third. Not only does staying in second keep your focus on driving, but it's faster in most cases. Shifting eats time.
- **Stay ahead of the car.** If the front end of the car is washing out or the back end is sliding beyond your control, dial it back. Staying in control will regain some space and grip for negotiating the course efficiently. Overworked tires and exaggerated driving can slow you down.
- **Talk to new people.** This is half competition, half social event. You will have time to chat with fellow gearheads all day long, and you will see many of them at every event. Before long, you'll make a lot of friends and learn a lot of new things.
- **Experienced drivers are resources.** Take rides with the faster people to see what they are doing, and take a passenger who can offer constructive criticism. Most people will help if asked.
- **Lowest cumulative time wins.** Having the highest MPH or the most exciting slide isn't always the fastest.
- **Baby steps.** After a run, think about one thing you might change on your next run, how you might counter a mistake made, or apply a tip from someone else. The fastest drivers got that way from experimentation and incremental improvement over time, and started out just like you.
- **Have fun.** Don't lose sight of why you're here, even if you get frustrated or lost. Your goals should be improving and enjoying yourself. Being the most "competitive" can come later. Keep coming back and getting that seat time!

Guest Handout

Welcome! You are at a RallyCross hosted by the Sports Car Club of America.

What kind of event is this?

This is SCCA RallyCross, where drivers compete on an agility course marked by cones. Entrants compete one at a time against the clock, and get a set number of chances to set their best total time without hitting cones. Cars are grouped into classes of similar performance and modification level, and drivers seek to set the fastest time in their class.

How much does it cost to watch?

Watching is free. We just ask that you observe the safety guidelines printed on reverse.

Is this legal?

This event is fully sanctioned and insured by the Sports Car Club of America, one of the largest motorsports organizations in the world. It is run in accordance with SCCA rules to ensure safety, competitiveness, noise compliance, and other measures of quality. Events are held with the full cooperation of the site owner.

Is this safe?

Our guidelines require entrants to not encounter speeds and obstacles greater than found on public roads. We strive to minimize danger to participants and guests, and our one-at-a-time format has a great history of low-risk skills building and driving fun.

How much money do you win?

Class winners typically earn bragging rights and maybe a trophy. As a non-profit club, events are administered by volunteers, and competitors staff all work positions. This makes SCCA RallyCross a highly affordable and accessible means to join the world of motorsports.

Who is allowed to compete?

Generally anyone with a driver's license and hardtop passenger car in safe working order can pay a modest fee and enter. The sport is family-oriented, and often features examples of spouses, siblings, and children competing against one another. In some cases, minors with a permit are allowed to compete with parental permission and participation.

Can I ride as a passenger?

One passenger of minimum age (adult or aged 12-17 with both parents/guardians signing waiver) and height (57 inches or taller) is allowed to ride as a passenger on a run, and there is no cost. Many drivers are happy to let you ride, and it is a great way to see what the sport is all about. However, there are some simple safety requirements on the reverse side of this sheet that we ask you understand and follow.

What kind of car would I need to compete?

If you have a passenger car, we likely have a place for you. The only exceptions for stability reasons are 4x4's, two-wheelers, ATVs, certain SUVs, or anything with a high center of gravity. We have classes accommodating cars with a variety of performance and modification levels, from stock family sedans to purpose-built rally cars. Convertibles must have factory hardtop, and targas and T-tops must be in place.

How can I find out more?

Visit <http://www.scca.com/> and click "Find Your Fun" to read more information about our club.

Safety First!

Your safety is our first priority. Preventing injuries allows us to continue holding fun and affordable events. If we ask something of you, it's not personal. We just want to keep everyone safe.

Please...

...remain in areas designated for viewing.

...no smoking, children under age 12, or pets in grid.

...do not congregate in grid, as it is an active area.

...watch for cars coming and going. It's much easier for you to see them than vice versa.

...keep pets on a leash, no matter how well-behaved they are.

...no burnouts, donuts, or speeding near the site. We can only hold events with cooperation from neighbors and the community, and poor behavior could shut down our sport permanently.

Riding as Passenger

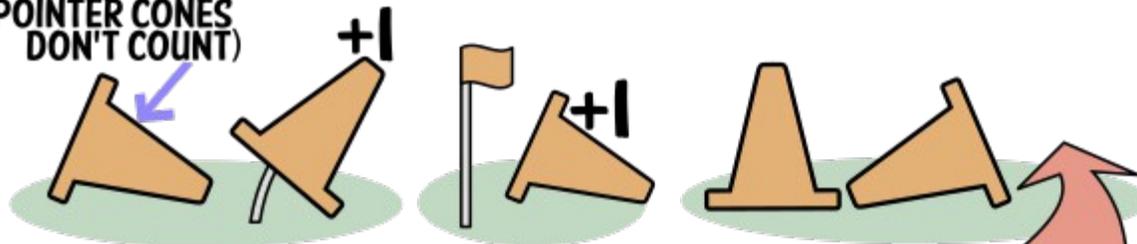
- Must have filled out a SCCA weekend membership form, available from the waiver station or timing trailer. There is no cost for you. Just write "passenger" on the form. This is required for SCCA safety compliance and insurance coverage.
- Must be at least 12 years old. Anyone under age 18 must have both parents/guardians sign a minor waiver.
- Must be wearing an approved Snell-rated helmet. No "shorties," bicycle helmets, etc.
- We have loaner helmets that you can borrow. We have a limited number to share, so just remember to return it as soon as you are done with the run.
- If you have a helmet and don't know if it meets minimum specification, just ask an event official and we can verify. Later Snell motorcycle and auto racing ratings are the most common, and will have a Snell sticker inside the liner. DOT rating alone is not sufficient.
- Have all seat belts in place, and keep all hands and arms inside the car.
- No handheld cameras, phones, drinks, or other loose objects. Anything not securely mounted can become a projectile.

Photography

In designated viewing areas, you may take photos and videos without a spotter. With a dedicated spotter and approval of an event RallyCross Safety Steward, a photographer may be in course areas. Event course workers may not act as spotters.

WORKING A RALLYCROSS COURSE

(POINTER CONES DON'T COUNT)



PENALTY: FLAG STAKE SHOWING

PENALTY: CONE KNOCKED OVER OR FLAG SHOWING

PENALTY: MISSED GATE

DO: stand | spread out | reset cones fast as safely possible | watch for rutting
DON'T: sit down | turn your back on a car | take pictures or use phone



KEEP RED FLAG BUNCHED, READY TO WAVE...AND STOP COMPETITOR HEADING TOWARDS DANGER!

RADIO ETIQUETTE EXAMPLE

Corner Capt: Control, this is Corner 1.

Control: Go ahead Corner 1.

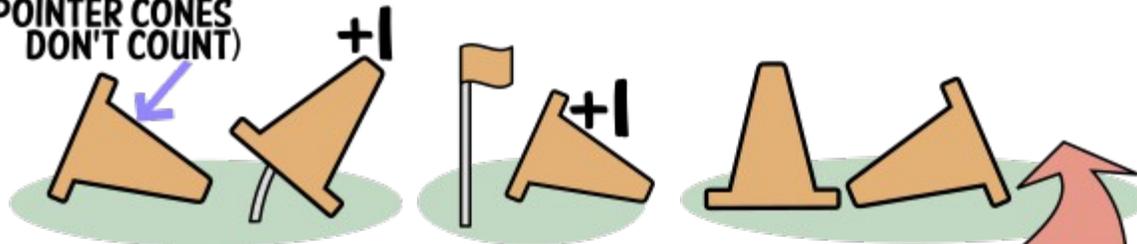
Corner Capt: One cone on number 36 PF.

Control: Copy one cone on 36 PF.

RADIO SAFETY TO REVIEW ANY COURSE DEGRADATION.

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