2022 SCCA ROADRALLY RULES

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SCCA RoadRally

Rule Book

2022 Edition

SCCA® Rally Department
6620 SE Dwight Dr.
Topeka, KS 66619
www.scca.com

Sports Car Club of America

January 21, 2022

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Welcoming Environment Statement

The Mission of the SCCA® is to fuel a safe, fun and exciting motorsports experience for automotive enthusiasts. The Club's Vision is to be the preferred motorsports community in the United States, built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA, which include:

Excellence: The Spirit of a Competitor

Service: The Heart of a Volunteer

Passion: The Attitude of an Enthusiast

Team: The Art of Working Together

Experience: The Act of Wowing our Community

Stewardship: The Mindset of an Owner

The SCCA strives to ensure ALL participants at its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants, and will make every effort to maintain an environment that is free of harassment, discrimination and any behavior that interferes with a safe, fun and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events when representing the SCCA in print or electronic media.

SCCA President & CEO Mike Cobb said, "As a member-based organization that is approaching its 75th Anniversary, it is important for us to grow and evolve to better serve motorsports enthusiasts while leveraging the core DNA of the Club. And while the spirit of competition is essential to this Club at its core, it's also important to understand we are all members serving one another with the aim of delivering a great motorsports experience.

"Our new welcoming language is simply an extension of our updated Mission and Vision and is intended to remind us that we are indeed a community of individuals who all love having fun with cars," Cobb continued, "and it is the duty of all SCCA members -- staff, leadership, officials, members, etc. -- to deliver an environment and an experience that is welcoming to all who choose to participate."

The Sports Car Club of America®, Inc., founded in 1944, is a 67,500-member motorsports organization that incorporates all facets of autocross, rally and road racing at both Club and professional levels. With headquarters in Topeka, Kansas, the SCCA annually sanctions over 2,000 events through its 116 Regions and subsidiary divisions. Much of the SCCA's activities are made possible with support from the following Official Partners: Hagerty, the Official Insurance Partner of SCCA; Hawk Performance, the Official Brake Products of SCCA; Sunoco, the Official Fuel of SCCA; and Tire Rack, the Official Tire Retailer of SCCA. To learn more, please visit **www.scca.com**.

Foreword

Effective January 1, 2022, all editions of the SCCA ***RoadRally***™ Rules (RRRs) are superseded by the following RRRs. The SCCA reserves the right to revise these RRRs, to issue supplements to them at any time, and to promulgate special rules in an emergency. It is expected that contestants and organizers alike refrain from laborious, obscure, or illogical interpretations of these Rules.

Portions of these rules differing significantly from the previous edition are denoted by a solid bar in the left hand margin next to the line(s) which have been added, omitted, or changed. An example of this "change bar" is at left.

Electronic and printed editions of the RRRs are available. The electronic edition may be updated during the calendar year and will be available on the SCCA web site. The electronic editions take precedence over the printed edition. Express permission is granted members and others to transmit and use the electronic editions for purposes related to SCCA ***RoadRally***™ activities.

It shall be understood that the (™) mark and/or (®) mark that reference ***RoadRally***™, SCCA®, and *SportsCar*® shall be consistent throughout this rulebook without further notation.

Questions concerning these RRRs should be addressed to the ***RoadRally*** Board or the Rally Department, as listed in Article 1.

Finality of Interpretation and Application

The interpretation and application of the RRRs by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members (including competitors and officials) expressly agree that:

1) Determinations by SCCA officials are non-litigable;
2) They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination, and;
3) If a member, competitor, or official initiates and/or maintains litigation in violation of this provision, that member, competitor, or official agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

ARTICLE 1 OFFICIALS

A) SCCA ***RoadRally*** Board (RRB)

The RRB is responsible for providing enjoyable *RoadRally* competition, emphasizing safe, considerate use of the highways, precise directions, and fair competition. The RRB shall monitor the execution of approved rules and standards for all SCCA sanctioned rallies, but particularly National Touring Rally (NTR), Divisional Touring Rally (DTR), National Course Rally (NCR), Divisional Course Rally (DCR), National GTA Rally (NGR), and Divisional GTA Rally (DGR) events. Refer to www.scca.com for a current listing of members of the RRB. Except as noted, the RRRs do not apply to Treks. Trek Rules are included on the RoadRally Rules & Documents page of **www.scca.com**.

B) SCCA Rally Department

The SCCA Rally Department is responsible for the administration of the SCCA ***RoadRally*** program.

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C) Delegation of Powers

1) The RRB shall have the right to delegate powers and appoint such personnel as may be required to effect its purpose and to assign duties and powers to them.

2) A Divisional ***RoadRally*** Steward (DRRS) shall be appointed by the RRB in each SCCA Division (subject to approval of the Board of Directors) for the purpose of coordinating and administering the SCCA ***RoadRally*** program in the Division. Refer to www.scca.com for current Divisional ***RoadRally*** Stewards (DRRS).

3) A ***RoadRally*** National Events Committee (NEC) shall be appointed by the RRB for the purpose of promoting, coordinating, and administering the SCCA National RoadRally Championship program, to serve as the liaison to the National level events, and to advise the RRB on proposed changes to the RRRs and the RFOs. The NEC is a sub-committee of the RRB and reports to the RRB.

4) A ***RoadRally*** Regional Development Committee (RDC) shall be appointed by the RRB for the purpose of coordinating and administering the promotion and expansion of the SCCA ***RoadRally*** Regional program. The RDC is a sub-committee of the RRB and reports to the RRB.

5) The RRB shall appoint a three-person ***RoadRally*** Disciplinary Committee, if required. No member of this Disciplinary Committee may be a current member of the RRB.

ARTICLE 2 *RoadRally* RULES (RRRs) AND RULES FOR ORGANIZERS (RFOs)

A) National ***RoadRally*** Rules

These RRRs shall govern all National SCCA Rallies. This includes NTR, NCR, and NGR events. Each rule herein shall apply to all the above types of rally unless specifically noted otherwise, e.g. by the notation NTR only, NCR only, NGR only, or NCR and NTR only.

B) Rules for Organizers

A set of RFOs (available from the Rally Department) for SCCA ***RoadRally*** events is to be used for the organization and conduct of National SCCA Rallies. Organizers are responsible to the RRB for adherence to the RFOs. The RFOs shall not serve as a basis for claim by contestants.

C) Revision of RRRs and RFOs

The RRB reserves the right to make such changes in these RRRs and appendices as may be deemed necessary or advisable.

D) ***RoadRally*** Rules applicable to different levels of events

The organizers of Divisional and Regional Rallies are encouraged to maximize the usage of these RRRs and the RFOs in conducting a Regional ***RoadRally*** Program. See Appendix A for a table showing the three levels and applicable sections of these RRR's. Exceptions may be granted by request. Handbooks, forms, and other assistance are available from the SCCA Rally Department.

E) Safety Pre-check

All SCCA sanctioned road rallies, except Treks, must have a safety pre-check performed by a qualified *RoadRally* Safety Steward. This person may not be the rallymaster of the event and must hold a Safety Steward license at the time of the pre-check.

ARTICLE 3 ACCEPTANCE OF RRRs AND RFOs

A) By the Rally Committee

Each committee that undertakes to organize an SCCA National ***RoadRally*** shall be acquainted with these RRRs and with the RFOs and shall be bound by them. Application for SCCA-sanction shall constitute evidence of acceptance of this provision.

B) By the Contestant

Each entrant in an SCCA National ***RoadRally*** shall be deemed to be familiar with these RRRs and shall be bound by them; participation shall constitute evidence of acceptance of this provision.

ARTICLE 4 SCCA-SANCTION

A) Definition of an SCCA ***RoadRally***

1) An SCCA ***RoadRally*** in the National championship series shall be an automotive test in which skillful and thoughtful driving and navigational skills are stressed. For NTR, DTR, NCR, and DCR only each vehicle must individually follow a prescribed common route at specified legal and reasonable average speeds.

2) **NTR and DTR Only -** Events shall contain no course following or timing 'traps'. The route instructions shall be completely straightforward, so that the entire emphasis of the competition shall be to remain on time on a clearly defined course.

3) **NCR and DCR Only** – Events may contain course following and timing exercises ('traps').

B) Duration

1) The requirements for time, distance, and number of timing controls for all rallies are detailed in Appendix A.

2) Decisions to discard parts of the rally will not be a basis for de-sanctioning the event even though the discard causes the rally to be less than the above minimums.

3) Any SCCA-sanctioned ***RoadRally*** shall be so constructed as to ensure that participants will not be required to be on the road more than 16 hours in any 24-hour period. In each 24-hour period containing a major phase of a rally there shall be a rest stop of at least eight consecutive hours.

C) Application for Sanction

Any event proposed as a NTR, DTR, NCR, DCR, NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs.

A region may have a maximum of 4 rally equivalents (1 rally equivalent = 10 points) per series within a 7 day period.

An SCCA Region desiring sanction for an SCCA ***RoadRally*** Championship National rally must submit a calendar date request to the Rally Department at least four months in advance except in the case of a triple event (non-concurrent) proposal which requires a nine month advance request.

A sanction request for a Divisional rally must be submitted at least 45 days prior to the event. Divisional Course rallies must submit a draft of the event's GIs with the sanction request. A committee deemed as "new" is further explained in the RFOs. The Rally Department, in conjunction with the RRB, will determine whether the rally should be calendar listed, and if the calendar listing is disapproved, the Region will be advised of necessary changes to permit calendar listing.

At least 90 days prior to the proposed National ***RoadRally***, an SCCA Region (in applying for sanction) must submit to the RRB, via the Rally Department, a detailed description of the proposed event, a draft of the event's GIs, and requests for any exceptions to these RRRs.

The RRB, as part of the sanctioning procedure, will determine the number of pre- checks required. This determination will be made within ten working days after receipt of the sanction application. **All pre-check expenses are to be handled directly by the conducting Region.**

The RRB specifically reserves the right to refuse calendar listing or sanction of a proposed National ***RoadRally*** if, in the opinion of the RRB, the rally appears not to conform to required standards. The RRB reserves the right to withdraw a granted sanction at any time prior to the running of an event if, in its judgment, the event committee has failed in important respects to conform with these RRRs, the RFOs, or any recommendation of the RRB, or to observe their spirit, or if it believes the rally will fail to meet required standards. It reserves the right to withdraw sanction after the running of the rally when, in its judgment, such withdrawal is necessary or advisable in the interests of the contestants. Application for National ***RoadRally*** status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

The prohibition against co-sanctioning and/or co-sponsoring events by SCCA shall not prevent cooperation by SCCA Regions with

other organizations provided that the events are controlled by the sanctioning region, and are conducted in accordance with SCCA rules and regulations pertaining to the event.

ARTICLE 5 ANNOUNCEMENT TO MEMBERSHIP

A) General Announcement

Each calendared NTR, DTR, NCR, DCR, NGR, or DGR will be listed on the SCCA website. The committee should provide a flyer and entry form no later than two months prior to the closing of entries.

B) Special Announcements

Mailings of announcements, publication in Regional newsletters, and other forms of event advertising are optional, but encouraged.

C) Announcement of Accommodations and Meals

In addition to other information made available in advance to prospective entrants, the rally committee shall provide full information describing available hotel accommodations and meals. If a package plan including hotel rooms and meals is offered, it must be optional and not be integrated with the entry fee; however, it shall not be necessary to offer any part or parts of a package plan separately. When an entrant chooses to forego the package plan he need only pay the required entry fee and shall assume all responsibility for obtaining his lodgings and meals.

ARTICLE 6 OFFICIAL OBSERVER

A) Designation and Eligibility of Observer

The Event Chair, in consultation with the RRB Liaison, shall appoint a qualified contestant as the Official Observer.

B) Duties of the Observer

The Official Observer shall:

1) Ascertain whether the rally has conformed to both the letter and spirit of the RRRs and RFOs.
2) Receive claims and claim fees from contestants.
3) Convene and chair the claims committee.
4) Promptly render a written report of findings to the Rally Department, along with any claims and claim fees.
5) Perform any other duties assigned by the RRB.

Note: The Official Observer must participate as a contestant in the rally. Contestants are invited to call to the Official Observer's attention anything they feel should be included in his report; however, they must

not ask the Observer to adjudicate any matter nor to carry communication between them and the rally committee.

The Rally Chair and the Rally Committee shall not require the Observer to adjudicate any point at issue, but the Observer may, if requested, give his opinion on the matter. The Observer shall serve on the rally claims committee as the non-voting Chair. In the event that the Observer enters a formal claim he shall designate another qualified rallyist as his substitute during its consideration by the claims committee. As part of his report, the Observer shall describe any violations of the RRRs giving his opinion as to the severity of each violation and whether the violation was inadvertent or intentional and provide an overall assessment of the handling of claims.

ARTICLE 7 RALLY AWARDS

A) Class Trophies

Suitable trophies, one for each crewmember, shall be awarded to the highest placing crews. The number of pairs of such awards in each class shall be equal to not less than 10% of the number of entries in each class.

B) Supplementary Trophies

Additional awards for novice, long-distance, marque, sportsmanship, teams, or others shall be at the discretion of the Rally Committee.

ARTICLE 8 ANNUAL *RoadRally* CHAMPIONSHIP

A) Eligibility

Only SCCA members in good standing at the time of the event shall be eligible to receive points from that event counting toward the annual ***RoadRally*** National Championship. Weekend members can accumulate championship points, but must obtain an annual membership by November 1 of the current year to be eligible for year-end awards.

B) National Champions

1) Championship points and awards shall be made to SCCA members competing in SCCA ***RoadRally*** Championship Tour, Course, and GTA events. The competition year begins on January 1st and ends on December 31st.

2) Each year, there shall be three National Championship Series. The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NGR and eligible divisional GTA events. Points and awards shall

be made to SCCA members competing in and working these events. Points earned through competition in one series are not transferable to any other series.

3) The SCCA shall recognize National ***RoadRally*** Champions as follows:
   Course: Class E (Equipped), Class L (Limited), Class S (Stock)
   Tour: Class E (Equipped), Class L (Limited), and Class S (Stock)
   GTA: Class EX (Experienced)

4) Champions in each Class shall be determined by the accumulation of points earned in SCCA ***RoadRally*** championship events. Points shall be assigned per Article 8.C), defined as one equivalent. Points earned on a National event shall be double the points assigned in Article 8.C), defined as two equivalents. Contestants may count the best ten (10) of the first fourteen (14) equivalents entered in each series. Contestants may accrue a maximum of 100 points in each series.

5) If for any reason, an entrant does not wish to have points from an event count toward the Championship, they **must** notify the SCCA Rally/Solo Department and the Official Points Keeper **by email no later than 48 hours before the opening of on-site registration**. Lacking such notification, entrants will be deemed competitors for points in any event started, in accordance with this Article. Notification may not be revoked. Conditional non-declarations are not allowed.

C) Points Scoring System

Points shall be awarded only on the basis of finishing position in rally class and not on the score of any individual section of a rally or in a supplementary event. In case sanction of a rally is withdrawn retroactively, such rally shall be deleted from the annual championship scoring.

Each member officially starting a National ***RoadRally*** shall be awarded a number of points based on the car's finishing position in rally class according to the schedule set forth hereafter. In case of a tie for a position, the points for that position shall be awarded equally to each competitor and the contestants following shall be shifted down in position by the number of cars tied. For example, three cars tied for second place would receive eight points each and the next placing car would then receive the fifth place points.

In cases where multiple events are conducted concurrently, a competitor may enter only one.

The Chair of an SCCA ***RoadRally*** Championship event may identify up to four persons who have participated in the event in the capacity of

Chair, Rallymaster, or pre-check crew member to receive worker points for that event. Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). If a series is not selected, the points will be applied to the series of the worked event, or at the discretion of the Official Points Keeper. Once the Chair has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. An individual may be awarded a maximum of 20 worker points per class in each series each season.

Points are awarded as follows for each event:

Position	Points	Position	Points
1	10.0	14	1.3
2	8.0	15	1.2
3	6.0	16	1.1
4	5.0	17	1.0
5	4.0	18	0.9
6	3.0	19	0.8
7	2.0	20	0.7
8	1.9	21	0.6
9	1.8	22	0.5
10	1.7	23	0.4
11	1.6	24	0.3
12	1.5	25	0.2
13	1.4	26 & lower	0.1

Divisional rallies count as one event. National rallies count as two events.

D) Championship Awards

At the conclusion of the competition year, contestants who have not met the eligibility requirements described in Article 8A will be removed from the standings. Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall not be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series.

E) Manufacturers' ***RoadRally*** Championship

There shall be an annual competition for all automobile manufacturers in SCCA ***RoadRally*** National Championship series rallies. A marque shall be scored based on the top six overall finishers in the event as

follows: 10, 8, 6, 5, 4, and 3. National rallies shall count as two events. This award shall include all events in all three series combined into one championship year.

F) Points Records

RoadRally National Championship point's standings shall be administered and maintained by the Official Points Keeper. For a national event it shall be the duty of the Chair of the rally committee to send to the Rally Department, via postal or e-mail, the final official results, the list of workers to receive worker points, and a complete entry list with addresses of participants, membership status, and make of vehicle. If these items are not sent within 15-days of the event (based upon the postmark or timestamp) the organizers are subject to a fine of $50.00.

For a Divisional event the organizers, their region, or any event competitor shall report results to the Official Points Keeper. SCCA official result forms should be used, but the results must clearly state the classes of competition, the full names and the SCCA membership status of all competitors, and the car manufacturer for each entry, as well as the list of workers to receive worker points.

If event results are not received within 45 days of the event, or December 31 (whichever occurs first), the event shall not count toward the SCCA ***RoadRally*** National Championship Series.

ARTICLE 9 INSTRUCTIONS

A) Provisions for Special Rules

A ***RoadRally*** may have, incorporated in its General Instructions (GIs), its own special rules supplementing these RRRs.

B) Precedence of Special Rules

Should an event's special rules conflict with these RRRs, the event's rules shall normally take precedence, by virtue of their specialized nature, provided that such conflicting special rules have been approved and are identified as exceptions in the GIs.

C) Issuance of GIs

The GIs (including any special rules applying to the event) shall be in writing and shall be sent to each driver and navigator at least 14 days prior to the date of the rally. It is required that committees have General Instructions available at registration.

D) Questions from Contestants

Contestants may submit written questions concerning the GIs. These questions must be received prior to the opening of registration unless the event's GIs specify an earlier deadline; if possible they should be worded so as to be answerable "yes", "no", or "does not occur". These written questions and their responses shall be posted prior to the opening of registration and nothing added thereafter. Responses are solely for the purpose of clarification. They may not supersede, add to, modify, or conflict with either the rally GIs or the RRRs. However, should a question possibly disclose a point overlooked by the committee, or be judged by the committee to require special handling the matter shall be dealt with in supplementary GIs issued to all contestants. Questions shall not be answered in such a manner as to provide confidential information to only a limited number of contestants.

E) Content of GIs

1) The GIs for a ***RoadRally*** shall contain all rules and regulations (including special regulations) governing the rally, together with detailed data concerning timing and scoring procedures, penalties, awards and other information essential to the contestants understanding of the event.

2) The GIs shall also contain a glossary, listing and defining all terms (including abbreviations and symbols) used in the route instructions having a special meaning, other than those listed in Article 27 (Glossary) of these RRRs, giving particular attention to local usage and colloquialisms.

3) In addition, where a hotel serving as rally headquarters has any special rules or policies, such as a rule governing the form of guests' attire in its public rooms, the rally committee shall convey such information to the entrants through the GIs.

4) Following the course

a) NCR ONLY - Unless clearly stated in the event's GIs, the only methods for following the course shall be as described in Articles 24 & 25, Glossary, and the event's General Instructions and Route Instructions. The basic type of route instruction to be used in an NCR event shall be numbered route instructions (NRI). Article 25.A contains the conventions related to the execution of actions in such instructions. If other NRI are to be used in a given event or if other types of route instructions are to be used in conjunction with NRI, the event's GIs must include complete information concerning the overlap of the various types of route instructions, priority of execution of route

instructions, and all other information necessary for correct utilization of such instructions.

b) NTR ONLY - Unless clearly stated in the event's GIs, the only methods for following the course shall be as described in Articles 22 & 23, Glossary, and the event's route instructions. The only type of route instruction to be used in an NTR will be NRI. The conventions related to execution of actions in such instructions are contained in Article 23.A.

c) NGR only - Unless clearly stated in the event's GIs, the only methods for following the course shall be described in Article 26, Glossary, and the event's route instructions.

5) Notwithstanding the provision of the first sentence of this section, it shall not be necessary to include in the rally GIs a reprint of these RRRs, with which all entrants are presumed to be acquainted.

F) Issuance of Route Instructions

Route instructions shall be issued to each crew at least 30 minutes before the start of the first phase of the rally that they cover. The issuance of route instructions shall follow an orderly procedure designed to ensure all crews have equal amounts of time to study the information contained in the instructions. Two sets of route instructions shall be available to each crew. Special instructions, note instructions, etc., issued at a control are not subject to the 30-minute requirement specified above.

A rally crew's leaving the starting line of the first phase of the event covered by a particular set of route instructions will be construed as evidence that they are satisfied with the completeness and legibility of the route instructions issued to them.

G) Content of Route Instructions

All information issued to contestants regarding route following and the execution of various phases of the event shall be in writing.

ARTICLE 10 ENTRY REQUIREMENTS

A) Entry Form

1) Application for entry in an SCCA ***RoadRally*** shall be made by means of an official entry form, to be furnished by the rally committee. The form shall contain or be accompanied by full instructions for its submission, and shall mention the date of closing, if any, of entries.

2) The following statement must appear on the entry form and be signed by the driver: "The entrant warrants that an auto insurance policy in conformity with Article 14.C) is in force for each vehicle entered".

B) Number of Contestants per Crew

Each vehicle participating in an NTR or NCR shall have two and only two participants. Each vehicle participating in any other SCCA ***RoadRally*** event shall have at least two participants, but no more than can safely be carried in the car (generally determined by the number of available seat belts). Event GIs may also specify any limit within this range. Children ten years of age and under may ride with their parent(s), without counting against the maximum limit of 2 participants. Any participant under the age of 18, however, must have a minor waiver signed by both parents. Trek events may have one participant.

C) Driver's License

Drivers shall be required to certify that they hold a valid automobile operator's license for the state in which they reside as of the date of the event.

D) Drawing for Numbers

Numbers for competing vehicles shall be assigned as a result of drawing(s) conducted by the rally committee. The first drawing shall be held no earlier one month prior to the event. All entries received after the final announced drawing shall be assigned the lowest available number in order of receipt. Once assigned as specified in this section, a car number shall not be changed at the request of, nor for the convenience of, an entrant.

E) Car Registration

Each entrant must certify that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the owner's permission.

F) Substitution of a Crew Member

Substituting, for any reason, another person in place of either member of a crew originally entered in a rally after the car has departed from the starting line of the first phase of the event shall result in a score of DNF (did not finish) for the car and its crew members.

G) Liability Release

All entrants, rally committee members, and workers in any SCCA ***RoadRally*** must sign a waiver at each event.

H) Substitution of Vehicles

A different vehicle from the one originally entered may be substituted, in case of an emergency, upon notice to the rally committee before the close of registration and safety inspection.

I) Unsuitable Vehicles

A rally committee shall have the right to refuse entry for any vehicle that would, in the committee's opinion, be incapable of negotiating the course safely. In rejecting such an entry the committee must give the entrant immediate notification along with the option of securing a suitable vehicle.

J) Display of Commercial Advertising

All competing vehicles in an SCCA ***RoadRally*** may be required to carry event sponsor advertising supplied by the organizers (such advertising must be approved in advance of the event by the RRB). All commercial advertising displayed on the competing vehicles must be in good taste, subject to the discretion of the event organizers.

K) Refusal of Entries

SCCA reserves the right to bar any member or non-member from participating in the SCCA ***RoadRally*** championship program. A rally committee shall have the authority to accept or reject an entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible and, if possible, at least five days prior to the event. A copy of the notification, together with a supplemental and confidential statement of the reason(s) for the denial of entry, shall be forwarded to the RRB.

L) Assumption of Risk

RoadRally is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, navigator, and crew members.

The participant agrees that by entering an event, the Participant acknowledges that the event will be conducted on public and/or private roads with the accompanying hazards. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

M) Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers.

ARTICLE 11 CHAMPIONSHIP CLASSES

For the purpose of DTR, NTR, DCR, and NCR competition, organizers shall provide for the classification of contestants into four classes, known as Class E, Class L, Class S, and Class G.

A) Class E (Equipped)
There are no restrictions on calculating equipment in this Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

B) Class L (Limited)
All distance information is derived from any of the following: the vehicle's electronic system, the vehicle's speedometer cable, or pulses generated by the movement of the vehicle (e.g. magnets mounted to the drivetrain, of GPS devices). Calculating devices are limited to those that require manual entry of the distance information (e.g. Curta calculators, tables, laptop computers, electronic APPs, programmable and non-programmable electronic calculators). Readouts that continuously show the difference from either the perfect time or the perfect distance are prohibited.

C) Class S (Stock)
Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into

the device. GPS odometers may be used in this Class only if their information is NOT used for any timing calculations or for any determination of earliness or lateness.

D) Class G (GPS)

All distance information must be derived from a GPS source. Calculating devices may be any electronic device (e.g. Simple Rally Computer type APPs and a GPS-Pulser providing distance input to a Rally computer.)

In addition to the above, organizers may offer other classes, such as a vintage class or an "SOP" (Seat-Of-the-Pants) class. The criteria for such classes are to be determined by event organizers. For the purpose of official results, such entrants shall also be scored in one of the four official classes above.

ARTICLE 12 ENTRY FEES

The conducting SCCA Region shall set the entry fee for an SCCA ***RoadRally***. Refer to the RFOs for further information regarding fees. An entry shall be considered to include a vehicle and its occupants.

ARTICLE 13 VEHICLE INSPECTION

A) Requirement for Vehicle Review

Each vehicle entered in an SCCA ***RoadRally*** shall be subjected to a review of vehicle suitability and compliance with insurance requirements within the 24-hour period immediately preceding the start of the event or events (when sequential events are sanctioned). Such review may be by physical inspection or warrant by entrants, or a combination thereof.

B) Failure to Meet Inspection Requirements

Any vehicle failing to meet the standards required shall be barred from participation or be disqualified. The entrant of any vehicle initially failing to meet the requirements prescribed by the rally committee shall be allowed to remedy any deficiency and to resubmit the vehicle for inspection as the committee may direct.

C) Minimum Inspection Requirements

1) The inspection shall be conducted in accordance with standards prescribed by the rally committee. As a requirement, the following vehicle equipment shall be in proper operating order:
   a) Headlights (high and low beams) and parking lights
   b) Taillights and stoplights
   c) Horn, windshield wipers and directional signals

d) Rear-view mirror
e) Foot brakes and parking brake
f) Tires (inspected for condition of sidewalls as well as tread)
g) Seat belts, securely installed for the driver and navigator
h) Competition class equipment limitations

2) In addition, it is recommended that each car have aboard, in an accessible location, the following items:
   a) First aid kit
   b) Fire extinguisher of at least 2 B:C rating
   c) Tow rope or chain
   d) Emergency warning triangles or road flares

3) Car numbers shall not be placed on the windows of the competition vehicle except behind the B pillar. The organizers shall not require any contestant to place any event or organization related material on any window. It is not necessary for competitors to remove any SCCA decal previously applied to side windows.

4) The organizers shall encourage that an SCCA ***RoadRally*** sticker (available from the SCCA Merchandising Department) is affixed to both sides of each vehicle on National rallies, and that any commercial advertising is in good taste.

ARTICLE 14 INSURANCE

A) Event Insurance Requirement

All SCCA-sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be determined by contacting the SCCA Sanction Department. The Event Chair shall not let the rally begin until assured by receipt of an appropriate certificate of insurance that the insurance requirements have been met.

B) Insurance Application Procedures

A current SCCA ***RoadRally*** Sanction Request form should be submitted per the instructions on the form to obtain the required certificate of insurance. Sanction Request forms are available at SCCA.com or from the Regional Executive, the Regional Rally Chair, or the Sanction Department.

C) Competitor Insurance Requirement

Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with liability limits as required by the state in which the vehicle is registered, and that the policy is in force on the date(s) of the event.

D) Incident Reporting

The driver (or owner) of a vehicle participating in an SCCA ***RoadRally*** which is involved in an incident resulting in personal injury or property damage of any kind must report the incident to the Event Chair or designated representative before the end of the event or as soon as practical thereafter. The Event Chair or a designated representative is charged with the filing of a completed SCCA Incident Report per the instructions on the bottom of the form immediately after the event and providing the driver (or owner) with an Accident Medical Insurance Claim Form.

Insurance or Incident Emergencies: John Beam (704) 962-0252

ARTICLE 15 CONDUCT

A) Required Conduct

The conduct of all contestants, rally committee members, and those people assisting the committee shall be sporting at all times during an SCCA ***RoadRally*** and during pre- and post-event activities directly related to the rally. Unsportsmanlike conduct shall include dangerous driving during the event.

B) Charges

Any individual charged with an offense under this Article shall be fully apprised of the charges and afforded an opportunity to answer them in writing to the ***RoadRally*** Disciplinary Committee and the RRB. Disciplinary actions imposed by a rally committee may be appealed to the RRB. All other disciplinary actions will be heard by the ***RoadRally*** Disciplinary Committee (Article 1 .C.5) and may be appealed to the RRB.

Appeals to the RRB must be submitted within ten days of the initial disciplinary action and must be accompanied by an appeals fee of $100.

The RRB shall have final authority on disciplinary actions on all SCCA Road Rallies.

C) Discipline

Any individual so charged who, in the judgment of the ***RoadRally*** Disciplinary Committee or the RRB, is guilty of conduct detrimental to the sport, unsafe conduct, or other reprehensible behavior shall be disciplined by the Disciplinary Committee or by the RRB. Discipline shall take such of the following forms as the Committee or as the Board may deem to be commensurate with the nature and gravity of the offense:

1) A private letter of warning shall be written by the Disciplinary Committee or by the RRB to the offending individual setting forth

the breach or breaches of conduct and cautioning the individual that any further act detrimental to the sport will result in more severe disciplinary action.

2) A letter of censure shall be issued, with or without notice to the SCCA membership, setting forth the breach or breaches of conduct and censuring the individual for conduct detrimental to the sport. Any further offense of the same or a similar nature shall automatically result in disqualification from further participation in SCCA Road Rallies for a period of one year and in forfeiture of standing in the championship competition for that year.
3) Disqualification from the event in question.
4) Suspension from the SCCA ***RoadRally*** programs up to a period of one year.
5) The RRB shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the Club.

D) Post Event Conduct

Insobriety on the part of the claims committee members, rally officials and the official observer prior to completion of all post-event decisions shall cause these individuals to be subject to the disciplinary procedures as outlined in Section C above.

ARTICLE 16 CONTROLS

Only sections I), J2), K), L), and M) are applicable to GTA rallies.

A) Basic Types of Controls

The basic types of timing controls (checkpoints) are the open control, the passage control, the do-it-yourself control (DIYC), and the GPS control. The location of timing controls may or may not be known to contestants in advance of their reaching them. All other types of timing controls may be used only when specifically requested and sanctioned.

B) Definition of Timing Control

A timing control marks the end of one leg of a rally and the beginning of the next. Alternatively, a committee may specify in the event's GIs that in the case of open controls or passage controls the next leg begins at an out marker or reference marker. Penalties for arriving early or late at timing controls shall under no circumstances be cumulative. That is, timing controls shall be operated so as not to require or permit contestants to compensate, in succeeding legs, for any penalty they may have incurred through arriving early or late at a previous timing control. Controls are to be entered in ascending numerical order.

C) Open and Passage Control Location

An open or passage control shall be located on the right-hand side of the road as you cross the timing line and shall be positioned so as not to create a traffic hazard. A standard SCCA checkpoint sign at the timing line shall identify it. The checkpoint sign shall be visible prior to crossing the timing line. No open or passage control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

D) Open Control Operation

The Rally GIs shall give complete, detailed information describing open control operation. Each contestant is required to stop at each open control where the time of arrival is recorded.

1) One of the following methods may be used to record the in time at an open control:
   a) Time of arrival will be recorded as the vehicle's front tires cross the timing line.
   b) The event's GIs may provide for a contestant to claim his or her time of arrival at an open control. A claimed time of arrival tolerance must be specified in the event's GIs; it must be no greater than .05 minutes or three seconds. If an event uses claimed time of arrival, the contestant must give the claimed time of arrival in writing to control personnel on the scorecard (timing slip, etc.) immediately upon entering the control, and prior to receiving the actual (recorded) time of arrival or official leg time. If the difference between the actual time of arrival and the claimed time of arrival is less than or equal to the specified tolerance, the claimed time of arrival will be used in scoring. Otherwise, or if the contestant does not claim a time of arrival, the actual time of arrival will be used in scoring.

2) The official time of departure for each contestant from an open control shall be given as an assigned departure time.
   a) Assigned departure times will be given by assigning specific departure times (clock times) to all vehicles. Such times shall not be less than two minutes (or four minutes if the previous control was a DIYC) later than the recorded time of arrival. Organizers shall consider the time contestants will need to reach the out-marker in setting this minimum time. Vehicles shall be separated in no case by less than 1 minute.

b) Control personnel shall not grant extra time to any contestant for his or her own convenience.

E) Passage Control Operation

Passage control timing crews may be located on the left of the route of travel for the sake of safety, but otherwise shall meet the requirements as described in Article 16 C. Time of arrival at a passage control will be recorded as the vehicle's front tires cross the timing line. Contestants should not stop at a Passage Control, but continue until they reach a restart/czt/keytime point. Sufficient time must be provided to a contestant at a restart/czt/keytime point to prepare for the next leg. It will not be acceptable to use "in-time" equals "out time" in any form.

Only one passage control may exist between restart/czt/keytime points.

F) Open and Passage Control Approach

No prohibition shall be established in the GIs against passing within sight of an open or passage control where such passing would not be dangerous or illegal.
A rally committee may make provision for defining creeping into an open or passage control, including a resultant and appropriate penalty. The creeping penalty shall not be imposed if the contestant is in a free zone, or executing an instructed pause, or making a legitimate investigation of an intersection. If a contestant is judged by control personnel to be creeping, they shall instruct the contestant to enter the control. The method of communicating creeping to the contestants shall be specifically covered in the GIs for that event. Only if the contestant does not immediately accelerate into the control shall the creeping penalty be imposed.

G) Do-it-Yourself Controls (DIYCs)

A rally may have an unlimited number of do-it-yourself controls (DIYC), so long as no two DIYCs are consecutive, and neither the first nor the last timing control of the rally is a DIYC. DIYCs may be instructed only by NRIs. At a DIYC, entrants write their calculated arrival time in the appropriate location on the scorecard, timing slip, etc. The out time is 2.00 minutes after the in time; entrants write this time in the next available "out time" location. There will be a free zone for 1.00 mile following a DIYC. Arrival times and out times must be recorded prior to entering the next open control or be scored as having missed the DIYC.

H) GPS Controls

A rally may use GPS controls utilizing a smartphone, a tablet app, or other GPS device that uses GPS signals to determine the arrival time at each of these controls. Arrival time will be the time received from a

GPS signal. GPS controls may be located on either side of the road, may or may not be identified by the SCCA black on orange checkpoint sign, and may or may not be identified to contestants in the Route Instructions. If they are not identified, contestants will be told when they are in a Timing Section and could therefore encounter a GPS control at any time. There may be more than one GPS control between restart points. The rally's GIs must specify if the timing of each GPS control is from the previous restart point or from the previous control. A contestant mistake (failure to enter a Pause, calculation error, etc.) may affect the contestant's score at more than one GPS control, if their error is not realized and corrected. No GPS timing control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

I) Closing of Open and Passage Controls

After the start or time-of-day restart, the first open or passage control shall close no earlier than 20 minutes, and the second and subsequent open or passage controls no earlier than 30 minutes after the perfect arrival time of the last vehicle from the start or prior time-of-day restart unless all vehicles are known to have cleared the open or passage control.

J) Official Time

All SCCA Road Rallies shall use Universal Coordinated Time as official time. This time standard is used by GPS satellites and broadcast by Station WWV and Station CHU. The hour shall be adjusted to local time. In the absence of a viable time signals broadcast a Master Clock identified as such shall be set as accurately as is possible from another viable source. The identified Master Clock shall then be used as official time and each entrant shall be required to sign a sheet acknowledging the change. No adjustment shall be made to the Master Clock once it has been made available to any contestant nor may the Master Clock be removed from display until all contestants have had an opportunity to adjust their timing equipment.

K) Timing Equipment

1) Each open or passage control shall be equipped with at least one accurate timing device set to official time.

2) The time signals broadcast and an unofficial clock reflecting the time signals broadcast or an identified Master Clock shall be available to all contestants for reference at the start of the day's run.

3) GPS controls shall use the time received from a GPS signal.

L) Lead Car and Emergency Signs

To ensure that controls are accurately located and that timing equipment is in good order, a lead car shall precede the rally by approximately 30 minutes. The lead car shall also ensure that the course is clear and correct and, if not, to post emergency signs as needed. Emergency signs shall be used only for true emergencies and shall be posted as conspicuously as possible.

A sample emergency sign will be posted at registration. Emergency signs will be as follows:

1) An instruction number (letter, etc.): Execute the referenced instruction as near the sign as possible, regardless of whether it is a course-directing action.

2) An arrow: Go in the direction of the arrow; do not execute an action that directs a course of travel there.

3) The letter "I": Ignore the sign to which the emergency sign is attached.

4) The letter "O": You are off-course. Return to the previous intersection and attempt to resolve your error.

5) Emergency instructions: Execute them as directed.

M) Variations

It is not the purpose of this Article to stifle or in any way restrict the ingenuity or the originality of rally organizers in their efforts to develop new and improved rally control techniques. However, control systems differing essentially from those provided in the foregoing sections must be described in the sanction application in sufficient detail to permit their approval.

ARTICLE 17 OFFICIAL MILEAGES (OMs)

A) Consistency

OMs shall be as consistent as possible. Only one vehicle equipped with "non- expandable" tires and one distance-measuring device shall be used in measuring the road course. All OMs used in the route instructions and in locating action points, speed-change points and controls shall be measured by a suitably calibrated instrument using a resolution of 1/100th mile or greater precision (1/1000th mile

recommended for NTR events). The event's GI must state the resolution used for the Standard Computation of leg times.

B) Odometer Calibration Run

Each day's road course shall include, immediately after its start or tire warm-up, an official odometer calibration run for the purpose of allowing each vehicle's odometer to be compared with the official odometer. This distance shall be at least 12 miles and shall contain adequate, official, intermediate mileage reference points (recommended resolution of 1/1000th mile for all events).

There shall be no timing control or change of average speed until completion of the odometer calibration run. If for any reason it is not desirable to assign a single average speed for the entire run, an overall driving time for the run may be prescribed.

The route instructions shall provide sufficient time at the end of the odometer calibration run for contestants to perform necessary calculations. The time may be a pause of at least five minutes, a time-of-day restart, or included in the specified time to reach the end of the odometer calibration run.

C) Information for Contestants

The rally GIs shall describe the conditions under which the official rally mileage was determined by stating:

1) Make of tires used and their cold pressure at the start of the run
2) Ambient temperatures
3) General weather conditions
4) Type of odometer used
5) Type of odometer drive (specifically, whether actuated by a driven wheel, a free-running wheel, or GPS). If a GPS odometer drive was used it is required that a committee include that information in the event's promotional materials.
6) Approximate speed in miles per hour at which this car measured the odometer calibration run. The GI shall describe the method used in taking mileage at intersections and speed changes.

D) Mileage

1) Whenever a route instruction action which directs a course of travel is explicitly referenced to mileage (or equivalent elapsed time), the correct execution of that action shall not require determination of the mileage to closer than a precision of 0.10 mile in order to correctly execute the action.
2) Approximate mileage is the distance from the start of a section to a point along the rally route given to a precision of 0.1 mile.

3) Official mileage (OM) is the distance from the start of a section to a point along the rally route given to a precision of 0.01 mile or greater.
4) Mileage given in the left margin of a route instruction is considered either official mileage (if given to a precision of two or more decimal places) or approximate mileage (if given to a precision of one decimal place).
5) Mileage given in other than the left margin of a route instruction is considered official interval mileage (OIM) unless official mileage (OM) is indicated.
6) An official mileage given in the left margin of a route instruction followed by "/0.00" or "/0.000" signifies the re-zeroing of official mileage. "/0.00" or "/0.000" by itself also signifies a re-zeroing of official mileage (OM) but it is not an official mileage by itself. "0.00" or "0.000" is a location where the official mileage is zero.

E) Applicability to NGR events

NGR events may or may not include mileage as an integral part of the event. If mileage is used to direct the contestants, or to create scoring opportunities, the provisions in this section must be adhered to. If mileage is not used in the event, then these provisions do not apply.

ARTICLE 18 TIMING AND SCORING

For GTA rallies, substitute scoring opportunity for leg. Sections A), B), C), and D) do not apply.

A) Basic Timing Unit

The event's GIs shall define the basic timing unit (e.g. 1/100 of a minute, 1 second, 1/10 of a second, etc.). The same basic unit shall be used throughout the rally.

B) Basic Scoring Unit

Scoring shall be according to the basic timing unit. The basic penalty for arriving early or late at a control shall be specified in the event's GIs.

C) Missed Controls

A contestant physically missing one or more consecutive timing controls shall be scored with the maximum scoring penalty specified in Article 19.A for each leg involved. (This means that the contestant shall also be scored with a maximum penalty on the leg following the missed control, if there is one, unless that leg begins with a time-of-day restart.)

D) Standard Computation

The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding off until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/100th of a minute. In this final truncation, fractional parts of a unit shall be dropped.

If an event uses “car zero times” (czt) or “key times” these times are to be calculated as required above and these times are to be considered definitive times. The computation for determining the official time must be carried forward from a “key time” or “car zero time” using the time exactly as given in the “key/car zero time” (using no fractional parts beyond what is shown in the “key/car zero time”).

For tour rallies it is considered desirable to set the leg times close to the middle of the second or hundredth whenever possible,

E) Definition of “DNF”

Vehicles starting the event will be scored for each leg of the event. No vehicle which starts the rally may be scored as a “DNF” unless specifically otherwise called for by the RRRs.

F) Discard of Leg

1) Administrative Discard - The decision to discard a leg of a rally shall be the exclusive responsibility of the rally Chair any time prior to consideration of a claim by the claims committee, and his reasons for doing so shall be stated to the Official Observer before announcing his decision to the contestants. The decision to discard a leg by the rally Chair must be posted (with leg number, reason, and time posted) and announced within one hour of the arrival time of the last vehicle at the final control of the rally. The rally Chair’s decision to discard a leg is not subject to claims by contestants.

2) Claims Committee Discard - The claims committee is authorized to discard a leg, upon its approval of a claim, when such action is warranted.

3) GPS Control Discards

a) Multiple GPS Controls, sequential or not, may be discarded using either Article 18F1 or 18F2 if the scores on those GPS controls are affected by an error(s) of the Rally Committee.

b) Both the rally Chair and the Claims Committee may also adjudicate a claim in the manners listed in chapter 22 of the RFOs. These manners include, but are not limited to, the proper correction of Official Leg Times to avoid having to discard a control.

c) For both a) and b) above: If an error by the Rally Committee causes an incorrect score(s) on a control(s) following the corrected control, equitable adjustments must be made. These equitable adjustments may include the discard of the controls(s) in the manners listed in Chapter 22 of the RFOs for the control(s).

G) Discard of a Leg from Scoring

When a leg is discarded from scoring, any penalties incurred on that leg, except disqualification of a contestant, are also to be dropped from scoring.

H) Determining the Winner

At the completion of the event, the penalties for each crew for each leg shall be computed according to the provisions of the event's GIs and these RRRs. After any adjustments to the scoring and after any legs have been discarded, the sum of the penalties for each crew shall be determined. The crew with the lowest score shall be declared the winner.

I) Posting of Scores

Official results will be posted at a place clearly designated by the rally committee within three hours of the arrival time of the last vehicle at the final control. To be official, results must include leg-by-leg scores. Contestants shall have 30 minutes to submit score review requests after posting of scores, and prior to announcement of results or presentation of awards.

Following the 30 minute time period for posting of scores the results shall be declared final and no changes may be made by the Committee for any reason.

J) Tie-Breaking

The event GIs shall specify the procedure (if any) for breaking ties for trophy awards. The GIs procedure will not affect the procedure established for awarding Championship and lifetime points in cases of ties. It is recommended that the procedure in the RFOs be used for tie breaking.

K) Official Results

Final official results will be mailed to each contestant of each competing vehicle and the Rally Department (see Article 8.E). If a contestant had elected to receive GIs via e-mail in lieu of First Class Mail, official results may be e-mailed to that contestant as well, in lieu of First Class mail.

ARTICLE 19 PENALTIES

A) Basic Scoring Penalties

The maximum scoring penalty for early or late arrival at a control shall not exceed two (2) minutes (NTR and NCR only).

B) Other Penalties

Penalties for other reasons may be imposed at the discretion of the rally committee. For NTR and NCR only they shall not exceed the equivalent of one minute of the basic timing and scoring units unless Article 19.C.2 applies or unless written permission for the exception has been granted. A detailed schedule of all penalties shall be clearly outlined in the GIs or official addenda issued to all contestants prior to the event.

The creeping penalty, when imposed, shall be added to the timing penalty for the leg, to a total not to exceed the maximum scoring penalty (see Article 19.A).

C) Disqualification

1) If a contestant is judged by the rally committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following offenses, that crew shall automatically be disqualified:
    a) Driving while intoxicated
    b) Consuming alcoholic beverages while participating
    c) Exceeding the legal speed limit
    d) Dangerous or reckless driving
    e) Violation of the class limitations specified in Article 11
2) If a contestant is judged by the rally committee to be guilty or cited or given written warning by a law enforcement agency, of any of the following offenses, that crew shall be disqualified or otherwise penalized:
    a) In-motion traffic violations other than those described above
    b) Being at fault in an accident
    c) Detrimental/unsportsmanlike conduct

ARTICLE 20 CLAIMS

For GTA rallies substitute scoring opportunity for leg.

A) Claims Committee

Three contestants (each of whom shall have competed in at least five previous events similar in nature to the event being claimed) and two members of the rally committee (other than the Rallymaster and Rally Chair) shall be selected prior to the start of the event. Appointments are subject to approval by the RRB liaison for that event. If practical, each competition class should be represented. The Rallymaster or a designated representative shall serve as a non-voting member of the committee, and the Official Observer shall serve as the non-voting Chair.

This committee will act upon all claims submitted in conformance with this Article. Provision shall be made for alternate contestant appointments in case of personal involvement or unavailability.

B) Scoring Adjustments

No changes other than mathematical corrections shall be made in individual scores in the absence of an approved official claim or TA request as provided for in these RRRs and/or an event's GIs.

For NTR and NCR only, mathematical corrections are limited to changes that yield a correct score based on officially recorded arrival and departure times and the official leg time used to score all contestants.

C) Claim Fee

A cash fee of $25 shall accompany each claim. The claims committee shall return this fee if, and only if, the claim is granted. Should a subsequent claim consideration by the SCCA RRB result in an award for the contestant, any fee shall be returned to the contestant.

All fees forfeited as a result of denied claims shall be forwarded to the Rally Department by the official observer.

D) Submission of Claims

Each claim must be submitted in writing (form available from the Official Observer) with the required fee, within one hour of the arrival of the contestant at the final control of the day. One copy of the form shall be posted in a prominent location available to all contestants, within five minutes after receipt of the claim. Claims shall cover two points:

1) The matter in dispute shall be described in detail, citing the alleged violation of the event GIs, and supplement to those instructions, and/or the RRRs.

2) The claim must clearly show how the matter under dispute was the **direct** cause of a penalty to the claimant. Substantiating details may be given, but shall not be required.

The claims committee may request additional information from the claimant and/or other event participants. The claimant may provide an oral supplement to the claim, not to exceed five minutes, and shall notify the claims committee of intent to do so via the written claim form. If an oral supplement is requested, it must be heard.

E) Resolution of Claims

In the resolution of claims, the claims committee shall consider the evidence presented, the SCCA RRRs and/or the event's GIs with supplements in addition to its rights as stated in Section E above. If there is no decision on a claim after 15 minutes of deliberation, the official observer shall call for a vote on the claim. An abstaining vote shall be considered as a vote in favor of the claim.

Every properly submitted claim shall be denied, allowed, or forwarded to the RRB for final decision.

The claims committee may allow or deny a claim. If the claim is allowed, the committee may take one of the following actions consistent with RFO requirements of Chapter 24,C,6 and appendices D & E:

1) Adjust the leg score (not the leg time) for the contestant only. This includes allowing a TA (if filed with the claim) with no penalty.
2) Adjust the official leg time for all contestants.
3) Average all of the claimants' non-max leg scores.
4) Discard the leg from scoring.

In denying a claim the committee must, in its judgment, effectively refute at least one of the two points required by Section D.

F) Bad Faith Claims

If it is found to the satisfaction of the rally committee that the author of a claim has acted in bad faith or in a vexatious manner, he may also be deemed guilty of a breach of the RRRs and may be penalized in accordance with Article 19.C.

G) Referrals to the RRB

In cases where the claims committee cannot make a determination, or they cannot refute at least one of the two points required in Article 20.D, they shall either allow the claim or refer it to the RRB for a decision.

The Official Observer shall forward such claims to the Rally Department, in writing, within four calendar days following the event. A summary of the discussions and points of issue shall be included. The RRB shall issue a decision within two weeks.

Event results will not be made official until this decision is issued, and the organizers shall have one week beyond that date to comply with the requirements for providing official results to the participants and the Rally Department.

Decisions of the claims committee are final and are not subject to counter claim by contestants or organizers. Participants may contact a RRB member with questions concerning the decisions by the claims committee. While it is highly unlikely that the event results will be amended, clarifications of rules, technical bulletins, or rule changes may be issued.

ARTICLE 21 TIME ALLOWANCES

A) Provisions for Time Allowances (TAs)

All SCCA Road Rallies are required to allow TAs for any reason. No sanction exception will be granted to disallow their use or to allow any penalty for their use.

B) Time Allowance Requests

1) (NTR and NCR only) TA requests, except as provided in Paragraph C below, must be in increments of one minute beginning with one-half minute (i.e., ½, 1½, 2½, etc.) up to a maximum of 19½ minutes per defined portion of the event. There shall be a minimum of two defined portions per National ***RoadRally.*** The identification of the portions where the limit for TAs apply, as well as where a TA may end, shall be clearly defined in the event's GIs. The TA request must be submitted in writing at (1) the first timing control, excluding DIYCs, or (2) in the case of Passage Controls, at an appropriate location determined by the committee, immediately following the delay, prior to receipt of any timing information for the leg/legs (contestants or official). TA requests may be submitted electronically on GPS control apps and may include amounts other than those listed above.

2) (NGR only) The TA time and procedure shall be clearly stated in the event's GIs. For many GTA events, this may simply be an acknowledgement that the event can be easily concluded at least 30 minutes before the required time, and such extra time is considered sufficient time allowance for any unforeseen delays.

C) Delays at Controls (NTR and NCR only)

Delays, caused by circumstances beyond the competitors' control, which occur within sight of a control, shall be deemed witnessed by the control crew. The event's GIs must define how contestants will know that Passage Control crews have witnessed their delay at a Passage Control. To avoid unsafe conditions at or near the timing line, such TAs may be taken for the exact amount of the delay and the rally team shall cross the timing line without "creeping". The TA request shall be submitted per Article 21-B.

ARTICLE 22 ROUTE FOLLOWING (NTR Only)

A) Route Following Priorities

This Route-Following Priority List is the mechanism for following the rally route at each intersection:

1) Execute an emergency instruction or follow an emergency sign
2) Execute a route-following action referenced to an OM
3) Execute a route-following action
4) Follow the principal road

B) Principal Road Rule

The principal road rule is the mechanism for following the course in the absence of an opportunity to execute a route-following action in accordance with these RRRs. The principal road rule consists of the 'Principal Road' described in Section C.

C) Principal Road

The principal road is the obvious continuation through an intersection of the road upon which you are traveling. At some intersections this principal road may be determined by pavement surface continuity, a curve warning sign, the center line on the pavement, the placement of a stop sign or a yield sign, the continuation of multiple lanes in your direction of travel (such as when you are upon a limited access highway), straight as possible, etc.

The principal road will always be obvious, and should cause no confusion. If you are to leave the principal road, or if there might be any doubt about which way you are to go, you will be given a route-following action.

There are intersections at which there is no principal road, such as Ts. At such an intersection, the rally route will be determined by a route-following action.

D) Off-Course Stoppers

The primary objective in establishing the NTR is to provide a series of events with extremely simple route following. It is the intent of the organizers to keep the contestants on course at all times.

The maximum distance between route instructions without official mileage shall be five (5) miles. A callback mileage (the maximum distance to the next timing control) may be given for each leg of the rally. Contestants can consider themselves off the intended route if they exceed either of these distances.

Contestants can also consider themselves off the intended route if they encounter an intersection (such as a T) where there is no principal road and where no route-following action applies.

ARTICLE 23 CONVENTIONS (NTR Only)

The following conventions are recognized as universal enough to be used without mention in the GIs. If the committee wishes to eliminate or change any of these, it must do so by covering the subject in the event's GIs and must clearly and specifically identify the resulting elimination or change in the GIs.

A) Route Instructions

1) Types of Instructions

a) These RRRs describe the only type of route instruction used on an NTR, the Numbered Route Instruction (NRI).

b) NRIs will be listed in ascending numerical order, and they are to be completed in that numerical order except that the specified distance or time of a tire warm-up, odometer calibration run, free zone or transit zone may overlap subsequent NRIs without mention.

c) An NRI may consist of multiple route instructions, each of which will contain one or more actions within itself.

2) Instruction Execution

a) An NRI is to be completed at the first opportunity to do so consistent with the event's GIs and these RRRs.

b) Each NRI is to be completed in full prior to consideration of the next listed NRI except that the specified distance or time of a tire warm-up, odometer calibration run, free zone or transit zone may overlap subsequent NRIs without mention.

c) If an NRI consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity.

3) Actions

a) A route instruction will require one or more actions to be performed by the contestant. Such actions may or may not be route following actions.

b) Actions required by a route instruction include observation of signs and landmarks; speed changes; gains; pauses; initiation of tire warm- up, odometer calibration run, free zone, and section; and any of the many instructions used for explicitly defining the course or otherwise instructing the contestant.

4) Route-following Actions

a) A route-following action is that part of a route instruction whose execution results in following a course through an intersection.

b) The actions left, bear left, acute left, right, bear right, acute right, turn, straight, and tulip diagram are the only route-following actions that will be used.

c) Route-following actions may or may not result in following a course other than the principal road. At an intersection at which you are to leave the principal road, or at which there might be any ambiguity as to which road is the principal road, or at which there is no principal road, you will be given a route-following action.

d) If there might be any ambiguity as to where a route-following action is to be executed, that route-following action will be referenced to an OM.

e) If a route instruction requiring a route-following action is referenced to an OM in the left margin, that route-following action must be executed at that mileage. For example:

26.47 23. Bear left after church. CAST 40.

f) Some actions in route instructions are not intended in any way to direct the rally route. Such actions are not route-following actions and shall be executed when their minimum conditions are met, without regard to the rules or priorities for following the route as set forth by these RRRs and the event's GIs. These types of actions include, but are not limited to, those that:

1) Involve timing only, such as a speed change, pause, or gain

2) Begin or end a transit zone, free zone, tire warm-up, odometer calibration run

3) Confirm the presence of a landmark

4) Establish course conditions, such as road surface, existence of a sign or landmark, etc.

5) Describe other miscellaneous actions, such as zeroing the odometer, cautions, hand in scorecard, etc.

g) A U-turn is never required without specifically stating such in a route instruction or in written official information given to contestants at an open control.

h) A tulip diagram is a route-following action that directs the course through an intersection by the use of a diagram of the roads at the intersection. The contestant enters the intersection on the road designated by a dot at the bottom of the diagram, and leaves the intersection on the road designated by an arrow. Additional information, such as official mileage, road names, a quoted sign at the intersection, etc., may be included in the route instruction. A tulip diagram may use solid lines to represent paved or major roads and dashed lines to represent unpaved or minor roads, but will not necessarily do so.

The following are examples of tulip diagrams:

5) Initiation, Execution, and Completion

a) A route instruction to be executed over a specified distance or time is not considered complete until that distance has been traversed or that time elapsed.

b) The initiation point for each route instruction must occur at a greater distance along the rally route than the completion point of the immediately preceding route instruction.

6) Instruction Content

a) The use of a route instruction that is deliberately flawed or illegal within the framework of these RRRs or the event's GIs is prohibited. Such an instruction is one whose minimum condition for completion can never be met under any circumstances.

b) Any term used in the text of a route instruction (except when quoted from a sign) shall be used in its normal English usage, unless it is defined in the glossary, in which case it is used only in the sense defined except as noted in Section 6.c below.

c) Terms that would otherwise be route following actions, when used in different context such as “on your right”, “the principal road bears left”, “turn in your score card”, etc., and which cannot be construed to be route-following actions, should be accepted as contextually presented and used accordingly.

d) All spelling will be exact. That is, spelling in a route instruction will be an exact representation of that which is being referenced.

e) Information in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction.

f) Information given between route instructions, and enclosed within asterisks, shall be considered as information confirming that the contestant is on the proper course. Examples:

Heading north on US 41 in Milltown

You have turned left on Botts Rd toward Glenview

B) Roads

1) Only public roads will be used. Unless otherwise directed, both paved and unpaved may be considered. Roads marked Private, Keep Out, No Outlet, Dead End, Road Closed, No Thru Traffic, Road Ends Ahead, Bridge Out Ahead, etc., do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads that visibly dead-end do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.

2) Any road that clearly ends in a garage, plant entrance, parking lot, etc., does not exist.

3) A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection.

4) Road identification will be as intended by the erecting agency, and will always be obvious.

C) Signs

1) Words, numbers, letters, or symbols enclosed within quotation marks will refer to the text of a sign.

2) Signs painted on or attached to wheeled vehicles will not be used. Signs painted on the road surface will not be used.

3) Referenced signs may or may not apply to the road you are on; but the competitor will never have to look backwards to read a sign.

For rules governing use of signs used for speed changes, pauses, or gains see Section E.4 below.

4) Signs may be referenced in full or in part. Type style, capitalization, punctuation (including hyphens and apostrophes), spacing, and case are considered irrelevant. Parts of words or parts of numbers will not be referenced.
5) Where a route instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, numbers, or letters, which fall between the first and last of the referenced material.
6) A drawing of a sign in a route instruction shall be a reasonable representation of the actual sign.
7) Names or numbers on mailboxes, utility pole numbers, and other signs of similar character (frequently recurring and difficult to read) will not be used.
8) Multiple signs on a common support are considered to be the same sign only when together they convey a single message. For example, separate signs on a single support reading “Junction”, “East”, and “US 40” could be quoted as “Junction East US 40”.

D) Landmarks

1) Any landmark referenced in a route instruction must be identified by a sign, referenced to an OM, or defined in the glossary.
2) Any term in the glossary used to define a landmark shall be used only in the sense defined.
3) A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.
4) Landmarks may be referred to in the plural form or by ordinal modifiers, such as first, second, third, etc. without such identification on the sign or within the definition.

E) Average Speeds

1) All average speeds will give due consideration to road and driving conditions at the time the event is to be in progress. Contestants shall not be required to exceed legal speed limits to arrive at a control on time.
2) A specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed (CAST).
3) All speeds shall be in miles per hour (mph).

4) All average speed changes must occur at a specific sign, landmark or at an official mileage. Official highway signs used for speed changes, pauses and gains shall apply to the competitors' route of travel. Speed changes referenced to a sign or landmark are to be executed at the near edge of the referenced sign or landmark. The apex of an intersection is not an allowable landmark for this purpose.

   The following are examples of instructions that cannot be used, unless referenced to an official mileage:

   Left and CAST 30.

   Left. CAST 30.

5) In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of two emergency procedures may be invoked in writing by open control personnel confirming the receipt of such instructions by obtaining the initials of one crew member. Either emergency procedure remains in effect through subsequent legs until canceled by open control personnel as outlined above. The two emergency procedures are as follows:

   a) Emergency Speeds: Emergency speeds increase the elapsed time of each leg by 20%.

   b) Emergency Suspension of On-time Requirement: run at your own safe pace, measure the course, and claim your calculated time of arrival at each open control.

ARTICLE 24 ROUTE FOLLOWING (NCR Only)

A) Route Following Priorities

The mechanism for following the rally route at each intersection must be included in an event's GIs. The following sample Route-Following Priority List is presented to illustrate the basic structure that must be presented in the GIs:

1) Execute an emergency instruction.
2) Execute a specified action referenced to an official mileage if it occurs at that mileage.
3) Execute a course-directing action.
4) Follow the main road.

Innovation in route following priority is encouraged but it is strongly suggested that each event's GIs contain a Route-Following Priority List.

B) Main Road Rule

Each SCCA Course Rally shall have, as an integral part of its GIs, a mechanism for following the course in the absence of an opportunity to execute a specified action in accordance with these RRRs and an event's rules for executing specified actions. This mechanism is a main road rule consisting of one or more Main Road Determinants (MRD). A main road must exist through every intersection.

C) Approved Main Road Determinants

The Main Road Determinants (MRD) listed below are approved for SCCA Course Rallies. It shall be considered sufficient to list in an event's GIs one or more of the following approved MRD by their title only. In order for an MRD to apply at an intersection, it must uniquely define a single course leaving the intersection other than the one upon which the contestant approached the intersection.

When more than one MRD is used, they must be listed in order of priority, and at an intersection the applicable determinant of highest priority determines the Main Road. Contestants and organizers are urged to study the definitions carefully. A rally committee wishing to use these determinants but with a different meaning or to use determinants of its own composition must note this as an exception in the sanction application and include the proposed determinants and definitions.

The GIs for an event may allow for the activation and deactivation of main road determinants during the event. In these cases, the contestant is not responsible for any of the requirements of that main road determinant prior to its activation.

Onto - the main road, as determined by this determinant, is the road that the execution of a specified action of a route instruction has directed the contestant to travel upon by use of (1) the term onto and (2) the designation (name, number, or letter(s)) of the road. The designated road is the main road at each intersection where this MRD is applicable until a course-directing action (requiring the contestant to leave the main road) is executed.

Curve Arrows - the main road, as determined by this determinant, is the road leaving an intersection as determined by official highway black on yellow, single- headed curve arrow sign(s) or official highway black on yellow, single-headed directional arrow sign(s). These signs are to be used with the same intent as that of the erecting agency.

Protection - the main road, as determined by this determinant, is that single road leaving the intersection that has neither a stop sign nor a

yield sign at that intersection. Contestants are required to recognize (possibly from the backside) the stop signs and/or yield signs. If contestants will have to apply Protection MRD at a delta, triangle, or turn pocket intersection, the event's GIs must clearly explain how the Protection MRD is to be applied at that type of intersection.

Straight as Possible - the main road, as determined by this determinant, is the road that appears to go as directly ahead as possible through an intersection. This MRD can apply at a slant T or an unequal Y. The determination of which road is nearly directly ahead is made at the intersection in question; roads are judged upon their merits as you enter the intersection, not upon how they look as you approach the intersection.

Left at T - the main road, as determined by this determinant, is the road that goes to the left at a T, where T is as defined in the glossary.

Right at T - the main road, as determined by this determinant, is the road that goes to the right at a T, where T is as defined in the glossary.

Left at Y - the main road, as determined by this determinant, is the road that goes to the left at a Y, where Y is as defined in the glossary.

Right at Y - the main road, as determined by this determinant, is the road that goes to the right at a Y, where Y is as defined in the glossary.

ARTICLE 25 CONVENTIONS (NCR Only)

The following conventions are recognized as universal enough to be used without mention in the GIs. If the committee wishes to eliminate or change any of these, it must do so by covering the subject in the event's GIs and must clearly and specifically identify the resulting elimination or change in the GIs.

A) Route Instructions

1) Types of Instructions

a) These RRRs describe primarily NRIs. The use of other types of route instructions (lettered, note, special, etc.) must be described in the event's GIs. However, all conventions of this Article, Section A apply to these other types of route instructions, with the exception of Sections A.1.b, A.2.b, A.5.f, and A.6.a.

b) NRIs will be listed in ascending numerical order and they are to be completed in that numerical order, except as modified

by Section A.2.b (cancellation) or Section A.6.a (overlap) of this Article.

c) An NRI (lettered, etc.) may consist of multiple route instructions, each of which will contain one or more actions within itself.

2) Instruction Execution

a) An NRI (lettered, etc.) is to be completed at the first opportunity to do so consistent with the event's GIs and these RRRs.

b) Each NRI is to be initiated prior to consideration of the next listed NRI and completed in full prior to consideration of the next listed NRI, except in the specified cases of overlap as noted in Section A.6.a of this Article. If the committee intends to cancel NRIs, this must be clearly stated in the event's GIs and state how they can be cancelled.

c) If an NRI (lettered, etc.) consists of multiple route instructions, each route instruction is to be completed in the order given, at the first opportunity.

3) Actions

a) A route instruction will require one or more actions to be performed by the contestant. Such actions may be specified or implied, and they may or may not direct a course of travel.

b) Actions required by a route instruction include observation of signs and landmarks; speed changes; gains; pauses; initiation of tire warm- up, odometer calibration run, free zone, and section; and any of the many instructions used for explicitly defining the course or otherwise instructing the contestant.

c) A specified action requires an active commitment by the contestant such as occurs with turn, right, CAST, begin free zone, etc.

d) An implied action involves attaining, reaching, or observing the reference point or navigational aid set forth in a route instruction.

e) If a route instruction requiring a single action (specified or implied) is accompanied by an official mileage that instruction must be executed at that mileage, if its conditions are met, even though it may not result in the contestant leaving the main road.

The following are examples of route instructions requiring a single action:

Left.

CAST 45.

“Stop ahead”.

Crossroad.

f) If a route instruction requiring multiple actions (specified or implied) is accompanied by an OM in the left margin, that OM references the execution point of the first specified action. The following are examples of route instructions requiring multiple actions:

Left after “Stop ahead”.
(Two actions—one specified and one implied)

Right at fourth opportunity.
(Five actions—one specified and four implied)

Pause 1 minute at third yield.
(Four actions—one specified and three implied)

g) If an NRI (lettered, etc.) consists of multiple route instructions and is accompanied by an OM in the left margin, that OM references the first route instruction in sequence, subject to the limitations of Sections A.3.e and A.3.f of this Article. The following are examples of NRIs (lettered, etc.) consisting of multiple route instructions:

33. Left. Right at 3rd opportunity. CAST 40.

34. Sideroad. Left.

35. Straight after “Stop ahead”. Pause 1 minute.

h) The following example is given for clarification:

26.47 23. Left after church. CAST 40. Right at second opportunity.

This NRI consists of three route instructions. The first route instruction has a specified action (left) and an implied action (observing a church). The second route instruction has a single specified action (CAST) to be executed immediately after the completion point of the first route instruction. The third route instruction consists of a specified action (right) and two implied actions (observing both opportunities where the specified action, right, could be executed). The official mileage (26.47) refers to the left.

4) Course-directing Actions

a) A course-directing action is that part of a route instruction whose execution results in following a course other than the main road.

b) Except as modified by Section 4.d of this Article, the specified actions of left, right, turn, and straight (or actions defined in terms thereof) are course-directing actions and must be executed so as to result in following a course other than the main road.

c) If a rally committee wishes to use any terms other than left, right, turn, and straight (or actions defined in terms thereof) as course-directing actions, these terms must be specifically defined or specified as such in the event's GIs. If terms such as: North, South, East, West, Go, Leave, Proceed, Jog, Follow, Pickup, etc., are defined or specified as course-directing actions, they shall be used only in that sense except as modified by Section 4.d of this Article.

d) If the execution of any of the actions identified in Section 4.b or 4.c above or any other actions defined or specified as course-directing actions (in accordance with Section 4.c above) is required at a specified official mileage, such an action must be executed at that official mileage in accordance with the action's definition, whether or not such execution results in following a course other than the main road. It will be the contestants' responsibility to determine whether such execution qualifies as a course-directing action. If, however, such action is required at a specified official mileage where there exists a single, unique course other than the main road, such action must be executed consistent with its definition so as to travel upon that single, unique course. For example, Turn at a T or Turn at a Crossroad, where the main road goes right, can be executed by a turn to the left.

e) A course-directing action is applicable only where it directs a unique course of travel as prescribed within the framework of the event's GIs and these RRRs.

f) Some actions in route instructions are not intended in any way to direct a course of travel. Such actions are not course-directing actions and shall be executed when their minimum conditions are met, without regard to the rules or priorities for following the course as set forth by the event's GIs. These types of actions include, but are not limited to, those that:

1) Involve timing only, such as a speed change, pause, or gain.

2) Begin or end a transit zone, free zone, tire warmup, odometer calibration run.

3) Confirm the presence of a sign or landmark.

4) Establish course conditions, such as road surface, non-existence of a sign or landmark, etc.

5) Describe other miscellaneous actions, such as zeroing the odometer, cautions, hand in scorecard, etc.

g) A U-turn is never required without specifically stating such in a route instruction or in written official information given to contestants at an open control. A U-turn is not considered to be a course-directing action and may or may not be executed at an intersection.

5) Initiation, Execution, and Completion

a) The execution of each action in a route instruction is considered an execution of the instruction.

b) A route instruction consisting solely of reference to a specified navigational aid (i.e., sign or landmark) is initiated, executed, and completed at a single point by observing the presence of the specified navigational aid when the contestant comes abreast of it or even with it.

c) A route instruction consisting solely of a specified action is initiated, executed, and completed at a single point.

d) A route instruction which requires more than one action is initiated at the first action performed (specified or implied). Such route instruction is completed at the last action performed, unless the route instruction requires a specified action before or prior to a navigational aid, in which case, the navigational aid must be observed and the specified action executed before the route instruction can be considered completed.

e) A route instruction to be executed over a specified distance or time is not considered complete until that distance has been traversed or that time elapsed.

f) The initiation point for an NRI must occur at a greater distance along the rally route than the completion point of the immediately preceding NRI, unless the route instruction

specifically directs otherwise (for example, after previous instruction, until next instruction, etc.), or in cases of overlap as specified in Article A.6.a.

g) If an NRI (lettered, etc.) consists of multiple route instructions, the initiation point for each route instruction in sequence must occur at a greater distance along the rally route than the completion point of the immediately preceding route instruction.

6) Overlap

a) Overlap is the initiation of a route instruction prior to or concurrently with the completion of a previously initiated route instruction. There will be no overlap of the completion point of an NRI and the initiation point of the immediately following NRI, with the following exceptions:

1) The specified distance or time of a tire warm-up, odometer calibration run, or transit zone may overlap subsequent NRIs without mention.

2) An NRI specifying a condition or action that is to apply until a subsequent (and explicitly stated) NRI may overlap subsequent NRIs until the first action of that NRI.

3) An NRI may overlap subsequent NRIs if such overlap is explicitly stated as such by using the phrase “may overlap” within the NRI, in which case that NRI may overlap from its initiation point.

b) If an NRI (lettered, etc.) consists of multiple route instructions, there shall be no overlap of the completion point of one route instruction with the initiation point of the next route instruction in the order given.

7) Instruction Content

a) The use of route instructions which are deliberately flawed or illegal within the framework of these RRRs or the events GIs is prohibited. Such instructions are those that the minimum condition for completion can never be met under any circumstances.

b) Any term used in the text of a route instruction (except when quoted from a sign) shall be used in its normal English usage, unless it is defined in the glossary, in which case it is used only in the sense defined except as noted in Section A.7.c below.

c) Terms which would otherwise be used as course-directing actions or to direct a course of travel, when used in different context such as “on your right”, “the main road goes left”, “turn in your score card”, etc., and which cannot be construed to direct a course of travel, should be accepted as contextually presented and used accordingly.

d) All spelling will be exact. That is, spelling in a route instruction will be an exact representation of that which is being referenced.

e) Information given in a route instruction in parentheses shall be considered as helpful or informative but not essential for the completion of the instruction.

B) Roads

1) Only public roads will be used. Unless otherwise directed, both paved and unpaved may be considered. Roads marked “Private”, “Keep Out”, “No Outlet”, “Dead End”, “Road Closed”, “No Thru Traffic”, etc., do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Cul-de-sacs and roads that visibly dead-end do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.

2) Any road that clearly ends in a garage, plant entrance, parking lot, etc. does not exist.

3) The event’s GIs should provide a road identification section describing how route identification signs are applied to the course and what relevance prefixes, suffixes, and official designations (such as U.S., County, etc.) have to both the ONTO determinant and references to roads by route instructions.

4) A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection.

C) Signs

1) Words, numbers, letters, or symbols enclosed within quotation marks will refer to the text of a sign.

2) Signs painted on or attached to vehicles will not be used. Signs painted on the road surface will not be used.

3) Referenced signs may or may not apply to the road you are on; however, the contestant will never have to look backwards to read a sign.

4) Signs may be referenced in full or in part. Type style, capitalization, punctuation (including hyphens and apostrophes), exact spacing, and case are considered irrelevant; however, the presence or absence of spacing is relevant. (For example, instructions referencing 'Bull Frog Rd'; 'bull-frog rd.'; 'BULL FROG RD' all reference the same sign. Instructions referencing 'Bull frog Rd,' 'Bullfrog Rd,' and 'Bull frog Road' all reference different signs.) Parts of words, parts of numbers, etc., will not be referenced.

5) Where a route instruction references any sign in less than its entirety, such reference shall include a prominent portion of the sign and shall not omit any words, numbers, or letters, which fall between the first and last of the referenced material.

6) A drawing of a sign in a route instruction shall be a reasonable representation of the actual sign.

7) Names or numbers on mailboxes, utility pole numbers, and other signs of similar character (frequently recurring and difficult to read) will not be used, unless such a sign is accompanied by a mileage reference.

8) Unless the event's GIs state otherwise, all signs on a common support(s) are considered to be the same sign. However, stop signs and yield signs are still considered to be octagonal and triangular, respectively, even when other signs are on the same support(s).

D) Landmarks

1) Any landmark referenced in a route instruction must be identified by a sign, referenced to an OM, or defined in the glossary.

2) Any term in the glossary used to define a landmark shall be used only in the sense defined.

3) A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious. For example, "Iron Bridge Tavern" identifies a tavern, it does not identify a bridge. When landmark identifying signs apply otherwise (e.g. fully identify, partially identify, etc.), the General Instructions shall include a section that describes how such signs are to be used.

4) Landmarks may be referred to in the plural form or by ordinal modifiers, such as first, second, third, etc., without such identification on the sign or within the definition.

E) Average Speeds

1) All average speeds will give due consideration to road and driving conditions at the time the event is to be in progress. Contestants shall not be required to exceed legal speed limits to arrive at a control on time.

2) Unless stated otherwise in an event's GIs, a specified speed (CAST) or other assignment of average speed for an unspecified time or distance is complete at the point of execution and that speed is effective until the next change of average speed.

3) Unless noted otherwise, all speeds shall be in miles per hour.

4) A speed change referenced to a sign or landmark is to be executed at the near edge of the referenced sign or landmark. A speed change at an intersection is executed at the apex of the intersection unless another reference at that intersection is specified.

5) When given an average speed for a specified or implied distance or time, upon completion of that distance or time, the contestant should revert to the previous speed—even if that previous speed was also given for a specified or implied distance or time—unless a new speed is assigned.

6) In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of two emergency procedures may be invoked in writing by open control personnel confirming the receipt of such instructions by obtaining the initials of one crew member. Either emergency procedure remains in effect through subsequent legs until canceled by open control personnel as outlined above. The two emergency procedures are as follows:

   a) Emergency Speeds: Emergency speeds increase the elapsed time of each leg by 20%. However, route following or time exercises based on timing will be in reference to non-emergency conditions.

   b) Emergency Suspension of On-time Requirement: Run at your own safe pace, measure the course, and claim your calculated time of arrival at each open control.

ARTICLE 26 CONVENTIONS (NGR only)

The following conventions are recognized as universal enough to be used without mention in the GIs.

A) Knowledge

Neither local knowledge nor knowledge of trivia minutia will be necessary to properly execute a scoring opportunity.

B) Random Scoring Opportunity

A scoring opportunity shall not be the result of a random situation or luck. (e.g., Poker Run)

ARTICLE 27 GLOSSARY

This glossary provides definitions of a number of commonly used terms. Terms defined in this glossary become official for SCCA ***RoadRally*** events unless the glossary of the event's GIs define a term differently, in which case the definition in the event's GIs replaces the definition found in this glossary. Terms defined in this glossary plus the terms defined in the glossary of the event's GIs make up "the glossary" for the rally. Terms presented in the text of these RRRs, completely italicized, are to be interpreted as defined in this glossary.

Terms included in this glossary, but intended to be used in any individual SCCA ***RoadRally*** with meanings different from those in this glossary, must be defined in the individual GIs as required by Articles 23 (NTR), 25 (NCR), and 26 (NGR). It is anticipated that from time to time additional terms will be added to this glossary. Suggestions for the inclusion of additional terms may be submitted to the RRB.

Acute – Turn in the indicated direction from 100° to 179°. (NTR Only)

At - "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, pauses, etc.

Bear – Turn in the indicated direction from 10° to 80°. (NTR Only)

Before - In sight of and prior to the referenced navigational aid.

Blinker - A warning signal at an intersection or rail road crossing which the contestant is obliged to obey. The blinker consists of a light or lights, usually red or yellow, operating in a fixed sequence of on and off. For rally purposes, only one blinker may exist at an intersection or rail road crossing. The blinker may or may not be operating.

CAST - Change, continue, or commence average speed to.

Control - The timing line of an open or passage control as identified by a checkpoint sign, an observation control as identified by an OBS sign, a DIYC as identified in an NRI, or a GPS control as defined in Article 16H.

Crossroad - An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

DIYC - Do-it-yourself control (see Article 16.G)

Free Zone - A specified part of the timed rally route in which there are no open or passage controls. No penalties will be assessed for stopping within the confines of a free zone.

Gain - To make up a specified time during passage of a specified or implied distance. The gain time is subtracted from the time required at the given average speed to traverse the distance. The distance in which a gain is operative is a free zone.

GI - General Instruction

GTA - Game/Tour/Adventure Rally

Intersection - Any meeting of existent roads (without regard to route designation, surface condition or other characteristics unless such render the road non-existent) at grade level from which the rally vehicle could proceed in more than one direction without making a U-turn.

Left* - Turn to the left from 10° to 179°.

Leg - The part of a rally route extending from one timing control to the next, or from an assigned starting point to the next timing control.

LRI - Lettered Route Instruction

NRI - Numbered Route Instruction

OIM - Official Interval Mileage

OM - Official Mileage

Opportunity - A place at which the specified action could be executed.

Pause - To delay a specified time at a named point or during passage of a specified or implied distance. If no named point or distance is given, the pause should be executed at the first opportunity. The pause time is added to the time required at the given average speed to traverse the distance. The distance in which a pause is operative is a free zone.

Paved - A road having a hard surface such as concrete, brick, macadam, etc.

Right* - Turn to the right from 10° to 179°.

RRRs – The ***RoadRally*** rules

Scoring Opportunity – (NGR only) A series or single question, location, instruction, etc. whose execution or result will affect the contestants' score.

Section - Any part of a rally route at the beginning of which the official mileage is zero and at the end of which the OM ends or reverts to zero.

Sideroad - An intersection of exactly three roads where a road goes generally ahead and another road goes to the left or to the right, but not both.

Stop - An official octagonal stop sign at which the rally vehicle is obliged to stop.

Straight* - Proceed within plus or minus 10° of directly ahead at an intersection.

T - An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction straight at a T.

TA - Time Allowance

Traffic Light - A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an intersection to regulate traffic and which controls the rally vehicle. For rally purposes, only one traffic light may exist at an intersection. A traffic light may be set to operate as a blinker, although it will not be referenced as such, or may not be operating.

Transit Zone - A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone must be given. An approximate distance for the length of the transit zone is desirable.

Turn* - Change direction by more than 10° at an intersection. A turn instruction cannot be executed if the instruction straight would take the contestant the same way.

U-Turn - Change direction 180° (NTR only - see Article 23.A.4.g) (NCR only – see Article 25.A.4.g).

Unpaved - A road having a non-hard surface such as broken stone, gravel, dirt, etc.

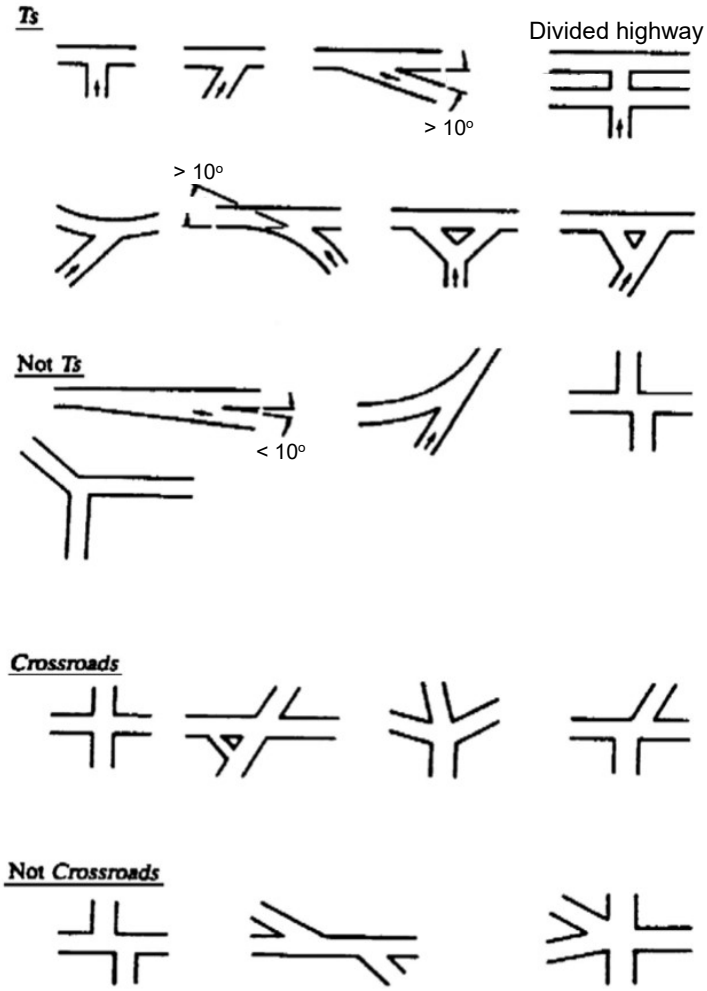
Y - An intersection of exactly three roads having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction straight at a Y.

Yield - An official triangular yield sign at which the rally vehicle is obliged to yield.

*(NCR only) It is to be understood that dependency upon a 10° change of direction cannot realistically provide (in all instances) a clear distinction between Right, Left, Turn, and that which is nominally Straight. As a result such terms must be applied judiciously as neither organizers nor contestants can be expected to make distinctions closely bordering upon the plus or minus 10° variance specified in the definitions. Organizers shall avoid such close determinations by employing unambiguous alternatives, when necessary, such as the use of OMs, use of instructions directing the contestant “toward” a reference or “upon” a specified route, etc. In certain instances, terms such as Go, Leave, Pickup, etc., which by virtue of their definitions might be dually defined as either a Turn or Straight, could also be successfully employed.

Diagrams of Intersections

These diagrams of intersections typically encountered on SCCA Road Rallies are to be interpreted as illustrated. With the exception of the first two “Not Crossroads” illustrations, each of the road configurations illustrated here is to be considered to be a single intersection when approached from any direction.



APPENDIX A.1 - RALLY REQUIREMENTS BY TYPE

	National	Divisional	Regional
Minimum length for Tour and Course events	180 miles	90 miles	No requirements
Minimum length of GTA events	At least 6 hours run time	At least 3 hours run time	No requirements
Number of controls	18 or more, at least 12 of which must be open or passage	9 or more, at least 6 of which must be open or passage	No requirements
Membership requirements for Rallymaster, Chair, and Safety Steward	Full membership required for all 3 positions	Full membership required for all 3 positions	Chair and Safety Steward must be full members. No requirement for Rallymaster
SCCA sanction application	Required. (See Article 4-C) Must be approved by NEC. Must be submitted at least 90 days in advance.	Required. (See Article 4-C) Must be approved by NEC. Must be submitted at least 45 days in advance.	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.
SCCA insurance	Required as described in Article 14	Required as described in Article 14	Required as described in Article 14
Fees	$10/car sanction fee plus $4.50/car insurance fee. No minimum.	$4/car sanction fee plus $4.50/car insurance fee. No minimum.	$2/car sanction fee plus $4.50/car insurance fee. No minimum.
Safety	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward
OBS control	Not required	Not required	Not required

	National	Divisional	Regional
Equipment Classes	E, L, S and G are required. Additional classes are allowed for local trophies but must be incorporated in the 4 required classes for SCCA Championship points scoring	E, L, S and G are required. Additional classes are allowed for local trophies but must be incorporated in the required classes for SCCA Championship points scoring	No requirements
Adherence to RRRs and Rules for Organizers.	Required. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 10 – Entry Requirements (except D) Article 11 – Championship Classes Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 17 – Mileages Article 18 – Timing and Scoring Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 10 – Entry Requirements (except D) Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request

	National	Divisional	Regional
SCCA ***RoadRally*** Lifetime Points	Contestants are ranked by overall finishing position regardless of Class and assigned Lifetime points as described in the RRRs.	No Lifetime Points	No Lifetime Points
SCCA ***RoadRally*** National Championship points	Contestants receive Championship points as described in the RRRs	Contestants receive Championship points as described in the RRRs	Contestants do not receive any Championship points
Submit Official Results	Required within 15 days after event.	Required within 15 days after event.	Not required
Submit Audit form	Required	Required	Required

APPENDIX A.2 - RALLY REQUIREMENTS BY TYPE

	Regional	Social	Charity
Minimum length for Tour and Course events	No requirement	No requirement	No requirement
Minimum length of GTA events	No requirement	No requirement	No requirement
Number of controls	No requirement	No requirement	No requirement
Membership requirements for Rallymaster, Chair, and Safety Steward	Chair and Safety Steward must be full members. No requirement for Rallymaster	Chair and Safety Steward must be full members. No requirement for Rallymaster	Chair and Safety Steward must be full members. No requirement for Rallymaster
SCCA sanction application	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.
SCCA insurance	Required as described in Article 14	Required as described in Article 14	Required as described in Article 14
Fees	$2/car sanction fee plus $4.50/car insurance fee.	No sanction fee. $4.50/car insurance fee. $45 maximum payment	Flat fee of $80/event.
Safety	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward
OBS control	Not required	Not required	Not required
Equipment Classes	No requirements	No requirements	No requirements
SCCA ***RoadRally*** Lifetime Points	No Lifetime Points	No Lifetime Points	No Lifetime Points
SCCA ***RoadRally*** National Championship points	Contestants do not receive any Championship points	Contestants do not receive any Championship points	Contestants do not receive any Championship points

	Regional	Social	Charity
Adherence to RRRs and Rules for Organizers.	Only the following sections of the RRR's are required: Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request	Only the following sections of the RRR's are required: Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request	Only the following sections of the RRR's are required: Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request
Submit Official Results	Not required	Not required	Not required
Submit Audit form	Required	Required	Required

Treks: Chair must be an SCCA member. Sanction fee is waived. Insurance fee of $4.50/car must be paid. Safety pre-check by a licensed SCCA RoadRally Safety Steward is not required, but a pre-check by an individual other than the "Trekmaster" is strongly suggested.

Charity: Only one event per year and the Charity must be 501(c)(3).

Weekend Membership Fee: Not required for Treks and Social and Charity rallies. For National, Divisional, and other Regional events at least one participant per team must be a Regular or Weekend Member. Non-members must submit a Trial Membership Form. (Example: If both team participants are non-members, the Team needs to submit both a Weekend Membership Form (fee required) and a Trial Membership Form. If one participant is a Regular Member, the non-member of the team must submit a Trial Membership Form (no fee required).

For a consolidated Appendix A table please reference the SCCA RoadRally Rules and Document website.-

APPENDIX B - SCCA HISTORIC CLASS TOURING *RoadRally*

This Appendix is written to define a set of parameters to be used by rallymasters presenting a ***RoadRally*** suitable for historic cars using limited types of equipment.

A ***RoadRally*** allowing Historic Class competition will comply with the rules for National Touring ***RoadRally*** events in the current SCCA ***RoadRally*** Rulebook. Route following will comply with Article 22, Route Following Priorities.

Only vehicle models manufactured before January 1, 1976 will be allowed to compete in the Historic Class. Any vehicle conforming to the FIA Rules for Historic Regularity Rallies will be allowable. They must have the equipment required for lawful operation on public roads in the state of their registration. The allowed vehicles may have modifications for the purpose of safety and reliability, which must be approved by the event committee on an individual basis.

The Historic Class may be divided into two categories based on timing and measurement equipment allowed.

Historic Limited (HL) will allow only the following equipment:

- Any mechanical or quartz crystal analog readout timing devices
- Any non-digital odometer can be used for mileage measurements. The Halda Speed Pilot is permitted.
- Any analog readout speedometer for speed measurement
- Computation equipment is limited to any standard slide rule type devices and/or tables or books. The Curta (and similar) mechanical calculator is permitted.

Historic SOP (HSOP) will allow only the following equipment:

- Any mechanical or quartz crystal analog readout timing devices
- Any analog readout speedometer for speed measurement only
- Odometers(mileage measurement equipment) are not allowed. Odometers, if present, must be masked during the entire event.

Rallymasters should design Historic Class Touring events with consideration for the age and types of vehicles that may be competing. The length of the course, as well as the timing and maneuvers may have to be adjusted to suit the intent of the Historic Class.

APPENDIX C - PROGRAM AWARDS

A) ROBERT V. RIDGES MEMORIAL AWARD

Bob Ridges was Secretary of the RRB from the inception of the National program in 1957 until his death in 1965. This award is presented to the SCCA member who exemplifies the highest degree of dedication and sportsmanship in the sport during the preceding year who has made an outstanding contribution to the success of an event during its execution; who has made an outstanding contribution to the program as a whole; who has exhibited exceptional sportsmanship involving personal sacrifice; or who has undertaken physical risk for the preservation of life or property.

This award is not intended for sitting RRB members, Official Observers, Rallymasters, or Officials unless they have clearly demonstrated extraordinary dedication, achievement, and/or sportsmanship above and beyond the duties and responsibilities of their office. Contestants shall only be eligible in cases involving exceptional sportsmanship, personal sacrifice or risk. The recipient is selected by the RRB based on recommendations of any rally participant or Board member. Presentation of the award is made at the Annual SCCA National Convention. An individual may only receive this award once. This is the highest honor within the SCCA Rally Program.

"Bob was a sportsman in the truest sense of the word. To him, sportsmanship lay in the manner of performance rather than in the winning; though as a competitor, he always strived to do his best. His honesty, integrity, sincerity and never failing good humor as well as his dedication to sports car activities have left an indelible mark."
- ***SportsCar*** March 1965

Year	Recipient(s)
2021	R Bruce Gezon, Murrysville, PA
2020	John J. Sears, Tucson, AZ
2019	Bruce Fisher, Dimondale, MI
2018	John Emmons, Galesville, WI
	Lois Van Vleet, Galesville, WI
2017	Rich Bireta, Lawrence, KS
2016	Mike Thompson, La Crosse, WI
2010	Cheryl Babbe, Anchorage, AK
	Bill Demming, Anchorage, AK
2009	Ron Ferris, Florissant, MO
2007	Bob Ricker, Pompano Beach, FL
2006	Jeanne English, Hermosa Beach, CA
2005	Jim Mirrielees, Arlington, VA

2003	Ted Goddard, Perkinsville, VT
2000	Jim Heine, St. Louis, MO
1998	Paula Gibeault, Ridgecrest, CA
1997	Russell Brown, Houston, TX
1994	Gene Henderson, Pinckney, MI
1993	Bob Radford, Rockford, IL
1991	John Classen, Burbank, CA
1990	Norman W. Hill, Lisle, IL
1989	Virginia J. Reese, Ann Arbor, MI
1987	John Buffum, Colchester, VT
1985	W. David Teter, Newark, DE
1982	"Doc" Floyd Shrader, M.D., W. Memphis, AR
1979	Harry M. Handley, Westport, CT
1976	Clyde Durbin, Dallas, TX
1975	Wayne J. Zitkus, Toledo, OH
1973	Erhard Dahm, Farmington, MI
1972	Kenneth Adams, Bakersfield, CA
1971	Ronald W. Jones, Tucson, AZ
1969	Victor T. Wallder, Nutley, NJ
1967	Frank Schmitz, Shawnee, KS
1965	Sam E. Fast, Middletown, NY

B) ARTHUR J. GERVAIS COURSE RALLY OF THE YEAR AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National ***RoadRally.*** This award is presented annually in recognition of the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Course rallies that year. Prior to 1989, this award encompassed all National Rallies each year. Voters could vote for up to 3 events. If someone voted only for first place, that event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.

Year	Rally	Region	Recipient
2021	Roads Scholar	Milwaukee	Jim Crittenden
2020	Not Awarded	Not Awarded	Not Awarded
2019	Roads Scholar	Milwaukee	Jim Crittenden
2018	Roads Scholar	Milwaukee	Jim Crittenden
2017	Roads Scholar	Milwaukee	Jim Crittenden
2016	Roads Scholar	Milwaukee	Jim Crittenden
2015	Steel Haul	Steel Cities	Chuck Larouere
2014	Steel Haul	Steel Cities	Chuck Larouere
2013	Virginia Reel	DC	David Head

2012	Desert Sands	Arizona Border	John Sears
2011	Steel Haul	Steel Cities	Chuck Larouere
2010	Lobster Traps	DC	Steve Gaddy
2009	Lobster Traps	DC	Steve Gaddy
2008	Beaver Cleaver	Oregon	Victoria Saager
2007	Bay Area Back Roads	San Francisco	Stu Helfer
2006	Old Dominion Rally I	Old Dominion	Charles Passut
2005	Dead Head II	Steel Cities	Rick Beattie
2004	Highway Robbery	Cal Club	Joanna Paden
	Steel Haul	Steel Cities	Bill Hawkins
2003	Chippewa Trail	Land O'Lakes	Dave Fuss
2002	Highway Robbery	Cal Club	Ron Melitsoff
2001	Return of The Crabs	Washington DC	Jim Mirrielees
2000	Oktoberally	Land O'Lakes	Mike Thompson
1999	Oktoberally	Land O'Lakes	John Emmons
1998	Virginia Creeper	Blue Ridge	Earl Hutson
1997	Oktoberally	Land O'Lakes	John Emmons
1996	Oktoberally	Land O'Lakes	John Emmons
1995	Warpath	Oklahoma	Jim Duea
1994	Greek	Chicago	Marty Howard
1993	Warpath	Oklahoma	Jim Duea
1992	Oktoberally	Land O'Lakes	Lois Van Vleet
1991	Oktoberally	Land O'Lakes	Mike Thompson
1990	Oktoberally	Land O'Lakes	Mike Thompson
1989	Chippewa Trail	Land O'Lakes	Kate Westberg
1988	Chippewa Trail	Land O'Lakes	Kate Westberg
1987	Escape to Wisconsin	Land O'Lakes	Dave Fuss
			Clarence Westberg
1986	Escape to Wisconsin	Land O'Lakes	Dave Fuss
			Clarence Westberg
1985	Oktoberally	Land O'Lakes	Mike Thompson
			Dave Larson
1984	Great Canyon	Arizona Border	Bill Eley
1983	The Search	New England	Kit Caruthers
			Mark Rerick
1982	The Search	New England	Kit Caruthers
			Mark Rerick
1981	The Search	New England	Kit Caruthers
			Mark Rerick
1980	Highway Robbery	Cal Club	Jeanne English
1979	Highway Robbery	Cal Club	Jack Mathieson
1978	Highway Robbery	Cal Club	John Classen
1977	Appalachian	Philadelphia	W. David Teter

1976	Golden West	San Francisco	Barbara Teter Fred Nation Sue Russell

Year	Rally	Region	Recipient
1975	Highway Robbery	Cal Club	James R. Lightfoot
1974	Spirit of '76	NE Ohio	Rudy Kren
1973	Heart of Dixie	TennesseeValley	Leland P. Scott
1972	El Camino Real	Cal Club	Walt Schmidt, Jr
1971	Mission Trail	Cal Club	Joseph M. Haugen
1970	Coastal Masters	San Jacinto	Russell K. Brown
1969	Andiamo	NW Ohio	Wayne J. Zitkus
1968	Press On Regardless	Detroit	Scott D. Harvey
1967	Andiamo	NW Ohio	Wayne Zitkus John Toepfer
1966	Andiamo	NW Ohio	Wayne Zitkus John Toepfer
1965	Rip Van Winkle	New York	Sam E. Fast
1964	Appalachian	Philadelphia	Don Kirkpatrick
1963	La Jornada	Rio Grande	Martin Pierce
1962	Historic New York	Finger Lakes	John G. Robinson
1961	Daniel Boone	St. Louis	Don Doll Lois desParois
1960	Virginia Reel	Wash., D.C.	R. Gamble Mann

C) W. DAVID TETER TOURING RALLY OF THE YEAR AWARD

W. David Teter was the editor of the modernized and comprehensive *RoadRally* Rule Book, Rallymaster of seventeen consecutive March Lamb Regional rallies, and an outstanding competitor on the NTR circuit. This award is presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Tour rallies that year. Voters could vote for up to 3 events. If someone voted only for first place, that event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.

Year	Rally	Region	Recipient
2021	Road Scamper	Milwaukee	Jim Crittenden
2020	Hell and Back	Detroit	Scott Harvey, Jr.
2019	MOWOG Winter	Land O'Lakes	Clarence Westberg
2018	Laurel Run	Steel Cities	Rick Beattie Jeffrey Hutzelman
2017	Badger Trails	Land O'Lakes	John Emmons
2016	Badger Trails	Land O'Lakes	John Emmons

2015	Badger Trails	Land O'Lakes	John Emmons
2014	Badger Trails	Land O'Lakes	John Emmons
2013	Magical History Tour	DC	David Head
2012	Badger Trails	Land O'Lakes	John Emmons
2011	Badger Trails	Land O'Lakes	John Emmons
2010	Badger Trails	Land O'Lakes	John Emmons
2009	Northern Lights	Land O'Lakes	Lois Van Vleet
2008	The Barlow Trail	Oregon	Victoria Saager
2007	Badger Trails	Land O'Lakes	John Emmons
2006	Great Canyon Rally	Arizona Border	Dave Jameson
2005	Badger Trails	Land O'Lakes	John Emmons
2004	Badger Trails	Land O'Lakes	John Emmons
2003	Badger Trails	Land O'Lakes	John Emmons
2002	Laurel Tour	Steel Cities	William Hawkins
2001	Catoctin Monte	Washington DC	Jim Mirrielees Eric Bloom
2000	Northern Lights	Land O'Lakes	Lois Van Vleet
1999	The Winery	San Francisco	Derf Nation
1998	Trail of the Lonesome	Pine Blue Ridge	Earl Hutson
1997	Great Canyon	Arizona Border	Dave Jameson John Sears
1996	Historic New York	Finger Lakes	Debbi Segall
1995	Historic New York	Finger Lakes	Debbi Segall
1994	Oktoberally	Land O'Lakes	Lois Van Vleet
1993	Texas Triangle B2	Houston	Joan & Ken Matthew
1992	Historic New York	Finger Lakes	Debbi Segall
1991	See Ya Later Alligator	Houston	Bob Gillispie
1990	Inaugural	Cal Club	John Classen
1989	Harvest Moon	Western Ohio	Mark Fox

D) NATIONAL COURSE RALLY CHAMPIONSHIP

2021	Class E	Steve Gaddy	Denver, CO
		R. Bruce Gezon	Murrysville, PA
		C. Robert Morseburg	Seattle, WA
	Class L	Satish Gopalkrishnan	Jersey City, NJ
		Savera D'Souza	Jersey City, NJ
	Class S	Jessica Toney	San Carlos, CA
		Jim Wakemen, Sr.	Turnersville, NJ
2019	Class E	Steve Gaddy	New Market, MD
	Class L	Jeanne English	Hawthorne, CA
		Karl Broberg	Oro Valley, AZ
	Class S	Jim Wakemen, Sr	Turnersville, NJ

2018	Class E	Jim Crittenden	Fitchburg, WI
	Class L	Jeanne M. English	Hawthorne, CA
	Class S	J Toney	Woodland, CA
		Jim Wakemen, Sr	Turnersville, NJ
2017	Class E	R. Bruce Gezon	Murrysville, PA
		Bob Morseburg	Seattle, WA
	Class L	Karl Broberg	Oro Valley, AZ
		Jeanne English	Hawthorne, CA
	Class S	Jim Wakemen, Sr	Turnersville, NJ
2016	Class E	Steve Gaddy	New Market, MD
	Class L	Jeanne English	Hawthorne, CA
	Class S	Jim Wakemen, Sr	Turnersville, NJ
2015	Class E	Steve Gaddy	New Market, MD
	Class L	R. Bruce Gezon	Murrysville, PA
	Class S	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
2014	Master	Steve Gaddy	New Market, MD
		R. Bruce Gezon	Murrysville, PA
		Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
		H. Jack von Kaenel	Belville, NC
	Expert	Clyde Heckler	Laurel Springs, NJ
2013	Master	Steve Gaddy	New Market, MD
		R. Bruce Gezon	Murrysville, PA
		Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	Craig Beidelman	Indianapolis, IN
2012	Grand Master	Steve Gaddy	New Market, MD
		R. Bruce Gezon	Murrysville, PA
	Expert	Mark Haas	Ardsley, PA
	Senior	Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	Charles Lemeron	Noblesville, IN
2011	Grand Master	Steve Gaddy	New Market, MD
		R. Bruce Gezon	Murrysville, PA
	Expert	Mark Haas	Ardsley, PA
	Senior	Jim Wakemen, Sr	Turnersville, NJ
2010	Grand Master	Jeanne English	Hermosa Beach, CA
		Steve Gaddy	New Market, MD
		Chuck Larouere	Murrysville, PA

		Bob Morseburg	Seattle, WA
		J Toney	Woodland, CA
		Jack von Kaenel	Arlington, VA
	Expert	Jim Miner	Annapolis, MD
		Jessica Toney	San Carlos, CA
	Senior	Clyde Heckler	Laurel Springs, NJ
	Sportsman	Larry Scholnick	Sherman Oaks, CA
2009	Grand Master	James Friedman	Silver Spring, MD
		Steve Gaddy	New Market, MD
		R. Bruce Gezon	Murrysville, PA
		Stu Helfer	El Cerrito, CA
		J Toney	Woodland, CA
		Jack von Kaenel	Arlington, VA
	Expert	Jessica Toney	San Carlos, CA
	Senior	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	Rebecca Bastien	Palmer, AK
		Dave Horoschak	Doylestown, PA
		Ted Horoschak	Furlong, PA
2008	Grand Master	Steve Gaddy	New Market, MD
		Chuck Larouere	Pittsburgh, PA
		Bob Morseburg	Seattle, WA
		J Toney	Woodland, CA
		Jack von Kaenel	Arlington, VA
	Expert	Jessica Toney	Redwood City, CA
	Senior	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	David Horoschak	Doylestown, PA
		Ted Horoschak	Furlong, PA
2007	Grand Master	James Friedman	Silver Spring, MD
		Bob Morseburg	Seattle, WA
		Jack von Kaenel	Arlington, VA
	Expert	Steve Gaddy	Grand Forks, ND
	Senior	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	Jeff Wakemen	Fair Lawn, NJ
2006	Class E	Jack von Kaenel	Arlington, VA
	Class L	R. Bruce Gezon	Murrysville, PA
		David Kolb	Old Bridge, NJ
		Fred Mapplebeck	Salem, NH
	Class S	J Toney	Woodland, CA

		Jessica Toney	Redwood City, CA
2005	Class E	Bob Morseburg	Seattle, WA
		Monte Saager	Hillsboro, OR
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	J Toney	Woodland, CA
2004	Class E	Rick Beattie	Pittsburgh, PA
		Chuck Larouere	Pittsburgh, PA
		Jack von Kaenel	Arlington, VA
	Class L	Chuck Hanson	Indianapolis, IN
		Steve Gaddy	Grand Forks, ND
	Class S	J Toney	Woodland, CA
2003	Class E	Rick Beattie	Pittsburgh, PA
		Chuck Larouere	Pittsburgh, PA
		Jim Mirrielees	Arlington, VA
		Bob Morseburg	Seattle, WA
	Class L	R. Bruce Gezon	Murrysville, PA
		Fred Mapplebeck	Salem, NH
	Class S	J Toney	Woodland, CA
		Jessica Toney	San Mateo, CA
2002	Class E	Rick Beattie	Pittsburgh, PA
		Chuck Larouere	Pittsburgh, PA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Steve Gaddy	Grand Forks, ND

2000-2001 SEE D) NATIONAL ***RoadRally*** CHAMPIONSHIP

1999	Class E	Jack von Kaenel	Ft. Myer, VA
		Bob Morseburg	Seattle, WA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	No Qualifier	
1998	Class E	Bob Morseburg	Seattle, WA
		Jim Mirrielees	Arlington, VA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	No Qualifier	
1997	Class E	Dave Fuss	Maple Grove, MN
		Scott Forehand	Maple Plain, MN

	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Niles, IL
		Helen Boricic	Niles, IL
1996	Class E	Jim Mirrielees	Arlington, VA
		Bob Morseburg	Seattle, WA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Arlington Heights, IL
		Helen Boricic	Arlington Heights, IL
1995	Class E	Bob Morseburg	Seattle, WA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Helen Boricic	Arlington Heights, IL
		Richard Kamo	Arlington Heights, IL
1994	Class E	Scott Forehand	Maple Plain, MN
		Dave Fuss	Maple Grove, MN
	Class U	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Arlington Heights, IL
1993	Class E	Bob Morseburg	Seattle, WA
		Jim Mirrielees	Glendale, WI
	Class U	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Jim O'Connor	Ellicott City, MD
		Jack von Kaenel	Ft. Sill, OK
1992	Class E	Dave Fuss	Maple Grove, MN
	Class U	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Jim O'Connor	Ellicott City, MD
		Jack von Kaenel	Ft. Sill, OK
1991	Class A	Bob Morseburg	Seattle, WA
		John Classen	Burbank, CA
	Class B	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class C	Randy Howard	Newbury Park, CA
		Kris Thompson	Newbury Park, CA
1990	Class A	John Stenmark	Jackson, MS
		Janice Stenmark	Jackson, MS

	Class B	John Classen	Burbank, CA
		Bob Morseburg	Seattle, WA
	Class C	John Soltesz	Pemberville, OH
		Kay Soltesz	Pemberville, OH
1989	Class A	James Friedman	Silver Spring, MD
	Class B	John Classen	Burbank, CA
	Class C	Jack von Kaenel	Ft. Bragg, NC
		Jim O'Connor	Ellicott City, MD

E) NATIONAL ***RoadRally*** CHAMPIONSHIP

2001	Class E	Ron Johnstonbaugh	Wadsworth, OH
		Greg Lester	Akron, OH
		Jack von Kaenel	Arlington, VA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Karl Broberg	Tucson, AZ
		Charles Hanson	Indianapolis, IN
		Dave Jameson	Tucson, AZ
2000	Class E	Jim Mirrielees	Arlington, VA
		Bob Morseburg	Seattle, WA
	Class L	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
		Fred Mapplebeck	Salem, NH
		Rene Ruel	Bridgewater, NJ
	Class S	Julie Gaddy	Melville, NY
		Steve Gaddy	Melville, NY
		Fred Mapplebeck	Salem, NH
	Class R	Chris Bean	Columbia, MD
1988	Class A	John Classen	Burbank, CA
		Bob Radford	Conifer, CO
	Class B	Bob Miller	Tewksbury, MA
		Bob Schlain	Hartford, CT
	Class C	Steve Beuerman	Cupertino, CA
		Mike Machado	San Jose, CA
1987	Class A & B	John Classen	Burbank, CA
		Bob Radford	Conifer, CO
	Class C	Richard Kamo	Prospect Heights, IL
		John Kutska	Brookfield, IL
1986	Class A & B	John Classen	Burbank, CA
		Bob Radford	Conifer, CO
	Class C	Don Bailor	Garden Grove, CA
		Kim Joiner	Palatine, IL
		Richard Kamo	Prospect Heights, IL
1985	Class A	Roger Bergstein	Forest Hills, NY
	Class B	John Classen	Burbank, CA
	Class C	Joseph Coyle	Dracut, MA
		Val Stegemoen	Millville, MA
1984	Class A & B	John Classen	Los Angeles, CA
		Bob Radford	Rockford, IL
	Class C	Dean Gutridge	Silver Spring, MD
		Joe Gutridge	Silver Spring, MD
		Loetta Hamilton	Lexington, KY

		Phil Schneider	Lexington, KY
1983	Class A & B	John Classen	Los Angeles, CA
		Bob Radford	Rockford, IL
	Class C	Jim Doan	Willow Grove, PA
		Mark Haas	Ardsley, PA
1982	Class A & B	John Classen	Los Angeles, CA
		Bob Radford	Rockford, IL
	Class C	Steve Perlman	Bloomington, IN
1981	Class A	John Classen	Los Angeles, CA
	Class B	Roger Bergstein	Forest Hills, NY
		Bob Radford	Rockford, IL
	Class C	Jim Doan	Willow Grove, PA
		Mark Haas	Ardsley, PA
1980	Class A	Bob Radford	Rockford, IL
		Fred Rosevear	Madison, WI
	Class B	Kit Caruthers	Cambridge, MA
		John Classen	Los Angeles, CA
		Jeanne English	Hermosa Beach, CA
		David Kolb	South River, NJ
	Class C	Mark Larson	Eyota, MN
		Gary Starr	Bloomington, MN
1979	Class A	Bob Radford	Rockford, IL
		Fred Rosevear	Madison, WI
	Class B	John Classen	Los Angeles, CA
		Jeanne English	Hermosa Beach, CA
1978	Class A	James Friedman	Schnecksville, PA
		Clarence Westberg	Richfield, MN
	Class B	Roger Bergstein	Forest Hills, NY
		John Classen	Los Angeles, CA
		Jeanne English	Hermosa Beach, CA
		Ken Johnson	New Preston, CT
1977	Class A	John Classen	Los Angeles, CA
		R. Bruce Gezon	Murrysville, PA
		Curt Rich	Houston, TX
		W. David Teter	Newark, DE
	Class B	Roger Bergstein	Forest Hills, NY
		Ken Johnson	New Preston, CT
1976	Class A	Dave Flanigan	Huntsville, AL
		Bob Kruse	Huntsville, AL
	Class B	Ron Hayslett	Las Cruces, NM
		Dick Ecelbarger	Tucson, AZ

1975	Class A	Richard Lieberman	Annandale, VA
	Class B	Rick Turner	Los Angeles, CA
		Elliott Woodward	Altadena, CA
1974	Class A	R. Bruce Gezon	Peoria, IL
	Class B	Lowell Lovvorn	Huntsville, AL
1973	Class A	Sam K. Jones, Jr.	Huntsville, AL
		Clark E. Thorp	Huntsville, AL
	Class B	Norman S. de Carteret	White Plains, NY
		Lowell Lovvorn	Huntsville, AL
		K. Paul Smith	South Bound Brook, NJ
1972	Class A	Sam K. Jones, Jr.	Huntsville, AL
		Clark E. Thorp	Huntsville, AL
	Class B	John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1971	Class A	Nathan H. Jones	Houston, TX
		Russell K. Brown	Houston, TX
	Class B	John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1970	Class A	David Weiman	Evanston, IL
		Bernie W. Rekus	Chicago, IL
	Class B	John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1969	Class A	Roger H. Bohl	Holmdel, NJ
		Kathryn Bohl	Holmdel, NJ
	Class B	John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1968	Class A	Nathan H. Jones	Houston, TX
		Russell K. Brown	Houston, TX
	Class B	John Y. Chidester, Jr.	Uniontown, PA
		R. Bruce Gezon	West Chester, PA
1967	Class A	Roger H. Bohl	Holmdel, NJ
		Kathryn Bohl	Holmdel, NJ
	Class B	Bernard G. Albers	New Castle, PA
		Ursel Albers	New Castle, PA
1966	Overall	Dennis Koelmel	Huntingdon Valley, PA
		Sally Anne Koelmel	Huntingdon Valley, PA
1965	Overall	Dennis Koelmel	Huntingdon Valley, PA
		Sally Anne Koelmel	Huntingdon Valley, PA
1964	Club Class	Scott D. Harvey	Dearborn, MI
		Jay Toney	Pineville, PA
	Mfg. Class	Dennis Koelmel	Huntingdon Valley, PA

		Sally Anne Koelmel	Huntingdon Valley, PA
1963	Overall	Scott D. Harvey Warren Tiahrt	Dearborn, MI Oak Park, MI
1962	Overall	Leslie C. Smith Angie Smith	Austin, TX Austin, TX
1961	Overall	Helen Hough	Westport, CT
1960	Overall	Roger H. Bohl Richard W. Smith	Plainfield, NJ Quakertown, PA
1959	Overall	Juanita DeLoof Mel R. DeLoof Thomas R. Lusk	Manhattan Beach, CA Manhattan Beach, CA Alexandria, VA
1958	Overall	Joseph M. Bechtel Celia Bechtel	Manhattan Beach, CA Manhattan Beach, CA

F) NATIONAL TOURING RALLY CHAMPIONSHIP

2021	Class E	Steve Gaddy	Denver, CO
		R. Bruce Gezon	Murrysville, PA
		C. Robert Morseburg	Seattle, WA
	Class L	Satish Gopalkrishnan	Jersey City, NJ
		Savera D'Souza	Jersey City, NJ
	Class S	Jessica Toney	San Carlos, CA
		Jim Wakemen, Sr.	Turnersville, NJ
2020	Class E	Rob Moran	Brunswick, OH
	Class L	Satish Gopalkrishnan	Jersey City, NJ
		Savera D'Souza	Jersey City, NJ
	Class S	Alison Lee	Northville, MI
		Sawyer Stone	Plymouth, MI
		J Toney	Woodland, CA
		Jessica Toney	San Carlos, CA
2019	Class E	R. Bruce Gezon	Murrysville, PA
		Rob Moran	Brunswick, OH
		C. Robert Morseburg	Seattle, WA
	Class L	Piotr Roszczenko	Canton, MI
		Adam D. Spieszny	Walled Lake, MI
	Class S	J Toney	Woodland, CA
2018	Class E	John A. Emmons	Galesville, WI
		R. Bruce Gezon	Murrysville, PA
		Lois A. Van Vleet	Galesville, WI
	Class L	Satish Gopalkrishnan	Jersey City, NJ
	Class S	J Toney	Woodland, CA
		Jessica Toney	San Carlos, CA
2017	Class E	John Emmons	Galesville, WI
		Lois Van Vleet	Galesville, WI
	Class L	Jeanne English	Hawthorne, CA
	Class S	J Toney	Woodland, CA
2016	Class E	R. Bruce Gezon	Murrysville, PA
	Class L	Satish Gopalkrishnan	Ewing, NJ
		Savera D'Souza	Ewing, NJ
	Class S	J Toney	Woodland, CA
2015	Class E	H. Jack von Kaenel	Belville, NC
	Class L	R. Bruce Gezon	Murrysville, PA
		Dennis Wiedbusch	Canton, MI
		Ken Wiedbusch	Royal Oak, MI
	Class S	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ

2014	Master	J Toney	Woodland, CA
		H. Jack von Kaenel	Belville, NC
		R. Bruce Gezon	Murrysville, PA
		David P. Head	King George, VA
		C. Robert Morseburg	Seattle, WA
	Expert	Jay Nemeth-Johannes	Bayside, WI
	Sportsman	John Fishbeck	Haslett, MI
2013	Master	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Expert	Robert E. DeMeritt	Plainfield, IL
	Sportsman	Jay Nemeth-Johannes	Bayside, WI
2012	Grand Master	John Emmons	Galesville, WI
		Ron Ferris	Florissant, MO
		R. Bruce Gezon	Murrysville, PA
		Stu Helfer	El Cerrito, CA
		Lois Van Vleet	Galesville, WI
		Jack von Kaenel	Belville, NC
	Expert	Kate Westberg	Bloomington, MN
	Senior	Richard Bireta	Lawrence, KS
	Sportsman	Aaron Usher	Mason, MI
		Nathanial Usher	Mason, MI
2011	Grand Master	R. Bruce Gezon	Murrysville, PA
		Stu Helfer	El Cerrito, CA
		Greg Lester	Akron, OH
		Jack von Kaenel	Arlington, VA
	Expert	Rob Moran	Brighton, MI
	Senior	Dennis Wiedbusch	Westland, MI
	Sportsman	Matthew Rhoads	Oxford, PA
2010	Grand Master	Ron Ferris	Florissant, MO
		R. Bruce Gezon	Murrysville, PA
		David Head	King George, VA
		W. David Teter	Newark, DE
		Jack von Kaenel	Arlington, VA
	Expert	Jessica Toney	San Carlos, CA
	Senior	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	Angela Patrick	Monticello, IL
2009	Grand Master	R. Bruce Gezon	Murrysville, PA
		David Head	King George, VA
		Greg Lester	Akron, OH
		Fred Mapplebeck	Salem, NH
		W. David Teter	Newark, DE
		J Toney	Woodland, CA
		Jack von Kaenel	Arlington, VA

	Expert	Charles Hanson	Indianapolis, IN
	Senior	Daniel Harkcom	Rochester Hills, MI
	Sportsman	Gary Patrick	Monticello, IL
2008	Grand Master	R. Bruce Gezon	Murrysville, PA
		Jack von Kaenel	Arlington, VA
	Expert	Charles Hanson	Indianapolis, IN
	Senior	Mark Haas	Ardsley, PA
		Jim Wakemen, Sr	Turnersville, NJ
	Sportsman	Peter Chezik	Erial, NJ
2007	Grand Master	R. Bruce Gezon	Murrysville, PA
		Dave Jameson	Tucson, AZ
		Fred Mapplebeck	Salem, NH
		Jack von Kaenel	Arlington, VA
	Expert	Steve Gaddy	Grand Forks, ND
	Senior	Steve Novatne	Bethlehem, PA
	Sportsman	Paul Eklund	Tigard, OR
2006	Class E	John Emmons	Galesville, WI
		Dave Head	King George, VA
		W. David Teter	Newark, DE
		Lois Van Vleet	Galesville, WI
	Class L	R. Bruce Gezon	Murrysville, PA
		Fred Mapplebeck	Salem, NH
	Class S	J Toney	Woodland, CA
		Jessica Toney	Redwood City, CA
2005	Class E	Rick Beattie	Pittsburgh, PA
		Chuck Larouere	Pittsburgh, PA
	Class L	R. Bruce Gezon	Murrysville, PA
		Fred Mapplebeck	Salem, NH
	Class S	J Toney	Woodland, CA
2004	Class E	Rick Beattie	Pittsburgh, PA
		Chuck Larouere	Pittsburgh, PA
	Class L	R. Bruce Gezon	Murrysville, PA
		Fred Mapplebeck	Salem, NH
	Class S	Fred Rosevear	Madison, WI
		Mike Thompson	La Crosse, WI
2003	Class E	Rick Beattie	Pittsburgh, PA
		Chuck Larouere	Pittsburgh, PA
		Bob Morseburg	Seattle, WA
	Class L	R. Bruce Gezon	Murrysville, PA
		Fred Mapplebeck	Salem, NH
	Class S	J Toney	Woodland, CA
		Jessica Toney	San Mateo, CA

2002	Class E	Ron Johnstonbaugh	Wadsworth, OH
		Jack von Kaenel	Arlington, VA
	Class L	R. Bruce Gezon	Murrysville, PA
	Class S	Steve Gaddy	Grand Forks, ND

2000-2001 SEE D) NATIONAL ***RoadRally*** CHAMPIONSHIP

1999	Class E	Bill Laitenberger	Fairport, NY
		Debbi Segall	Fairport, NY
	Class L	Fred Mapplebeck	Salem, NH
		Rene Ruel	Bridgewater, NJ
	Class S	Kathleen Toomey	Bridgewater, NJ
		Rene Ruel	Bridgewater, NJ
1998	Class E	John Emmons	Galesville, WI
		Lois Van Vleet	Galesville, WI
	Class L	Karl Broberg	Tucson, AZ
		Jeanne English	Hermosa Beach, CA
		Dave Jameson	Tucson, AZ
		David Kolb	Old Bridge, NJ
	Class S	Dave Weiman	Houston, TX
		Russell Brown	Houston, TX
1997	Class E	Ron Ferris	Florissant, MO
		John Sears	Tucson, AZ
	Class L	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Rene Ruel	Bridgewater, NJ
1996	Class E	Jim Friedman	Silver Spring, MD
		Jack von Kaenel	Fort Myer, VA
	Class L	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Rene Ruel	Bridgewater, NJ
1995	Class E	Jim Duea	Yukon, OK
	Class L	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
		Dave Kolb	Old Bridge, NJ
		Jeanne English	Hermosa Beach, CA
	Class S	Rich Kamo	Arlington Heights, NJ
1994	Class E	Debbi Segall	Rochester, NY
		Bill Laitenberger	Rochester, NY
	Class U	Jeanne English	Hermosa Beach, CA
		Dave Kolb	Old Bridge, NJ
		Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Rich Kamo	Arlington Heights, NJ
		Jim Mirrielees	Alexandria, VA

1993	Class E	Mike Lingenfelter	Indianapolis, IN
		Tim Craft	Racine, WI
		Bill Laitenberger	Rochester, NY
	Class U	Karl Broberg	Tucson, AZ
		Jim Mirrielees	Glendale, WI
		John Puffenberger	Fostoria, OH
		Mike Puffenberger	Fostoria, OH
	Class S	Rich Kamo	Arlington Heights, IL
1992	Class E	Mike Lingenfelter	Indianapolis, IN
		Tim Craft	Racine, WI
	Class U	Dave Jameson	Tucson, AZ
		Karl Broberg	Tucson, AZ
		Jim Mirrielees	Glendale, WI
	Class S	Mike Puffenberger	Fostoria, OH
		John Puffenberger	Fostoria, OH
		Rich Kamo	Arlington Heights, IL
1991	Class E	Curt Rich	Houston, TX
		Debbie Rich	Houston, TX
	Class U	Karl Broberg	Tucson, AZ
	Class S	Rich Kamo	Arlington Heights, IL
		Dick McKone	Peoria, IL
1990	Class E	Mike Lingenfelter	Wheeling, IL
		Dan Schonberg	Grand Rapids, MI
	Class U	Jeanne English	Hermosa Beach, CA
		David Kolb	Old Bridge, NJ
	Class S	Richard Kamo	Arlington Heights, IL
		Richard McKone	Peoria, IL
1989	Class E	Dan Coughnour	Dayton, OH
		Mark Fox	Dayton, OH
	Class U	Karl Broberg	Tucson, AZ
		Dave Jameson	Tucson, AZ
	Class S	Bob Radford	Conifer, CO
		John Ruther	Cary, IL

G) NATIONAL GTA CHAMPIONSHIP

2021	Class EX	R. Bruce Gezon	Murrysville, PA
		C. Robert Morseburg	Seattle, WA
		Jerry White	Champaign, IL
2020	Class EX	R. Bruce Gezon	Murrysville, PA
		C. Robert Morseburg	Seattle, WA
		Chris Regan	Salem, CT
2019	Class EX	R. Bruce Gezon	Murrysville, PA
		C. Robert Morseburg	Seattle, WA
2018	Class EX	R. Bruce Gezon	Murrysville, PA
2017	Class EX	R. Bruce Gezon	Murrysville, PA
2016	Class EX	John Poulos	Lewisville, TX
2015	Class EX	Wendy Harrison	Indianapolis, IN
2014	Master	R. Bruce Gezon	Murrysville, PA
		Stephen G. Gaddy	New Market, MD
	Expert	Craig M. Beidelman	Indianapolis, IN
	Sportsman	John Poulos	Lewisville, TX
2013	Master	R. Bruce Gezon	Murrysville, PA
	Expert	Ted Drummond	Indianapolis, IN
	Sportsman	Cameron Hull	Columbus, IN
2012	Grand Master	R. Bruce Gezon	Murrysville, PA
	Sportsman	Wendy Harrison	Indianapolis, IN
2011	Grand Master	Steve Gaddy	New Market, MD
		R. Bruce Gezon	Murrysville, PA
	Sportsman	Wendy Harrison	Indianapolis, IN
2010	Grand Master	R. Bruce Gezon	Murrysville, PA
	Sportsman	Wendy Harrison	Indianapolis, IN
2009	Grand Master	R. Bruce Gezon	Murrysville, PA
	Sportsman	Wendy Harrison	Indianapolis, IN
2008	Grand Master	R. Bruce Gezon	Murrysville, PA
	Sportsman	Wendy Harrison	Indianapolis, IN
		Susan Vogt	Indianapolis, IN
2007	Sportsman	Catherine LaCroix	Grapevine, TX
		Mark LaCroix	Grapevine, TX

H) MANUFACTURERS RALLY CHAMPIONSHIP

The Manufacturers Rally Championship is an annual competition for all automobile manufacturers, domestic and foreign, in all National Championship Rallies. The winner shall be the marque compiling the highest total points in these rallies. From 1964 through 1989, this award included all National Rallies. From 1989 through 1993, this award was separated for each series (NCR / NTR). From 1994 on, this award includes all National Championship Rallies. Not awarded 1997 through 2003.

2021	Subaru
2020	Volkswagen
2019	Subaru
2018	Subaru
2017	Subaru
2016	MINI
2015	Subaru
2014	Subaru
2013	Subaru
2012	Subaru
2011	Subaru
2010	Subaru
2009	Subaru
2008	Subaru
2007	Subaru
2006	Subaru
2005	Subaru
2004	Subaru
1996	Pontiac
1995	Toyota
1994	Subaru

I) MANUFACTURERS COURSE RALLY CHAMPIONSHIP

1989-1993	Toyota Motor Sales, U.S.A., Inc
1971-1981	Nissan Motor Corp. in U.S.A. (Datsun)
1969-1970	Ford Division, Ford Motor Company
1968	Volvo
1967	Chevrolet Division, General Motors Corporation
1964-1966	Chrysler-Plymouth Division, Chrysler Corporation

J) MANUFACTURERS TOURING RALLY CHAMPIONSHIP

1992-1993	BMW
1991	Nissan Motors
1990	Audi of America, Inc
1989	Toyota Motor Sales, Inc

K) VIC AND JESSIE WALLDER AWARD

This award was presented annually by Vic & Jessie Wallder to the highest placing husband and wife team in National Rally competition. **Discontinued in 1994**

1993	Charles & Joyce Clark	Albuquerque, NM
1992	Russell & Jan Brown	Houston, TX
1991	Curt & Debbie Rich	Houston, TX
1990	John & Karin Driver	Boca Raton, FL
1989	John & Janice Stenmark	Jackson, MS
1988	John & Janice Stenmark	Jackson, MS
1987	John & Janice Stenmark	Jackson, MS
1986	John & Janice Stenmark	Jackson, MS
1985	John & Janice Stenmark	Jackson, MS
1984	Clarence & Kate Westberg	Bloomington, MN
1983	Roger & Felicia Kuekne	Janesville, WI

L) COURSE RALLY ROOKIE OF THE YEAR

Presented annually to the SCCA member who, in his/her first season of NCR competition, accumulates the greatest number of points in any class. To be eligible, the member shall not have earned any prior Lifetime ***RoadRally*** Points. **Discontinued in 1991.**

1990	Jan Brown, Houston, TX
1989	John Pearsall, Oklahoma City, OK
1988	Mike Machado, San Jose, CA
1987	Richard/Cynthia McKone, Peoria, IL
1986	Don Bailor, Garden Grove, CA
	Richard Kamo, Prospect Heights, IL
1985	Kim Joiner, Palatine, IL
1984	Tim/Tern Meyer, Westminster, CO
1983	Val Stegemoen, Miliville, MA
1982	Randy Waibel, Houston, TX
	Tom Zakrzewski, League City, TX
1981	Jim Doan, Willow Grove, PA
	Mark Haas, Ardsley, PA
1980	Ty Holmquist, Bonita, CA
1979	Wayne Harris, Marietta, GA
1978	Brian Jacobson, Osseo, MN
1978	Steve Landwehr, Long Lake, MN
1977	Martin S. George, Mariette, GA
1976	Evelyn Downing, Vancouver, WA
1976	J. Russell Downing, Vancouver, WA
1975	Rick Turner, Los Angeles, CA
	Elliott Woodward, Altadena, CA
1974	Judi Seibert, Marietta, GA
1973	Ken Johnson, New Preston, CT

1972	Tom Moran, Akron, OH
1971	Steven Rosenthall, Natick, MA
1970	Bill Chambers, Las Cruces, NM
1969	Wayne T. Elvin, Greensboro, NC
1968	Paul A. Novak, Satellite Beach, FL

M) DIVISIONAL ***RoadRally*** ACHIEVEMENT

Initiated in 1992, this award is presented in recognition of a division's activities in ***RoadRally*** for a new or on-going program. This may include events, promotions, attendance, innovation in public relations, etc. Nominations clearly indicating the qualifying details may be made by any rally participant, with the recipient being selected by the RRB.

2021	CENDIV	Michael Thompson
2020	SEDIV	Bob Ricker
2019	CENDIV	Mike Thompson
2018	NEDIV	Peter Schneider
2017	GLDIV	Mike Bennett
2016	NEDIV	Scott Beliveau
2014	CENDIV	Clarence Westberg
2013	CENDIV	Clarence Westberg
2012	GLDIV	Mike Bennett
2011	NEDIV	Steve McKelvie
2010	SOPAC	Larry Scholnick
2009	NEDIV	Ted Goddard
2008	NWDIV	Monte Saager
2007	GLDIV	Mike Bennett
2006	NEDIV	Fred Mapplebeck
2005	MIDDIV	Bruce Bettinger
2004	CENDIV	Greg Lester
2003	NOPAC	Kevin Poirier
2002	SEDIV	Bob Ricker
2001	NEDIV	Fred Mapplebeck
2000	CENDIV	Jim Mickle
1999	CENDIV	Jim Mickle
1998	NEDIV	Rene Ruel
1997	CENDIV	Jim Mickle
1995	CENDIV	Dave Head
1994	MIDDIV	Jim Heine
1992	NEDIV	Peter Schneider

N) BEST NEW DIVISIONAL COURSE RALLY

Discontinued in 1989

YEAR	RALLY	REGION	CHAIR
1988	Iron Hand	Steel Cities	William Hawkins

			Chuck Larouere
1987	Blue Bayou Too	Red River	Rhonda White
			John Stenmark
			Janice Stenmark
1986	40 Year Anniv Rally	Indianapolis	John Calhoun
			Dave Head
1985	The Afternoon Rally	Atlanta Region	Mark Pullen
			Robert Harvey
1984	A Grand Tour	Western Michigan	Tom Johnson
			Jeff Boris
1983	Say Yes To Michigan	Northwestern Ohio	John Calhoun
1982	Aftershock	San Francisco	Bill Jonesi
			Keith McMahan
1981	Prairie Grass	Kentucky	Norm Hill
			Pete Matuszak

O) BEST NEW REGIONAL RoadRally PROGRAM

Presented in recognition of a Region's development of a new RoadRally/Trek program as demonstrated by organizing events for two consecutive years, or two or more events in one year and establishing an independent program by having a licensed RoadRally Safety Steward within the Region's membership. The recipient is selected by the RRB based on recommendations from any SCCA or RRB member.

2021	Not Awarded
2020	San Diego Region
2019	Susquehanna Region
2017	Atlanta Region
1990	Milwaukee Region
1989	Chicago Region
1988	Houston Region
1987	Cal Club Region
1986	Buccaneer Region & Chattanooga Region
1985	St. Louis Region
1984	Lake Superior Region
1983	River Cities Region
1982	Blue Ridge Region
1981	Lake Michigan Region

P) BEST NEW NATIONAL RALLY

Presented in recognition of the best new National rally in each of three categories – Tour, Course, and GTA. A new National rally is defined as one that fits into one or more of these criteria:

1) utilizing a new concept or technology
2) presented by a Region that has never organized a National rally
3) presented by a Region that has not organized a National rally in the past 20 years

4) presented by a committee of senior members who have never organized a National rally

The recipients are selected by the National Events Committee.

YEAR	EVENT	REGION	RALLYMASTER
2021	ONTO Fall	Texas	Liz Witt-Course
	Lazy Daze	Detroit	Dennis Wiedbusch–Tour
2001	Catoctin Monte	Washington DC	Jim Mirrielees Eric Bloom
2000	Lighthouse Depot	New England	Mary Anne Rhodes
1999	Rallye to the Point	Washington D.C.	Jim Mirrielees
1996	Steel Haul	Steel Cities	Chuck Larouere Rick Beattie
1995	Atlantic Tour	New England	Gary Webb
1994	Back Home Again	Indianapolis	Dave Head
1993	Warpath	Oklahoma	Jim Duea
1992	Midnight Mountain	New England	Patti Mikkelsen Mike Collier

Q) REGIONAL RoadRally ACHIEVEMENT AWARD

Presented in recognition of a Region's activities in RoadRally for a new or on- going program. This may include events, promotions, attendance, innovation in public relations, event participation, etc. Nominations clearly indicating the qualifying details may be made by any rally participant, with the recipient being selected by the RRB.

2021	San Diego
2020	Northern New Jersey
2019	New England
2018	St. Louis
2017	Finger Lakes
2016	Northern New Jersey
2015	Milwaukee
2014	Land O'Lakes
2013	Texas
2012	Detroit
2011	Detroit
2010	Washington D.C.
2009	Indianapolis
2008	Detroit
2007	South Jersey
2006	Arctic Alaska
2005	Washington D.C.
2004	New England Region & Old Dominion
2003	Oregon

2002	Finger Lakes
2001	New England
2000	Detroit
1999	Philadelphia
1998	Oregon
1997	Saginaw Valley
1993	Northeast Oklahoma

R) NOVICE TEAM AWARD

Initiated in 1994, this award is presented to the team that shows the most promise in their first season of National Rallying. Each organizing committee may submit one team in nomination. The RRB will select from those nominated. To be eligible, at their first event of the season, the nominated team must have participated in no more than four National Road Rallies (any combination 3+1, 2+2, or 4+0). **Discontinued in 2000**.

YEAR	COMPETITOR	HOMETOWN
1998	Tom Tyson	Mechanicsville, VA
	Robert Darby	Greensboro, NC
1996	Jim Shaffer	Franklin, MI
	Jim Fekete	Canton, MI
1995	Alan McClure	Tucson, AZ
	Marie McClure	Tucson, AZ
1994	Al Kintigh	Brooklyn Park, MN
	J.B. Niday	Richfield, MN

S) UNITED STATES RoadRally CHALLENGE

YEAR	COMPETITOR	HOMETOWN
2021 – Sparta, WI/Land O' Lakes Region		
Class E	R. Bruce Gezon	Murrysville, PA
	Bob Morseburg	Seattle, WA
Class L	Satish Gopalkrishnan	Jersey City, NJ
	Savera D'Souza	Jersey City, NJ
Class S	Jessica Toney	San Carlos, CA
	Jim Wakemen, Sr	Turnersville, NJ
2020 – Whitmore Lake, MI/Detroit Region		
Class E	Mike Bennett	Novi, MI
	Robert Kay	Ann Arbor, MI
	Rob Moran	Brunswick, OH
	David Stone	Acme, MI
Class L	Satish Gopalkrishnan	Jersey City, NJ
	Savera D'Souza	Jersey City, NJ

Class S	Sawyer Stone	Plymouth, MI
	Alison Lee	Northville, MI

2018 – Columbia, IL/St. Louis Region

Class E	R. Bruce Gezon	Murrysville, PA
	Bob Morseburg	Seattle, WA
Class L	Jeanne English	Hawthorne, CA
	Karl Broberg	Oro Valley, AZ
Class S	Jessica Toney	San Carlos, CA
	J Toney	Woodland, CA

2017 – Anchorage, AK/Arctic Alaska Region

Class E	Justin Connors	McDonald, PA
	Rick Beattie	Pittsburgh, PA
Class L	Bob Morseburg	Seattle, WA
	Jeanne English	Hawthorne, CA
Class S	Jake Engstrom	St. Petersburg, FL
	Jeff Lynn	Eagle River, AK

2016 – West Dover, VT/New England Region

Class E	Steve Gaddy	New Market, MD
	Bob Morseburg	Seattle, WA
Class L	Pego Mack	Glastonbury, CT
	Jeanne English	Hawthorne, CA
Class S	David Guertin	Cornwall, VT
	Diane Guertin	Cornwall, VT

2015 – Valencia, CA/Cal Club Region

Class E	Bob Morseburg	Seattle, WA
	John Sears	Tucson, AZ
Class L	R. Bruce Gezon	Murrysville, PA
	Steve Gaddy	New Market, MD
Class S	Jessica Toney	San Carlos, CA
	J Toney	Woodland, CA

2014 – Chattanooga, TN/Chattanooga Region

Class E	Justin Connors	Cecil, PA
	Rick Beattie, Jr	Pittsburgh, PA
	Bob Morseburg	Seattle, WA
	David P. Head	King George, VA
Class S	Jessica Toney	San Carlos, CA
	J Toney	Woodland, CA

2013 – Fredericksburg, VA/DC Region

Class E	Chuck Larouere	Murrysville, PA
	Karl Staab	Murrysville, PA
Class L	Jim Crittenden	Grand Junction, CO
	R. Bruce Gezon	Murrysville, PA
Class S	Nathan Harris	Marietta, GA
	J Toney	Woodland, CA

2012 – Whitmore Lake, MI/Detroit Region

Class E	R. Bruce Gezon	Murrysville, PA
	Steve Gaddy	New Market, MD
Class L	Brian Line	St. Clair Shores, MI
	Kevin Line	Ann Arbor, MI
Class S	Richard Wetzel	Davis, CA
	J Toney	Woodland, CA

2011 – Valencia, CA/Cal Club Region

Class E	Ron Ferris	Florissant, MO
	John Sears	Tucson, AZ
Class L	Jessica Toney	San Carlos, CA
	J Toney	Woodland, CA
Class S	Stu Helfer	El Cerrito, CA
	Jack von Kaenel	Arlington, VA

2010 – Emmetsburg, MD/DC Region

Class E	Chuck Larouere	Murrysville, PA
	Bob Morseburg	Seattle, WA
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Jim Wakemen, Sr	Turnersville, NJ
	Mark Haas	Ardsley, PA

2009 – La Crosse, WI/Land O'Lakes Region

Class E	Jack von Kaenel	Arlington, VA
	Jim Friedman	Silver Spring, MD
Class L	R. Bruce Gezon	Murrysville, PA
	Steve Gaddy	New Market, MD
Class S	Jessica Toney	San Carlos, CA
	J Toney	Woodland, CA

2008 – Tigard, OR/Oregon Region

Class E	Brandon Harer	Portland, OR
	Marcus Song	Battle Ground, WA
Class L	Bob Morseburg	Seattle, WA
	Steve Gaddy	New Market, MD
Class S	Dave Jameson	Tucson, AZ
	Karl Broberg	Oro Valley, AZ

2007 – Pittsburgh, PA/Steel Cities Region

Class E	Jack von Kaenel	Arlington, VA
	Jim Friedman	Silver Spring, MD
Class L	Steve Gaddy	Grand Forks, ND
	Chris Bean	Severna Park, MD
Class S	Jim Wakemen, Sr	Turnersville, NJ
	Mark Haas	Ardsley, PA
	Jim Miner	Annapolis, MD
	Clyde Heckler	Laurel Springs, NJ

2006 - Topeka, KS/2006 RRB

Class E	Rick Beattie	Pittsburgh, PA
	Steve Gaddy	Grand Forks, ND
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Justin Connors	Cecil, PA
	Michael Hordijk	Mars, PA

2005 - St. Louis, MO/St. Louis Region

Class E	Chuck Larouere	Pittsburgh, PA
	Rick Beattie	Pittsburgh, PA
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Bill Jonesi	San Jose, CA
	J Toney	Woodland, CA

2004 - Santa Maria, CA/Cal Club Region

Class E	Chuck Larouere	Pittsburgh, PA
	Rick Beattie	Pittsburgh, PA
Class L	R. Bruce Gezon	Murrysville, PA
	Fred Mapplebeck	Salem, NH
Class S	J Toney	Woodland, CA

2003 - Portland, OR/Oregon Region

Class E	Chuck Larouere	Pittsburgh, PA
	Rick Beattie	Pittsburgh, PA
Class L	R. Bruce Gezon	Murrysville, PA
	Fred Mapplebeck	Salem, NH
Class S	Marcus Song	Portland, OR
	Brandon Harer	Portland, OR

2002 - Pittsburgh, PA/Steel Cities Region

Class E	Jack von Kaenel	Arlington, VA
	Jim Friedman	Silver Spring, MD
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Julie Gaddy	Grand Forks, ND
	Steve Gaddy	Grand Forks, ND

2001 - St. Louis, MO/St. Louis Region

Class E	Jack von Kaenel	Arlington, VA
	Jim Friedman	Silver Spring, MD
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
	Fred Mapplebeck	Salem, NH
	Val Stegemoen	Millville, MA
Class S	Jessica Toney	San Mateo, CA
	J Toney	Woodland, CA
	Julie Gaddy	Grand Forks, ND

	Steve Gaddy	Grand Forks, ND

2000 – La Crosse, WI/Land O'Lakes Region

Class E	Bob Morseburg	Seattle, WA
	Jim Mirrielees	Arlington, VA
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Fred Mapplebeck	Salem, NH
	Rene Ruel	Bridgewater, NJ

1999 - San Francisco, CA/San Francisco Region

Class E	Bob Morseburg	Seattle, WA
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Kathleen Toomey	Bridgewater, NJ
	Rene Ruel	Bridgewater, NJ

1998 - St. Louis, MO/St. Louis Region

Class E	Bob Morseburg	Seattle, WA
	Jim Mirrielees	Arlington, VA
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Kathleen Toomey	Bridgewater, NJ
	Rene Ruel	Bridgewater, NJ

1997 - Roanoke, VA/Blue Ridge Region

Class E	Jack von Kaenel	Ft. Myer, VA
	Jim Friedman	Silver Spring, MD
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Rene Ruel	Bridgewater, NJ
	Kathleen Toomey	Bridgewater, NJ

1996 - Rochester, NY/Finger Lakes Region

Class E	Jack von Kaenel	Ft. Myer, VA
	Jim Friedman	Silver Spring, MD
Class L	Vera Shanov	Westport, CT
	Clint Goss	Westport, CT
Class S	Kathy Toomey	Bridgewater, NJ
	Rene Ruel	Bridgewater, NJ

1995 – La Crosse, WI/Land O' Lakes Region

Class E	Bill Laitenberger	Rochester, NY
	Debbi Segall	Fairport, NY
Class L	Jeanne English	Hermosa Beach, CA
	David Kolb	Old Bridge, NJ
Class S	Rich Kamo	Niles, IL
	Jim Mirrielees	Arlington, VA

T) TSD LIFETIME POINTS STANDINGS

The following points were adopted by the RRB based on recommendation of the late Harry M. Handley. The standings are based on the lifetime scoring project begun by the late Robert V. Ridges and resurrected by the late Russell K. Brown. Lifetime standings for TSD rallies are based on the first six overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA sanctioned national TSD RoadRally events conducted from 1958 to the present. Points are included in the RRRs for participants with 25 or more points. Lifetime Points are maintained by R. Bruce Gezon who assumed the duty in 2014 from the late W. David Teter who assumed the duty from the late Victor T. Wallder in 1997. For inquiries about individual standings (including those with less than 25 points) call (724) 325-1758, e-mail: smuncher@windstream.net. (* indicates deceased)

Great Grand Master (400 +)

Bob	Morseburg	2633
Jack	von Kaenel	1784
Bruce	Gezon	1698
Dave	Teter*	1478
Chuck	Larouere	1447
Dave	Head	1410
John	Sears*	1207
David	Kolb	1132
Jeanne	English	1116
Jim	Friedman	1080
Steve	Gaddy	1001
Fred	Rosevear	949
Rick	Beattie	935
John	Classen	835
Mike	Thompson	780
Ron	Ferris	716
John	Emmons	697
Stu	Helfer	680
Bill	Laitenberger*	661
Jim	Mirrielees*	660
Lois	Van Vleet	657
Bob	Radford	645
Dave	Fuss	597
Scott	Forehand	583
Debbi	Segall	508
Gary	Starr	501
Charles	Hanson	476
Fred	Mapplebeck	460
Roger	Bergstein	444
Karl	Broberg	442
J	Toney*	430
Russ	Brown*	426
Ron	Johnstonbaugh	421
Clarence	Westberg	418

Grand Master (200 - 399)

Jim	Crittenden	386
David	Weiman	377
Dave	Jameson*	367
Mike	Lingenfelter	333
Roger	Bohl	325
Jim	Duea	323
Greg	Lester	314
Kit	Caruthers	288
Jim	Bickham*	267
Curt	Rich	267
Mark	Evangelista	263
Renee	O'Leary	254
Barbara	Bickham*	252
Dennis	Koelmel	248
Sally Ann	Koelmel	248
Monte	Saager	245
Jim	Wakemen, Sr.	239
John	Stenmark	238
John	O'Leary*	223
Janice	Stenmark	221
Rob	Moran	219
Chris	Bean	208
Karl	Goering	208
Terry	Nordstrom	206
Tim	Craft	201

Master (100 - 199)

Jessica	Toney	195
Mark	Rerick*	190
Ron	Hayslett	184
Richard	Crandall*	182
Felicia	Kuehne	176
Roger	Kuehne	176
Wayne	Zitkus	173
Bob	DeMeritt*	172
Ken	Johnson	172
Marv	Altman*	169
Spence	Darby	166
Nathan	Jones*	166
Rich	Kamo	163
Mark	Haas*	159
R. Dale	Kraushaar	158
Bill	Jonesi*	157
Marianne	DeMeritt	156
Charles	Clark	155
Jim	Hathcock	152
John	Smiskol	152
John	Pearsall	148
Bill	Gronning	139
Kathy	Bohl	137
John	Kelley	134
Dave	Harkcom	132
Bob	Miller	132
Bob	Schlain	132
Fred(Derf)	Nation*	131
Ken	Adams	130
Ed	Follis*	129
Dick	Smith	129

Bob	Kruse	128
Joyce	Clark	127
Andrew	Deming	126
Dave	Seibert	126
Bob	Clayton	125
Mark	Larson	125
Lowell	Lovvorn	125
Jim	Miner	125
Scott	Harvey, Sr.	124
Satish	Gopalkrishnan	122
John	Calhoun	121
Clark	Thorp	119
Psam	Ordener	116
Harry	Ward	116
John	McArthur	115
Dave	Parps	115
T.C.Gordon	Wagner*	115
Don	Edlund	114
Ken	Knight	113
Michael	McGraw	112
Bob	Lyon	111
Frank	Caldwell	110
J. Willie	Williams*	110
Dave	Flanigan	108
Savera	D'Souza	106
Dick	Lieberman	105
Clyde	Durbin*	104
Angie	Smith	103
Les	Smith	103
Kate	Westberg	103
Banks	Mebane*	102
Robert	Mollman	102
Dick	Ecelbarger*	100

Expert (50 - 99)

Harry Casey	Kronson	99
Bill	Forbes	98
Norm	Hill*	98
Gene	Henderson*	96
Sam	Jones	95
Don	Kirkpatrick	94
Don	Andrews*	90
Jo Anne	Carlisle	90
Rene	Ruel	90
Steve	Wood	90
Dennis	Lafata*	89
Dennis	Doffing	88
Bill	Carlisle	87
Moishe	Mark	86
Jolyan	Butler	85
Jack	Chidester*	85
John	Driver	84
Karin	Driver	84
Dave	Fellman	84
Clyde	Heckler	84
Marc	Goldfarb	82
Lee	Hendrick	82
Marty	Howard	82
Norm	deCarteret*	81
Sue	Russell	81
Tom	Sullivan	81
Cheri	Eddy	80
Paul	Smith	80
Dan	Coughnour	79
Wayne	Elvin	79
Suzanne	Hundertmark	79
Ted	Sparks	78
Larry	Hough	77
Sondra	Nation	77
Steve	Perlman	77
Jan	Brown	76
Chris	Fedor	76
Jim	Heine	76
Jerry	Yowell	76
Carl	Staab	75
Francois	Didot	74
Garrett	Harbron	74
Lynette	Jones	74
Bob	Lupcho	74
Sammie	Smith	74
Pat	Lewis	73
Roger	Lewis	73
Richard	Norton	72
Carolyn	Durbin (Wester)	71
Phil	Henderson	71
Brian	Jacobson	71
John	Roache	71
Judy	Roache	71
Rita	Wagner	71
John	Schearer	70
Dottie	Sparks	70
Brandon	Harer	69
Jerry	Bloom	68
Mike	Friedman	68

Scott	Harvey, Jr.	66
Helen	Hough	66
Tom	Moran	66
Richard	Wetzel	66
Richard	Klein	65
Jay	Johannes	65
Revere	Jones	64
Ira	Meislik	64
Ralph	Beckman	63
Bix	Goodwin	63
Elliott	Jacobson*	63
Marcus	Song	63
John	Sramek	63
Warren	Tiarht	63
Mel	DeLoof	62
W.E.	Larned	62
Bob	Ricker	62
Pat	Ricker	62
Glenn	Folsom*	61
Richard	Jones	61
Matt	Duea	60
Ken	Plesser	59
Max	Flynn	58
Bill	Frank	58
Dan	Harkcom	58
Julie	Howard*	58
Paul	Novak	58
Peter	Stevens*	58
Catherine	Morrison	57
David	Morrison	57
Bill	Stephenson	57
Brian	Deno	56
Richard	Joslin	56
Peter	Kosche	56
Larry	Richardson	56
Fran	Teter	56
Captain	H.E. Thomas	56
Charles	Brown	55
Mark	Fox	55
Ken	Mathew	55
Debbie	Rich	55
Elliott	Woodward	55
Juanita	DeLoof	54
Jim	O'Connor	54
John	Puffenberger	54
Mike	Puffenberger	54
Jeff	Ballinger	53
James	Baran	53
Jack	Mathieson	53
Alex	Thompson	53
Dan	Schonberg	52
Jim	Hampton*	51
Bill	Todd	51
Dick	Wessman*	51
Lura	Yowell	51
Wayne	Bell	50
Alex	Lichtman	50
Bernie	Rekus	50
Jim	Sinclair	50
Donald	Skinner	50

Senior (25 - 49)

Al	Keplinger	49
Rick	Turner	49
Michael	Daily	48
Walter	Larson	48
Richard	Leslie	48
Walt	Schmidt	48
Judy	Mathieson	47
Michael	McCants	47
Val	Stegemoen	47
Bernie	Stolzman	47
Mike	Strawbridge	47
Liz	Witt	47
Bill	Hudson*	46
Russ	Kraushaar	46
Dave	Laffitte	46
Kevin	Poirier	46
Irene	Steinbuhler	46
Jack	Steinbuhler	46
Evan	Gull	45
Mickey	Himes*	45
Helen	Boricic	44
Mac	Cornforth*	44
Julie	Gaddy (Givan)	44
Don	Hall	44
Judy	Hall	44
Ralph	Hannebaum*	44
Ray	Stattel	44
Phil	Evans	43
Robert	Joseph	43
John	Kutska	43
Dennis	Levin	43
Eric	Norman*	43

John	Ortaldo	43
Vic	Schulze	43
Michael	Siccardi	43
Ben	Bradley	42
Harry	Gornto	42
Jim	Mickle*	42
Brian	Nogrady	42
Maxine	Schmidt	42
Don	Doll*	41
Ida Mae	Doll*	41
Alan	Mandell	41
Celia	Bechtel	40
Joe	Bechtel	40
Robert	Harvey	40
Connie	Hybarger	40
Ken	Hybarger*	40
Al	Kintigh	40
John	Buffum	39
Clinton	Heuring	39
J. Fred	Hillman	39
Beatrice	Schmitz	39
Frank	Schmitz	39
Bill	Tifft	39
Joseph	Akerman	38
George	Alexander	38
Paul	Eckstein	38
Frank	Griffin	38
Gene	Hauman	38
Alan	Kalb	38
Joan	Mathew	38
Tom	Spillane	38
Marge	Thomas	38
Al	Tolle	38
Hank	Wright	38
Dick	Doyan	37
Clay	Gibbs	37
Douglas	Grewer	37
Tom	Lusk	37
Pete	Matuszak*	37
Ed	McGovern*	37
Don	Nixon	37
Ruth	Nixon	37
Dick	Rafter	37
Gary	Webb*	37
Jeff	Boris	36
Elmer	Heaston	36
Robert	Johnson	36
Joyce	Matuzsak	36
Peter	Schneider	36
Chris	Thompson	36
Ted	Watson	36
Donald	Zeleny	36
Larry	Scholnick	35
Paul	Bengals	34
Rich	Bireta	34
Larry	Johnson*	34
Jim	Jurgenson*	34
Chris	Kennedy	34
Mark	Kennedy	34
Frank	Van Alstine	34
Cal	Flanagan*	33
John	Merz*	33
Pete	Schmieler	33
John	Star	33
Andy	Stocker	33
Gary	Van Scoter	33
Ed	Crockett*	32
Edwin	Deady	32
Don	Himes*	32
Jerry	Hull	32
Otto	Kellerman	32
Gary	Patrick	32
Judith	Seibert	32
Warren	Smock	32
Dennis	Wiedbusch	32
Dick	Apolant	31
Carol	Larson	31
Grace	Neinast	31
James	Neinast	31
J.B.	Niday	31
Steve	Robetts	31
Jack	Steele*	31
Frank	Beyer	30
John	Campbell*	30
Fred	Gilson	30
Mark	Henderson	30
John	Meader	30
John	Ryan	30
Bob	Shapiro	30
John	Smith	30
Lee	Sorenson	30
Rod	Sorenson	30
Richard	Wackerbarth	30
Ellsworth	Wakefield	30

Thomas	Artherton	29
Craig	Beidelman	29
Earl	Hutson*	29
Phil	Morini	29
Skip	Bower	28
Steve	Mulligan	28
Steve	Pfau	28
Lynn	Smith	28
John	Bain	27
Scott	Beliveau	27
Cameron	Boyd	27
Sally	Boyd	27
Mike	Leeper*	27
Jim	Lightfoot	27
John	Nagel*	27
Chet	Neiswender	27
Steve	Novatne	27
Mike	O'Reilly	27
Dave	Roach	27
Al	White	27
Ralph	Yoho	27
Tom	Bell*	26
Carolyn	Boyles (Durbin)*	26
Francesca	Carozza	26
John	Freels	26
Bill	Girouard	26
Eric	Marcus	26
Bob	Minella	26
Stu	Nickerson	26
Terry	O'Neill	26
Bob	Schoening	26
Vera	Shanov	26
David	Stone	26
Jay	Trow	26
Ken	Wiedbusch	26
Joe	Zeligs	26
George	Alderman	25
Harry	Bacas	25
Eugene	Bock	25
Satch	Carlson	25
Candie	Chaffin	25
John	Chaffin	25
John	Chalmers	25
Robert	Cook	25
George	Edman IV	25
Paul	Eklund	25
Don	Goiffon	25
Don	Hagen	25
John	Michaels	25
Ray	Reynolds	25
Rich	Rudolph	25
Barbara	Spade	25

2021 ACTIVITY FOR <25 POINT CATEGORY

Michael	Bennett	24
Robert	Kay	24
Sharon	Starr	17
Ken	Anderson	12
Alison	Lee	11
Sawyer	Stone	11
Doug	Sain	10
Ed	Sain	10
Mark	Everett	8
Rod	Hendricksen	8
Eric	Linner	4
Tyler	Linner	4
Judy	Stocker	4
Chris	Haka	3
Griff	Jones	3

U) NGR LIFETIME POINTS STANDINGS

Lifetime standings for NGR rallies are based on the first six overall positions (10, 8, 6, 5, 4, and 3 points respectively) on all SCCA sanctioned national NGR RoadRally events conducted from 2007 to the present. Points are included in the RRRs for participants with 25 or more points. Lifetime Points are maintained by R. Bruce Gezon who assumed the duty in 2014 from the late W. David Teter. For inquiries about individual standings (including those with less than 25 points) call (724) 325-1758, e-mail smuncher@windstream.net, or send a self-addressed stamped envelope to: R. Bruce Gezon, 3309 Hermar Ct., Murrysville, PA 15668-1602.

Master (100 - 199)

Bruce Gezon	181
Steve Gaddy	161

Expert (50 - 99)

Bob Morseburg	90
John Sears*	56
Wendy Harrison	52

Senior (25 - 49)

Carol Mulligan	47
David Mulligan	47
Jeanne English	40
Julie Gaddy (Givan)	37
Christopher Gezon	36
Jack von Kaenel	36
Chuck Larouere	33
Fred Mapplebeck	33
Craig Beidelman	32
Craig Morris	30
J Toney*	26
Karen Bronson	25
Michael Bronson	25

2021 ACTIVITY FOR <25 POINT CATEGORY

Jerry White	24
Tink Durbin	18
Nancy White	18
Elizabeth Wilhoit	18
Chris Regan	16
Elizabeth Regan	16
Stuart Alexander	14
Jessica McGillis	12
Richard Miller	12
Lisa Alexander	11
Ethan Wiseley	11
Misty Wiseley	11
David Paddock	6
Robin Paddock	6
Ed Kotowski	4
Liz Kotowski	4

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