RoadRally Road Map

Navigating Your Region's Route to Growth and Success

— Leg One —

Note: Throughout this document, we use the term "road rally" when it applies generically to the sport. We use the trademarked term "RoadRally" when it specifically applies to the SCCA road rally program and its underlying activities.

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The RoadRally Regional Development Committee (RRDC) is appointed by the RRB for the purpose of coordinating and administering the SCCA RoadRally Regional program. The RRDC (RRDC@scca.com) can be your most effective source of information and connection with other resources outside your Region.

The RRDC appreciates our fellow road rally members' reviews of our work and their clarifications, additions, and encouragement along the way. They were an integral part of our *RoadRally Road Map* adventure.

Mike Bennett, Detroit Region
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Mike Beliveau, New England Region
Bruce Gezon, Philadelphia Region
Peter Schneider, Northern New Jersey Region

Yours for the sport,
John Poulos, Texas Region
Cheryl Babbe, Arctic Alaska Region
Members of the RRDC

Our first edition was released on October 6, 2022. The current version was released on April 2, 2026. We welcome your continued feedback and support for the RRDC Committee. Please reach out to us at rrdc@scca.com.

The next *RoadRally Road Map* sections, for Rallymastering and Rallying, are currently being worked on by the RRDC and many experienced members of our road rally community. These next sections will be thorough on the basics. We will guide you to documents and resources from both the SCCA and the road rally community, as we don't intend the RRM to be a rally novel, but rather a navigational aid to get you down the road. Stay tuned.

Your RoadRally Road Map Overview

You may start anywhere in the RoadRally Road Map (RRM), so scan these Sections and begin your adventure in SCCA RoadRally.

RRM Section 1 – Introduction

What the RoadRally Road Map (RRM) means for you, and how it can benefit you as a Rallymaster, Organizer, or Region.

RRM Section 2 – Program Development

The "why" of a RoadRally program in your Region is first. We go through the styles and the various levels of Regional rallying styles so that you can chart your path. Will you have a Series? Start building your RoadRally Team and getting your Regional Leadership to see the value of your RoadRally interest. Consider expanding your Region's exposure through rallying, fundraising, co-hosting, and more.

RRM Section 3 – Who to Contact?

SCCA is willing to help, yet who do you reach out to within the Club? We cover the "why" to contact them and provide emails and web pages to get you there, as well as resources outside the SCCA environment.

The following Sections are being worked on by the RRDC – stay tuned!

RRM Section 4 –Managing a RoadRally Along Its Lifecycle

Your first rally may seem daunting; let us help you along the route with rally standards, giving you a starting path from planning at its start to sending out thank-you notes and emails, standings, and paying the bills.

RRM Section 5 – Designing/Writing a RoadRally

No, we are not so bold to think we can put it all in a few pages, yet we offer tips, lessons, and examples to give you a head start. You'll read some practical learning here!

RRM Section 6 – RoadRally Budgeting and Financial Management

The money section – considerations for a budget, tips to optimize spending, entry fee pricing, and sponsorship ideas.

RRM Section 7 – RoadRally Learning Content

An index of sorts to the various instructional resources to presentations and learning throughout SCCA and other useful websites.

RRM Section 8 – How to Participate and Compete in a RoadRally

You've entered, yet before you leave the start line, what should you think about for success? And what happens when you leave that start line? Learn more about the dos and don'ts from seasoned (and novice) rallyists. We'll also bring awareness to various Apps for rallying.

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Please remember that while the RRM could be read from start-to-finish,

we have designed it so you can jump in where you need support.

Section 1 - Introduction

RRM S1A – What is the RRM?

The RoadRally Road Map (RRM) is the culmination of rally enthusiasts who want to help you build, revitalize, or sustain your RoadRally program and your enjoyment of rally competition on all levels. There are many styles of rallies and numerous approaches to designing and organizing road rally events and programs. They are as diverse as the locations where they are run, the preferences and experience of the Rallymasters, and the interests and resources of the local rally community and sanctioning organizations. This diversity is evident across the SCCA, but it is contained within a framework of well-documented standards and rules supported by (less well-documented) common elements and best practices. There are advantages to adopting them for efficiency and consistent practice across the Regions.

It is said that prior knowledge of the area should not be necessary to navigate the road rally route. Many of us have competed in other SCCA Regions or fellow car club events on unfamiliar roads, and we participated with the Generals (aka General Instructions), using their “rules” for the rally. We are not trying to change your local standards. The RRM has sought to bring awareness to the existing resources to enhance and sustain our sport, and helpful techniques that have been successful for others. The aim is to help streamline and accelerate your Region’s route to RoadRally growth and success. And by the way, RoadRally is a great way to introduce folks to the SCCA world.

RRM S1B – Who Can Benefit from the RRM?

Everyone! And that is true!

For Regions just dipping their toes into the sport of road rally, they will find not only the old standard "who, what, when, where, why, and how," the RRM will guide you to the resources to make it happen! Regions running successful programs or reestablishing former programs will find information and new tools to grow their programs. Much in RoadRally stays the same, but there have been changes that we all need to keep current with for the sanctioning requirements and rules.

For Rallymasters and organizers, some sections will help you cover the bases and be ready for rally day with complete confidence that you have done your best. As the RRM evolves, we expect to include guidance for key rally program support roles, including communication and promotion, social and community engagement, social media, and liaison to other car enthusiast groups and car clubs.

For those who enjoy the sheer joy of rallying as a competitor when not volunteering in our program, we have a section on making the competition more enjoyable with a better understanding of how it works. We all start with a fun little rally and then, perhaps, learn to do some calculations to improve, moving from Trek rallies to GTA and TSD rallying, where things can get a bit more complicated. These terms will be defined below.

After a rallyist steps up to be a Rallymaster, an awareness of how much work goes into an event becomes clear. Further, you can become a better rallyist as you figure out and apply some of the “Oh! Now I know why they did that!” on your next rally.

Our sport underwent significant changes in 2020-2021 with the broad acceptance of GPS Timing and Scoring. The loss of skilled and necessary checkpoint workers saddens many of us, and for some, it was about enjoying the sport rather than competing. Sometimes, Regions would lose two teams from competition as they took "their turn" working checkpoints for the "good of the sport." Modern technology allows us to hold rallies where volunteers for checkpoints have been in short supply. Moreover, now Regions can initiate RoadRally programs, as these valuable tools make it much easier to organize a simple Tour with a limited pool of volunteers.

RRM S1C – Organizational Level

The RRM is intended for Regional road rally programs. Most SCCA Regions conduct their RoadRally programs and events at this level. However, many of the standards carry through to Divisional and National levels of competition. Should your Region decide to move into those levels of competition, you will already have established a solid foundation with a strong Regional RoadRally program.

RRM S1D – How to Use this Guide Effectively

As mentioned above, the guide covers many areas: program development, writing your rally, and participation as an entrant. We all have different learning styles, yet at first glance, we encourage you to spend 15 minutes scanning the full RRM, then head to the sections that answer your questions. We are all active with work and home life, and we don't have the time to kick back with a beverage and just read from start to finish. Our goal is to provide you with quick answers and then direct you to additional resources as may be needed. And, we suppose, to make the task of taking on a road rally program a grand adventure, one that you and your rally team could tackle with ease!

For a road rally, there are many ways to do things: promotion, writing the route instructions, Generals for events, scoring, and more. We share standard practices that have led to successful events and programs; we understand that your Region may have similar yet slightly different means to accomplish the same activities. Many rallyists have traveled to events outside their Regions and have brought back new ideas – rally styles, promotional ideas, and ways to enhance their programs. Be open to new ideas! The RRM will help you uncover ideas across the RoadRally community while encouraging you to contribute your own to others who can benefit.

RRM S1E – How is Information Populated?

We are a car club, so let's say "we didn't want to reinvent the wheel."

Let us explain—the RRM will rely on existing content where applicable, hence the comment above. Throughout the RRM, we direct you to the multitude of resources scattered on web pages and documents within the SCCA system. Whether new to the sport or an old hand, we know it is overwhelming to find the necessary information. We will be referencing the Handbooks for Trek, GTA, and TSD rallies, as well as other rally resources, providing context and commentary as needed for their use and to help you select and apply relevant sections. Some referenced content may require SCCA membership to access, and we will point that out if so.

We have also reached out to fellow rallyists, whose experience speaks more than the written word, for insider information on putting on road rally events, and in our competition section.

RRM S1F – How Often Is the RRM Maintained?

Much of the work done in the RRM is "evergreen." As collaborators, we wanted the document to endure for many years while still allowing an annual review for program changes. Much of the theory and practices for developing a rally program will not change. In those areas where we refer to sanction requirements, SCCA rulebooks for minimum requirements and restrictions, and contact information, we use sources that are maintained and updated, linking readers to the relevant sources.

RRM Section 2 – Program Development

RRM S2A – Why RoadRally for Your Region?

Many different reasons can motivate the development and growth of a RoadRally program. Of course, at the top of the list is an enjoyable sport that continues to attract a broad spectrum of car/motorsport enthusiasts from all walks of life, ages, and economic backgrounds. There is an audience in your Region that you can tap into with an active RoadRally program, especially if you tailor it to evolving interests, new technology, and creative event design concepts.

This sport allows the entire family to participate, whether with younger family members in the back seat witnessing the competition, in the front seat as a Navigator (or if licensed, a Driver), with multiple team entries from the same family, or as volunteers to help conduct the event. Competitors often get to enjoy winding country roads and nature's wonders, sometimes visiting locations of historical significance or quirky attractions. During the rally, the navigator and driver (often family members) hone their communication and teamwork skills while solving puzzles or learning precision driving. During event check-in and post-event gatherings, they can enjoy the camaraderie that strengthens their RoadRally community.

Despite the perception by some unfamiliar with road rally that it lacks the thrill of a race or other high-speed event, a RoadRally event can provide a sustained adrenaline rush as you face crucial tests of precision driving, navigational skill, and problem-solving along the rally course. Think marathon rather than a sprint.

Yet program development in your Region can serve additional purposes beyond spreading the RoadRally experience to new participants. RoadRally adds a key ingredient to the mix of SCCA activities, thus supporting its mission to "…fuel a safe, fun and exciting motorsports experience for auto enthusiasts." As such, it can attract new members who try and like rallying and then provide an additional entry point to autocross, RallyCross, or high-speed track events. RoadRally may provide the lowest barriers to getting involved with SCCA, requiring no special equipment (e.g., helmet, rollbar, fire suit) or competition license, just a modest entry fee, and a street-legal vehicle (compete in what you own), a Driver/Navigator, and a sense of adventure!

In addition to a membership tool, RoadRally should be part of the Region's overall strategy, binding its various activities together. RoadRally can provide an additional outlet for member participation, interaction, and camaraderie for the existing membership. A Region can maintain year-round membership activity by holding a rally during the "off-season" of other disciplines. A rally can be scheduled to align with Autocross, Time Trial, or Racing events, perhaps in the form of a Targa, to promote cross-discipline participation and competition or to round out an "SCCA Day," introducing the local community to the full range of auto sports.

RoadRally can also serve to connect with your local community, exposing the SCCA to a broader audience and possibly attracting valuable media attention. This can be a charity

rally, a featured event in a local town festival, or perhaps a collaborative tie-in with your local Corvette, Subaru, or other car clubs or local motorsport facilities.

Expanding the scope and reach of your RoadRally program under the above scenarios can also raise the Region's visibility within your community and the SCCA. This may enhance your position if you are vying for a chance to host a Divisional or National event or bolster the Region's case for National Office support and/or investment in development initiatives.

Why else should you consider RoadRally program development? Well, simply put, to uphold the tradition and heritage of SCCA rallying as a cornerstone of our club since its formative years.

RRM S2B – RoadRally Classification

There are many variations to any style of road rally, enhanced only by the creative mind of the Rallymaster. There is a handy chart, entitled Expanded Appendix A of the RRRs (RoadRally Rules), which provides essential information on the requirements for length, controls, entrant membership, sanction and insurance fees, and more. You will need to reference this for all requirements, yet below are some highlights and benefits of each style.

The SCCA sanctions three styles of RoadRally: Trek, GTA (Game/Tour/Adventure), and TSD (Time-Speed-Distance). There are five categories or levels of RoadRally sanctioned events: Non-Scoring (which for all practical effects is limited to Trek, as all other styles are scored in some manner, even if scores are not used for competitive purposes), Social, Regional, Divisional, and National (the last two levels depend on stricter adherence to the RRRs and qualify for National Championship Points). We'll focus our discussion primarily on the first three categories, which are most applicable as you embark on program development in your Region.

The following chart illustrates the classification of RoadRally events.

Rally Level/Scope → / Rally Style ↓	Non-Scoring	Social	Regional *(Qualify for Regional Championship)*	Divisional *(Qualify for National Championship)*	National
Trek (Non-competitive Drives)					
GTA (Game, Tour, Adventure)					
TSD - Tour (Easily Defined Route)					
TSD - Course (Main Road Rules)					

A Region can sanction one Charity event (of any type) per year, with event proceeds donated to a 501(c)(3) charity.

Trek, a recent addition to the RoadRally mix, has also been called a drive, a cruise, or a follow-the-leader event. It is a non-competitive event, and possibly the easiest to lay out as well. There can be no competition or trophies based on event scoring. Participants typically follow a pre-determined route using a "convoy style – follow the car ahead of you" format, but can use printed route instructions or GPS mapping software. If a convoy style or GPS Map format is used, a second person in the car is not required. Some Regions have found these popular, especially during the COVID-19 pandemic and restrictions on post-event social gatherings, as they meet and hit the open road. In case the entrants get separated by traffic controls, route instructions are encouraged.

The administrative side of a Trek has fewer requirements as well! There is no requirement to have a RoadRally Safety Steward check the course, and there are no restrictions on the rally's minimum or maximum length. You will need to adhere to other sanction and insurance requirements and the waiver signing and membership requirements, so remember to review the Expanded RRRs Appendix A chart for those requirements. The Trek Rules document at scca.com will provide further assistance and guidance.

For an experienced Rallymaster (or even someone new to rallying), write your route instructions as you would when giving directions to a friend's home. Should you use abbreviations, as shown below, you will need to provide a legend or "general rules." For these route instructions: RT is Right Turn, LT is Left Turn, and BR is Bear Right (other Regions use R and L or some even spell them out - no single approach for this as long as it is clearly defined in the Generals); do you think you could follow us on a Trek with these instructions? The columns are the route instruction number, mileage at the instruction, and the action to be taken.

1. 0.0 RT out of the Golden Arches Supper Club parking lot
2. 1.7 LT on Minnesota Drive
3. 3.9 BR at Rabbit Creek Road exit

GTA, the most varied option of all, is **Game/Tour/Adventure**. If you have been around the rally community for any length of time, you may have heard the term "gimmick rallies." GTA rallies are an outgrowth of those events. Scoring is often based on solving puzzles or answering questions.

They may resemble a TSD (time-speed-distance) rally with route instructions and checkpoints, or they may have no checkpoints but score sheets to be filled in by competitors from questions listed in the Route Instructions, answered by a referenced sign or object along the course. Other GTA styles used: Jeopardy rallies with the clues and categories (as done on the television show), with the team with the highest dollar value winning the event, signs along the route for teams to answer questions, shortest distance rallies, map rallies, stick rallies, picture clue rallies, word scrambles, poker runs, and more. Yet, in all fairness, some Regions have taken this style, the GTA, and elevated it to a more challenging level – think the toughest Course Rally without any timing restrictions. These incorporate route-following rules and conventions, such as Main Road Rules, lettered instructions, and other elements commonly used in Course Rallies (see below). GTA rallies are limited only by a Rallymaster's imagination and creativity.

Are you wondering how to control the event length and concerned about brisk driving through the course? Rallymasters can set a maximum time to be on the course, and you can have restarts, so teams cannot just run through the route uncontrolled.

TSD, the most common form of road rally with its Time-Speed-Distance format, is based on precision driving and route following. Instructions are provided that define the route and speeds to maintain. Scores are determined at a series of checkpoints along the route. Teams are to be "on time, all the time," arriving at each checkpoint at precisely the correct time, and receive points for being early or late. Classes are based on the type of equipment used to stay on time or the level of experience of the competitors.

Though it may not be the best one to take on as a first rally, this rally style is *not* one to shy away from, even if it *may* involve a bit more effort to put together than a Trek or GTA. A Rallymaster must decide the route of the road rally and establish the official mileage of those route instructions. With the checkpoint locations carefully chosen, calculations between checkpoints/restarts will need to be completed. Depending on the scoring method, checkpoint slips/packets must be made or, if using GPS scoring, the checkpoint locations and arrival times must be placed in the app. While it's common for vehicles to depart one minute apart to avoid traffic snarls, leaving from the start or along the course, you may want to consider a two-minute interval for teams new to rallying.

Under the TSD style, we offer two options. One is a straightforward “Tour” rally. The other is a “Course” rally that has Main Road Rules (MRRs) and is often referred to as a “trap rally” by those who have been in the sport for a long time.

Tour rallies have route instructions with entrants told where to turn, much like Trek rallies, yet teams receive penalties for arriving early or late to checkpoints – that competition angle. Tours often include mileage at turns to aid rallyists staying on the route.

In Course rallies, MRRs "force" teams to make turns to remain on the "main road as defined." Sound complicated or confusing? They don't need to be. Many enjoy the challenge of being vigilant and catching the MRRs along the course, and they don't have to have a high degree of difficulty to be challenging and enjoyable! You can gradually introduce them to your Regional events.

And now, a quick look at the three levels of primary interest: Non-Scoring, Social, Regional, and a mention of Charity.

Rally Level/Scope → / Rally Style ↓	Non-Scoring	Social	Regional *(Qualify for Regional Championship)*	Divisional *(Qualify for National Championship)*	National
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TSD- Course (Main Road Rules)					

A Region can sanction one Charity event (of any type) per year, with event proceeds donated to a 501(c)(3) charity.

Non-Scoring. The most obvious style in this category is **Trek**, which we’ve already covered under styles above. So, let's just hit the highlights here: a non-competitive event, a follow-the-leader style event with simple route instructions, no Safety Steward check required, and an easy drive in the mountains, countryside, or out to the coast. Think social event to get together with fellow enthusiasts! A GTA or TSD rally is, by design, “scored” in the sense that a metric – mileage, time unit, correct answers to questions, etc. – is used to measure performance and compare entrants for purposes of ranking, awarding points, handing out trophies, and so on. In principle, you could create a GTA or Tour rally that is not competitive – i.e., scores are not compared among entrants – but the rally would still need to be sanctioned as a Social (most likely) or Regional event.

Social. These events can be a GTA or TSD (Tour or Course). They may not exceed 75 miles, so some Regions that need to get "out of the city" lose miles getting to uncongested roads. Of course, they could start from a park or restaurant where the rally will be run, yet your concern may be valid — how far will your teams want to drive to start a two-hour rally? You will need to have a RoadRally Safety Steward check your event. It is important to note that Social rallies may not be part of any championship series, even at the Regional/local level.

Regional. And here is where many of your events may fall! A Regional event may be a GTA or TSD (Tour or Course). There are no restrictions on length – minimums or maximums, number of checkpoints, or restrictions against using the rallies to build a Regional RoadRally Championship Series. You will need to have a RoadRally Safety Steward check your General Instructions and Route Instructions.

Charity. This is a separate designation that can apply to any of the other categories. It is just that, a chance for your RoadRally program to benefit a 501(c)(3) organization in your area or a National Charity. These events can be a Trek, GTA, or TSD (Tour or Course) at any level. A Region may sanction only one Charity RoadRally event per year.

RRM S2C – Charting the Best Path for Your Region

Are you looking to start a RoadRally program in your Region? Do you already hold the occasional Trek or Social Rally and are considering dialing it up a notch with additional events and/or more challenging events? Perhaps you already conduct a few GTA rallies each year but are intrigued by the possibility of adding TSD events to the mix, enabled by new GPS-based timing and scoring apps?

Every Region is different in size, member interest, road rally experience, resources, and commitment, all of which determine your starting point and potential progress on this journey. As described above, there are many rally styles and formats and varying levels of competitive challenge to draw from. All aim to provide a fun driving experience on scenic public roads while testing your precision driving, puzzle-solving, navigation, and team communication skills.

Important considerations influencing your development path include community interest and demand for rally activity, having an “engine” to drive this development, and the commitment and backing of your Region to embark on the journey.

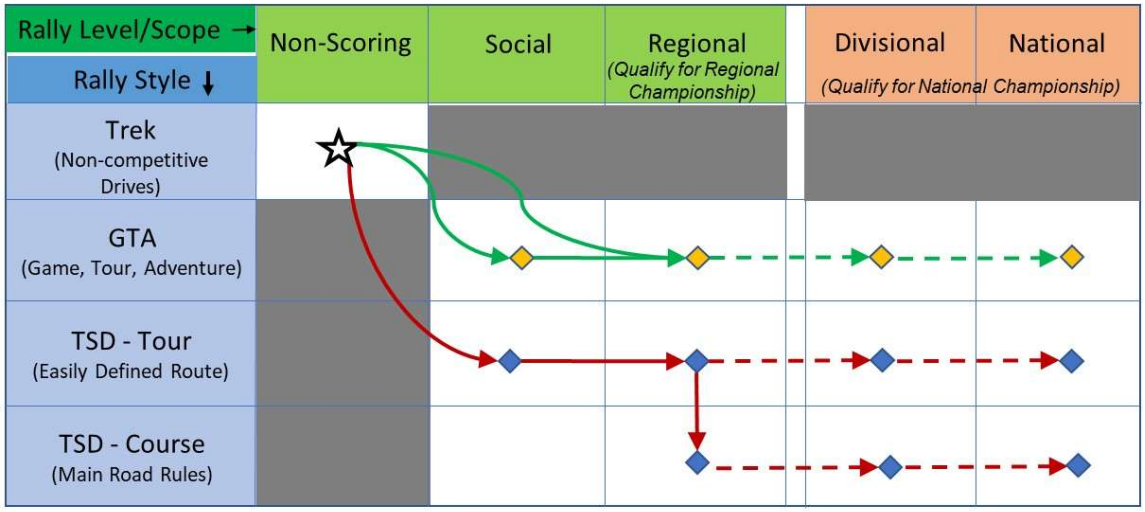
It’s hard to get a reliable picture of local rally interest, particularly if you are starting on your development path. Most of what you can gauge will be based on the response to events you may have held, knowledge of similar activities promoted by local car clubs, and a view into successful programs and activities in other Regions (as reported, for example, in car club publications and the *RReNews* newsletter). This last source is evidence that there is an audience for rallying, but you’ll need to discover it and continue to grow it locally by offering a “product” that meets their interests. Ongoing tracking of interest and demand via (post-event) surveys can help you see the best path ahead.

Invariably, having an individual or core team committed to driving rally development (the "engine" or "spark plug") is key to success. While you can start modestly with sporadic events, establishing a viable program will take time, effort, and leadership. As you progress, you will be rewarded with an involved rally community that comes out to compete, socialize, and support the program.

Also important is the commitment and support from your Region's leadership. This can range from wholehearted support, including volunteering, "seed investment of funds," and budget and operational assistance, to a hands-off approach that allows you to move ahead but provides little or no direct support. For reasons outlined in RRM S2A, strong backing should be sought by highlighting the noted benefits to the Region and the Club.

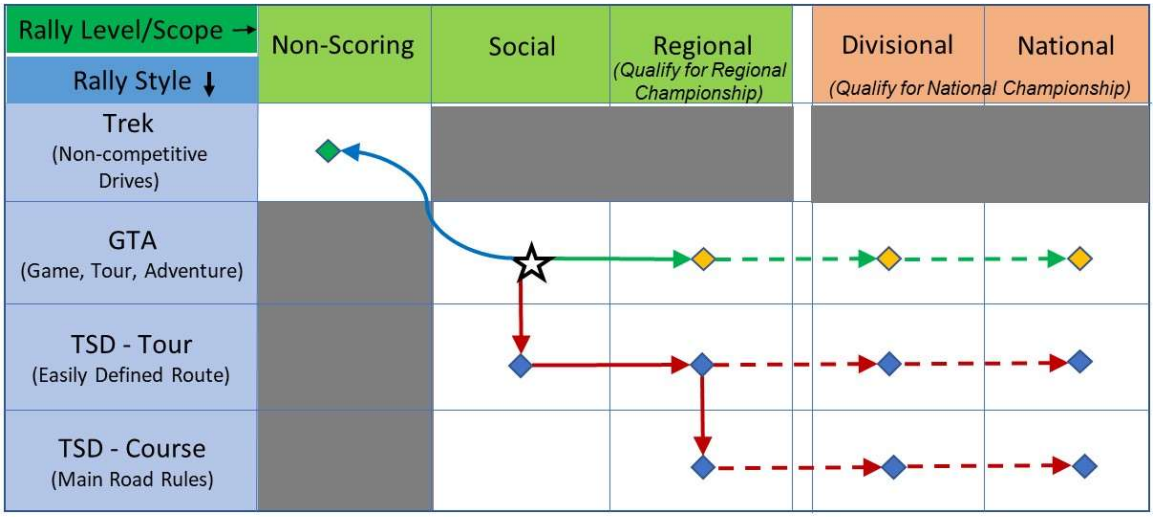
Charting a path for Rally growth, evolution, and/or diversification can follow many directions and progressions. The following three scenarios illustrate common development paths for a Region:

Scenario 1: Test the waters with a simple Trek or two, then add some competitive elements with Social GTA or Tour-style events. With increasing experience, community interest, and guidance as needed from the RoadRally Regional Development Committee (RRDC) or your Divisional RoadRally Steward (DRRS), you can raise the challenge level and scope with a Regional rally. Once you have an established program and qualified Rallymaster(s) and Safety Stewards, only then consider exploring options for longer, more challenging Divisional or National events. Seek opportunities to enhance community engagement with Charity events.



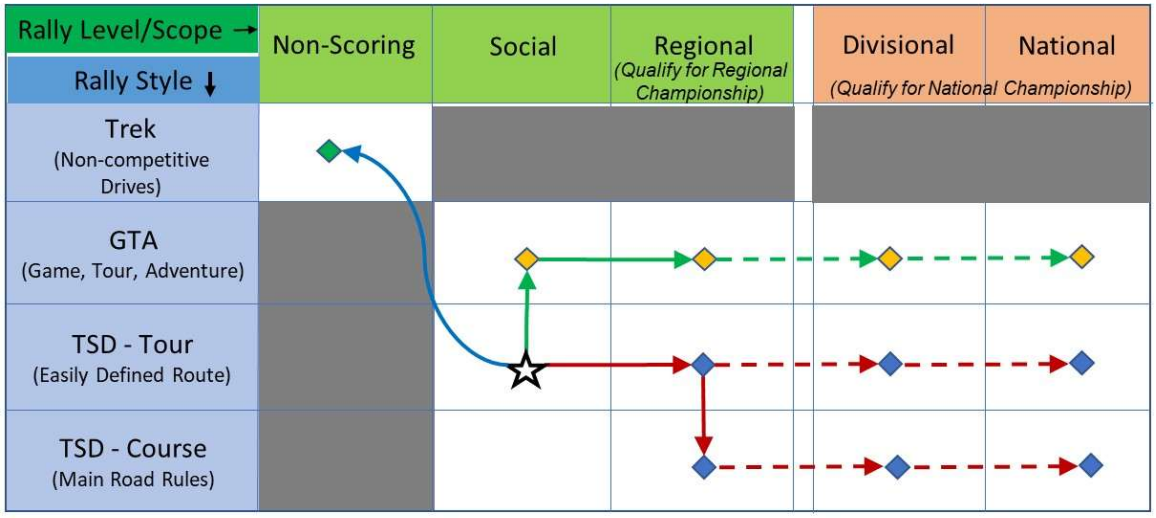
A Region can sanction one Charity event (of any type) per year, with event proceeds donated to a 501(c)(3) charity.

Scenario 2: Begin with a basic Social GTA rally, with external guidance (e.g., from the RRDC, your DRRS, or "nearby" Rallymaster) as needed. Consider adding a Tour rally to the mix. As your experience and community interest grow, you can raise the challenge level and scope with a Regional rally. With additional experience, design a Course rally. Round out the program with Trek options. Once you have an established program and qualified Rallymaster(s) and Safety Stewards, only then consider exploring options for longer, more challenging Divisional or National events. Seek opportunities to enhance community engagement with Charity events.



A Region can sanction one Charity event (of any type) per year, with event proceeds donated to a 501(c)(3) charity.

Scenario 3: Begin with a basic Social Tour rally, with external guidance (e.g., from the RRDC, your DRRS, or "nearby" Rallymaster) as needed. Consider adding GTA to the mix. As your experience and community interest grow, you can raise the challenge level and scope with a Regional rally. With additional experience, design a Course rally. Round out the program with Trek options. Once you have an established program and qualified Rallymaster(s) and Safety Stewards, only then consider exploring options for longer, more challenging Divisional or National events. Seek opportunities to enhance community engagement with Charity events.



A Region can sanction one Charity event (of any type) per year, with event proceeds donated to a 501(c)(3) charity.

Which path will you follow? This will depend on where you are today and what objectives you establish. Agree on what success might look like after a year or so, and in the longer term, and learn as you go. A couple of additional thoughts on the subject, notwithstanding what you may infer from the above Scenarios: first, most Regions can put together a thriving program – and perhaps enjoy the greater flexibility from stricter rules and standards – by sticking with Treks, as well as both GTA and Tour rallies, at the Social and/or Regional level. Second, although TSD events – now aided by new GPS-based tools – have historically been the most common rally style, the rally community is showing growing interest in GTAs, which offer greater design diversity and arguably a more graduated path for developing new Rallymasters. Divisional and National events, as well as Course rallies, may be long-term ambitions for a RoadRally program, but there is value in keeping things simple and maintaining a Regional program that is high-quality and delivers competitor satisfaction.

It is essential to program growth and enjoyment of your volunteer time that you "play to your local audience." Don't judge your success by the entry numbers of other Regions, as the difference could be due to many factors: population density, a very active "spark plug" who actively promotes their events, a Region with a long history and robust program, and other unknown reasons. While one Region was elated with their turnout of twelve

cars, as it far outnumbered their usual “five-six cars,” another Region sanctioned a Trek with 72 entries on that same weekend.

What we mean by “play to your audience” is to build a program for your area. Do your rallyists want to go out on a cruise (Trek) and enjoy a drive in the country without any competition? Do they enjoy testing your wits and navigational skills without caring about time (GTA)? Perhaps it’s the addition of timing and the competition it brings that interests your crowd, which is why you sanction Tour and Course (TSD) events? And as noted earlier, assess local interest and demand on an ongoing basis to help shape your development path. And as alluded to above, strive for high-quality events and consistently good competitor experience that brings them back - e.g., by thoroughly checking for and avoiding anything that might cause entrants to get lost or result in scoring discrepancies.

Always display “honesty in advertising” when reaching out about your event. Using GPS Scoring? They may need to have a smart device at the event. Know you’ll be traveling on dirt/gravel roads? Share that detail. Brisk driving? Tell them. You don’t want to disappoint them over the little details on the day of the event.

Be sure to clearly state that all are welcome: mini-vans, SUVs, sporty cars, trucks, and, while Minor Waivers are required, families are welcome at your event!

Where will your development path take you? Below is an example, a snapshot of RoadRally activity in the Texas Region. What will your Region look like?

Example

Rally Level/Scope → / Rally Style ↓	Non-Scoring	Social	Regional (Qualify for Regional Championship)	Divisional (Qualify for National Championship)	National
Trek (Non-competitive Drives)	Sasha’s Children’s Book Run Rally				
GTA (Game, Tour, Adventure)			Sweetheart Ride Road Rally; DFW Shortest Distance Map Rally		Texas Trifecta: ONTO Fall National GTA Rally
TSD- Tour (Easily Defined Route)			Tick-Tock Rally		Aftershock National Tour Rally
TSD- Course (Main Road Rules)					ONTO Fall National Course Rally

The SCCA RoadRally leadership and Regional rally communities are good sources for guidance and support. The RoadRally Regional Development Committee (RRDC) can be the focal point for coordinating these resources and helping you embark on your rally development journey. Reach out to them via email at RRDC@scca.com. More on sources to tap in Sub-section S2H.

RRM S2D – Establishing a Regional RoadRally Schedule

Whether organizing only the occasional rally or putting together a series of events, you should give careful thought to scheduling to attract a high turnout of rallyists. If you plan one or two events during the year, you should have plenty of choices to select the dates. However, when possible, aim for three or more events per year, as once-or-twice-a-year programs may struggle to maintain interest for newcomers. In some cases, the rallies might be linked to another event – SCCA-sponsored or other – which will dictate the rally date. Or perhaps you're targeting the SCCA activity "off-season" to keep your membership engaged and to provide activities for those just joining your Region, which again influences the potential dates (and possibly conditions of the rally: e.g., be prepared for snow in northern latitudes).

If you have progressed to three or more events in your Region, possibly organized as a competitive series, additional planning and coordination will be essential. In all cases, there are numerous factors to consider as you plan and schedule, including the following:

- Availability of Rallymaster, RoadRally Safety Steward (RRSS), organizers, and pre-checkers ahead of and during the event
- Saturday or Sunday rally day – either can work, so choose what works for your Region; yet don't let this limit you, as Regions have had very successful Friday Night rallies (known as the FFN for First Friday Niters), which free competitors for the weekend, and they still get their rally fix!
- Avoiding conflicts with other auto-sport events that may draw rallyists, e.g., Club Racing, Autocross, Time Trials, and rallies put on by other car clubs, as well as major in-town events such as 5K runs or charity events, which your rallyists are known to attend.
- Avoiding major holidays (particularly those that result in long weekends favored for travel) unless you plan a specific tie-in to a local celebration, e.g., a suitably themed Trek or Social Rally linked to a July 4th event
- Avoiding significant sports events, e.g., Indy 500, Super Bowl, Kentucky Derby, local team playoff game
- Spacing the rally dates suitably apart – rallyists, particularly those new to the sport, may be reluctant to commit to multiple events in close calendar proximity
- Coordinating with neighboring RoadRally organizers to avoid overlaps and encourage participation across Regions and local clubs (some SCCA Divisions have championships – the Great Lakes Division is an excellent example of a successful and inclusive series).

- For SCCA National Championship events with the potential to draw out-of-town National competitors, coordinating with the RoadRally calendar and the National Events Committee (NEC) is required well in advance
- Potential to line up with your SCCA Region for combined (Rally, Autocross, Time Trials, etc.) events, e.g., Targa, SCCA Showcase Day

Determining your dates as early as possible and getting the schedule out are most important for the best results. You want potential rallyists to “save the date” for your road rallies. Schedule them at least a few months in advance, even if you only host one or two events. The objective is to allow people to block off the dates and prioritize the rally over other potential weekend activities. National and Divisional rallies have lengthy sanctioning lead times; you should provide several months to a year’s notice if you are hoping to attract contestants from other Regions to compete for National Championship points.

Once you have preliminary season dates, make sure to communicate the calendar with your local rally community and rallyists nationwide. Sanction your event with SCCA National Office via the online sanction process and get them “calendared” so they appear on the scca.com website, where others who you otherwise may not have reached may catch your date! It is understood that you may only have your event name, date, starting location, the Rallymaster, and RRSS. Post your events on your Region’s website and Facebook pages, your Divisional calendar, etc. Submit them for posting on the SCCA RoadRally Planning Calendar. Submit as calendar entries on MotorsportReg.com, to be followed by event registration entries once details are known; keep in mind they send an email to all enthusiasts in their system, so you get more exposure by having your date out early. Submit to the *RReNews* newsletter or other like-minded publications. Share your calendar with other auto clubs, etc.

Continually update the calendar in the event of cancellations or rescheduling events. Update your postings and the rally community.

RRM S2E – Will Your Region Host a Competitive Series?

With the exception of Treks, RoadRally events are competitive events, and entrants are scored by various methods, depending on the style and particular format of the rally. As noted earlier, an organizer could choose to minimize the competitive aspect of an event (just run for fun and learning, perhaps scoring yourself against posted correct answers or target times), but it is still designed to enable competition among entrants. Awards based on scores are typically assigned to different competitor classes. For National and Divisional events, the RRRs specify certain official classes, but for Regional and Social rallies, the organizers have the discretion to establish their scoring and class definitions.

For GTA rallies, classes are determined by the event organizers and are typically based on the team’s experience level. The rallyist’s track record could be measured in prior events, such as the cumulative number of top placements or award-qualifying positions. The organizers can exercise discretion in assigning classes, taking into account the recent rally experience, the types of rallies they competed in, rally experience with other

car clubs, etc. Examples of classes might be: First Timer (to encourage newcomers who may be hesitant to compete with more experienced entrants), Novice (gaining experience after a few events), General (top-placement or award-qualifying position in several rallies), and Master (seasoned rallyist with experience in many types of rallies but not in it for the trophy). For Social rallies with moderate to low challenge/difficulty levels, organizers often define a single competitor class, possibly adding a First Timer class for newbies. Other examples can be found across the Regions.

The RRRs specify four official classes for TSD events, based on the calculating equipment allowed: Class E (Equipped), Class L (Limited), Class S (Stock), and Class G (GPS). Regions may define additional classes, such as a Vintage Class or SOP (Seat-of-the-Pants is a commonly used term where the events are timed yet teams cannot use any calculating equipment), with criteria determined by event organizers. In Regions with limited TSD experience or were trying to keep it simple, the event organizers may assume or require that all entrants compete as SOP, then assign entrant teams to classes based on rally experience, as defined for GTA rallies (above). A separate “Calculating” class may be added to accommodate entrants with calculating equipment who wish to compete in that mode.

Awards for finishing positions in rallies vary widely across Regions and include trophies, plaques, certificates, and other mementos. The choice is influenced by budget constraints, local community preferences, and the creativity of the event organizers. The RRRs specify a minimum requirement for class trophies for National events, which can serve as a guideline for Regional events. In practice, most Regions hand out more awards than this specified minimum.

If your Region puts on more than a couple of Regional (or Divisional or National) rallies each year, you may consider establishing a Championship Series for the Region. Points are awarded for individual events and end-of-year top-placement awards for the highest cumulative points in each class. We caution that Social Rallies and Treks (which have no means for competitive scoring) are not eligible for any Championship Series. If your Region puts on both GTA and TSD events, you may need to conduct separate championship series to reflect the different classes defined for each. If your TSD events are organized by experience level (i.e., assuming all are running SOP), then a single championship series will work. Alternatively, you can group all Class E, L, S, and G into a Master or General (i.e., assumed to be experienced) class and thus combine them into the GTA class scheme for purposes of the Regional series.

A Regional series may appeal to the competitive side of rallyists and encourage consistent participation throughout the season. The RRRs specify a point system based on finishing position for National and Divisional events that, although not required at other levels, can be adopted by organizers for a Regional series.

RRM S2F – Building Your RoadRally Team

Many Regions that have had programs in place for some time know that the responsibility often falls to one or two members. In many cases, a lone Rallymaster and an RRSS are stalwarts of the program, keeping it alive. That works. Yet building a team as you start (or revitalize) your program is essential for its longevity. The passion for the sport will keep the stalwarts around, yet we want them to enjoy rallying too! Also, this core team will have limited bandwidth, making it impractical to expand your program and calendar of events at some point. Aim to develop the core team and build an extended team to support the many functions and roles for a vigorous and sustainable RoadRally program. Some of the most common examples are outlined below.

Rallymaster: This is tricky, as this term is used in various ways. Many Regions rely on this individual to apply for the road rally sanction, prepare promotional text about the event, choose the start and ending locations, design the route, do calculations, and determine the checkpoint scoring means. They often secure their checkpoint workers (if not using GPS scoring) and work with the promotion team. Some Regions have a Rallymaster and an Organizer, with the latter taking on administrative matters and Registration duties, leaving all “route-related matters” to the Rallymaster.

RoadRally Safety Steward (RRSS): Licensed by SCCA, important to our program. Their role is to provide your rally with a sound safety overview; it is not their job to alter the rally beyond safety items. The RRSS training is now done online.

NOTE: The Rallymaster and the RRSS may NOT be the same individual.

Promotion: This member works closely with the Rallymaster to learn the “flavor” of their rally and its description! This will be used for online registration, as well as for social media and other press outlets.

Registrar: Many Regions use online registration platforms, which have many benefits: teams can register in advance and help you with promotion, online waivers, links generated for posting to social media/newsletters/websites, build your database of rallyists to aid in reaching them about upcoming events, and teams can view fellow competitors planning to attend and more. Your Registrar will be responsible for maintaining the event's accounting and working with the Region to ensure the audits are filed in a timely manner post-event.

Checkpoint Worker Lead (for TSD rallies): Yes! We realize that many are adopting GPS scoring methods; however, if you use checkpoints (manned or passage), you will need someone skilled in training workers. Even with the modern era of GPS scoring, such as Richta GPS Checkpoints and others, you need those skilled in its use.

Membership/Hospitality: You’ll have members who are not full SCCA members, and you want them welcomed and given someone to answer their questions. At the rally start and end, you may have a member skilled in the answers. And depending on your start, you may have them providing coffee, handing out bottled water, or morning donuts!

Region Board: No, we are not suggesting they serve on your team, yet you want their support. Attend their meetings, seek support for your program, be it monetary or minimal equipment needs, request promotion through their website and newsletter, and report on your upcoming or recent road rally with enthusiasm!

Equipment Manager: For Regions running rallies with open and passage controls, you will need to maintain the rally clocks (and know how to set them), the checkpoint signs, car numbers, and spare clipboards, should your Region have them for first-timers.

No doubt you can already see the overlap in the roles above and how it could be either a large team or 3-4 members per event. In fact, for simple events – such as a Trek or a Social Rally or even a Regional rally, once you have got the procedures figured out, often the Rallymaster, with a bit of help from one or two others for secondary tasks, can handle the job. Also, keep in mind that, since some of the people performing tasks do not need to see the route in advance, they can help with pre- and post-activities and still compete in the rally. The more, the merrier (and easier), yet you don't need a large team to get the job done.

RRM S2G – Getting Your Region Leadership Involved

For reasons outlined in RRM S2A, RoadRally can and should be an integral component of the Region's scope of motorsport activities and programs. The Region can benefit from a healthy RoadRally program, and, in turn, the success of a RoadRally program can certainly depend on Regional leadership support. With RoadRally being the lowest-cost-to-enter sport in SCCA (no helmet, no driver safety gear, etc.), it can also be a wonderful feeder system for your Region's other sanctioned events. Rallyists enter an event, and it is your Region's job to expose them to other disciplines such as RallyCross or autocross. Those sports should also support and promote your efforts. If you are developing and enhancing your rally program, your Region can bolster these efforts through "seed" funding for development initiatives, sharing communication and social media platforms, encouraging participation from other SCCA disciplines, and access to administrative and financial management resources, etc.

As an engine for rally program development, you and others on the core team should be active in the Region's governance. Most commonly, a Region will have an officer position for RoadRally (Assistant Regional Executive, Chair, or other comparable role), where you can advocate for RoadRally, request support/resources, and present opportunities for advancing the Region's goals through rally activity. Even better if you can fill a Regional Board position with someone with rally experience and interests. Capitalize on these opportunities and be present and active in the Region's governance.

It is important to understand the rules and conditions to abide by, which can vary by Region. These include, among other things, position and responsibilities within the governance structure, budget and financial management requirements (more on this in Section 6, still under development), approval needs and processes for events in the Region, compliance with bylaws and standards, etc. Some Regions may have tighter

management and reporting requirements, while others may allow the RoadRally program to operate in a more “hands-off” manner, with tradeoffs for each approach.

RRM S2H – Drawing on Other Resources

In addition to your Rally team and your Region’s leadership group, several sources of information, advice, and support are available to help you with RoadRally program development. Some may prove more helpful and productive than others, but it’s worth your while to check them out, if nothing else, to better understand and grow your “SCCA network.” Some of the key sources are described below, and we’ll provide a chart with their emails and webpages in the next section.

The **SCCA National Office** handles administrative, financial, and compliance functions for the Club as a whole and its individual disciplines. This includes sanctioning, insurance, auditing, liability waivers, membership, official forms, safety protocols, branding, and strategic partnerships, etc.

The **SCCA Board of Directors** must approve appointments to the RoadRally Board as well as Divisional RoadRally Steward appointments.

The **SCCA Rally/Solo & Experiential Programs** team focuses on program development and innovation and may be a good source for guidance on cross-discipline activity, new event formats, and expanding participation to additional audiences.

The **RoadRally Board (RRB)** monitors the execution of approved rules and standards for all SCCA-sanctioned rallies, but particularly National and Divisional events. The RRB is a primary source for matters of policy, rules and standards, as well as for the overall direction of the SCCA RoadRally program. The RRB delegates powers and duties to appointed personnel and committees with defined purposes, a few of which are particularly relevant to Regional activity and program development, as expanded in the following paragraphs.

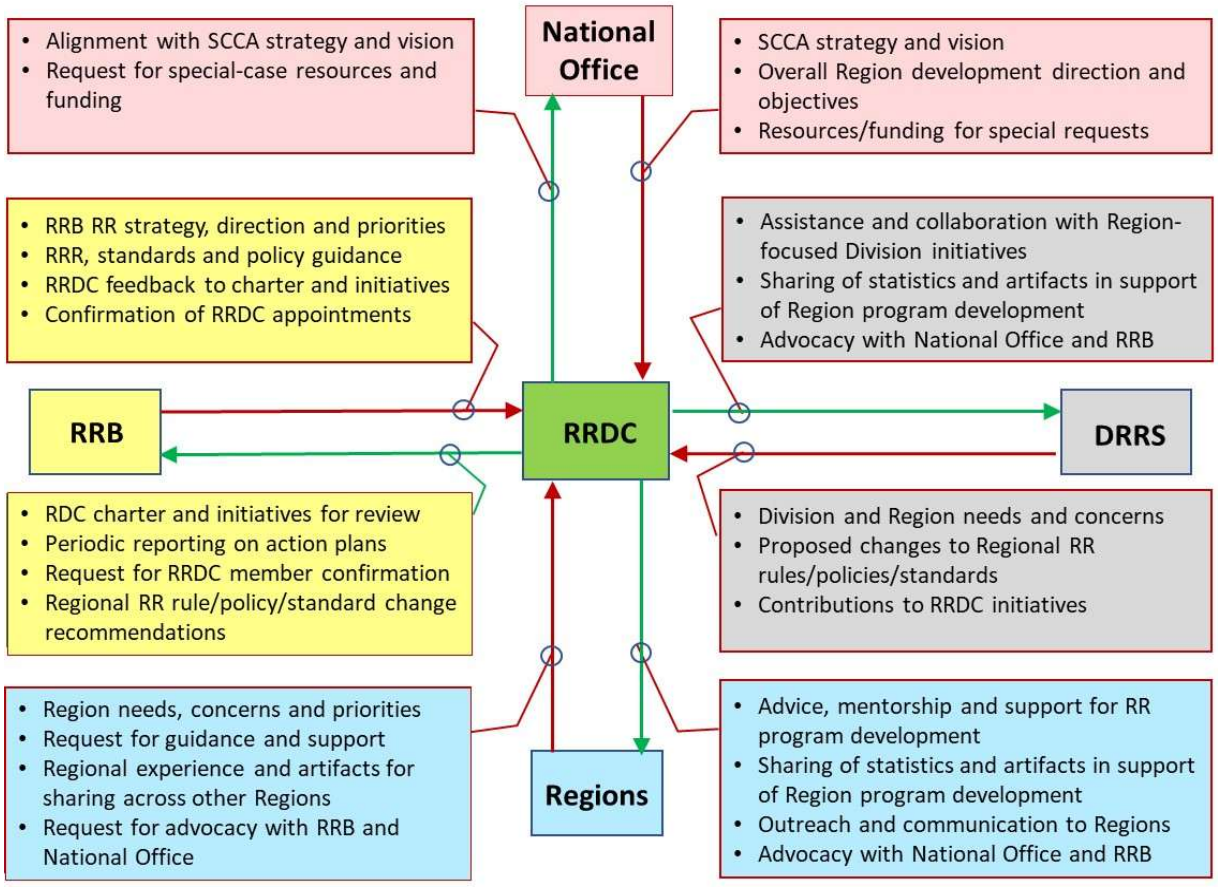
Your Region is part of one of nine SCCA Divisions. Each Division has a **Divisional RoadRally Steward (DRRS)**, who is appointed by the RoadRally Board for the purpose of coordinating and administering the SCCA RoadRally program in the Division. Your DRRS has valuable RoadRally experience as a competitor, Rallymaster and/or organizer. They will be able to provide a good picture of your Division and its constituent Regions, along with contacts and guidance that may help you connect with and collaborate with nearby Regions. The DRRS can also be a conduit for your inquiries and an advocate for your concerns with the RRB or the RRDC.

The **RoadRally Regional Development Committee (RRDC)** is appointed by the RRB for the purpose of coordinating and administering the SCCA RoadRally Regional program. The RRDC (RRDC@scca.com) can be your most effective source of information and connection with other resources outside your Region. In its documented Charter, the RRDC’s objectives are listed as follows:

- Facilitate and support the development and expansion of RoadRally programs and communities across SCCA Regions, responsive to their needs and in coordination with Divisional RoadRally Stewards (DRRS) as appropriate
- Help promote and initiate RoadRally activity and programs in additional Regions
- Foster RoadRally knowledge sharing, innovation, and coordination among Regions, capitalizing on accumulated SCCA-wide and broader experience, resources, and tools
- Support the SCCA Mission and Vision at the Regional level by promoting RoadRally as a supplementary component of a safe, fun, and exciting motorsports experience for automotive enthusiasts

The above important sources of guidance and support should all be part of your network to facilitate RoadRally program development and operation in your Region. The chart below illustrates how these entities relate to and collaborate with one another, in support of the Regions, with the RRDC as the central coordination point.

RRDC Relationship and Collaboration Chart



RoadRally Safety Stewards (RRSS) and **RoadRally Safety Steward Instructors (RRSSI)** – in your Region and/or nearby Regions – can be another valuable source of guidance for designing and organizing rallies, particularly from the perspective of ensuring a safe and enjoyable experience for all. They are licensed safety officials who are qualified to conduct pre-rally safety checks. Their expertise may cover all rally styles or focus on GTA or TSD only. In cases where there are no RRSS in your Region, someone from a neighboring Region may travel to complete the safety check or pre-check if given enough advance notice. Please get to know these folks and invite them to support your Region's RoadRally program!

When you consider putting on a Divisional or National-level rally, you will interact with the **National Events Committee (NEC)**, which is appointed by the RRB for the purpose of coordinating and administering the SCCA National program. They oversee and verify compliance with the RRRs of proposed event designs and instructions, but they are also a valuable source of extensive rally experience.

Finally, as you establish relationships with experienced rallyists across the country, you will find they are typically more than happy to provide guidance, advice, examples of past rallies, etc., advancing you more quickly on your learning journey. In some cases, this may even blossom into a mentor relationship.

RRM S2I – Expanding Your Reach Beyond SCCA

RoadRally is a great way to bring exposure to SCCA and your Region's other sanctioned motorsports. We've covered a wide range of rally styles and types of rallies, which can help you and your RoadRally program expose the game to more motorsport enthusiasts and their families. You can choose from the ease of a short Trek to those that involve more time and are a bit more labor-intensive for your Region's RoadRally Committee.

Some of the ways to accomplish this and expand your reach beyond the usual suspects in your Region include:

Fundraisers – Yes, this is what we mean when we say a "charity" rally in our previous charts, and they welcome events that raise awareness for their cause and funds for their treasury, or donations such as children's gifts or books. Examples to get you thinking locally: Parks & Recreation programs, Rotary Clubs, Pet Rescue, Foundations (local wildlife preserves or historical sites), food banks, Hospice, and book drives. National 501(c)(3) entities such as Parkinson's Foundation, American Heart Association, Marine Corps Toys for Tots, and many more, on a local level, too! You may hold an event as a fundraiser for non-501(c)(3) organizations, and we encourage you to do so should your Region have one dear to them; it will not be extended the Charity-sanction, as that only applies to 501(c)(3) organizations.

Collaborations – Join fellow car clubs and promote your rally on the community motorsports calendar and social media. Set a date that doesn't override another's events. As interest grows and more clubs sanction rallies, you can develop a city or state

championship series across two or more events. At one time, Alaska had four clubs with strong rally programs, and each was responsible for three events in its 12-event Council Championship. Such events also allow your Rallymasters to rally and enjoy the sport at others' events, rather than always being the ones doing the work! Or perhaps your Region can help other clubs build their programs and gain experience in our sport. Conversely, if you are starting out, you might request assistance from an established local rally club in laying out your first rally. By doing so, you will establish a relationship with the local rallyists and give credibility to your event. Co-Hosting (see below) with the local club can be very rewarding for gaining knowledge and entrants.

Co-Hosting – Across America, SCCA Regions Co-Host events with other Regions, yet more importantly, they Co-Host them with other car clubs and businesses as well. We encourage Regions to grow their RoadRally program and expose their other competition events to fellow motorsport enthusiasts through Co-Hosting. The SCCA website, under RoadRally Rules & Documents, has additional guidance.

Reach Out to Where THEY Are – Many car clubs are now virtual/online for their membership communications, and some participate more in monthly meetings via Zoom. Newsletters were once laid out, printed, stamped, and mailed. Now, they are put together and sent via an email link. Times have changed, and perhaps your Region resides in a "social media world" too and has mastered the various platforms to get the word out.

Marque clubs in your area, such as local Corvette, Mustang, Mopar, MINI, Miata, Porsche, Subaru, or Alfa Romeo clubs, may not have a road rally program, yet they enjoy their vehicles and driving them on the open road. A road rally is a means to bring folks out for camaraderie and give them the chance to drive! There may also be those who have rallied before or are interested in doing more with their vehicle in your Region's autocross, RallyCross, Track Night in America, or race venues - as entrants or workers.

Do consider reaching out to local car clubs online, attending their meetings, and welcoming them to your events. Check with local parts stores and car dealerships, encouraging motorsport events to be posted and promoted in-store and on their social media pages. If applicable, check with your Board and consider a poster about the event at businesses that support your Region. And always seek input from your fellow members on the sites they visit – they can help you expand your reach and help with your road rally postings!

Sponsors – We don't expect you'll have a sponsor out of the gate for your program. Yet do take advantage of your Region's sponsors for a starting location and bring them exposure! It could be a parts supplier, vehicle dealership, or even a race shop; keep in mind you'll need room for cars to be on the site for at least an hour, bathrooms are needed, and it is nice to have the option to meet inside should you have dreary weather! Often, they are willing to have those flyers/posters announcing the event at their businesses – more exposure for you, too.

RRM Section 3 – Who to Contact?

RRM S3A – Essential SCCA Roles and Resources

Whether you are a rally organizer, a Rallymaster, a competitor, or some combination of these, you will need to reach out at times to various contacts and sources for information, assistance, compliance requirements, administrative support, reporting, and other reasons. The following summarizes some of the most commonly accessed sources.

Resource	Why to Contact	How to Contact
RoadRally Board (RRB)	• RR rules and standards input • General RR questions and concerns	rrb@scca.com
RoadRally Regional Development Committee (RRDC)	• Regional RR program development information and advice • Cross-Region contacts and knowledge sharing • Advocacy with the RRB and National Office	rrdc@scca.com
[RoadRally] National Events Committee (NEC)	• Scheduling and coordinating National RR events • Guidance on National RR design and RRR compliance	nec@scca.com
Divisional RoadRally Stewards (DRRS)	• Regional RR event organization and design information and advice • Cross-Region contacts and knowledge sharing • Reach your DRRS to initiate RRSS training process • Advocacy with the RRB and National Office	https://my.scca.com/eweb/dynamicpage.aspx?webcode=bcresults&committeecode=DRRS
RoadRally Safety Stewards (RRSS)	• Request for pre-rally safety check (except for Treks) • Guidance for designing and organizing rallies, particularly from the perspective of ensuring a safe experience for all	Obtain list from your DRRS, RRB or RRDC
SCCA Sanction Dept. [primarily via online access for routine event sanctioning and auditing cycle]	• Submit sanction (and as a byproduct, SCCA calendaring) requests for RR events • Check on status of sanction and insurance requests • Submit post-event audit information • Sanction/audit-related inquiries requiring department intervention	Primary/preferred access via Member Account Portal (MAP) https://my.scca.com/ [sanctioning requires Region authorization for access privileges] Follow-up inquiries/support: sanction@scca.com

Resource	Why to Contact	How to Contact
RoadRally Event Calendar Keeper	• SCCA Planning Calendar and as soon as you know a date send the info which may keep a nearby Region's Rallymaster from doubling-up on your date	Charles "Chuck" Hanson dtcgh8@gmail.com
Official Points Keeper (including Lifetime Points)	• Submit results of Divisional and National RoadRally events to ensure proper recording of National Championship points	Bruce Gezon smuncher@windstream.net
SCCA Member Services	• Reporting of Weekend and Trial Members after an event [WE members can be reported directly from MSReg event] • Submission of Minor Liability Waiver forms post-event	membership@scca.com
"SCCA Rally Department"	• General inquiries to/via National Office	RoadRally@scca.com
Rally/Solo and Experiential Programs	• Guidance on cross-discipline activity, new event formats and expanding participation to additional audiences	rallysolo@scca.com
SCCA Marketing and Communications	• Marketing inquiries and support	marketing@scca.com

RRM S3B – Additional Information Sources and Contacts

Resource	Why to Contact	How to Contact
MotorsportReg.com	• Set up and manage online event calendaring and registration	support@motorsportreg.com 888-242-9685
Road Rally eNews (RReNews)	• Sign up for access to webpage and online newsletter • Submit items for publication/posting	scca@mac.com www.scca.com/roadrally (for sign-up and/or archived issues)
Richta GPS Apps • **Competitor** • **Rallymaster** • **Scoreboard**	• Request set-up of rally event • Obtain guidance and support on use of app	Rich Bireta: rbireta@gmail.com www.richtarally.com 785-691-7437
Rabbit Rally 2.0 app (used with MiRally GPS Routebook and Scoring)	• Obtain guidance and support on set-up and use of app	Clarence Westberg: westberg@gmail.com