# Summary of the 2026 RoadRally Rules Changes

**The RoadRally Board announces these five changes to the 2026 SCCA RoadRally Rules which have been approved by the SCCA Board of Directors. The changes are highlighted in bold red font.**

| 2025 RRR | 2026 RRR |
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| **Article 8.B.2 Annual RoadRally Championship, National Champions**<br><br>**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.** | **Article 8.B.2 Annual RoadRally Championship, National Champions**<br><br>**2) Each year, there shall be ~~three~~ two 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.**<br>**A future GTA national championship series depends on the demonstration of interest. Interest to be shown through the number of national GTA events with sufficient levels of participation.**<br><br>**NOTE: Although the national GTA championship has been eliminated for lack of national and divisional events and entries, regions are still encouraged to include GTA events in efforts to attract new members. Very little experience is needed to participate fully. It may also be beneficial to use "hybrid" events, which are part GTA and part time-speed-distance (TSD). Including one or more TSD legs is a good way to introduce TSD concepts to newcomers.** |

**Reasoning: Eliminates National GTA Championship due to low attendance levels.**

| 2025 RRR | 2026 RRR |
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| **Article 8.C Annual RoadRally Championship, Points Scoring System (last paragraph)** | **Article 8.C Annual RoadRally Championship, Points Scoring System (last paragraph)** |

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| 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. | 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 in which the event worked is included. ~~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.~~ Worker points recipients must be noted on the worker point portion of the official results. 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. |

**Reasoning: Worker points are intended to compensate organizers for not being able to run an event in their chosen series. This is not consistent with receiving worker points in that chosen series for working an event in a different series.**

| 2025 RRR | 2026 RRR |
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| Article 16.H.2 Controls, GPS Controls<br><br>H) GPS Controls<br>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 | Article 16.H.2 Controls, GPS Controls<br><br>H) GPS Controls<br>1) Number existing paragraph and add the following as paragraph 2.<br>2) Competitors may choose to use a backup timing device which may be used when the primary device fails to record the arrival time at a timing control. If a competitor's timing device fails to record their arrival time at one or more Timing Controls and the backup device does not provide a solution, the Rally committee shall remedy that situation in a manner that |

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| **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.** | **shall be as fair and equitable for all entrants as possible. Remedy options include average scores (for the entire rally, for the section, for controls prior to and immediately following the non-timed control). On Course rallies, the competitors must certify that they ran the timing leg in the correct manner and that the failure to have their arrival time recorded is the only cause of their penalty. The Committee may examine the competitors logs and/or the Timing Apps logs to ascertain the fairest and most equitable solution.** |

**Reasoning: This change allows the Rally committee to adjust a contestant's score if a time is not recorded.**

| 2025 RRR | 2026 RRR |
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| **Article 16.C & H Controls**<br><br>**C) Open and Passage Control Location**<br>**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** | **Article 16.C & H Controls**<br><br>**C) Open and Passage Control Location**<br>**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** |

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| **H) GPS Controls**<br>**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** | **H) GPS Controls**<br>**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** |

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**Reasoning: Time Allowances are always available should traffic become a problem in no passing zones and provide a safe alternative to illegal passing. This rule change would eliminate a sanction exception request for most rallies. Many rallies request a sanction exception to override this wording.**

| 2025 RRR | 2026 RRR |
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| **Article 19.C.1 Penalties**<br><br>**C) Disqualification**<br>**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:**<br>**a) Driving while under the influence (DUI)**<br>**b) Consuming alcoholic beverages while participating**<br>**c) Exceeding the legal speed limit**<br>**d) Dangerous or reckless driving**<br>**e) Violation of the class limitations specified in Article 11** | **Article 19.C.1 Penalties**<br><br>**C) Disqualification**<br>**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~~ rally team shall automatically be disqualified:**<br>**a) Driving while under the influence (DUI)**<br>**b) Consuming alcoholic beverages, narcotics, or dangerous drugs prior to the completion of the event, e.g. no drinking during the lunch break, etc. ~~while participating~~**<br>**The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited.** |

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| | c) Exceeding the legal speed limit<br>d) Dangerous or reckless driving<br>e) Violation of the class limitations specified in Article 11 |

**Reasoning: Clarifying the meaning of 'under the influence' to include other substances beyond merely alcoholic beverages. This also clarifies that use of or consuming alcohol during breaks is unacceptable, as the competition is from drivers meeting/first car off to arriving at the end location.**

| 2025 RRR | 2026 RRR |
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| Article 27 Glossary | Article 27 Glossary<br><br>Circular Intersection – Also known as traffic circle, roundabout, rotary, etc are types of circular intersections in which traffic must travel in one direction around a central island. Those entering the intersection typically yield to those already in the intersection. |

**Reasoning: There is confusion about what constitutes a roundabout, also referred to as a rotary or traffic circle in some areas. Adding this definition would eliminate the need for rallymasters to define this term in their general instructions.**

| 2025 RRR | 2026 RRR |
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| Appendix C Parts B & C Program Awards<br><br>B) Arthur J. Gervais Course Rally of the Year Award<br>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 a 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 | Appendix C Parts B & C Program Awards<br><br>B) Arthur J. Gervais Course Rally of the Year Award<br>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 a vote of the top 20 competitors in each class who have competed in at least three National Course rallies that year. If the total number of national events in the series in that year is less than five, the required number of events in which entrants shall have competed be half of that total number rounded up. For example, if there were |

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| **2 point or 1 point vote for second and third place.**<br><br>**C) W. David Teter Touring Rally of the Year Award**<br>**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.** | **four events the required number in which entrants shall have competed would be two. If the total number of events was three, the required number entrants shall have competed would also be two.**<br><br>**A minimum of three events must be held in the year for the award to be presented.**<br><br>**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.**<br><br>**C) W. David Teter Touring Rally of the Year Award**<br>**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. If the total number of national events in the series in that year is less than five, the required number of events in which entrants shall have competed be half of that total number rounded up. For example, if there were four events the required number in which entrants shall have competed would be two. If the total number of events was three, the required number entrants shall have competed would also be two.**<br><br>**A minimum of three events must be held in the year for the award to be presented.**<br><br>**Voters could vote for up to 3 events. If someone voted only for first place, that** |

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| | **event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.** |

**Reasoning: This change is likely unnecessary for the Tour series. But the rules should be consistent if a Course series change is approved. For various reasons the number of national course events has been declining. Some of the 2025 National Course events are unlikely to be repeated in the future. It seems prudent to prepare for the future since there is only an annual change window.**