

2027 Proposed Rule Changes to the RoadRally Rules

(There are 8 separate proposals on which to vote and/or comment.
Send your comments to rrb@scca.com.)

Note: The two proposals below involve merging the Course and Tour championship series. Proposal #1 (Bruce Gezon) includes a GTA component, while Proposal #2 (Greg Lester) is limited to only TSD events. The RRB believes these two proposals are mutually exclusive, that is you can support one or the other, but not both. You should vote on these two proposals as follows:

- (A) You favor merging the course and tour series and support Bruce Gezon's proposal including a GTA component.
- (B) You favor merging the course and tour series and support Greg Lester's proposal involving TSD events only.
- (C) You do not support merging the Course and Tour series.

Proposal #1

Submitted by Bruce Gezon

Red goes away and green is added.

ARTICLE 4 SCCA-SANCTION

C) Application for Sanction

Any event proposed as a NTR, DTR, NCR or , DCR , NGR or DGR must be sanctioned by the SCCA in accordance with all requirements set forth in these RRRs and in the RFOs. An event may be sanctioned as a combination of Course, Tour, and/or GTA. Route Following and Conventions (Articles 22, 23, 24, 25, and 26) remain in effect for their portion of a combined event.

ARTICLE 8 ANNUAL RoadRally CHAMPIONSHIP

B) National Champions

2) Each year, there shall be two one 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. Points and awards shall be made to SCCA members competing in and working these events. Points earned in one series are not transferable to another series.

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

(Equipped), Class L (Limited), and Class S (Stock), and Class G (GPS) Events sanctioned solely as GTA shall be scored Overall and assigned to a Course and Tour Class by the entrant prior to the start of the event. Championship eligibility requires an awarding and counting of points equal in equivalents to those awarded for GTA events from TSD events.

C) Points Scoring System

An individual may be awarded a maximum of 20 worker points per class in each series each season.

(If adopted additional revisions of other sections may be required.)

Rationale:

I am once again proposing a combination of all rallies into one championship as existed prior to 1989. The championship will still retain the separation of rally types for purposes of governing rules but there just aren't enough rallies to justify having separate championships based on rally type. This proposal will also allow all four Classes to continue. An elimination of Class L might eliminate those people all together as some won't want to learn new ways of running using different equipment. My intent is to grow the program using new rally type combinations that have not been available and to make more championship rallies available with less personal time lost and at less expense due to travel. This would include allowing GTA rallies as standalone or as part of a hybrid Course and/or Tour.

Standalone GTA rallyists can choose a class of preference for the Championship points but standalone GTA rallies still get scored overall and must count at least as many TSD rally equivalents as those earned on GTA rallies toward their resultant championship total, otherwise they will not be allowed in the final championship tabulation. See examples below.

Examples:

Member A: Has 7 equivalents in GTA consisting of 2 NGR wins and 3 DGR wins for 70 points. Has 4 equivalents in TSD consisting of 1 NTR third place and 2 DTR second place for 28 points. Up to 4 equivalents from GTA may be counted. Hence, 40 from GTA and 28 from TSD for 68 points toward the class championship. Having used 8 equivalents the member still has 2 equivalents remaining of the 10 allowed.

Member B: Has 5 equivalents in GTA consisting of 1 NGR third, 2 DGR wins, and 1 DGR second for 40 points. Has 4 equivalents in TSD consisting of 1 NTR third place and 2 DTR second place for 28 points. Up to 4 equivalents from GTA may be counted. Hence, 34 from GTA and 28 from TSD for 62 points toward the class championship. Having used 8 equivalents the member still has 2 equivalents remaining of the 10 allowed.

Member C: Has 6 equivalents in GTA consisting of 1 NGR win, 2 DGR wins, and 2 DGR seconds for 56 points. Has 8 equivalents in TSD consisting of 3 NTR wins and 2 DTR second place for 76 points. Up to 6 equivalents from GTA may be counted. Hence, 40

from the best 4 equivalents from GTA and 60 from the best 6 equivalents from TSD for 100 points toward the class championship.

Benefits:

The inclusion of differing types of rally concepts will offer more championship eligible rallies often in a smaller geographical area. Travel and expenses can be reduced as more rallies are available to someone who wants to compete in their own vehicle rather than a rental and travel a day or less to get there.

An additional benefit is a probable 50% reduction in cost for year-end awards as there are only four Championship categories instead of eight.

The melding of concepts enables a rallymaster to be creative. I offer the example of John Buffum's Summer Challenge Road Rally which consists of a tour, map, course, questions combination held as a non-SCCA championship rally every year by New England Region. Land O'Lakes Region has also wanted some flexibility in its rally formatting.

Proposal #2

Submitted by Greg Lester

Single SCCA National Road Rally Championship (RRR Art. 8):

Merge all National Championship TSD rallies, trapped and straightforward, into a single series (Article 8.B.2). Make it clear that organizers must disclose any intent to include exercises in course-following and/or timing logic ("traps") in pre-event publicity (or keep the existing "Course" and "Tour" designations - although I dislike those terms).

Rationale: Not enough interest/participation to justify separate series. Promotional effort better spent on rebuilding Regional/Divisional programs.

The following proposals (#3 and #4) pertain to revising the current equipment class structure: In the event either of the following proposals is approved references to the number of classes would also be revised. Class names may also be subject to revision.

Please vote Yes or No for proposals #3 and #4

Proposal #3

Submitted by Greg Lester and supported by Satish Gopalkrishnan

Competition Class Consolidation (RRR Art. 11):

Merge existing Equipped and GPS classes into a single Equipped class.

Rationale (Greg): Fears of GPS-based mileage measurement inadequacy have proven to be unfounded. Teams using GPS-based timing systems routinely equal or beat the performance of those using wheel-driven instruments.

Rationale (Satish):

E and G are essentially the same class except G bars wheel-driven odometers.

Proposal #4

Submitted by Mike Thompson. Satish Gopalkrishnan suggested amendments to the original proposal, which were accepted by Mike.

Article 11 C Change Definition of Class S and merger of classes S and L.	Any distance information used for timing calculations must be visually acquired from the vehicle's stock odometer or from a GPS app. Any calculating device may be used as long as the distance information is manually entered into the device. Readouts that continuously show the difference from either the perfect time or the perfect distance are prohibited. RATIONALE: (Mike) In the past this was cost prohibitive but given the relatively low cost for GPS odometers this is no longer an issue. And it makes the sport safer. Newer cars tend to place odometers in difficult places to read. An odometer that can be placed anywhere in the vehicle does make things safer.
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Rationale (Satish):

Note on "app" as referenced in the above definition: An app is an application - a piece of software that runs on some kind of hardware, whether a smart device (phone, tablet, watch etc.), a calculator, or a custom microprocessor. An Alfa GPS-Pulser feeding an Alfa or Timewise B box is software running on dedicated hardware. So "GPS app" should be read to include these, not just phone apps.

Mike T's amended S (stock odometer or a GPS app, manually entered) would make S functionally identical to today's L. S and L would be the same except S bars wheel-driven odometers. So the new S would be essentially L without a wheel-driven odometer.

That would make L redundant.. And L competitors wouldn't be shut out: they would move into the new S and keep using the exact calculation techniques they use today, just with a GPS odometer (GPS apps, or Alfa GPS connected to their existing B boxes) instead of a wheel-driven one.

OTHER PROPOSALS: Please vote Yes or No for the following proposals.

Proposal #5

Submitted by Peter Schneider

Class awards:

Awarded to participants in National/Divisional events.

An entrant is deemed to have participated if they started the competitive event.

Class awards (separate for driver and navigator in the TSD Rally) shall be presented in accordance with the following minimum schedule:

Number Participated In Class = Number Of Awards

1-3 = 1

4-5 = 2

6-7 = 3

8-10 = 4

11-13 = 5

14-16 = 6

17 or more = 6 + 10% of excess over 16 (rounded up to nearest whole number).

Rationale: Looking to standardize the Trophy Structure for National and Divisional events, so people competing at that level would know what to expect when attending a National Championship rally. The award structure was 'lifted' from the Porsche Club of America Parade Competition Rules.

Proposal #6

Organizer Point Declaration/Amendment (RRR Art. 8.C):

Submitted by Greg Lester

Those who earn Championship points through rally organizing activities should have the option to amend the application of those points to an alternate Class, up to the end of the competition season. There is currently no mechanism for an individual to reallocate his "worker" points once "Official Results" have been submitted.

Rationale: Allows flexibility in the event of changes in circumstances.

Proposal #7

Submitted by Cheryl Babbe:

National Championship Entry Cap

I do not believe that we have a statement that allows a Rallymaster/Organizing Committee to cease entries for road rally events that are sanctioned, as such, to be included in the National Championship Series.

So I seek the RRB's assistance on where it would fall in the RRRs to establish that "Registration entry caps may not be allowed for National or Division-level sanctioned events expecting to be included in National RoadRally Championship events." Or perhaps the proper location would be in the RFO's?

Note: Discussion of placement in RRRs or RFOs is needed. If RRRs an addition to Article 10 Entry Requirements K) Refusal of Entries might be appropriate. Specifically following the sentence "A rally committee shall have the authority to accept or reject an entry" with something similar to the following 'with the exception of the following conditions...'

Rationale:

Given the need for travel expenses: airfare/lodging/rental/fuel to compete in our *existing* National Championship, we should not allow this cap.

Thoughts —

- In looking at the National event attendance, we have proof that a cap is commonly not a factor.
- Sure, I know of a Rallymaster who will say “venue restriction.” Find another venue; don’t deny participation.
- Concerns of entering vs. caring about the National Championship and Lifetime Points may be brought forward, yet can our program “afford” to deny entries to dilute our sport further? Certainly, not all Regional entries are anticipating enough travel to be eligible for a trophy based solely on National and Divisional events, nor might they care about such.
- Capped at 30 entries? What if one were to get 25 Regional teams to register and many National folk were disallowed entry? Certainly, our National program has fallen in attendance, which once graced its competition levels, yet I would venture to guess their exclusion would *not sit well* with National competitors.

Proposal #8

Submitted by Cheryl Babbe:

Proposal: All Rallymasters must hold a current RoadRally Safety Steward (RRSS) License.

Rationale:

Reaching out to rallyists and a few Divisional RR Stewards, I have heard “Cheryl, let’s not make it *even harder* for a Region to get started” and “There will be a lot of pushback.” Positive comment has been, and I concur, “That’s a great idea! After all, how can a Rallymaster *know* what they are supposed to be observing during the layout of their rally to get a clean RRSS check the first time out!”

And this comment is why I believe that this would be a positive move for our program and its future success. A Rallymaster will already have many hours of volunteer work; forty-five minutes for training to aid them should *not* be a deterrent to the task, yet will boost their confidence and skill. Given the LMS-based training, we have established a standard training approach, so everyone has the same knowledge base.

Additionally, it would aid our RRDC mission to increase *safety awareness* and provide us with an *actual record* of Rallymasters, as they will hold RRSS Licenses. We will then be able to conduct outreach via license holders’ email addresses to build a community of knowledge to be shared across all Regions — both established and emerging. The National Office is currently unable to provide this information to us.

While instituting this change in the 2027 RRRs would be difficult, as a member of the RRDC Team, I would like the RRB to begin promoting/encouraging this move in 2026 to aid its success, so that we can look to add it to the RRRs call for amendments in 2027.

I understood there was to be a change in the LMS provider by SCCA. Perhaps there could be an “audit the class” feature: a Rallymaster could go through the course, experience the ease of the test and training, consider “why not,” and get their full license.

RRB Note:

Cheryl’s reference to “forty-five minutes for training” refers to the estimated time needed to complete the RoadRally Safety Steward Training course in SCCA’s Learning Management System (LMS).