



**Performance Rally Rules**  
**2005 EDITION**

# **Rally America Performance Rally Rules**

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November 2004

Published by:

**Rally America  
Suite 617**

**8014 Olson Memorial Highway**

**Golden Valley, MN 55427**

**[www.rally-america.com](http://www.rally-america.com)**

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## FOREWORD

Effective January 1, 2005 all previous Performance Rally Rules are superseded by the following Rally America Performance Rally Rules. Rally America reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

All correspondence should be addressed to: Rally America, Suite 617, 8014 Olson Memorial Highway, Golden Valley, MN 55427. E-mail submissions may be made to [info@rally-america.com](mailto:info@rally-america.com).

Questions concerning Performance Rally Rules clarifications should be addressed to: Rally America, Suite 617, 8014 Olson Memorial Highway, Golden Valley, MN 55427. E-mail submissions may be made to [info@rally-america.com](mailto:info@rally-america.com).

Questions concerning medical issues should be addressed to the Medical Administrator (see Article 1.2.A.)

Portions of these Rules are substantially different from previous editions. *Italic text* is used in this edition to indicate changes. Participants are advised to read the entire book.

The masculine pronouns *he*, *him*, and *his* will be used generically, without actual reference to gender.

### **Finality of Interpretation and Application**

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

- A. (They) are familiar with the Performance Rally Rules and agree to abide by them;
- B. Determinations by Rally America officials are non-litigable;
- C. They will not initiate or maintain litigation of any kind against Rally America or anyone acting on behalf of Rally America to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and;
- D. If a participant, member, competitor or official initiates or maintains litigation in violation of this provision, that participant, member, competitor or official agrees to reimburse Rally America for all costs of such litigation, including travel expenses and attorneys' fees.

## PERFORMANCE RALLY RULES

### ARTICLE 1:

#### 1.1. PURPOSE

A. **ProRally** (NATIONAL)

The purpose of the **ProRally** Championship is to encourage participation in and support of, on a national basis, Performance Rally, offering a driving challenge. The rallies in this Championship series of events will follow a format prescribed in the Rally America Safety and Operations Manual (SOM).

B. **ClubRally** (DIVISIONAL)

1. Provide a training ground for event organizers, marshals, and competitors separated from the pressures of the **ProRally** Series.
2. Provide events that constitute an attractive, easy entry into the sport for both organizers and competitors with a side product of increased numbers of organizers, marshals and competitors for the sport, thus increasing the visibility of the sport.
3. Provide an area of involvement for those manufacturers and support sponsors whose financial structures do not permit full participation in the **ProRally** Series.
4. Provide a “feeder” system of new events, trained marshals, and experienced competitors to ensure the future growth of the **ProRally** Series with events that become more demanding as they progress up through various layers of competition. The rallies in this series will follow a format prescribed in the SOM.

C. Safety and state regulations will be of key importance in competing in, and staging of, **ProRally** and **ClubRally** events.

#### 1.2. ADMINISTRATION

A. Administrative Roles

The following administrative roles support rally operations:

**ProRally Series Manager (PRSM)**: Responsible for management of the **ProRally** Championship, acting as Event Steward at **ProRally** events, or assigning a qualified substitute. Serve as liaison between the **ProRally** Organizers and Rally America. Decide on the **ProRally** of the Year and **ProRally** Rookie of the Year. Propose possible rule changes as needed (PRR and/or SOM).

**ClubRally Series Manager**: Oversee the activities of the **ClubRally** Stewards, scheduling and chairing meetings as needed. Act as liaison between the **ClubRally** Stewards, and the Organizers. Propose candidate rule changes as needed (PRR and SOM). Collect final point standings and issue letters of invitation to qualified drivers for the **ClubRally** Championship event. Oversee the development of the

Championship event and the **ClubRally** program as a whole.

Competitor Liaison: TBD

Seeding Administrator: TBD

Medical Administrator: TBD

**ProRally** Series Scrutineer (PRSS): Responsible for management of technical issues throughout the **ProRally** Championship and advice at the **ClubRally** level. Propose and/or evaluate possible rule changes as needed (PRR).

National Safety Steward (NSS): Act as chairman of the Safety Committee, scheduling and chairing meetings as needed. Serve as liaison between the Safety Committee and Rally America. Responsible for assuring that **ProRally** events meet required safety standards, acting as Safety Steward or assigning a qualified substitute.

B. Performance Rally Safety Committee

The Performance Rally Safety Committee is comprised of the National Safety Steward, the Deputy Safety Stewards and at least one Divisional Safety Steward per Division and shall be responsible to Rally America for the development and maintenance of a uniform plan, requirements, and procedures regarding event, competitor, marshal, spectator, and general participant safety for the **ProRally** and **ClubRally** programs.

The National Safety Steward serves as Chair of the Performance Rally Safety Committee. The National Safety Steward appoints and trains the Deputy Safety Stewards and the Divisional Safety Stewards. The National Safety Steward or a designated Deputy Safety Steward is responsible for ensuring that safety procedures are followed at **ProRally** events.

The Deputy Safety Stewards serve as stewards at large to cover **ProRally** or **ClubRally** events as needed.

The Divisional Safety Stewards are responsible for ensuring that safety procedures are followed at **ClubRally** events outside of their Division (as assigned).

C. **ClubRally** Stewards

One **ClubRally** Steward per division is appointed. The **ClubRally** Stewards are responsible for developing, supervising, and administering a program of **ClubRally** performance rallies in accordance with the rules, standards, and procedures established for the **ClubRally** program. Specific duties and tasks are outlined in the Safety and Operations Manual. Their duties are as follows:

1. Maintain liaison with Rally America officials, event organizers, and competitors.
2. Coordinate scheduling of events within the Division and with other



Divisions and the National **ProRally** calendar in order to maintain an orderly and successful calendar for **ClubRally** participants.

3. Establish, with prior approval from the Rally America, a system of sanction fees for the Division's events in addition to fees required by the National Office as Division's circumstances require. If Divisional fees are established for the Division, the Steward must submit a complete, detailed financial statement to Rally America at the end of each season the fees are in force.
4. Review event applications for all **ClubRally** events held in the Division.
5. Review and issue final approval when standards have been appropriately met for event regulations, road permits, and pre-check results as provided in the SOM.
6. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward duties include heading up the Protest Committee if needed and ensuring that: licensing procedures are conducted at registration, a **ClubRally** Licensing Seminar is held, and the event is conducted according to the PRR and SOM.
7. Promote the growth of the sport in the Division through conducting licensing or skill-related rally schools, and by assisting event organizers in the maintenance and improvement of event quality.
8. Make recommendations to Rally America for the improvement or general development of **ClubRally** rules and program.
9. Make recommendations to Rally America for annual awards and select **ClubRally** of the Year.
10. Establish the Division's driver and co-driver champion each season, based upon the maintenance of annual points standings.
11. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

### 1.3. **ProRally/ClubRally CHAMPIONSHIPS**

The **ProRally** Championship shall be comprised of not more than 12 events in any one calendar year. In order to be eligible for inclusion in the **ProRally** Championship schedule, a proposed event must meet the requirements of the SOM and be Rally America-sanctioned, and participate in a minimum one-year observance process.

**ClubRally** events are divided into these categories: Coefficients 1 (RallySprints and stage format), 2 and 3. **ClubRally** Championships, Divisional and National, for drivers and co-drivers will be determined each year by the **ClubRally** Series Manager and **ClubRally** Stewards.

#### 1.4. SAFETY AND OPERATIONS MANUAL (SOM)

The Safety and Operations Manual shall govern the operation of all **ProRally** and **ClubRally** events. The SOM shall be available to all event organizers with an event on the schedule. The SOM shall guide the organizer in the preparation and conduct of the event. Organizers of **ProRally** and **ClubRally** events are responsible to Rally America for adherence to the SOM. The SOM shall not serve as a basis for claim by the contestants.

The SOM will serve only as the general guidelines for the running of Coefficient 1 **ClubRally** events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

With prior approval of Rally America and the **ProRally** Series Manager (PRSM), **ClubRally** events may run concurrently with a **ProRally** event. Competitors may enter either or both **ProRally** and **ClubRally**(s) as they desire. Driver and co-driver must carry the proper licenses for the event(s) entered.

Rally America reserves the right to make such changes in these Rules, the SOM, and appendices as may be deemed necessary or advisable.

#### 1.5. ACCEPTANCE OF **ProRally/ClubRally** RULES

Each organizer or organizer committee that undertakes to organize a **ProRally** or **ClubRally** event shall be familiar with these Rules and with the appropriate SOM and shall be bound by them.

Each participant in a **ProRally** or **ClubRally** event shall be familiar with and bound by these Rules. Participation shall constitute evidence of that contestant's acceptance of this provision.

#### 1.6. INSURANCE

##### A. Event Liability / Participant Accident coverage

All Rally America-sanctioned events must be insured for Event Liability and Participant Accident coverage by the Rally America Event Insurance Plan. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

##### B. Event Insurance Plan Request Form

Each **ProRally** and **ClubRally** event must submit a Rally America Event Insurance Plan Request Form and the applicable fees. This insurance request and payment must arrive at Rally America at least 14 days prior to the event.

##### C. Insurance Policy

For events with public road transit sections, the owner/entrant must warrant having a valid auto insurance policy with liability limits of not

less than \$100,000/\$200,000/\$50,000 in force for each vehicle entered (this includes support vehicles). Actual proof of such insurance showing limits must be produced to event officials at registration.

A warrant of insurance (included on official entry form) must be signed by the vehicle owner which states, "I warrant the competition vehicle has current minimum insurance coverage of \$100,000/\$200,000/\$50,000 which meets or exceeds the vehicle insurance standards established and required by Rally America." Cars without the required documents will not *be allowed* to start *the event*.

D. Incident Reporting

The driver (or owner) of a vehicle participating in a **ProRally** or **ClubRally** event, which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 8 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed Incident Report and should file the report within ten days of the incident with Rally America.

## 1.7. SANCTION REQUIREMENTS

Formal Rally America sanction is required for all **ClubRally** and **ProRally** events. Sanction requirements and all documents will be issued by Rally America.

A. Supplementary Regulations

Each **ProRally** and **ClubRally** event shall have Supplementary Regulations covering areas NOT specified in these Rules and adding to rules contained herein.

The Supplementary Regulations for a **ProRally** or **ClubRally** event shall include information such as schedules, local maps, local laws concerning vehicle preparation (i.e., headlights and bumpers), awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction exception has been granted by the PRSM and/or **ClubRally** Steward with concurrence of the CRSM, Supplementary Regulations may not alter or contradict the PRR. If such contradictions occur, the PRR shall take precedence over the Supplementary Regulations. Sanction exceptions must be noted as such in the Supplementary Regulations.

Organizers will make all attempts possible to list in the Supplementary Regulations any deviations from the PRR (as "exceptions"). However, changes occurring at the last minute, before, and during the event, and published in written bulletins on the notice board or as written instructions from bona fide officials, must be deemed official and

correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that certain changes to these Rules and Supplementary Regulations were not listed as exceptions before the event.

Supplementary Regulations shall be *available* to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the Supplementary Regulations will be *posted on the official notice board*.

#### B. The Event

In order to be eligible for Rally America sanction, events must meet the following standards.

1. Stage Rallies: Rally America requires that events in the **ProRally** Championship as well as Coefficient 2 and 3 **ClubRally** events and non-RallySprint Coefficient 1 **ClubRally** events follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections. Stage rallies will consist of one or more legs. A leg is a series of stages and transits, which starts and ends with a Main Time Control (MTC). Stage rallies may also include Parc Exposés, Parc Fermes and service breaks, as well as Observation Controls and Regrouping Controls.
2. RallySprints: RallySprints are a series of timed runs on a closed course such as a motorsports facility, where a co-driver may not be required and a route book is usually not issued. Several drivers may enter using the same vehicle at a RallySprint. RallySprints may include Parc Exposés, Parc Fermes, and service breaks, but do not usually include transit sections. *No minimum mileage requirement is applied to RallySprint events.*

#### C. Speeds

1. Time assigned to transit sections will take into consideration varying speed limits, either posted or non-posted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for “quiet” zones.
2. Any stage road on a stage rally on which traffic will be controlled for the duration of the event, and every timed run at a RallySprint, will have a zero target time assigned for scoring purposes.

#### D. Length

1. **ProRally** events shall have at least 100 miles or 140 minutes of special stages.
2. **ClubRally** Events
  - a. Coefficient 1 competition includes two distinct types of

events: pure stage format rallies and RallySprint events. *Stage rallies* must have a minimum of ten stage miles and a minimum of two stages in the course. Stage mileage for this level of rally is limited to less than 30 miles.

- b. Coefficient 2 event must have a minimum of 30 and less than 65 stage miles and a minimum of five stages in the route.
- c. Coefficient 3 event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling **ProRally** events.

#### E. Starting Order

1. The starting order for entrants at all **ProRally** Championship events, and at coefficient 2 and 3 **ClubRally** events, will be determined by their SpeedRanking, which will be listed on the Rally America website 10 days or sooner after each **ProRally** event.
2. If a competitor is not listed on the SpeedRanking chart, then they should check with Article 2.2 to determine their SpeedRanking number for that event. If no SpeedRanking number can be determined, then the PRSM at **ProRally** events, or the Event Steward at **ClubRally** events, may change the starting order for safety reasons, and will assign a SpeedRanking for that specific event.
3. All competitors with a SpeedRanking of 0.95 or better, or have an FIA seed, will start first, but, will have their starting order determined by random draw.
  - a. The time, place, and method of draw shall be either stated in the event's entry or supplementary regulations.
  - b. A listing of all competitors qualified for Seeds FIA, 0, 1, 2, 3, 4, 5, 6, 7 & 8 is maintained. The seed list is updated regularly and is available for viewing at [www.rally-america.com](http://www.rally-america.com).
  - c. The PRSM at **ProRally** events, or the Event Steward at **ClubRally** events, may change the starting order for safety reasons.
4. An overall re-seed should be made after no less than 15 stage miles have been run, ideally before 30 stage miles, *or*, at the latest, at the end of the first leg. Re-seeding within seed is not permitted.
5. Stage Start Interval: The first *n* vehicles will start every stage with a minimum 1-minute additional interval to the vehicle ahead. *N is the number of drivers scheduled to start the event that possess a SpeedFactor of 0.95 or better earned in the class of the car*

*entered*. The number *n* is established at the start of the rally and will remain the same for the entire rally.

F. Route Book

1. All **ProRally** and Coefficient 2 and 3 **ClubRally** events must use the standard Route Book format as described in the current SOM:
2. Top information area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.).
3. Page Columns (reading from the left margin):

Column 1	Numerical line reference number, beginning at the number "1" and numbered consecutively throughout the route book or beginning at the number "1" at the top of every page.
Column 2	Overall cumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC, RGC, or ATC). Do not re-zero at an FTC.
Column 3	Interval mileage from the preceding instruction
Column 4	A map diagram (tulip or alpine) showing the correct route at all instructed intersections.
Column 5	Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).
Column 6	Decreasing remaining mileage from each instruction to the Finish Time Control on stages or to the end of the road section on transits.
4. Bottom Information Area: Gives the mileage to the next instruction of the following page.
5. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. Since the object of a **ProRally** or **ClubRally** event is to offer a driving challenge, course following is to be as easy as possible.
6. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 feet) the action point on the right side of the road. Since course arrows and banners are supplemental to the route book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, *banners prevail followed by the route book then the arrows*.

7. Changes or additions to the route book shall be implemented via written instructions. Organizers shall ensure that all competitors receive these changes.

G. Stage Notes

1. **ProRally** events and **ClubRally** events that are run concurrent with a **ProRally** event shall (with the exception of Pikes Peak) have Rally America authorized, independently produced Stage Notes available to all entrants for an additional fee. Stage Notes are defined as professionally produced descriptions of the stage roads, including hazards.
2. In order to ensure high quality and consistency, all Stage Notes for a complete competition season shall be produced by a single vendor retained by Rally America, and shall follow a minimum set of standards that govern their production, as described in the SOM and summarized below.
  - a. The only Stage Notes that may be used are those authored by a note maker approved by the Rally America.

The Stage Notes page must contain the following items in the prescribed formats:

Cover - Name and year of event.

Glossary - A description of all the abbreviations and symbols that are used in the notes. Must include such items as, but not limited to, the following:

- Severity of corners (in 8 to 10 increments)
- Qualifiers (e.g. opens, tightens, long, tight)
- Connectors (e.g. into, and, over, continues)
- Straights (distances in yards)
- Junctions (e.g. turn, "T", "Y")
- Features (e.g. jump, crest, bridge, rough)
- Warnings (e.g. care, caution, danger)
- Phrasing and emphasis (e.g. use of underlining)

The glossary must be published in the preface of the Stage Notes Book.

Top - *The following items will appear on each page of each stage:* Event name and year; stage # and name; stage in length of miles, and; number of pages for this stage. *On the first page of each stage, all of the above will appear, as well as:* Description of where the notes start from.

Body - Preferred maximum of 6 lines of notes per page. Minimum font size is 20 point in bold. The route book instruction number

and cumulative mileage shall be adjacent to the corresponding stage note.

Bottom - If the next page is a continuation of this stage then the bottom of this page must repeat the first note phrase of the next page in such a way that it is clear that it is not another instruction, but rather an advance look at what is coming on the next page (e.g., in smaller font and/or set off in some way). This repeat instruction is not included in the count for the maximum number of lines of notes per page. The bottom of each page shall note the event name and year.

Binding - The Stage Note Book shall be printed on one side only of each page. The Stage Note Book shall be spiral bound so that it lies flat when its pages are folded over.

3. Changes or additions to the Stage Notes must be implemented via written instructions from an event official. Organizers shall ensure that all competitors receive these changes.

## 1.8. ACRONYMS/ABBREVIATIONS

ACCUS

Automobile Competition Committee for the United States

ASN

National Sporting Authority

D.O.T.

United States Department of Transportation

CARS

Canadian Association of Rallysport

CRSM

**ClubRally** (Regional) Series Manager

DNF

Did Not Finish

DNS

Did Not Start

FIA

International Federation of the Automobile

FMAD

Mexican Federation of Automotive Sports

MPE

Maximum permitted earliness



MPL  
Maximum permitted lateness

MTC  
Main time control

PRR  
Performance Rally Rules (this rulebook)

PRSS  
**ProRally** (National) Series Steward

OEM  
Original Equipment Manufacturer

RGC  
Regrouping Control

SAE  
Society of Automotive Engineers

SOM  
Safety and Operations Manual

## 1.9. DEFINITIONS

ASN  
National Sporting Authority. A national governing body of automobile competitions recognized by the FIA. ACCUS is the ASN for the United States.

Assembled  
Changing the declared year model of a vehicle by replacing 100% of the differing components. In all instances, the year claimed for car presented for competition must match exactly the shop manual for that year. Example: Replacing or adding all differing or missing parts from a 2002 Ford Focus SVT onto a 2001 Ford Focus ZX3, including all functional and non-functional trim, the engine, transmission, and brakes.

ATC  
An ATC (Arrival Time Control) is located before a stage start. One must enter on his assigned minute. An ATC is followed by a Stage Start, where you are counted down to your assigned start time on the stage. *Refer to Article 7.4.D.*

Bio Oil  
A range of environmentally friendly oils derived entirely from plants (vegetable oil). Products range from bicycle chain oil to Bio Diesel. Bio

Oils are 100% renewable and biodegradable.

### Bogey Time

This is the longest stage time that can be taken before Lateness Penalty points are accumulated towards MPL. In the event route book, the Bogey Time is listed on the top of the Stage page, on the right side.

### CARS

Canadian Association of Rallysport. CARS is the governing body of Rallysport in Canada, as delegated by ASN Canada FIA. See [www.carsrally.ca](http://www.carsrally.ca).

### Co-Driver

Instructs the driver on the upcoming route by communicating to the driver which direction the road takes via a route book supplied by event organizers (a.k.a. navigator).

### Diagonal Brace

Transverse tube between a top corner of the Main Hoop or upper end of the Rear Bars to a lower mounting point on the other side of the Main Hoop or Rear Down Bars.

### Diesel (fuel)

Hydrocarbon oil used as fuel (in compression ignition engines), intermediate in boiling range and viscosity between kerosene and lubricating oil.

### Door Bars

Structural member(s) connecting to the Main Hoop and Front Hoop in a straight or 'X' pattern to prevent intrusion from side impact. This structure is vertically above the sill bar.

### Eco Diesel

A blend of diesel oil and at least 2% oils derived from plants, such as corn and soy.

### Event

Includes the date, location, and route of the competition. An example of an event would be: Rim of the World ProRally, May 1-3, 2003. Route might be: Five stages Friday night and ten stages Saturday, in the vicinity of Palmdale, California.

### FIA

Federation Internationale de l'Automobile. The International Federation of National Automobile Clubs. The recognized authority for international motorsports. See [www.fia.com](http://www.fia.com).

## FMAD

La Federacion Mexicana de Automovilismo Deportivo. The Mexican Federation of Automotive Sports.

## Front Hoop

Similar to the Main Hoop, but its shape follows the windscreen pillars and top screen edge. *Refer to Article 5.5.C.6.b.*

## FTC

A FTC (Finish Time Control) is used at the finish of stages. One must stop to get his stage time, after passing the flying finish sign (or mark, etc.).

## Grandfather (clause)

Creates an exemption based on circumstances previously existing.

## Group 2

Two-wheel drive cars with normally aspirated, small displacement engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 2400cc. *Refer to Article 10.2.B.8.*

## Group 5

Two-wheel drive cars with normally aspirated, charged or forced induction engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 5100cc. *Refer to Article 10.2.B.7.*

## Main Hoop

A structure consisting of a nearly vertical frame or hoop, located across the vehicle just behind the front seats. *Refer to Article 5.5.C.6.a.*

## Manual Sequential Shift

A mechanical means of changing gears in a linear motion without an 'H' pattern gate. No aid from any device is allowed. This type of shifting is common on motorcycles.

## Model

A basic manufacturer's designation, e.g., Volkswagen Golf GTI or Ford Mustang SVO. A model is a specific vehicle, not a general category.

## MPE

MPE (Maximum Permitted Earliness) is the total earliness you may accumulate on transits, before being excluded from the event. *Refer to Article 7.5.*

## MPL

MPL (Maximum Permitted Lateness) is the total lateness you may accumulate on stage and transit travel before being excluded from the

event. *Refer to Article 7.5.*

#### MTC

An MTC (Main Time Control) is used at the start and finish of rally sections. At an MTC In Control, you may enter before your assigned time. At a MTC Out Control, you must enter in your assigned minute. *Refer to Article 7.4.C.*

#### “O” Control

Observation Control. *Refer to Article 7.4.F.*

#### O.E.

Original Equipment. A component is considered original equipment if it is a direct replacement, meets the same specifications, requires no modifications to be installed, and is indicated as such by its manufacturer. An example would be an aftermarket air filter that fits in the stock location without modification and is listed by its manufacturer as a direct replacement part.

#### Parc Expose

A location where competitors are required to display their cars for public viewing. Competitors and service crews are allowed to work on their vehicles. *Refer to Article 7.4.H.*

#### Parc Ferme

A secured location where competitors may be required to leave their cars. Access is granted to rally officials only; however, competitors will be allowed to enter ten minutes before their start time. During this time competitors are not allowed to check, tune, or repair vehicles. This includes changing tires and refueling. *Refer to Article 7.4.I.*

#### Production

Street-licensed vehicles offered for sale in the United States. Adjusted engine displacement is limited to 2650cc. *Refer to Article 10.2.C.*

#### Production GT

Street-licensed vehicles offered for sale in the United States. Adjusted engine displacement over 2650cc. *Refer to Article 10.2.C.*

#### Red Cross

The back cover of the event route book must show a large Red Cross, to be used in an emergency (such as an injury accident) to stop the next rally car(s) upon the scene. *Refer to Article 7.11.*

#### Quiet Zones

Portions of the route with the following requirements: maximum speed 5mph below the legal speed limit, low beams only, minimum noise. Competitors who do not adhere to the rules are penalized.

### Rear Down Bars

Structural members connecting from the top corners of the Main Hoop in a downward angle to a reinforcement plate in the rear of the vehicle. *Refer to Article 5.5.C.6.d.*

### Reinforcement Plate

A metal plate fixed to the body shell or chassis structure to spread loads into the structure of the vehicle.

### Route Book

Instructions and a map of the **ProRally** or **ClubRally** stages. Competitors follow the course by following the route book. Competitors are not allowed to practice stages.

### RGC

An RGC (Regrouping Control) is used at the entrance and exit of a regrouping area, like service, to shorten the interval between cars. You must enter in your assigned minute. *Refer to Article 7.4.G.*

### Scrutineering

Every **ProRally** and **ClubRally** competition vehicle must successfully pass scrutineering (technical inspection). *Refer to Article 6.3.*

### Shop-made

Same as *Assembled* above.

### Sill Bar

Structural member connecting the Main Hoop and Front Hoop at floor level. This structure is intended to prevent side intrusion from short objects, such as tree stumps. Refer to Article 5.5.C.6.f.

### SOM

The SOM (Safety and Operations Manual) was formerly known as the Rules For Organizers (or RFO's). This document includes **ProRally** (National) and **ClubRally** (Regional) rules for organizers, as well as safety requirements, required forms, and sample supplemental regulations.

### Special Stage

Competition section where the road is closed and competitors run flat-out at one to two-minute intervals.

### Three Bar Adjuster

A device used to secure seatbelt webbing in place for occupant restraint systems.

### Time Control

"Marshals" are stationed at starts and finishes of special stages and on

transit sections. Each team's time is recorded on official time cards by the marshals.

#### Transit Section

Non-competition sections that allow competitors to move from one special stage to another. All posted and non-posted rules of the road must be adhered to. Competitors have a certain amount of time to complete transits.

#### Unassisted

Without help from any source.

#### Update

Use of a part or parts from a vehicle of the same manufacturer brand and model, but different production year of the recipient vehicle. Example: Installing the 1.8 liter turbo engine from a 2002 New Beetle into a 1998 New Beetle.

## ARTICLE 2: LICENSES, SEEDING, AND CAR NUMBERS

### 2.1. LICENSES

#### A. Eligibility Requirements

1. All drivers must hold a valid state automobile operator's license (a learner's permit does not constitute a valid license). Co-drivers not holding a valid state automobile operator's license will not be allowed to drive the competition car at any time during the event.
2. All competitors in any **ProRally** or **ClubRally** event, in addition to complying with 1 above, must:
  - a. Hold valid a Rally America **ProRally** or a Rally America **ClubRally** license if they are United States residents or United States citizens.
  - b. OR; Hold a valid CARS or FMAD National License if they are Canadian or Mexican residents or citizens respectively. Valid CARS or FMAD regional licenses are acceptable at **ClubRally** events only. These competitors are required to fill out a **ProRally** license application (free of charge), mail completed form along with a copy of the applicants' competition license and a valid driver's license. Note: This is to ensure that the competitors are on the mailing lists and receive a rulebook.
  - c. OR; Hold a valid FIA license.

#### 3. License Application Forms

Application forms for **ProRally** and **ClubRally** licenses are available from Rally America. **ClubRally** licenses may be issued upon receipt of properly completed application forms, required attachments, and payment of appropriate fees at any **ClubRally** events, if all requirements have been met. However, **ProRally** license applicants must submit applications directly to Rally America.

#### 4. License Logbook

All current ClubRally or ProRally license holders will be issued a driver's log book which will have to be presented at registration before each event. At any event, the Event Steward may elect to make notation in a driver's log if he observes rule infractions, speeding, or unsafe and unsportsmanlike conduct. This will allow event stewards to be aware of a driver's recent history and require the driver to be responsible for his/her actions. A consistently questionable record could ultimately jeopardize a Driver's license.

## B. Medical Requirements

1. An Annual Health Screening History must be submitted with the license application for a **ProRally** or **ClubRally** license to be issued or renewed. All candidates who answer any question in the affirmative must submit a Physical Examination Form unless granted a waiver by the Medical Administrator.
2. A physical examination will be required for: competitors with a history of a medical condition or disease; or a condition that necessitates prescription medications; or periodic doctor's care (such as: treatment of Diabetes, Hypertension, Heart Disease, Seizure Disorder, Limitations of use, Paralysis, Amputation of any extremity, Lung or Pulmonary Disease).
3. As part of the Physical Examination, an EKG is required of anyone with a history of heart or cardiac disease.
4. Medical care does not mean routine visits for birth control pills, allergies, or antibiotics.
5. Any known medical condition (including pregnancy), which could affect medical fitness to compete, shall be reported immediately to the Medical Administrator. The competitor cannot compete until re-certified by the Medical Administrator.

## C. **ClubRally** License Requirements

1. All initial Club Rally license applicants will be issued a Novice ClubRally Drivers License.
  - a. The Novice Driver's progress will be tracked in a driver's logbook.
  - b. The event steward will use this log to record the driver's participation, finishes and any incidents or comments.
2. A Novice ClubRally Drivers License will restrict a driver to compete only in a Group 2 or Production Class car. Exception: Until December 31, 2005, any Novice wishing to compete in a class/car other than those listed may request a special waiver for their car. These cars will be subject to special restrictions to be determined by Rally America, e.g. they may be required to run a 28mm restrictor on a turbo car. Such requests must be submitted in writing and will be noted on the Drivers logbook.
3. The Novice ClubRally driver must attend the New Competitors' Seminar prior to each event.
4. The Novice ClubRally driver remains Seed 8.
5. The ClubRally Steward will enter comments in the performance log on the Novice driver's performance after each event.
6. An approved performance rally school will be credit for 4



coefficients, with approval of the chief instructor, but only one school may be applied to any license level requirement.

7. Once the Novice Driver has completed 9 coefficients, including no more than one coefficient 1 ClubRally, he/she may apply for a Provisional ClubRally license. The application and completed logbook should be forwarded to Rally America for review and approval before any higher license is issued.
  - a. Any driver with significant previous automobile racing experience may, at this point, apply for a regular ClubRally License by attaching a complete race experience resume to the ClubRally License application. The application will require the endorsement of a steward and the approval of Rally America.
8. A Provisional ClubRally Drivers License will restrict a driver to compete only in a Group 2 or Production Class car. Exception: Until December 31, 2005, any Novice wishing to compete in a class/car other than those listed may request a special waiver for their car. These cars will be subject to special restrictions to be determined by Rally America, e.g. they may be required to run a 28mm restrictor on a turbo car. Such requests must be submitted in writing and will be noted on the Driver's logbook.
9. A Provisional ClubRally Driver's license holder may advance his/her Seed based on his performance.
10. The ClubRally Steward will enter comments on the Provisional driver's log book after each event.
11. Once the Provisional driver has completed an additional 9 coefficients including no more than one coefficient 1 ClubRally, he/she may apply for a ClubRally license. The application and completed logbook should be forwarded to Rally America for review and approval before any higher license is issued.
12. The cost of a **ClubRally** license is \$75.00, and may be used for driving or co-driving duties. License fee includes a copy of the current PRR.
13. A **ClubRally** license will allow a competitor to compete only in **ClubRally** events.

D. **ProRally** Driver and Co-Driver License Requirements

1. Competitors applying for their initial **ProRally** Driver license must be at least a Seed 5 or have the equivalent driving experience.
2. Competitors applying for their initial **ProRally** Co-Driver license must have finished four coefficient 2 or 3 **ClubRally** events, or have the equivalent co-driving experience.
3. Applicants with prior racing experience

- a. Any driver with significant previous automobile racing experience may, upon completion of the novice permit, apply for a regular ProRally License by attaching a complete race experience resume to the ProRally License application. The application will require the endorsement of a steward and the approval Rally America.
  - b. All initial applicants with verifiable stage rally experience in other countries or sanctioning bodies, equivalent to more than 30 coefficients in US rallying will be reviewed by Rally America on a case-by-case basis.
  - c. The burden of proof of experience is on the license applicant. If an applicant believes he should be able to circumvent the entire process they must appeal to Rally America well in advance of the event.
  - d. All appeals to Rally America may be sent in writing or via email to [licensing@rally-america.com](mailto:licensing@rally-america.com).
  - e. Falsification or misrepresentation of experience is grounds for indefinite suspension or indefinite denial of a novice permit or license.
4. The cost of a **ProRally** license is \$150.00. There is no credit for mid-season upgrades from a **ClubRally** license to a **ProRally** license. License fee includes a copy of the current Performance Rally rulebook.
    - a. Competitors that qualify, and prefer to obtain both licenses shall pay an additional \$50.00.
  5. A **ProRally** driver or co-driver license will allow a competitor to compete in **ClubRally** events as well as **ProRally** events without purchasing a separate license. *A **ProRally** license holder (whether driver or co-driver) may compete in either capacity in a **ClubRally** event. Seeding will be dependent on the competitor's experience as a driver.*
- E. FIA License Requirements
1. FIA-Rally Only licenses will be issued only to current **ProRally** license holders, who have completed a **ProRally**. The PRSS may waive this requirement upon receipt of supporting documentation.
  2. A current FIA license is required for FIA-listed events.
  3. FIA listed drivers may enter in **ProRally** events, Coefficient 3 **ClubRally** events, and Coefficient 1 RallySprint events as drivers. FIA seeded drivers are excluded from competing as drivers at Coefficient 1 and 2 **ClubRally** events. They may, however, compete as co-drivers at these events.

## 2.2. PERFORMANCE RALLY SEEDING REQUIREMENTS

A. Performance Rally Seed Listings:

1. Seeding changes and points are accumulated based on a driver's best five Performance Rally events during the current calendar year and/or the two previous calendar years. Drivers earn seeding points by finishing in the top 15 overall positions or the top 50% if there are less than 30 finishers in any **ProRally** or **ClubRally** event. Points for each finish position are awarded on the same basis as finishing position points for **ProRally** or **ClubRally** events, as per Article 9.1.B (i.e., 1st-20 points, 2nd-15 points, etc.) Starting points and finishing points per Article 9.1.C are not counted for seeding points.

Seed 0 FIA Internationally seeded drivers, plus those drivers with 65 or more seeding points. FIA listed events will draw FIA 'A' and 'B' drivers as separate seeds. **ProRally** events will draw FIA 'A', FIA'B' and Seed 0 drivers as one seed.

Seed 1 Drivers with 25 or more seeding points.

Seed 2 Drivers with seven or more seeding points.

Seed 3 Drivers having finished twice in the top 50% of the finishers in a **ProRally** event or finished twice in the top three positions overall in a Coefficient 3 **ClubRally** event with at least 10 finishers.

Seed 4 Drivers having finished once in the top 50% of finishers in a **ProRally** event or finished once in the top three positions overall in a Coefficient 3 **ClubRally** event with at least 10 finishers.

Seed 5 Drivers who have finished twice in the top 60% of the finishers in a Coefficient 2 or 3 **ClubRally** event.

Seed 6 Drivers who have finished once in the top 60% of the finishers in a Coefficient 2 or 3 **ClubRally** event.

Seed 7 Drivers having finished two events (**ClubRally** Coefficient 2 or 3), or have completed a 6 hour Performance Rally School approved by the Rally America and finished a **ClubRally** Coefficient 2 or 3 event. Note: Drivers cannot better their seeding until they have satisfied all the Seed 7 requirements. These requirements cannot be completed in a single weekend.

Seed 8 New **ClubRally** license holders. All competitors must attend a mandatory Steward's Briefing prior to the start of any **ClubRally** event in which they are entered. Seed 8 entrants are prohibited from using Stage Notes.

2. **ProRally** license holders may petition the PRSM (at least seven days prior to an event) and present extraordinary circumstances or

results that would influence their seeding or starting sequence. This can include results of competition in Canada.

3. Any seeded competitor who does not start a **ProRally** over a two-year period will be dropped from the seeded drivers' list. Re-entry onto the seeded drivers' list will be handled on a case-by-case basis with the *PRSM*.
4. The *PRSM* will use the CARS seed listing for Canadian Residents and Citizens as a guide in determining their starting positions. Non-FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the *PRSM* to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of the *PRSM* at **ProRally** events, or the Event Steward at **ClubRally** events.
5. All 0, 1, 2, 3 Seeded Drivers who have entered any **ProRally** Series Event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected in seeding order.
6. The official Performance Rally Seed listing, posted on the Rally America website at [www.rally-america.com](http://www.rally-america.com) will be maintained by the *Seeding Administrator*, using the information sent by organizers. In case of missing data from organizers or other circumstances, and Driver can send the supporting data, requesting a review of their seeding.
7. **ProRally** licensed co-drivers that become drivers will start in Seed 7. **ClubRally** licensed co-drivers will start in Seed 8.

B. SpeedRanking List:

1. Definitions:

SpeedFactor: This is a number calculated for each competitor after each **ProRally** and reported **ClubRally** event, which indicates the relative speed of the competitor compared to the fastest competitor.

SpeedRanking: This is a ranking of competitors' speeds, from the fastest to the slowest and is based on the best and latest SpeedFactor. SpeedRanking is used to set the Start Order of competitors at events. This ranking will be updated after each **ProRally** event.

2. SpeedFactor:

a. Details of the calculations:

$$\text{Competitor's SpeedFactor} = \text{Fastest Stage Time} / \text{Competitors Stage Time}$$

b. Example:

Fastest Stage time =	10.00	SpeedFactor = 10/10 =	1.00
Competitor A stage time =	11.00	SpeedFactor = 10/11 =	0.91

Competitor B stage time =	12.00	SpeedFactor = 10/12 =	0.83
Competitor C stage time =	13.00	SpeedFactor = 10/13 =	0.77
Competitor D stage time =	14.00	SpeedFactor = 10/14 =	0.71
Competitor E stage time =	15.00	SpeedFactor = 10/15 =	0.67

- c. A competitor's SpeedFactor *for an event* is calculated as follows:
  1. *The competitor must finish the rally.*
  2. *All stage times are used, except for the competitor's slowest. The average of the remainder is calculated to determine the competitor's SpeedFactor for the rally.*
  3. *At least 4 stages need to be run to get a SpeedFactor.*

3. SpeedRanking:

- a. The number used in the SpeedRanking is the highest SpeedFactor a competitor has obtained in the previous half season. If a competitor has no SpeedFactor for that period, then the past half seasons will be checked until one is found. However, an aging factor will be applied to the SpeedFactor at the rate of 0.02 for each half of season that is out of date.
- b. Drivers with a SpeedRanking number of 0.95 or better will be considered to be Seed 0 and treated as such under the Performance Rally Rules.
- c. The SpeedRanking chart supercedes the old seeding system for determining the start order only.
- d. If a competitor is NOT listed on the SpeedRanking chart (e.g., because they have not competed in the last 2 years or are from another country), then the following temporary SpeedRanking number will be determined for that event only, subject to the Event Stewards approval:

Old Seed	SpeedRanking
FIA or 0	0.95
Seed 1	0.89
Seed 2	0.85
Seed 3	0.81
Seed 4	0.77
Seed 5	0.73
Seed 6	0.69
Seed 7	0.65
Seed 8	0.61

**2.3. PERMANENT CAR NUMBERS**

- A. Permanent car numbers (21-199) are used to designate "active" (more than four **ProRally** events per year) **ProRally** drivers, who will retain the number for as long as they remain active. Rally America will maintain the list of permanent numbers assigned to "active" **ProRally** drivers and at the end of each season, purge the list of inactive drivers,

who will be assigned **ClubRally** numbers.

- B. Number 1 will be assigned to the previous year's **ProRally** Driver's Champion, and the numbers 2-10 will be assigned to the Manufacturer's Open Class teams in order of finishing in the previous year. Numbers 11-20 will be reserved for International drivers.
- C. New number assignments (21-199) may be obtained from Rally America when the driver enters his fourth **ProRally** event of the year. Should a driver wish to secure a number in the 21-199 series, before qualifying as an "active" driver, he may send an Entry Guarantee Bond of \$500 to Rally America and immediately receive a (11-199) number assignment. Upon the driver starting the fourth **ProRally** event for that year, he will receive the Bond back, less a \$50 administration fee and be able to keep the number and be listed as an "active" driver.
- D. Rally America may temporarily assign a number in the 11-199 series to guest drivers.
- E. **ClubRally** numbers will be 201 through 990, with the first digit representing the division of record. Numbers 991-999 are reserved for event sweep vehicles. Drivers can obtain a number from Rally America, who will assign and maintain the **ClubRally** number listings.
- F. Both the **ProRally** series of numbers and the **ClubRally** series of numbers are valid for entry into any **ProRally** and **ClubRally** event.
- G. Drivers must obtain the appropriate **ProRally** or **ClubRally** Identification package and numbers from Rally America and place them on the car (see Article 3) to ensure the car is properly identified. The **ClubRally** Identification Package is only required for **ClubRally** events running in conjunction with **ProRally** events.

## ARTICLE 3: COMPETITOR AND CAR IDENTIFICATION REQUIREMENTS

### 3.1. CAR IDENTIFICATION

- A. No identification used by other competing non-Rally America rally organizers is permitted.
- B. An area at least 30" wide, starting with the *trailing* edge of the *front wheel opening*, extending from the top of the door to the bottom of the vehicle, must be reserved on both *sides of each* competing vehicle for the proper display of required numbers, stickers, and event/series sponsor advertising.
- C. No other advertising, lettering or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if they are behind the approved number backer).
- D. The top four (4) inches of the windshield on **ProRally** and **ClubRally** vehicles is reserved for use by Rally America. Entrants have the option of installing a contrasting single color background in the top four (4) inch area. No other advertising, lettering, or artwork shall appear in the reserved area. Manufacturer Championship vehicles are allowed to place the manufacturer's graphic logo on either end of the windshield protected space. Logo dimensions shall not exceed two (2) inches square, and must begin no further inward from the windshield side and top edges than 1.5 inches.
- E. The assigned vehicle identifications must be displayed on the front door panels of both sides of the vehicle, in the position indicated in Figure 1. **ProRally** and **ClubRally** vehicles entered in **ProRally** Championship or supporting events must use the Rally America number backers with championship logo, numbers, class identification, and sponsor decals.
- F. All vehicles competing in the Production, Group 2, Production GT, and Group 5, or FIA Group N classes will be so designated by the placement of a decal containing the letter(s) "P" (Production/RallyTruck), "G2" (Group 2), "GT" (Production GT), "G5" (Group 5), and "N" (Group N) following the car's number on each door of the vehicle. Any vehicle found, without the correct class decal, will be scored as running in Open class. Open class vehicles do not use class ID.
- G. The names of both the driver and co-driver must appear on the rear quarter window on each side of the vehicle, with the occupant's name of that particular side appearing above the other occupant. Adding first initial to the names is optional, and required only when driver/co-driver last names are the same.
  - 1. Font for lettering shall be upper and lower case Helvetica, two (2) inches in height.
  - 2. Country flags shall be two (2) inches height, and shall be placed closest to the "B" pillar on the car on both sides, with the driver/co-driver names trailing towards rear of car.

3. Vehicles with no quarter windows or limited space have two alternatives: Reduction in size of names and flags to 1.5 inches, and/or placement of names and flags on leading edge of quarter panels (upper leading edge of pickup bed on Rally Trucks).
- H. Figure 1 shows the correct placement of the **ProRally** Identification package.
- I. One of the conditions for the continued assignment of a **ProRally** number in the series 1-199, is dependant on the driver ensuring that the full identification requirements listed above are met at each **ProRally** event.
- J. Cars failing to meet the above requirements will not be allowed to start unless given special dispensation by the Event Steward. Usually this requires a payment to Rally America equal to the entry fee.

### 3.2. COMMERCIAL ADVERTISING

- A. All vehicles competing in a **ProRally** event may be required to carry event sponsor advertising supplied by the organizers. Any competitor not wishing to carry the event sponsor advertising may be required by the organizer or the PRSM, to pay an additional entry fee equal to the normal entry fee. This also applies to **ClubRally** entrants at **ProRally** events.
- B. An area at least twenty-four (24) inches wide and ten (10) inches in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer. The reserved area must be in the forward half of the hood, centered from side to side on the hood. This advertising must not be modified and is to be used as supplied. No other advertising, lettering, or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if behind required decal advertising). If the organizers do not use the reserved areas, they shall be available for competitor use.

### 3.3. DRIVING SUIT IDENTIFICATION

- A. **ProRally** driving suits must carry championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Figure 2.
- B. At all Press Stages, drivers must wear their driving suits.

### 3.4. GENERAL APPEARANCE

- A. It is recommended that both **ProRally** and **ClubRally** teams follow the guidelines below in order to enhance the appearance of the sport to the media and the general public.
  1. Crew uniforms, if worn, and/or T-shirts should carry championship identification and match for the duration of the event. No identification used by other competing non-Rally America rally



organizers is permitted.

2. Clean team uniforms (which may simply be matching shirts and pants) or appropriate street clothing should be worn at awards ceremonies and dinners.
3. Enclosed trailers and vans should have appropriate championship logo, car number, and driver name clearly shown and visible from 100 feet. Rally America will make all logos available on disc, for cost of mailing.

Open trailers should be neat and clean, and carry championship logos if space permits.

All vehicles (entrant, support) at any **ProRally** Parc Expose must be clean and neat in appearance. **ProRally** entrants have the option of setting up a small autograph table, umbrella and chair(s) for use by driver/co-driver only. Display of "hero cards", posters and rally/team information is strongly encouraged.

- B. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Articles 3.1 and 3.2.

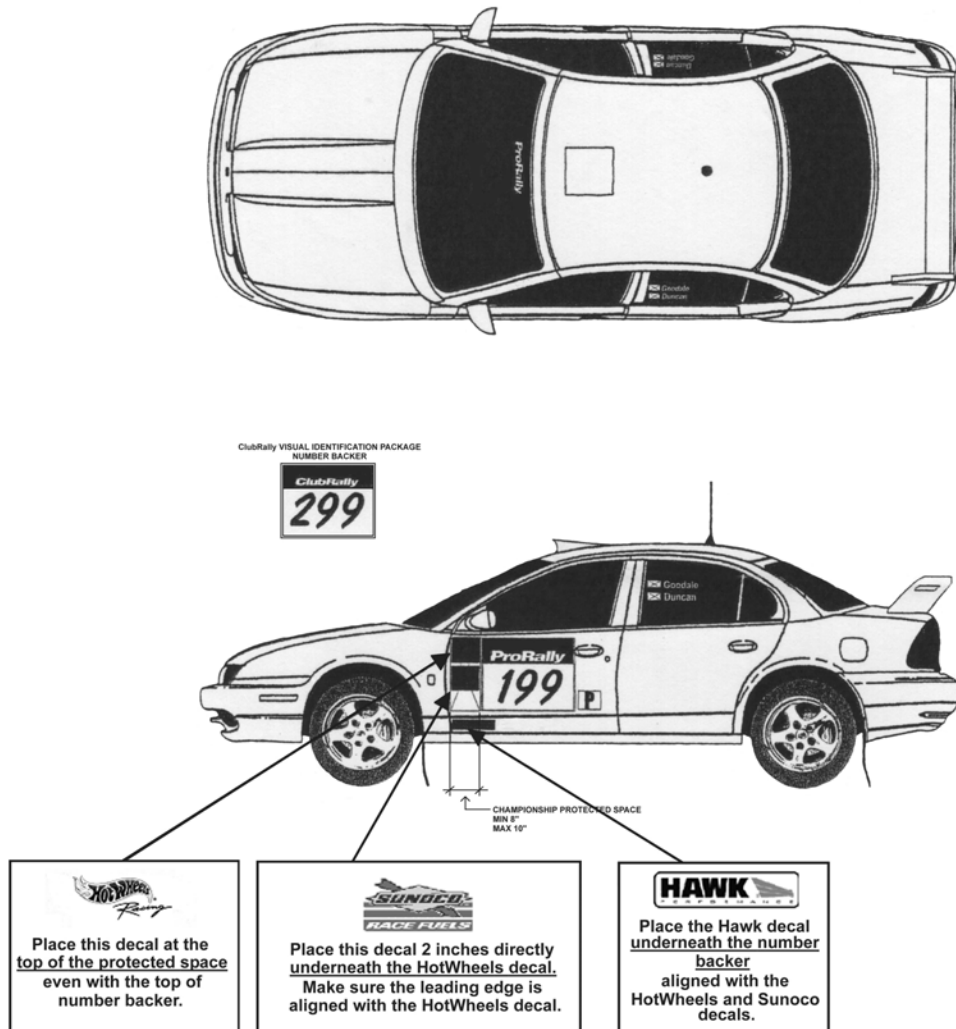
### 3.5. **ClubRally IDENTIFICATION**

- A. **ClubRally** participants that are entered in a **ProRally** must have the official **ClubRally** identification package and numbers to start and run a **ProRally** event. They will have to obtain a permanent number and have the required licenses as per Article 2.
- B. If the official **ClubRally** visual identification package is used the panels, decals and car numbers must be placed on the vehicle as shown in Figure 1.
- C. If the official **ClubRally** visual identification package door panels or numbers are not used, the numbers must have a background which extends at least two inches beyond the numbers and lettering, that is of a uniform contrasting color. Car numbers must be a minimum of eight inches high, with a one and one-fourth-inch stroke. Both the car numbers and class identification must be of uniform color and in contrast to the background.
- D. All **ClubRally** competition vehicles are required to display two "**ClubRally**" decals, one on each side of the vehicle, OR the complete set of decals contained in the **ClubRally** visual package.
- E. Location of driver and co-driver names is free on **ClubRally** vehicles that do not use a visual identification package. However, the entire last name of each team member must be included in contrasting letters at least one inch high.

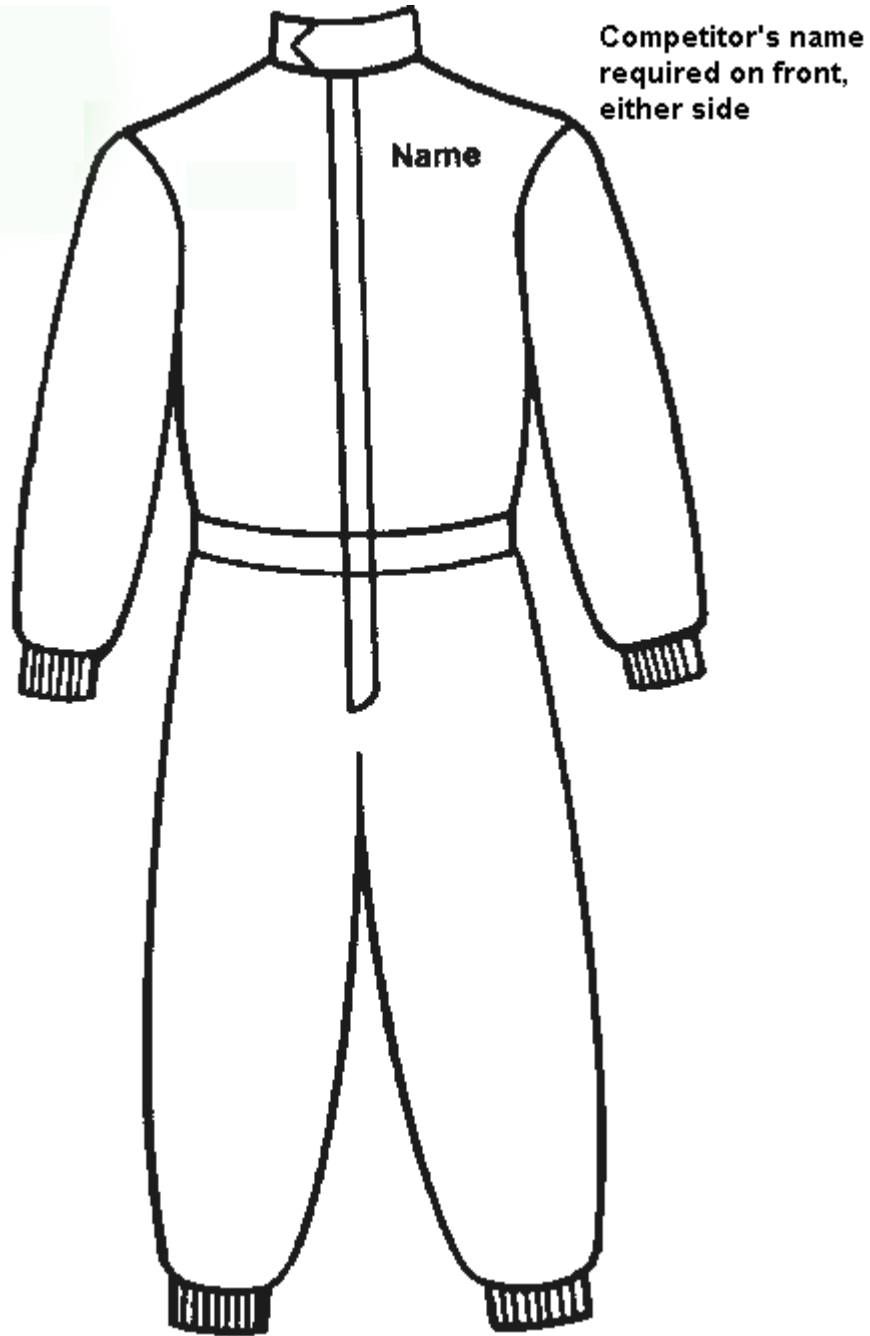
## FIGURE 1 - 2005 VISUAL IDENTIFICATION PACKAGE

NOTE: On **ClubRally** cars entered in **ProRally** events, the "**ClubRally** Visual Identification Package" is required and must be installed in the manner shown.

Flags by the Driver and Co-driver names are required on **ProRally** and on **ClubRally** vehicles entered in **ProRally** events.



**FIGURE 2- 2005 DRIVING SUIT**



Driving suits manufactured of an approved fire retardant material are mandatory for all competitors in all classes.

## **ARTICLE 4: ENTRY REQUIREMENTS**

### **4.1. OFFICIAL ENTRY FORM**

Application for entry in a *ProRally* or *ClubRally* event shall be made by means of an official entry form. The form shall contain or be accompanied by full instructions for submission, which shall mention the date of closing of the seeded draw and of entries. Submission of incorrect information on the event entry form may result in forfeiture of competitors' or entrants' rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

### **4.2. NUMBER OF OCCUPANTS**

Each *vehicle* participating in an event shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward.

- A. The driver and co-driver may not switch duties during the event as to unfairly score championship points. If driver and co-driver switch and a competitive advantage is exhibited, then the driver giving the car the "competitive advantage" (i.e., the faster driver) will score driver points; the other driver will score co-driver points; the manufacturer will score points as normal.
- B. If driver and co-driver switch and no competitive advantage is exhibited, then the driver, co-driver and car will score championship points as listed on the official entry form.
- C. The Event Steward will determine competitive advantage and will post a notice of his determination as soon as possible after driver/co-driver switching takes place.

### **4.3. DRIVER'S AND COMPETITOR'S LICENSES**

All competitors in a *ProRally* or *ClubRally* event must hold a valid license (refer to Article 2.1).

### **4.4. VEHICLE REGISTRATION**

The vehicle registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. This serves as evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner.

### **4.5. VEHICLE ELIGIBILITY**

Refer to Article 10.

### **4.6. LIABILITY RELEASES**

Waivers must be signed prior to the start of the activity, in such form as may be prescribed by Rally America, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start. Service crew members not signing the waiver will cause the crew they

represent to be penalized per Article 8. The use of identifying arm/wristband or other credentials is required for all individuals signing the waiver.

#### **4.7. VISUAL IDENTIFICATION**

Refer to Article 3.

#### **4.8. REFUSAL OF ENTRY**

Rally America reserves the right to bar any member from participating in the **ProRally** and **ClubRally** events. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

#### **4.9. ENTRY FEES**

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement.

#### **4.10. TAMPERING WITH CHAMPIONSHIP EQUIPMENT**

Adjusting, altering, or tampering with any equipment placed by the event organizers, Rally America, or Rally America's authorized agents is prohibited.

- A. Rally America authorized television cameras are event equipment and turning them off without authorization is prohibited.

#### **4.11. IN-CAR/ON-CAR VIDEO AND AUDIO EQUIPMENT**

Cars numbered 1 through 10 shall have provisions for, and all cars must allow, Rally America authorized recording equipment to be installed in or on those cars at **ProRally** events. The penalties for failing to allow such cameras are those stipulated in connection with Article 4.10 for tampering with event equipment.

## ARTICLE 5: REQUIRED SAFETY EQUIPMENT

### 5.1. HELMETS

- A. All drivers and co-drivers competing in **ProRally**, **ClubRally**, and RallySprint events must wear helmets that meet one of the following standards:
  - 1. Snell Foundation: Snell SA95 or newer rating. *Snell SA2000 or newer will take effect 1/1/07.*
  - 2. British Standards: BS 6658-85 type A/FR, including all amendments.
  - 3. SFI Foundation, Inc.: SFI Foundation, Inc.: SFI Spec 31.1 Rev. A or 31.2 Rev. A.
- B. Helmets that do not pass scrutineering will be confiscated and returned after the event. *Helmets can be failed by scrutineering for not meeting any of the standards in Article 5.1.A or for not being in good condition as apparent by cracks, frays, punctures, or other defects.*
- C. As the dating of the specifications will be updated from time to time, new purchases should be of the latest specification available. It is recommended that helmets be replaced every five years.
- D. *Head and neck restraint systems, such as HANS, are recommended. When fitted, these systems shall be mounted per the manufacturer's recommendations and shall not violate the single latch requirement of the occupant restraint system.*
- E. *Competitors assume the risk of any modifications to their helmets and are encouraged to always follow the recommendations of the manufacturer. Refer to Article 5.1.B. above.*

### 5.2. DRIVING SUITS

- A. FIA homologated driving suits conforming to the 8856-2000 or the FIA 1986 standards or SFI 3-2A/5 driving suits are recommended. SFI 3-2A/1 suits with approved fire resistant underwear are acceptable. CIK-FIA Level 1 Certification is for karting suits and is not valid for rally. FIA or SFI gloves and shoes are recommended. Nylon outer garments are unacceptable.
- B. *Driving suits shall effectively cover the body from the neck to the ankles and wrists, be in good condition, free from defects, holes, frays, tears, and open seams. One-piece suits are recommended.*
- C. *To be allowed to start an event, the driving suits to be worn during competition shall be presented at scrutineering.*
- D. *These driving suits are required at all stage rallies, including RallySprints.*
- E. The suits of Competitors entering a **ProRally** event must carry the championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Article 3.

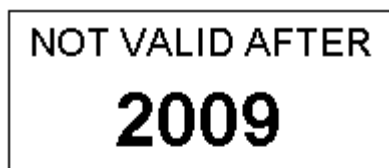
### 5.3 OCCUPANT RESTRAINT SYSTEMS

- A. All vehicles shall be equipped with a five-, six- or seven-point occupant restraint (harness) system meeting the specifications below for both the driver and co-driver. *All harness systems shall be capable of releasing with only one latch.* These harnesses shall be worn at all times while driving or co-driving.

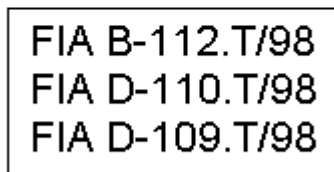
*Six- or seven-point harness systems shall be required in 2007 for SFI systems and 2010 for FIA systems.*

- B. *Harnesses shall meet the requirements of FIA Standard 8853/98 and/or the SFI 16.1 specification and shall be labeled accordingly.*

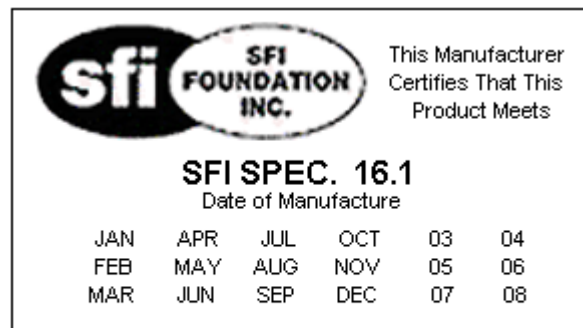
**FIGURE 3 - HARNESS LABELS**



Example of FIA  
Expiration Date Label



Example of FIA  
Homologation Label



Example of SFI Certification  
and Date of Manufacture  
Label

*Note: The FIA label includes the homologation number of all harness systems that a given belt may be used in. The homologation number can be verified against the FIA Approved Harnesses list to determine what standard the harness meets and whether the homologation is current.*

- C. *SFI certified harness systems must have a date of manufacture label that is no older than two years. FIA homologated harness systems must have an expiration date no earlier than the current year (i.e., the restraint system must not be expired). When the FIA expiration date is later than the SFI expiration date, the FIA expiration date takes precedence. The harness system must remain intact as it came from the manufacturer and no modifications are allowed.*

Not all manufacturers date every belt in the set; they may only date one of a pair of shoulder or lap belts, or may only date one belt in an entire set. The restraint system needs only one date label for the set.

D. *Belt Width*

*In harness systems with only SFI certification, the minimum width on all belts in the system shall be no less than three (3) inches, except the anti-submarine belt(s). Each anti-submarine belt shall be no less than two (2) inches in width.*

*In FIA homologated harness systems, the belt width shall be as homologated by the manufacturer.*

E. Five-Point System

A five-point harness system consists of a lap belt, shoulder harness, and a single anti-submarine belt.

F. Six-Point System

A six-point harness system is recommended for use in all. It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts.

G. Seven-Point System

A seven-point harness system consists of a lap belt and shoulder harness as described above in Article 5.3.E, plus three anti-submarine belts. The two-leg system, common to the six-point, is combined with the single anti-submarine belt from the five-point system.

H. Shoulder Harness

1. The shoulder harness shall be a two strap over the shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate straps are permitted. "Y-type" shoulder straps are not allowed; "H-type" configuration is allowed. The separate straps shall be individually attached to the structural points of support. The shoulder harness angle to the point of support shall be between horizontal and 10° below horizontal and perpendicular to the rear of the seat. The belts shall also be kept as short as practical. At the mounting point, the distance from the center of one belt to the center of the other shall be seven (7) inches or less, closer is better.

2. Sternum latches are not allowed.

I. Lap Belts

The lap belt angle shall be aligned with the slot in the seat as to effectively prevent distortion of the belt along its entire length. In no instance shall the belt angle be greater than 0° from vertical to 45° from vertical, rearward.

J. Anti-Submarine Belt(s)

The anti-submarine belt(s) of the five-point, six point and seven point-systems shall be mounted per the manufacturer's recommendation. Manufacturer's mounting instructions shall be retained with the vehicle logbook for review at scrutineering. The anti-submarine belt shall have a metal-to-metal connection with the single release common to the lap belts and the shoulder harness.



K. Material

The material and hardware of restraints shall be in new or serviceable condition. The buckle shall be of the metal-to-metal quick release type.

L. Mounts

Manufacturer's mounting instructions shall be kept with the vehicle logbook for review at scrutineering.

The occupant restraint system shall be mounted in any of the following methods:

1. Following manufacturer's instructions and utilizing same manufacturer-supplied hardware.
2. Using roll cage mounting points, observing proper angles as specified by the restraint manufacturer.
3. Using the OEM mounting points, observing the proper angles as specified by the restraint manufacturer.

More than one method may be used in the same installation.

Anchorage points regardless of which method of mounting is used shall be capable of accepting a static load of 3500 lbs (pounds) for both lap and shoulder belts. Anti-submarine belts shall attach to anchor points capable of supporting 1650 lbs (pounds). If two straps attach to the same point, that point shall withstand the sum of both anchor point load requirements.

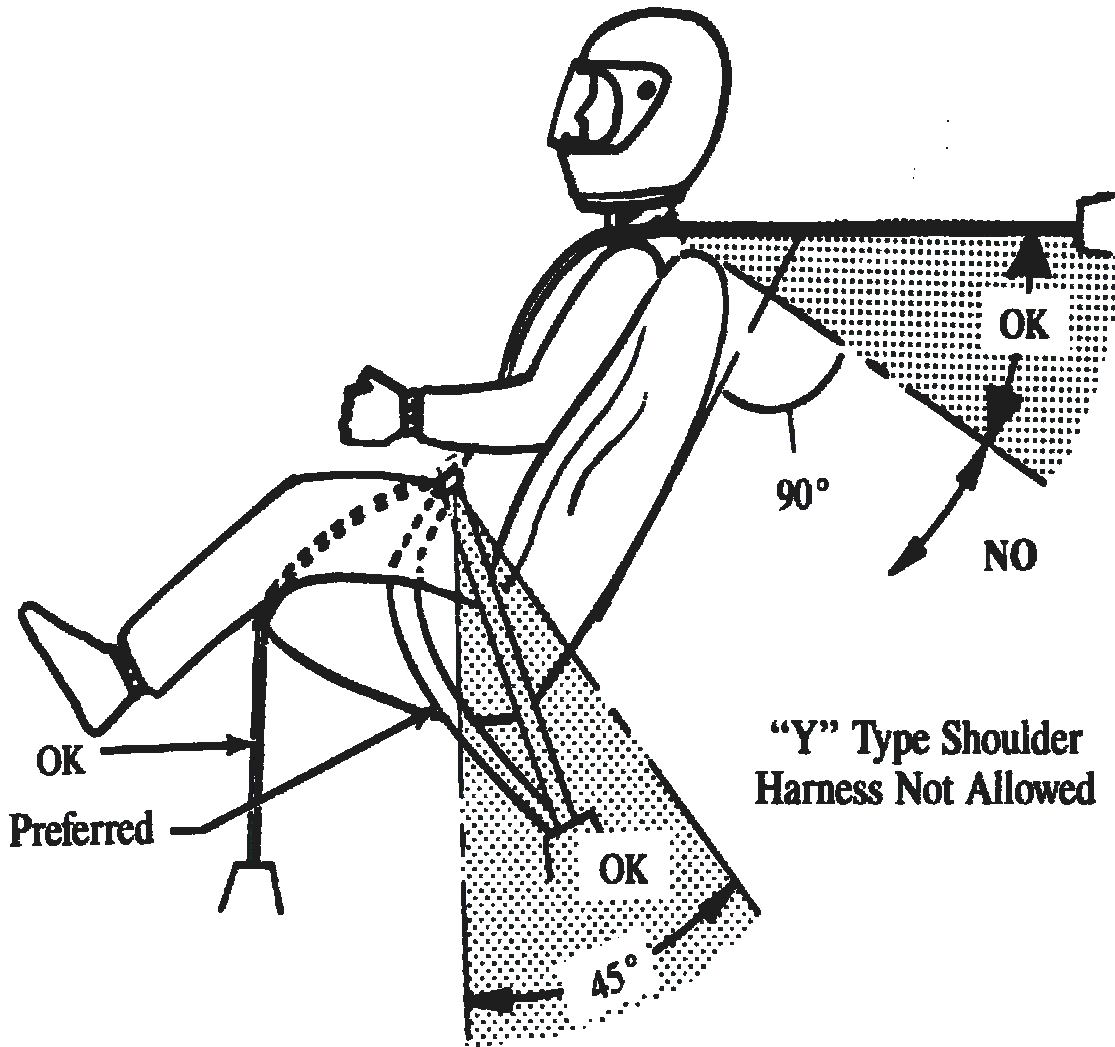
M. Window Nets

1. *It is recommended (and may become mandatory in the future) that window nets be installed. Nets may be mounted to the door frame, roll cage or a combination of both. Care must be exercised in the choice of mounting methods to not restrict occupant entry to and exit from the vehicle. Nets must be mounted per manufacturer's instructions. Nets may have an opening not to exceed 6"x6" in the forward part of the net to facilitate passing of time sheets.*
2. *Window nets shall be installed any time the vehicle is operated with the windows down more than one (1) inch or if the window(s) are unserviceable during stage competition.*

N. Head and Neck Restraint Nets

1. *Head and neck restraint nets are recommended. Standards for mounting these nets are being studied and developed.*

FIGURE 4 - PROPER RESTRAINT HARNESS INSTALLATION



**Note: FIA approved harnesses are authorized and must remain intact as they came from the manufacturer.**

#### 5.4. SEATS

- A. Driver and co-driver seats *shall* be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. It is recommended the seats be mounted to the roll cage *where practical*. *Seat mounts require the same strength as occupant restraints (3500 lbs.)*.
- B. The use of hinged-back seats in **ProRally** or **ClubRally** vehicles is prohibited.
- C. Seats designed by the manufacturer to be mounted with a back support brace shall be mounted accordingly. Seats not designed to be mounted with a back support may have one added. Back supports shall be designed and constructed in such a manner as to spread the load over as large an area of the seat back as practical.
- D. Use of FIA homologated or SFI certified seating is recommended. Competitors shall retain manufacturer installation recommendations with the cars logbook for review at scrutineering.

#### 5.5. ROLLOVER PROTECTION

- A. A roll cage is required for all vehicles entered in **ProRally**, **ClubRally** and RallySprint competition.  

Freedom is granted in choice of design, material, and methods of construction of a roll cage, as long as engineering documentation for that cage is provided to the Rally America showing standards exceeding those stated in this rulebook. This documentation is required 60 days in advance of any Rally America competition. Acceptance of any alternate design shall be placed in the Vehicle Log Book and signed, as approved, by the Technical Department Representative. Alternate designs may be rejected by the Rally America for any reason.
- B. Roll cages constructed to FIA specification and certified by their manufacturer are recommended. FIA certified cages are exempt from the balance of this Article. Any unauthorized modification to a certified FIA cage voids the certification and requires the cage to comply with all details of this Article. FIA certified bolt-in cages are not acceptable for log booking after 1/1/03. FIA roll cage certification expires concurrently with the vehicles homologation.
- C. Roll cages not constructed to FIA specifications must adhere to the following minimum specifications. Specific installations are subject to approval by the Chief Scrutineer.
  - 1. The primary purpose of the roll cage is to protect the occupants of the vehicle during a rollover or serious accident. This purpose should always be considered during the design and fabrication of the roll cage.
  - 2. Material  

All required primary roll cage elements (including diagonals and side bars) shall be constructed from seamless DOM, CRW,

WHR, or WCR mild carbon steel. Equivalent materials such as SAE 4130 may be accepted upon the approval of the Chief Scrutineer. Alternate materials may require special jointing methods and should only be attempted by those with the required skills and knowledge.

ERW is specifically prohibited. All required primary roll cage elements must adhere to the table in Article 5.5.C.6.I for diameter and wall thickness (for the purpose of determining tubing sizes, the vehicle weight is determined full of fuel and spares and race ready but without occupants).

### 3. Mounting

Roll cage terminal ends shall be attached to the frame or body structure in locations that will support maximum impact loads; resistant to shear either in compression or tension (push through or pull from the structure). Mounting plates shall be welded to the frame or body structure, and shall have a minimum area of ten (10) times the diameter of the tube being attached (i.e., a 1.5 inch diameter tube would require a minimal mounting plate area of 15 square inches). Where possible the mounting plate shall also be at least two (2) times the diameter of the tube being attached in any dimension (i.e., a tube diameter of 1.5 inches would require a plate at least 3.0 inches in any direction. The vertical section along the sill would figure in this dimension. This plate may be composed of more than one piece of material of the same composition.

- a. Welded plates: Mounting plates must be at least 1/8 inch thick and must be attached such that the welding does not weaken that area of the vehicle structure.
- b. Roll cage mounting plates shall extend onto vertical structures of the vehicle (such as door sills or tall frame sections) wherever possible.

### 4. Welds

All roll cage joining must be performed by GTAW (TIG), GMAW (MIG), FCAW (flux cored arc), or SMAW (stick arc) welding. Oxy-acetylene welding and brazing are not acceptable. All welds must be of high quality with good penetration and exhibit no significant undercutting of the parent metal. All welds must also be 100% complete (i.e., must wrap completely around the perimeter of all tubes). Acceptance of any questionable welds is at the discretion of the Chief Scrutineer.

### 5. Bends

All bends in the roll cage tubing must be smooth and present a minimal amount of tubing distortion. Any evidence of crimping or wall failure is unacceptable.

6. Required roll cage primary elements

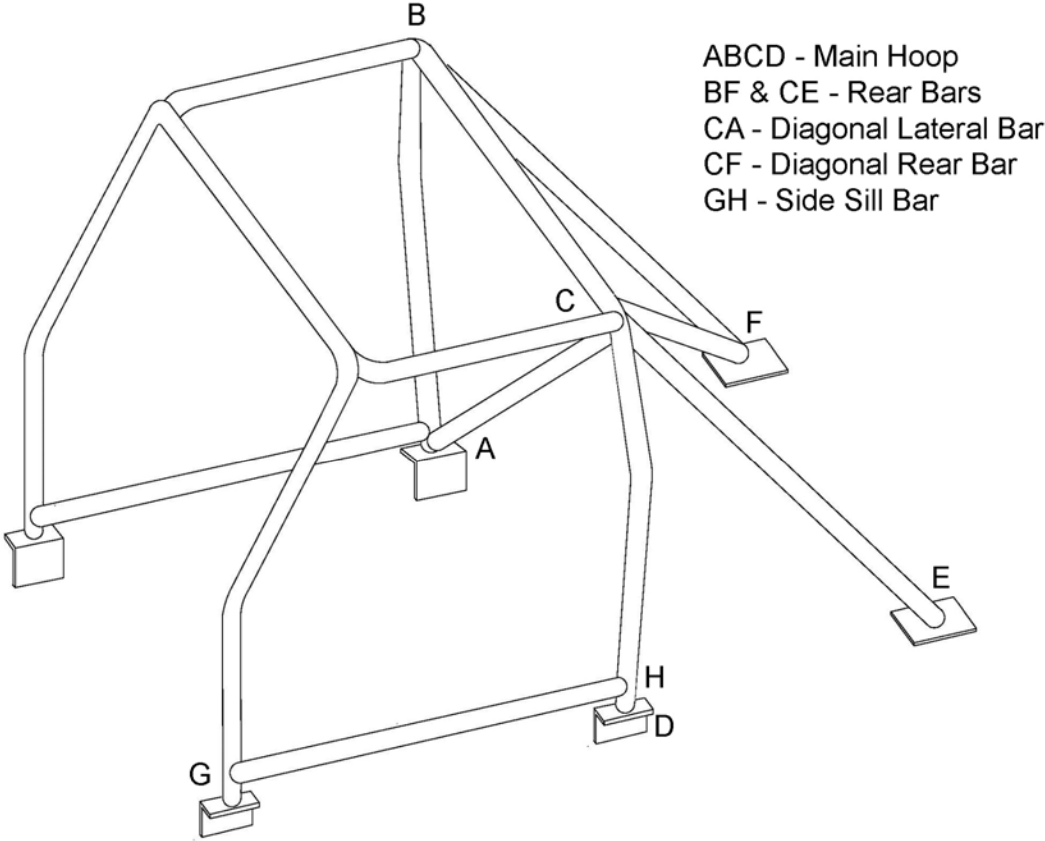
All non-homologated roll cages must contain the following components at a minimum:

- a. Main Hoop: Must be made from a single bent piece of tubing and be located no more than ten (10) inches behind the driver or co-driver, or more than five (5) inches in front of the back surface of the most rear-mounted seat. The Main Hoop must extend the full width of the driver/co-driver compartment, and must lie in a plane less than 20° from vertical. The top surface must also be at least two (2) inches above the helmet of the driver when in normal seated position. The Main Hoop is required in all roll cage configurations. A diagonal brace or an "X" is required in this structure.
- b. Front Hoop: Similar to the Main Hoop, but located around the front windshield. This Hoop must fit reasonably tight to the body structure in order to minimize obstruction of the view through the windshield.
- c. Roof Bars: Two bars must join the Main and Front Hoops. These bars must be located as close to the sides of the roof structure as possible, and must be at least two (2) inches from the driver and co-driver's helmets when in normal seated position.
- d. Rear Bars: Two Bars must join the Main Hoop to the rear of the vehicle. These bars must attach to the Main Hoop as close to the upper bends as possible, but no more than six (6) inches below the top surface of the Main Hoop and not closer to each other than where the Roof Bars attach to the Main Hoop. These bars shall be kicked rearward at the bottom and angle of at least 30° from vertical. These bars shall be straight and not contain any bends. This structure shall contain a diagonal brace or an "X".
- e. Diagonal Lateral Bars, shall run from one upper bend of the Main Hoop to the lower end of the Main Hoop opposite leg (either side upper bend is permissible) and shall be attached as close as possible to the upper bend and the lower attachment point. An additional bar shall run from one upper bend of the Main Hoop to the lower end of the opposite Rear Bar (rear strut mounting). An alternate method for use in the main hoop is a "V" shaped bar (may be two bars) running from about the height of the door latches on the main hoop to the center tunnel. The center tunnel shall be plated in similar fashion to the mounting points of the Main and Front hoops. This tube shall remain as close as practical to the plane of the main hoop
- f. Side Sill Bars: Two bars (one each side) shall join the Main

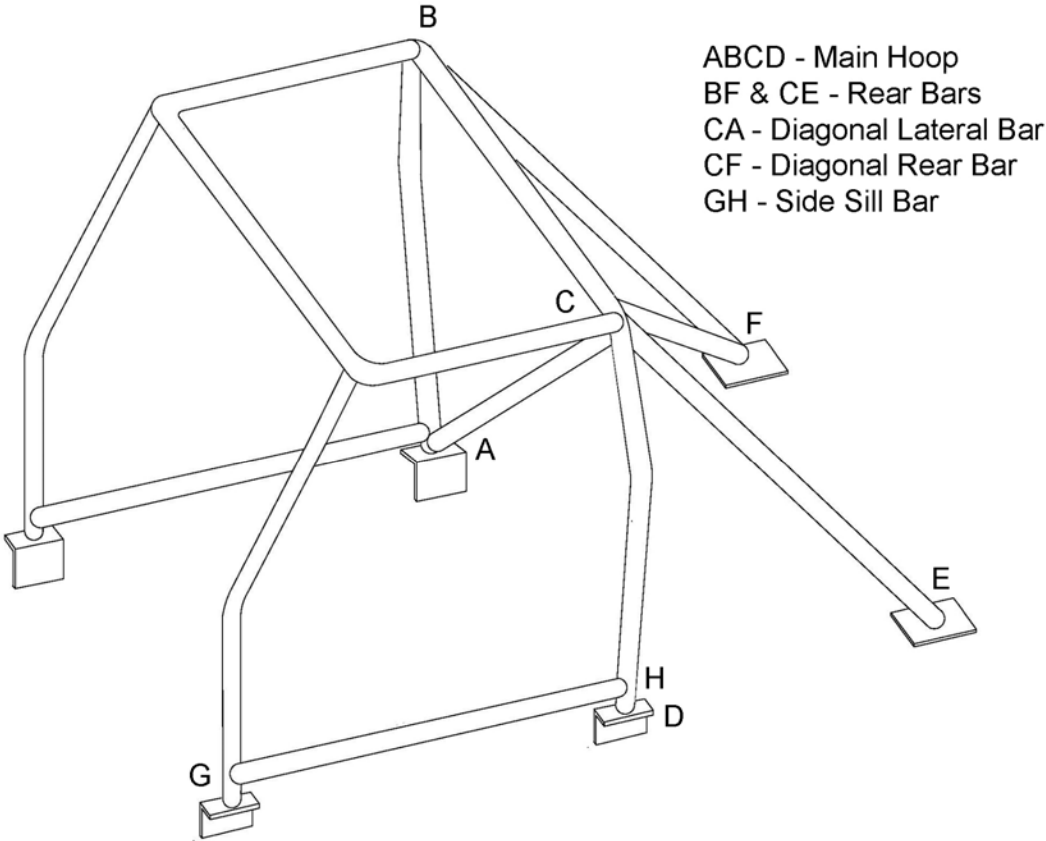
and Front Hoops (bar G-H in Figures 5, 6 and 7). These bars shall be located as close to the horizontal and as low as practical, and in no case be more than six (6) inches above or four (4) inches inward from the lower door sills. Additional door bars are recommended, but these sill bars are still required. Stitch welding of the sill bar to the doorsills (rocker panel) is recommended.

- g. Alternate Design - Side Hoops: Refer to Figure 6. Instead of using a Front Hoop and Side Bars, these components may be substituted with Side Hoops and a Windshield Bar. These Side Hoops must extend from the Main Hoop, one on each side, forward and along the A-pillars to the floor. A Windshield Bar then joins these two just above the windshield. All clearance rules still apply.
- h. Alternate Design - Halo Hoop: Refer to Figure 7. Instead of using a Front Hoop and Side Bars, these components may be substituted with a Halo Hoop and Windshield Legs. The Halo Hoop is a single piece of tubing bent to run from the windshield, then back to the Main Hoop on the opposite side. Windshield Legs then connect the Halo Hoop, along with the A-pillars, to the floor. All clearance rules still apply.
- i. Front Gussets: Shall join the Front Hoop and Roof Bars (or Side Hoops and Windshield Bar, or Halo Hoop and Windshield Legs) on both sides of all junctions. These gussets may be made from:
  - 1. Flat sheet of the same material and thickness as the Front Hoop may be rolled to semi-circular wrap type gusset.
  - 2. Tubing at least three quarters inch in diameter and sixty-thousandths inch thick (0.750x0.060”).
  - 3. Flat sheet or “Plate” type gussets of the same material and thickness as the Main Hoop are allowed. Regardless of which type gusset is used, it must extend on to each joined tube at least two (2) inches, but not more than three (3) inches, and be fully welded all around.

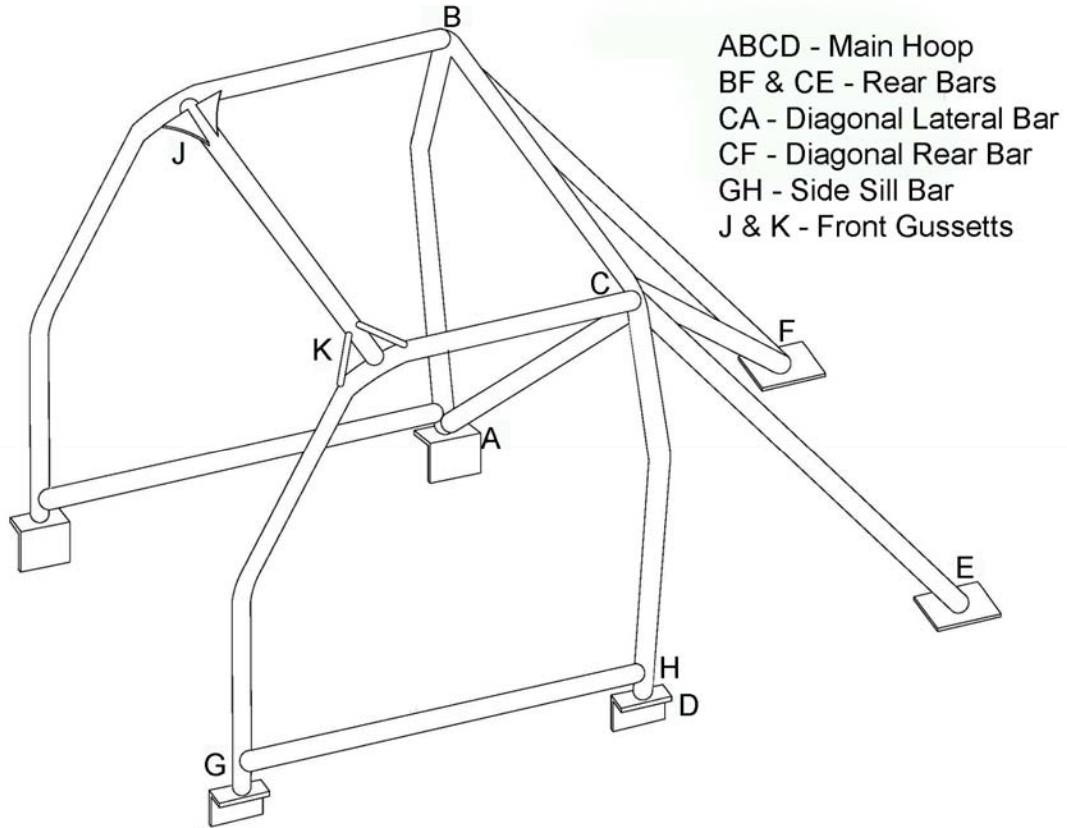
**FIGURE 5 - ROLL CAGE (FRONT HOOP)**



**FIGURE 6 - ROLL CAGE (HALO HOOP)**

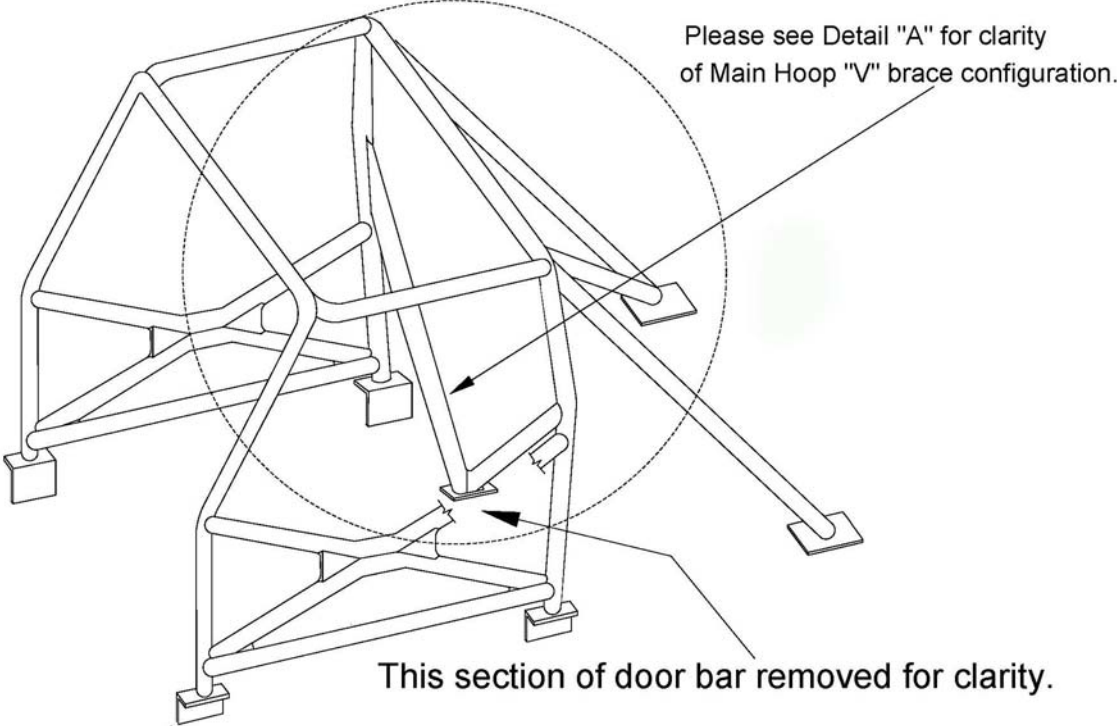


**FIGURE 7 - ROLL CAGE (SIDE HOOP)**

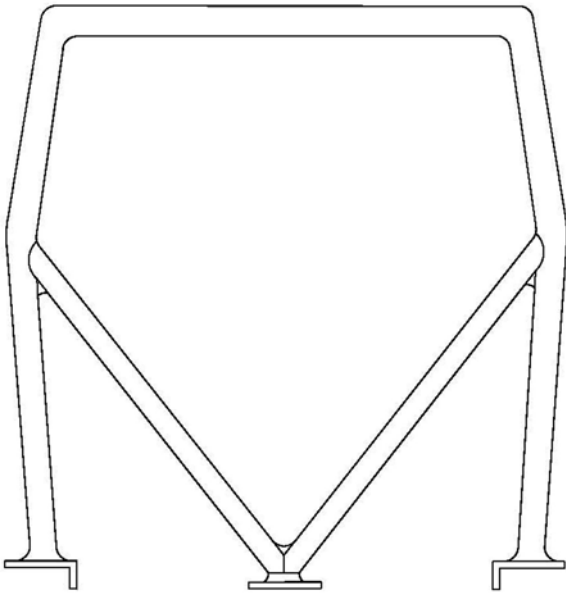




**FIGURE 8 - ROLL CAGE (V-BRACE)**



**FIGURE 8A - ROLL CAGE (V-BRACE DETAIL)**



Rear braces, door bars, and forward braces omitted for clarity

- j. Other Designs: Roll cages of other designs may be accepted by the Chief Scrutineer upon presentation of certified data verifying that this design is able to withstand the simultaneous application of the following three loads onto the roof plane of the structure (as if the vehicle were upside-down and the loads were applied by the ground):
  - 1.5 G lateral load (either direction)
  - 5.5 G fore/aft load (both directions)
  - 7.5 G vertical load (compression)

G is calculated with the vehicle fully loaded (including occupants).
- k. Padding: Any portion of the roll cage which could come into contact with the driver or co-driver's helmet during competition shall be covered with energy absorbing material *compliant with either the SFI 45.1 specification or FIA Standard 8857-2001 Type A.*
- l. Inspection: An inspection hole of 3/16 inches (0.187") in diameter must be provided in a non-curved area of the Main Hoop to facilitate verification of wall thickness. Unmodified FIA certified cages are exempt from this requirement when certification documents are provided.

Weight	Tubing Size
Up to 2499	1.500 x 0.095
2500 to 3499	1.500 x 0.120 or 1.750 x 0.095
3500 to 4499	1.750 x 0.120

## 5.6. FIRE EXTINGUISHERS

- A. *Any fire requiring the discharge or partial discharge of any portable or on-board fire system shall be reason to file an Incident Report.*
- B. On-Board Systems:
  - 1. *It is recommended that vehicles be equipped with on-board fire systems meeting SFI or FIA standards. Manual or automatic release is allowed. On board systems shall be installed and serviced per instructions from the manufacturer. These instructions shall be available during a technical inspection. In addition, a hand-held extinguisher of at least 10 B:C shall be installed, mounted in accordance with Article 5.6.C.3.*
  - 2. The fire system cylinder shall be securely mounted, in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically to check compliance to the full weight shown on the cylinder. (Weight is without valve assembly).
  - 3. All on-board fire systems shall be identified with two (2) circle "E" decals, one at the release location and the second on the outside bodywork in line with or as near to the release location as

possible.

C. Portable Devices:

1. *As an alternative, vehicles may be equipped with a minimum of two (2) hand-held fire extinguishers, of at least 10 B:C UL rating or equivalent each for a total minimum of 20 B:C. Additional containers and/or capacity are allowed. Hand-held extinguishers may contain any approved agent. For systems not rated in B:C units, the capacity in pounds multiplied by two (2) is the equivalent, i.e., a 5 pound extinguisher is equal to 10 B:C. For systems measured in liters, 2.25 is the minimum allowed.*
2. *Dry chemical extinguishers shall bear certification that they have been serviced annually. Each dry chemical extinguisher shall be removed at scrutineering and shaken to ensure that the chemical is not compacted in the extinguisher. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.*
3. *The fire extinguisher(s) shall be securely mounted in the cockpit. All mounting brackets shall be metal with a quick-type release. Brackets shall be those designated by the manufacturer for 'vehicular' use.*

## **5.7 FUEL CONTAINERS**

- A. No fuel other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except Rally America-approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle. Any fuel tank or cell exposed on the bottom of the vehicle shall be equipped with a stone shield designed to prevent puncture or damage from flying stones and road debris. FIA FT-3 or SFI approved fuel cells are recommended.
- B. *Capacity*
  1. *There shall be no restriction on fuel capacity or dimensions of the fuel tank or cell. The installation of more than one tank or cell is allowed.*
  2. *The fuel capacity of the vehicle shall be sufficient that the vehicle be able to traverse a total of ninety (90) miles with a maximum of 45 stage miles within that number without fuel replenishment. If other fluids limit the range of the vehicle, the capacity of those fluids shall also be sufficient to traverse that same distance.*
- C. Fuel pumps and filters, not equipped with metal or metal braided lines shall also be isolated from the driver/co-driver by a metal bulkhead. Any nonstandard fuel line located in the passenger compartment shall be made of metal or metal braided construction, with self-sealing threads at all connections

D. Filler hose may be unshielded provided that the fuel cell it is connected to is equipped with an anti-spill type roll-over valve.

E. Safety Fuel Cell Specifications

1. All competition cars may be equipped with a fuel cell constructed and certified in accordance with the FIA FT-3 specifications. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.

2. Container

A minimum of 0.036" steel, or 0.059" aluminum or an approved equivalent is required for all vehicles. The fuel cell shall not be mounted any closer to the ground than six (6) inches, unless enclosed within the bodywork or provided with adequate intrusion protection.

3. Other Designs

Rally America may, at its discretion, approve safety fuel cells of other types and with basic specifications that differ from the bladder and container specifications above. In such cases, the manufacturer shall be required to demonstrate to the satisfaction of Rally America that such cells meet or exceed the crash resistant properties of cells meeting the standard specifications. Rally America may require independent laboratory analysis, comparative destructive testing, and such other tests it deems sufficient.

4. Filler Cap

A positive locking fuel filler cap (no Monza/flip-type) shall be used, and fuel pickup openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell bladder, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the filler cap is not located directly on the fuel bladder, a check valve shall be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder. Fuel cell breathers shall vent outside the car. It is not permitted to vent the fuel system through the roll cage structure. The cell need not incorporate a drain fitting. Fuel filler location is unrestricted. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel cell.

F. Fuel and Oil Lines

All fuel and oil lines, including gauge and vent lines that pass into or through the driver/passenger compartment, shall be of metal tube or metal braided hoses or enclosed in a metal bulkhead.

## ARTICLE 6: SCRUTINEERING

### 6.1. VEHICLE LOG BOOK

- A. All competitors shall use a standard Rally America-vehicle logbook at all **ProRally** and **ClubRally** events. Vehicles without logbooks will not be allowed to start. Only one logbook will be issued for each vehicle (other than by way of extension or replacement) and the possession of two logbooks for one vehicle at one time shall be deemed a violation of these rules.

Licensed Scrutineers shall issue logbooks and assign an identity number to the vehicle. This number is to be permanently stamped on the vehicle's roll cage or door sill plate on FIA cages. The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash ("-"). The vehicle number system, beginning with 001, shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle *shall* be recorded as provided.

At each event, this logbook must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. The Scrutineer, during technical inspection, will note any deviations found regarding safety. If a waiver for the event is permitted the duration of the waiver *shall* be noted and complied with by the competitor. If a car is protested during an event, the results of this protest *shall* be noted.

- B. Logbooks *shall* be presented to any rally official upon demand. Competitors will retain possession of the logbook upon completion of scrutineering. Rally officials may enter safety-related damage in the logbook. *SCCA Performance Rally logbooks and Canadian logbooks issued by CARS are to be accepted at all Rally America performance rally events.*

### 6.2. ANNUAL INSPECTION

- A. All vehicles manufactured in 1997 or earlier that compete in **ProRally** and **ClubRally** events must pass an annual inspection performed by a licensed Rally America scrutineer within the previous twelve (12) months and have that inspection noted in the vehicle logbook.
- B. At **ProRally** events, the Championship Scrutineer has the option to require annual inspection of any vehicle, regardless of manufacture date. At **ClubRally** events, this option is transferred to the Event Scrutineer.

### 6.3. SCRUTINEERING

- A. Each vehicle entered in a **ProRally** or **ClubRally** event shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection *shall* be conducted under the direction of an appropriately licensed Rally America Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the PRR.
- B. Items to be checked, in addition to those prescribed here will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed here and/or the event's Supplementary Regulations shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the *scrutineer* may direct.
- C. Any irreconcilable discrepancies in vehicle safety preparation noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward. Vehicles that do not meet the safety requirements will not be allowed to start. Rally officials may subject vehicles to further inspection at any time during the event. Vehicles found to be unsafe will be barred from further competition.

### 6.4. MINIMUM SCRUTINEERING REQUIREMENTS

- A. The following vehicle equipment shall be operable and in safe condition:
  - 1. Headlights (high and low beams), parking lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. It must be possible to extinguish all forward-facing auxiliary lights and dim to low beam all headlights by the use of a single switch.
    - a. If the rally includes night stages, the car shall be presented to scrutineering with any auxiliary lights to be used during the event. The allowable number of forward facing lights is eight (8). This includes OEM headlights and fog lamps. Regardless of design, OEM headlights (both high and low beam) count as two (2). OEM fog/driving lamps are additional. Unmodified turn signals, parking and daytime running lights (whether separate or integral to the OEM low/high beam unit) are not counted.
  - 2. Taillights, stoplights, turn signals, and license plate lamp.
  - 3. Horn, windshield wipers, and windshield washers.
  - 4. Rear view mirrors as required by *the State that the vehicle is registered in*.
  - 5. Foot brakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).
  - 6. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread.

Studded tires and similar tires containing metal protruding from the tread area are prohibited. Further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.

Any use of advanced tire sealing or inflating technologies (a.k.a. Mousse) is banned from all Rally America events. Tire warmers are not allowed.

The interior of the tire (the space between the rim and the internal part of the tire) must be filled only with air. Use of conventional inner tubes is allowed.

7. Mud flaps on all drive and rear wheels.
8. Roll cage meeting current Rally America or FIA specifications. Rally America specifications are listed in Article 5.5.
9. All vehicles must be equipped with, and each competitor must use, an occupant restraint system as specified in Article 5.3.
10. A laminated safety glass front windshield.
11. If a lead-acid (wet cell) type battery is located in the drivers/co-driver compartment it must be equipped with leak proof caps and enclosed in a non-conductive "marine type" box. Dry Cell batteries commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries are not required to be in a "marine type" box. The hot terminal shall be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle
12. Hoods *shall* be fixed closed with hood pins accessible from the outside. Other fastening devices (inside or outside) *shall* be rendered inoperative, except for the secondary catch.
13. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, security of seats, proper mounting of equipment in the passenger compartment and trunk. It is highly recommended that any items heavier than eight ounces not be secured with a bungee cord, but rather should be attached using conventional fasteners or a buckled strap. The appropriateness of the attachment is at the discretion of the Chief Scrutineer.
14. Vehicle Recovery Points
  - a. A minimum of one Vehicle Recovery Point (VRP) is required on each end (front and rear) of each vehicle entered in a Rally America event. VRPs are intended to be the primary point of attachment for recovery lines. These points are subject to extreme stresses when in use and great care should be used in their construction.

- b. VRPs shall be constructed to at least the minimum standards below:
1. *VRPs shall be manufactured out of mild steel or steel wire rope or clearly marked by the manufacturer grade 70 or 80 chain. All bolts and other hardware used in the construction and/or attachment of the VRPs shall be rated as Grade 5 or better, equal to the chain rating in the case of chain related components or be clearly marked by the manufacturer with a working load limit equal to the vehicle's weight. All splicing hardware used on wire rope shall be rated and installed in accordance with the manufacturer's specifications. These specifications shall be made available to the Technical Inspection staff on request to ensure proper installation.*
  2. *The attachment point of VRPs shall be a fully closed/solid loop or eye with a minimum inside diameter of 1.5 inches in all directions of the plane of the eye/loop. Hooks of any type shall be specifically prohibited.*
  3. *VRPs shall be designed and installed in such a manner as to allow the easy attachment of an industry standard 5/8" clevis. The attachment point shall be no more than 3/4" (19mm) thick.*
  4. *VRPs shall be installed outside the bodywork of the vehicle, at a height sufficient to be easily viewed from above and that will allow easy attachment of a recovery line even when the vehicle is stuck belly down in soft material.*
  5. *VRPs shall be attached to major structural components of the vehicle in such a way as to prevent tear-out under loading. They may be attached to the Roll Over Protection structure of the vehicle. The stock bumper shall not be the primary mounting point for any VRP.*
  6. *FIA Group N Category vehicles shall have FIA homologated tow eyes.*
  7. *VRPs shall be painted fluorescent orange. Suggested sources of paint are True Value Hardware: part #TS-641969 or Ace Hardware: part#17051*
15. Cameras and camera mounts shall be of a safe and secure design. The camera shall be secured at a minimum of two points on different sides of the camera. Neither attachment may be elastic or plastic.
16. The floor pan and firewall must prevent the passage of exhaust fumes.



17. A standardized First Aid kit will be required. It will be identified and located in a visible area.
  - a. The kit shall contain: Space Blanket, 2 ea. large wound pads (ABD pads), 2 ea. bandage pads (4"x4" gauze pads), 1 ea. 4" ACE wrap (elastic bandage), package of adhesive bandages (assorted sizes), SAM splint (easily formed splint), Seat Belt Cutter, Penny-Cutter scissors, 1 large sling, latex gloves, 1 roll of duct tape.
  - b. The kit will be identified by a Red Cross.
  - c. It is recommended that all competitors in **ProRally** or **ClubRally** events complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.
18. Minimum of three D.O.T. reflective triangles, one of which *shall* be within reach of the competitors, from their seats. All three DOT triangles *shall* have bases to ensure the triangles are self-standing. The base may be emptied of ballast.
19. Fire extinguishers meeting the requirements in Article 5.6. It is required that at least one hand held extinguisher be within the reach of the driver or co-driver when seated.
20. A tow rope capable of towing the vehicle
21. If the vehicle competes with the driver's and/or co-driver's side window in the down position (open more than one (1) inch), appropriate window safety nets must be in place.
22. Fuel Sample Acquisition: All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injection. To avoid spillage, the sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. If possible the sampling valve/port shall not be in the engine compartment. In all cases competitors shall provide the labor and appropriate tooling necessary to safely obtain the sample. A manned fire extinguisher shall be present whenever samples are being acquired
23. Power door locks shall be rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the Chief Scrutineer. *The steering lock shall be removed or disabled.*
24. Movable metal sunroofs and/or roof panels have been fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels *shall* have been replaced with metal and *shall* be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.
25. Hazardous Material Spill Kit shall be installed. Spill kits will be

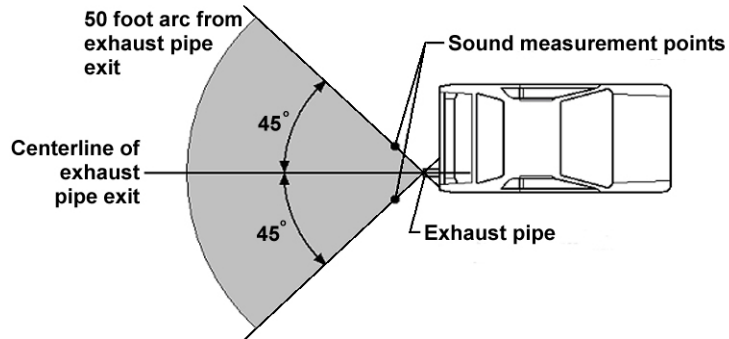
available through one of the approved suppliers for a nominal fee.

26. *Airbags shall be removed.*

B. Additional Scrutineering Requirements

1. Sound Check

*The allowable level of sound is 105 dB, A scale. It shall be measured eighteen (18) inches from either side of the exhaust tip at an angle of forty-five (45) degrees from and at the same height of the exhaust exit. The engine shall be running at a minimum of 2500 RPM. The area within a fifty (50) foot arc, bounded by forty-five (45) degrees from either side of the centerline of the exhaust pipe will be on level ground and clear of man-made obstructions. On turbocharged vehicles, the anti-lag system, if installed, should be turned off.*



2. Helmets

Safety helmets for both driver and co-driver must meet the specifications listed in Article 5.1.

3. Driving Suits

The driving suits to be worn during competition *shall* be presented at scrutineering and *shall* carry a manufacturer's label indicating it meets the specifications in Article 5.2.

4. Vehicle Identification

All vehicles must be presented in a neat and clean condition in order to reflect positively on the event and/or the series. All series-required and event-required decals must be in place. Vehicles not meeting the visual identification and commercial advertising requirements will be barred from further competition unless otherwise allowed by the **ProRally** Series Steward at a **ProRally** event or at a **ClubRally** event by the **ClubRally** Steward or **ClubRally** Series Manager.

## ARTICLE 7: EVENT OPERATIONS

### 7.1. PRACTICE AND PACE NOTES

- A. Route instructions and Stage Notes shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.
- B. Practicing in the area of an event shall be banned for a period of 90 days prior to each rally. Practicing is defined to be reconnaissance of the rally route in any vehicle, by any person associated with the entered team, whether as driver or passenger. The penalty for violation of this regulation shall be a mandatory one-year suspension of the competitor's FIA and/or Rally America rally license(s).
- C. Pace notes shall be banned on rally events and each event should conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory three-month or two events (whichever is shorter) suspension of their FIA and/or Rally America rally license(s), and immediate disqualification from the event.
- D. Pace Notes are defined as detailed notes on the route prepared in advance from other than organizer-supplied information that is made available to all competitors. The use of "pace" notes is prohibited. Privately produced, Rally America authorized Stage Notes for a given event are not considered Pace Notes for that event unless they have been altered or embellished with information that was not made available by the organizers to all competitors.

Any map that is commercially available to the general public may be used. And additional markings on such map are restricted to official information issued by the organizers of the event, except they may not include the information provided in the official Stage Notes. Any other markings on the map shall be deemed to be Pace Notes.

### 7.2. STAGE NOTES

- A. A competitor may use Stage Notes provided specifically for that event by a Rally America authorized vendor to assist in traversing the Special Stages. Stage Notes, when offered, are not required to traverse the stages. A traditional mileage-referenced tulip-style route book (per Article 1.7.F) will always be provided to all competitors irrespective of the availability of Stage Notes.
  - 1. Stage Notes may only be produced for **ProRally** events and any supporting **ClubRally** events.
- B. The glossary of abbreviations and symbols that will be used in the supplied Stage Notes shall be included in the preface of the Stage Notes Book. If more than one style of Stage Notes will be available (e.g. both "descriptive" and "numeric"), the glossary for each available style must be included.
- C. Purpose/Disclaimer:

Stage Notes are intended to give a description of the stage roads, including hazards that are known at the time the notes were made. They do not suggest the speed at which to drive the road. Competitors must realize that the information contained in the Stage Notes is a subjective matter, which cannot fully take into account the capabilities of the individual cars, the competitors, or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While every effort is taken with the preparation and production of Stage Notes, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of Stage Notes, Rally America, or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of organizer supplied Stage Notes.

D. Limitations of Use:

In accepting the vendor supplied Rally America authorized Stage Notes, competitors acknowledge and agree to the following conditions of use:

1. The notes will be used without alteration or embellishment unless amendments are authorized by instructions received from event officials;
2. The notes will not be reproduced by any means for use by any other person;
3. The notes will not be used at any other time other than the specific event for which they were provided;
4. Pre-event practicing or testing on special stages is forbidden.

E. Marking Allowances:

To assist teams unfamiliar with this course following language, markings will be allowed in Stage Notes books, provided they specifically fall under the following definitions/types:

1. Entrants may underline or highlight the words in the Stage notes books.
2. Entrants may convert abbreviations to full words in the Stage Notes books.
3. Entrants may add organizer-supplied information.
4. On stages that are run twice, entrants may mark in books, comments from the first running of stage for use on the second running of stage.
5. To assist entrants that are accustomed to different languages, those entrants may transpose specific information in the book (example: change a 1R to a 6R) but, should that entrant choose to do so, entrant must do these transpositions throughout the entire book, at all instances of that particular note occurring.

The Series Manager or his designate(s) reserves the right to

inspect any entrant's stage notes books at anytime, and will retain the top three finishers books, and a random selection of books from other entrants. Inspection can include complete vehicle per Article 8.2.D.1.

- F. The use of Stage Notes in violation of any of the above conditions will be considered using Pace Notes and will be penalized according to Article 7.1.

### **7.3. STAGES, *ProRally* AND *ClubRally***

- A. The stage must be identified in the route instructions, with mileage for the start and finish control.
- B. Competitors shall start the stage at the "00" second mark of their "time out minute".
- C. Competitors must start the stage on separate minutes.
- D. Marshals shall control all intersections within a stage (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).
- E. During stages, both driver and co-driver must wear helmets and driving suits conforming to Article 5.
- F. The occupant restraint system required in Article 5 *shall* be worn at all times *while driving* during the event.
- G. Windows in the driver and co-driver doors must be closed during stages or appropriate window safety nets *shall* be used. Windows down more than one (1) inch are in violation of this rule.
- H. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Event Steward. If a competitor encounters moving non-rally traffic, they should stop the civilians and hold them until they (and the next competitors) can decide the best course of action to ensure that the civilians do not continue down the stage and endanger all involved.
- I. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition. The penalty for violation of this rule shall be at the discretion of the Event Steward.

### **7.4. CONTROLS, *ProRally* AND *ClubRally***

- A. General Information
  - 1. All controls must be noted in the route book, except Observation Controls, which must not be referenced in the route book.
  - 2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF.
  - 3. Should a control not be placed, the arrival time at the next control, which is in place should be calculated by adding the transit time and the "bogey" (slow) time for the stage, if applicable, plus three

minutes for each control not placed. (Thus six minutes if both start and finish of a stage are not placed.) An Arrival Time Control (ATC), with a stage start, is considered one control.

4. The target time for covering the distance between two controls of a transit section will appear on the time card; should a discrepancy occur between the route book and the time cards or the time cards and the marshal logs, the time cards should be deemed official and correct.
5. Throughout the event, the official time will be the local time synchronized with WWV; all controls will have official time available to competitors. Hours and minutes may be shown either in a 12- or 24-hour clock format.
6. All controls, (i.e., Observation Controls, MTCs, Arrival with Start Controls, Finish Controls, and Regrouping Controls) will be indicated by means of Rally America-approved signs. A Control Zone is defined as being from 100' prior to the Clock sign or flying finish, to 100' after the manned portion of the control, unless indicated otherwise by gate signs - see Control descriptions.
7. All control zones are considered Parc Fermes. No servicing is permitted in a control zone, except the cleaning of windows and lights is authorized, providing this act does not hinder the operation of the control or prevent you from starting on your assigned minute. As an example, the opening of your hood or trunk is considered servicing. (Also, refer to Article 7.3.1.). Competitors will be considered to be in the control zone the moment they check into the control, whether or not their car is within the physical boundaries of the control zone.
8. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last competitor, plus MPL.
9. Competitors must follow the instructions of the marshal in charge of any control. Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.
10. Competitors may not mark on the time cards (except car numbers at the top of each page). Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.
11. It is the competitors' responsibility to ensure that all times and numbers entered on the time card by the Control personnel are correct and are on the correct page of the time card book. By leaving the Control zone, the competitor acknowledges that all is correct, or that any dispute has been noted on the Control Log sheet.

B. Control Check-in Procedures (MTC, ATC/Stage Start, Regrouping Controls)

1. The target check-in time, which is the responsibility of the competitors, is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the Special Stage, or to the out time from the previous time control, these times being expressed to the minute (the seconds having been dropped).
2. Checking-in can only be carried out if the two competitors and the car are in the control zone *or* within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the competitors hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".
3. Should a blockage occur at an ATC and the competing team is unable to reach the timing line (the clock sign) with their vehicle, one of the competitors must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.
4. If a vehicle enters the control zone prior to its check-in minute, the team will be penalized for an early entry as per Article 8, except as permitted by Article 7.3.B.6 for a MTC In.
5. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a competitor who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.
6. At a "MTC In" competitors may check-in before the target time without incurring any penalty if the competitors announce the time to the minute which they want to be checked-in and providing that minute has not already passed. If the requested minute has passed, they will be given the current minute.
7. Any difference between the actual check-in time and the target check-in time will be penalized as per Article 8.
8. In order to check their clocks, competitors may enter the control zone on foot and consult the official clock at the control without penalty. The other team member and/or car do not need to be in the control zone at that time. However, the control marshal may not give them any information on their target check-in time.

C. Main Time Controls (MTC)

1. Each leg of a rally will begin with a Main Time Control Out (MTC Out) and end with a Main Time Control In (MTC In). The last instruction in the Route book will be considered the finish of the Leg and the Final MTC for that Leg, unless otherwise indicated in the Route book.

2. MTC In and MTC Out may be combined into one control zone using one control crew for purposes of a time card exchange.
3. MTCs shall be subject to the general rules for controls (Article 7.3.A). An MTC In shall be subject to the rules for check-in procedures for controls in Article 7.3.B.
4. Organizers will assign an Out-minute for each entrant at each MTC Out, either on the time cards or on a printed schedule. At an MTC Out competitors enter the control zone during the minute preceding their Out-minute and are released by control workers at the beginning of their Out-minute. An organizer may use one of the following alternate MTC Out procedures if specified in the Supplementary Regulations:
  - a. A "free start" - competitors leave without being required to check out at an MTC Out control. They may leave earlier than their assigned Out-minute.
  - b. A compressed start for public relations purposes - competitors leave early as per instructions from the MTC Out control.
5. Late arrival at an MTC Out shall be penalized as per Article 8 and a new Out-minute shall be assigned by the control workers to prevent the need for making up time on the next transit section.

D. ATC/Stage Starts

1. ATC and stage start controls are subject to the general rules for controls in Article 7.3.A and the check-in procedures for controls in Article 7.3.B.
2. At an ATC, followed by a start control for a stage, the following procedure shall be applied:  
 These two controls shall be included in a single control area, the signs for which shall be laid out as follows:
  - a. Open gate sign (beginning of zone) - required sign.
  - b. Clock sign (timing car), at a distance of about 100'.
  - c. Furled flag sign (start of stage), at a distance of about 200'.
  - d. The control zone ends at a distance of 100' from the manned portion of the control or at a Crossbar sign if used.
3. At the ATC at the end of a transit section, the marshal shall enter on the time card the check-in time of the competitor, and also the ideal starting time for the following special stage. The marshal will normally allow *three* minutes between these times, and the competitors must be ready to start at that time. The starting interval between all cars for special stages will be one minute, unless retirements or lateness has caused a longer interval or the organizer has extended the interval for the entire field in the interest of safety.



4. It is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two-minute "window."
5. Start of a stage will be as follows:
  - a. The competitors and their vehicle will go immediately to the start of the stage (furlled flag sign). The marshal there will enter on the competitor's time card the actual starting time for the stage, hour + minute, which will normally correspond to the ideal starting time. The time card will be handed back to the competitor and the marshal will countdown aloud: "30" - "15" - "10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given at which time the car must leave.
  - b. The actual start of the stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."
  - c. In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the stage will be official.
6. A false start, particularly one made before the marshal has given the "go" signal, shall be penalized by two minutes. The starting marshal is the sole authority in regards to a team's starting time.
7. Special stages commence from a standing start, with the car placed at the starting line. Any car not able to exit the control area under its own power within its designated minute following a signal to start is excluded and the car is immediately removed to a safe place.

E. Stage Finishes

1. Finish Time Controls (FTC) shall be subject to the general rules for controls in Article 7.4.A.
2. Layout of Finish Control
  - a. The Finish Control Zone starts at 100' prior to the finish. Gate signs are not permitted here.
  - b. The flying finish of the stage is indicated by a Checkered Flag sign.
  - c. At a distance of 0.1 to 0.3 mile from the flying finish is the FTC, indicated by a Clock sign. The competitors must stop here to have their finish time entered on their time card.
  - d. The finish of the control zone will be at a distance of 100' from the FTC, unless indicated otherwise by a Cross bar sign.

3. Stopping between the flying finish and the clock sign is forbidden. The penalty for violation of this rule shall be at the discretion of the Event Steward.
4. After receiving the time card back from the control marshal, the competitors must leave the area immediately.

F. Observation "O" Controls

Observation Controls are used to check for contestant violations of state or local laws (especially speeding) in transit sections, contestants' use of "Pace Notes" in stages, and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from a preceding control or may be checked by radar, the latter being preferred. When used to check for pace notes, an Observation Control should be located within a Start or Finish Control. Contestants' time cards shall be marked to record passage.

Each event should have at least one Observation Control for the purpose of determining if competitors' vehicles are adhering to state vehicle codes. Competitors' vehicles determined to have violated these rules shall be disqualified or penalized per Article 8.

G. Regrouping Controls (RGC)

1. Regrouping Controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing time controls in Articles 7.4.A and 7.4.B. Regrouping Controls should not be considered MTCs, and thus early arrival is not permitted.
2. The purpose of Regrouping Controls will be to reduce the intervals that may occur between competitors as a result of late arrivals or retirements. The re-starting time from Regrouping Controls and not their length must be taken into account. First cars on the road will typically be required to spend a longer period of time than later cars at Regrouping Controls.
3. On arrival at Regrouping Controls, competitors will receive instructions on their re-starting time. They then must drive their car immediately and directly to the designated parking area, Parc Ferme, Parc Expose, or service area. The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards may or may not be issued.

H. Parc Expose

A Parc Expose is a location where a competitor is required to bring the vehicle (as stated in the Supplementary Regulations) for public viewing. Anyone may enter a Parc Expose area. Vehicle checking, tuning, or repair is allowed by either the competitors or service crews.

The Supplementary Regulations will specify the time and place where the Parc Expose will be located. If a Parc Ferme is also incorporated with the Parc Expose, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Expose is under the control of the appointed Rally Officials; these officials are authorized to give orders to the competitors. The Parc Expose may become a Parc Ferme at a time specified in by the organizer.

Competitors may be required to bring their cars to a Parc Expose no more than six hours before the start. Failure to report on time, to a Parc Expose before the start, will result in a fine of \$100.00, payable to the Event Steward.

I. Parc Ferme

A Parc Ferme is an area where no checking, tuning, or repair of vehicles, including tire changing or refueling, is allowed.

1. A control zone is considered to be a Parc Ferme.
2. A Parc Ferme may also be a location, specified in the Supplemental Regulations, where the competitor is required to bring the vehicle for a specified time. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. Surveillance shall be carried out by rally officials; these officials are responsible for its operation. Failure to report on time, to a Parc Ferme before the start, will result in a fine of \$100, payable to the Event Steward.

Only rally officials may enter the Parc Ferme. As soon as competitors have parked their cars, they must leave the Parc Ferme. They will be allowed to re-enter (or enter) the Parc Ferme ten minutes before their re-start (or start) time; any violation of the latter will result in a time penalty similar to early arrival at a time control.

If the organizers or the Event Steward consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized similar to late arrival at a time control. If the competitor cannot present the car in a road worthy condition, to the MTC Out, during the proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

**7.5. MPL AND MPE, *ProRally* AND *ClubRally***

- A. Maximum Permitted Lateness (MPL) shall not exceed 30 minutes for an entire event, or for separate legs of an event, as stated in the Supplementary Regulations. MPL will be accumulated by exceeding the time allowance between two timing controls, the bogey (slow) time allowance for a special stage, or a combination of the two. The penalty for exceeding MPL is exclusion from the event, this is also known as being Time Barred.
- B. In no case may early arrival at controls be used as a means of reducing accumulated MPL.
- C. Exclusion for exceeding the maximum permitted lateness may only be applied at an MTC, a Regrouping Control or the end of the rally.

- D. The Maximum Permitted Earliness (MPE) for the entire event will be ten minutes. Exceeding ten minutes earliness on transits will cause the competitor to be excluded from the event.

#### **7.6. TIME ASSESSMENTS, *ProRally* AND *ClubRally***

- A. The Event Chairman or Event Steward has the right to correct any obvious and substantiated timing errors.
- B. All official time assessments may be made in minutes and seconds (preferred) or minutes and hundredths. However, if minutes and hundredths are used, the final score must be transferred to hours, minutes and seconds for use with the overall results.
- C. In order for a competitor to be scored, he must have:
  - 1. Complied with Article 7.4.A.2 (passage recorded at all controls in the correct order); and
  - 2. Completed all stages in their entirety, as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line. Non-compliance will result in the competitor being assessed the slowest time for the stage for the first infraction, and exclusion for the second.
- D. When a stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the steward(s) consider that the slowest time set is abnormal, he (they) may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.
- E. A competing vehicle shall not be moved, after starting an event, by other than its own power except:
  - 1. By unplanned assistance by towing or pushing. The car may not be moved by use of trailers, dollies, tow trucks, or other devices that allow the vehicle to be towed without its wheels on the road surface. Unplanned assistance may not come from any person working as part of a service crew during any portion of the event. Unplanned assistance may come from any other person, including other competitors; or by official permission or instruction.  
  
Any competitor found to have unreasonably delayed another competitor by their actions shall be disciplined at the discretion of the PRSM.

#### **7.7. QUIET ZONES**

Quiet zones are portions of the rally route on a *ProRally* or *ClubRally* where competitors must proceed under the following conditions:

- 1. Maximum speed specified in the Supplementary Regulations or route book; or, if none specified, five mph below the speed limit,

2. No driving lights, low beams only, and
3. Make as little noise as possible.

#### **7.8. COURSE OPENING AND CLOSING**

Each **ProRally** and **ClubRally** shall employ a minimum of one course-opening vehicle to precede the first competitor on the route by approximately 30 minutes. NO competition vehicle will be allowed to begin any stage before the course-opening vehicle has cleared the stage and declared it open for competition.

Every **ProRally** and **ClubRally** Series Event shall utilize at least one course-closing vehicle for the purpose of accounting for all competitors and control closing. At least one other vehicle (sweep) must be assigned to aid stranded competitors and their cars.

#### **7.9. FORCE MAJEURE**

While **ProRally** and **ClubRally** event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. This type of obstruction is called "Force Majeure".

Unexpected obstructions are generally the result of three conditions:

1. Conditions of Force Majeure
2. Conditions created by competitor error
3. Conditions created by organizer error.

Claims arising from conditions created by organizer error (3 above), may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of Force Majeure (1 above) or competitor error (2 above) are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per the PRR, or deny the organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field. The Event Steward has the authority to adjust a competitor's time on a stage or transit if the Steward feels that the safety of another competitor was at stake.

#### **7.10. SERVICE CREWS AND SERVICING, *ProRally* AND *ClubRally***

- A. Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; or repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parc Fermes, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.
- B. Servicing is only allowed at the times and locations designated in the

route book or Supplementary Regulations. Servicing at other locations on or off the route is forbidden. Whether a service area has Controls or not, it is not permissible for the car to temporarily leave the defined area to test, drive or "bed-in" brakes etc. Such action is considered illegal servicing as it is outside the defined area.

- C. All members of the service crew must register with the organizer and sign the official Rally America Waiver and Release Form. Servicing by unregistered people is not permitted. All vehicles to be used during the event must be listed on the "Service Crew Registration" form. This includes service vans, rental cars, or any other car carrying service crew personnel. Furthermore all persons riding in these vehicles must register and sign the waiver.
- D. Service vehicles are required to carry fire extinguishers. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crewmember shall have the fire extinguisher in hand in close proximity to the refueling procedure.
- E. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.
- F. Service vehicle identification issued by the organizers must be placed in a highly visible location on the front part of the vehicle so as to be visible to an Observation "O" Control. This will be equivalent to a 4"X6" card, preferably brightly colored, with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.
- G. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to the competitors for whom the service crew is registered.
- H. Vehicle(s) and personnel arriving on course (stage or transit) or off course with the intent of providing planned or unplanned assistance to specific team(s) shall be considered to be involved in illegal servicing. Such intent shall be determined based on the judgment of the Event Organizer in agreement with the Event Steward. Penalties will be assessed as per Article 8.

#### **7.11. EMERGENCY PROCEDURES, *ProRally* AND *ClubRally***

- A. If competitors stop on a stage for any reason, they must immediately set out triangles and ensure the vehicle does not impede the passage of following vehicles. Warning triangles are to be set on the same side of the road as the location of the stopped vehicle sufficiently upstream (in advance) based on geographic and weather conditions in the area, to give adequate warning to on-coming traffic. To comply with this rule it is expected that one of the competitors, will place a Reflective triangle in the correct location, within 30 seconds of coming to a stop on a stop. As

soon as it is apparent that the car will not complete the stage, then all three triangles must be displayed, with one being placed on the roof or top of the vehicle. Competitors continuing on the stage after stopping must remove all warning triangles before continuing on the stage.

- B. If an accident has occurred and the occupants are still in the car, triangles have not been placed and no sign is displayed, the first competitor on the scene must stop, evaluate the situation, and if necessary display the Red Cross and triangles and render assistance to injured competitors.
- C. Upon arrival of the next vehicle, a quick, accurate assessment of which people can render the best help must be made, with one of the vehicles immediately proceeding down the stage to the next radio point. This may very well be the stage finish. However, a number of stages now have mid-point radios that are indicated in the route book. Information regarding the exact location (mileage) of the accident and an assessment of the extent of the emergency must be given to the radio personnel.
- D. Upon notification of the Red Cross situation, the stage is immediately stopped and medical personnel are dispatched from stage start with a radio operator to communicate necessary information.
- E. Once the Red Cross is displayed, it must remain displayed. All following competitors must stop and render assistance as needed, control traffic and assure the road remains open to emergency vehicles. Unnecessary teams should then continue to the finish of the stage at transit speed. The competition on this stage is over and it will be scored according to these rules.
- F. After the situation has been cleared, the workers at the start control will inform competitors as to how to proceed. At this time, the Red Cross should be removed from the accident scene.
- G. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must fill-out an Incident Report Form and file as per Article 1.6.D.
- H. If a competitor has crashed and is not visible from the stage road, or leaves the stage road, and does not require medical assistance, they must show the OK sign to the next 3 cars.
- I. Failure to comply with any part of this Emergency Procedures Article will result in an automatic \$100 fine and possibly in a license suspension.

## **7.12. VEHICLE IMPOUND**

The first place vehicle in all classes at a **ProRally** event may be impounded for inspection at the conclusion of the event (other vehicles may be selected by the Event Steward). Competitors whose vehicles are to be inspected/ torn down will be informed at the final MTC; at this time they must make a representative available to assist the Event Steward and his assistants. Competitors will be disqualified if they fail to follow the impound instructions

of the Event Steward or his designee.

### **7.13. PRIZE FUND AND AWARDS**

The event prize fund at a **ProRally** or **ClubRally** shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the Supplementary Regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

### **7.14. RESULTS, *ProRally* AND *ClubRally***

- A. "Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the supplementary regulations. However, the Provisional results for **ProRally** events must be generated and printed by computer from files that will be used to compile the Official results for Rally America and must be sorted by overall sequence and show all stage times and road points, otherwise they cannot be made Official without special approval of the PRSM.
- B. Scores shall be signed by the Event Chairman or Event Steward and declared official 30 minutes after the Provisional scores are correctly posted, pending resolution of claims filed during the thirty-minute period. Once the results have been properly declared official they are not subject to any further protest or claim by any competitor, and they may not be altered or changed by anyone, except the Event Steward may correct any obvious errors at any time. While such a change will not affect trophies awarded at that event, it may result in changes to the year end points and seeding. Only the results of claims filed during the thirty-minute time period may alter the Provisional scores.
- C. Official results, including all categories on the Rally America results form, must be mailed to all entrants, both driver and co-driver, and Rally America within 15 days of the event. For a **ProRally**, these results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include class designations for finishers and non-finishers.
- D. Note to **ProRally** Organizers: A member of the organizing committee must email a copy of the "Official" results to Rally America before noon, Central Time, on the Monday following the event.



## ARTICLE 8: PENALTIES AND CLAIMS

### 8.1. TIME ASSESSMENTS FOR ALL *ProRally* AND *ClubRally* EVENTS:

- A. One-second for each second taken to traverse a stage.
- B. One-minute for each minute early at a Time, MTC, ATC, or Regrouping Control.
- C. One minute (or 12 seconds (20 hundredths), if so specified in Supplemental Regulations) for each minute late at a Time, ATC, MTC, Regrouping Control, Parc Expose, or Parc Ferme during the rally.
- D. One minute of MPL will be accumulated for each minute of late arrival at a Time, MTC, ATC or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a stage.
- E. One minute of MPE will be accumulated for each minute of early arrival at a MTC, ATC or Regrouping Control.

### 8.2. OTHER PENALTIES

The penalties listed in this Article can be regarded as the normal penalty, however the Event Steward can apply any of the following as warranted by the offence.

- Reprimand which shall be noted in his or her license file
- Fine (\$1 - \$1000)
- Probation of competition privileges
- Time or position
- Disqualification from competition
- Exclusion from competition
- Suspension of competition privileges
- Loss of accrued points

#### A. Time Penalties

1. Two minutes for starting a stage before the starter has given the signal to "go."
2. Two minutes for windows down more than 1" without nets on a stage.
3. Two minutes for Service vehicle or personnel found off course.
4. Exceeding speed limit at Observation Controls.

(.5 min penalty/each)		(1 min/each)		(2 min/each)	
MPH	over=minutes	MPH	over=minutes	MPH	over=minutes
6	.5	11	3.5	16	9.5
7	1.0	12	4.5	17	11.5
8	1.5	13	5.5	18	13.5
9	2.0	14	6.5	19	15.5
10	2.5	15	7.5	20	17.5

For every mph more than 20 mph over the speed limit, an

additional five minutes. In addition, for greater than 15 mph over the speed limit, the Event Steward may exclude competitors who are deemed to be operating in an unsafe manner.

5. Five minutes for initial traffic citation (other than speeding).
6. Five minutes for violation of the Quiet Zone rule.
7. Five minutes for driving the wrong way on a stage.
8. Five minutes for unreasonable delay of another competitor on stage.
9. Ten minutes or exclusion for refusing directions from a rally official.
10. Ten minutes for competitors marking on their time cards.
11. Ten minutes for working on your vehicle within Parc Ferme or control zones.
12. Ten minutes for illegal servicing.

#### B. Fines

1. \$50 for incorrect identification, as per Article 3
2. \$100 for servicing without Jack Stands with more than one wheel off ground
3. \$100 for not following Emergency Procedures, as per Article 7.10
4. \$100 and/or license suspension for not submitting an incident report, as per Article 1.6.D
5. \$100 for reporting late for a Parc Ferme or Parc Expose
6. \$150 for refueling without manning a Fire Extinguisher
7. \$250 and/or license suspension for Log Book falsifications
8. Up to twice the entry fee for refusing to display organizer or series sponsor advertising
9. \$500 for the first offense of tampering with event equipment during a Championship year
10. \$1000 for second offense of tampering with event equipment during a Championship year

#### C. Additional Penalties

1. Exclusion for more than one traffic citation
2. Exclusion for second offence of servicing other than in a Service Area
3. Exclusion or other penalties for Class compliant irregularities, at the discretion of the Event Steward
4. Exclusion or other penalties for Stage Safety non-compliance. Article 7.10
5. Exclusion and/or other penalties for the use of Practice and Pace

## Notes

6. Exclusion for changes from the competitors or car on the Start List
7. Exclusion for falsifications on the Entry Form
8. Exclusion for not stopping at all controls and in the correct sequence
9. Exclusion and/or other penalties for stopping in the FTC zone before the Clock
10. GN, P, GT, G5, and G2 class cars without proper class ID, will be scored as Open class
11. If a vehicle is found not to be in compliance with the Class rules, the entry can be changed without penalty to a compliant Class, if this is done before the first Time Control
12. Loss of 5 Championship year-end points and loss of 5 Manufacturer year-end points for second offense of tampering with event equipment during a Championship year

### D. Car Inspections

1. The Event Steward can inspect any vehicle at anytime. If the vehicle, upon inspection, is found by the Event Steward not to be in compliance with the rules, penalties can be issued. The range of penalties is specified in Article 8.2.
2. The competitor shall be responsible for performing the disassembly, re-assembly and resultant expense for any inspection to confirm vehicle legality, ordered by the Event Steward or his designee.

## 8.3. CLAIMS

The right to file a claim lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

### A. Types of claims

1. An inquiry is an informal written communication from the competitor to the organizer, describing a situation and/or requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing.
2. A protest is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and will also select two or three other members. The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held.
3. Protests must be submitted to the Event Steward on the official

Protest Form and be accompanied by a \$50.00 fee, in cash, per item. These forms will be available at the final MTC In, or from the Event Steward. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committee's decision will be taken during the meeting and kept on file by the PRSM.

4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to Rally America.

B. Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final MTC. Claims prompted by the posting of provisional scores shall be submitted within 30 minutes of the posting of those scores and must be based on information contained in those scores

C. Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 30 minutes of the claimant's in time at the final MTC.

D. Claims Against Vehicles

A claim against the legality of a competition vehicle shall be lodged no later than the start of the first car from the first time control. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event. Any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation shall be penalized by the Event Steward as listed in Article 8.2.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be, at a minimum, \$200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the

event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 8.2).

#### 8.4 APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee (\$100.00) must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance (\$100.00) of the appeal fee of \$200.00, shall be received by the Rally America within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by Rally America) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will not affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

#### 8.5 CONDUCT OF CONTESTANTS

##### A. Required Conduct

Every contestant shall conduct himself in a sportsmanlike manner at all times during a **ProRally** or **ClubRally** event in his dealings with the public, with other contestants, and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event will be severely disciplined and immediately removed from the event by the Event Chairperson, the PRSM at **ProRally** events, or the **ClubRally** Steward at **ClubRally** events.

##### B. Charges

Any participant charged with an offense under this Article shall be fully apprised of the charges and afforded an opportunity to answer them in writing to Rally America.

##### C. Discipline (**ProRally** Competitors)

Any participant so charged who in Rally America's judgment is guilty of unsportsmanlike conduct or other reprehensible behavior in connection with a **ProRally** shall be disciplined by Rally America. Such discipline will be from the range of penalties described in Article 8.2 or as described below as deemed commensurate with the nature and gravity of the offense:

1. A private letter of warning shall be written by Rally America to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in more strict disciplinary action; or
2. A letter of censure shall be issued setting forth his breach(s) of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in **ProRally** or **ClubRally** events for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or
3. Suspension from the **ProRally/ClubRally** program up to a period of one year from the date of the offense; and a \$500.00 fine.

Rally America will honor and extend to the **ProRally** Series any discipline concerning **ClubRally** events.

#### **8.6. DISCIPLINE (*ClubRally* COMPETITORS)**

Any person charged with a violation of this rulebook in connection with a **ClubRally** event will be apprised of the charge and afforded an opportunity to answer the charge in writing to Rally America. Any person so charged who, in Rally America's judgment, is guilty of unsportsmanlike conduct or other reprehensible behavior shall be disciplined by Rally America. Discipline shall take one of the following forms, as Rally America may deem to be commensurate with the nature and gravity of the offense:

1. A private letter of warning shall be issued by Rally America to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or
2. A letter of probation shall be issued describing the misconduct and censuring the competitor for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in automatic disqualification from participation in **ClubRally** events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or
3. A fine (of up to \$250) may be imposed by the Event Steward or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to Rally America by the **ClubRally** Steward or court; or
4. Suspension from participation in any **ClubRally** event for an indefinite period of time.

## ARTICLE 9: ANNUAL *ProRally* CHAMPIONSHIPS

### 9.1. DRIVER AND CO-DRIVER *ProRally* CHAMPIONSHIPS

#### A. *ProRally* Championships

Each year Rally America shall recognize *ProRally* Championships in two categories that shall be known as driver and co-driver. The *ProRally* Overall Championship for the driver will be awarded the John Wolfe Cup and the co-driver will be awarded the Grant Whitaker Cup.

Competitors in the Open Class, Production Class (Production and RallyTruck Class combined), Production GT, Group 5, Group 2, and FIA Group N shall also be eligible for separate championships for drivers and co-drivers. Competitors running 2WD vehicles shall be eligible for the 2WD Overall Driver (Woodner Cup) and 2WD Overall Co-Driver Championships.

Minimum qualifying criteria for the Driver and Co-Driver *ProRally* Championships (Overall, Open, Group 2, Group 5, Production, Production GT, and Group N) shall be entering and participating in at least five (5) *ProRally* events in one class.

*The total number of events that will be counted in a ProRally championship season will be approximately 70% of the total number of events (rounded up). The total number of events to be counted in each competition season will be published with the ProRally championship calendar.*

In case of ties in the final point standings, they will be resolved according to each competitor's record of 1st place finishes, then, if necessary, the number of 2nd place finishes, then, if necessary, the number of 3rd place finishes, and so on, down to 10th position. All events entered will be considered for tiebreakers.

- B. In *ProRally* events, points shall be awarded to both driver and co-driver based on the competitor's overall finishing position as follows:

<u>Finish Position</u>	<u>Points</u>
1st	20
2nd	15
3rd	12
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th - last	1

- C. For each *ProRally* event on the calendar, one point will be awarded for starting each event, and one additional point for finishing the event. For example, if a competitor finishes 8 events, he will receive 16 points towards the Championship total.
- D. Competitors driving Open, Production, Production GT, Group 5, and

Group 2 classes will also receive points earned for separate championships based on their finishing position within class. The points system in Article 9.1.B, plus the addition of starting and finishing points (Article 9.1.C), will be used to calculate standings in these championships.

- E. Competitors driving 2WD vehicles will also receive points for 2WD Overall Driver and Co-Driver, based on their finishing position compared to other 2WD competitors. The points system described in Articles 9.1.B and 9.1.C will be used except that the finishing positions of 4WD competitors will be ignored in assigning points. Thus, a driver who finishes third overall on a **ProRally** behind two 4WD competitors he/she will receive 22 points (20 plus two starting points). The 2WD Overall Driver Championship award is known as the *Woodner Cup*.
- F. Points earned in one category or class are not transferable to any other category or class.
- G. Rally America shall annually determine the number of awards to be presented to the **ProRally** competitors in each category and class and the place and time of the annual awards ceremony.

## 9.2. ROOKIE OF THE YEAR AWARD

Rally America shall annually select a recipient for the Rookie of the Year Award to recognize the driver who has made the most significant progress in his first year of National competition. Selection will be based on the driver who began his/her season in National Seed 6 and finished the highest in the overall year-end standings.

## 9.3. MANUFACTURER'S CHAMPIONSHIPS

Rally America will recognize Manufacturer Championships based on points accrued by member manufacturer entrants at all **ProRally** events in the series. Only manufacturers that are members of the **ProRally** Manufacturers' Council and enter a two-car team may earn overall manufacturer championship points. Other member manufacturers may earn manufacturer class points. Two-car manufacturer teams are not required to have both entries in the same competition class. Prior to the start of each rally, each Manufacturer shall announce, in writing to the Championship Director or his designate which cars (a maximum of 2 per manufacturer) will be earning overall points for their company at that event. Once announced, the nominated cars cannot be changed. Championships will be determined in the following categories for marques:

- Overall Manufacturer
- 2 Wheel Drive Overall Manufacturer
- FIA Group N
- Group 5
- Group 2
- Production GT
- Production Class

Open Class shall also be recognized if different from Overall Manufacturer



standings. The winners will be the manufacturers compiling the highest total points in each category. Each nominated Manufacturer Car (a maximum of 2) shall be eligible to receive points. For the 2WD Overall category, only 2WD vehicles will earn points (4WD vehicles will be disregarded).

All vehicles eligible to score manufacturer points must be properly identified according to the manufacturer's requirements and be in matching manufacturers paint colors for brand or model. Manufacturer points will be scored as per Article 9.1.B.

In case of ties in final point standings, they will be resolved according to each manufacturer's record of 1st-place finishes, then if necessary, the number of 2nd-place finishes, and so on down through 10th place.

#### **9.4. NORTH AMERICAN RALLY CUP (NARC)**

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this NARC must be Canadian or **ProRally** events designated eligible by each sanctioning body on their calendar for the current year. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

- A. The Drivers / Co-Drivers Championship
  - 1. Points are accumulated based on overall finishing positions at **ProRally** events entered.
  - 2. Competitors may count their best six events in the series.
  - 3. Competitors must start two events in each country, but may only count four events within any one country. Points will be awarded per Article 9.1.B. The tie-breaking procedure will be per Article 9.1.A (except points will only given to the top 10 finishers).
  - 4. There will also be a championship for drivers and co-drivers in FIA Group N, Production and Production GT. Points will be awarded per Article 9.1.B (except points only given to the top 10 finishers).

#### **9.5. N.A.R.C. FOR MANUFACTURERS**

The N.A.R.C. for manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

- A. If the winning make of automobile is not manufactured in North America, the appointed distributor and/or agent will receive the award.
- B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make, per the schedule in Article 9.1.B above, in all events qualifying per Article 9.4 (except points only given to the top 10 finishers).
- C. The tie-breaking procedure will be per Article 9.3.
- D. The vehicle need not be the same model or year to be considered the same (i.e., the Cup will determine the make of automobile winning the most points such as Ford vs. Chevrolet not Ford Capri vs. Ford Escort,

etc.).

- E. Similar manufacturer Championships will be presented in the Production and Production GT.

## 9.6. ANNUAL **ClubRally** CHAMPIONSHIP

The **ClubRally** Championship is for drivers and co-drivers who compete in their Division's events. Top Championship drivers from each Division will be invited to the **ClubRally** National Championship Event, to compete for the overall champion in each class.

### A. SEASON

The **ClubRally** season is from January 1 through December 31 of each year.

### B. CLASSES

Vehicles will run in classes as established by the **ProRally/ClubRally** Rules. An event organizer, with prior approval from the CRSM, may divide his/her entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships.

### C. **ClubRally** CHAMPIONSHIP

#### 1. Titles

**ClubRally** driver and co-driver champion titles are established in each of the Divisions, or combined Divisions, for each of the classes established in the **ProRally/ClubRally** Rules. Titles will be determined for eligible competitors by the highest number of points earned in class during the declared season.

#### 2. Eligibility - Drivers

Any driver holding a **ClubRally** competition license is eligible to compete for the Championship. Drivers who hold a (National) **ProRally** license must be seeded national Seed 2 or lower on the first day of the **ClubRally** season in order to be eligible for the **ClubRally** Driver Championship. They will remain eligible regardless of the seed they attain during that season. **ProRally** licensed drivers who are FIA, Seed 0 or Seed 1 on the first day of the season are ineligible for the **ClubRally** Driver Championship. They may enter events as a driver (except FIA seeded drivers may only enter Coefficient 3, and Coefficient 1 RallySprints), but will not be awarded **ClubRally** points.

#### 3. Eligibility - Co-Drivers

Any co-driver holding a **ClubRally** or **ProRally** competition license is eligible to compete for the Championship. Points are accumulated according to the driver's (seed) eligibility.

#### 4. Division of Participation

The competitor's region of record at the start of the season will

determine the division of participation for the Championship. Divisions may be combined for computing Championship points as determined by Rally America.

Competitors using their CARS, F.M.A.D., or FIA licenses will be scored for **ClubRally** points, based upon their region of record.

5. Event Points

All officially Rally America-sanctioned **ClubRally** events will award points for the purpose of determining **ClubRally** champions. Selected events held outside of the U.S. may also award **ClubRally** points (as "out-of-Division points") if approved by Rally America. Competitors must obtain approval from their **ClubRally** Steward BEFORE the out-of-country event is run, in order to count points earned.

<u>Finish Place</u>	<u>Points</u>	<u>Finish Place</u>	<u>Points</u>
1st	20	9th	7
2nd	18	10th	6
3rd	16	11th	5
4th	14	12th	4
5th	12	13th	3
6th	10	14th	2
7th	9	15th	2
8th	8	16th - last	1

In the awarding of points for championship purposes, the finishing positions held by excluded drivers will be ignored. For instance, if the first finishing position in class is held by a Seed 1 driver and the second finishing position in class is held by a Seed 3 driver, the Seed 3 driver will be awarded 20 points toward the **ClubRally** Championship.

6. Event Weighting

Event coefficient designations will act as multipliers. For example, a first-place finish in a Coefficient 1 event gains 20 points while a first-place finish in a Coefficient 3 event gains 60 points.

7. Categories

Drivers and co-drivers may earn points in either category of the championships, but they may not combine these points to produce one total. Points accumulated in one class may not be combined with points from another class.

8. Competitors may count either their best 18 coefficients or two-thirds of the number of the coefficients in their division (rounded to the nearest whole event), whichever is greater. No more than 6 of those coefficients may be from out-of-division events. Each **ClubRally** steward may at his/her option, with prior approval of Rally America by January 1 of each year, change the number of coefficients that count toward his/her Division's championship.

9. Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/Emergency Coordinator, Spectator Safety Coordinator). These points are limited to one position per **ClubRally** season per person. It is the responsibility of the organizing committee of each event to determine who will receive these points and to inform the **ClubRally** Steward and Divisional Pointskeeper. Competitors may only accrue organizer points if they are eligible for the championships.

10. Competitors with organizer points

Competitors with organizer points may include points from a third out-of-division event toward the allowed event total for their Division. The selected event may be any coefficient level. If the level is lower than that organized, the competitor may only count points for the level of the event run. If the event is higher than the event organized, the competitor may only count points based on the level of the event he or she organized. For example, a person organized a Coefficient 2 event but runs a Coefficient 3 event and finishes fifth. He or she may count points for finishing fifth on a Coefficient 2 event.

D. Tie Breaking

1. Ties will be resolved on the following basis for **ClubRally** competition. From the best six events counted by the tied competitors, the winner shall be:
2. The competitor with the most points earned within the Division.
3. If further resolution is required, the points earned on the best Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events are counted.

E. **ClubRally** SERIES ADMINISTRATION

1. It shall be the responsibility of the **ClubRally** Steward to ensure that correctly assigned points from each event in his or her Division are furnished to the Division points keepers. Organizers will furnish the **ClubRally** Steward and points keepers with the names of committee members receiving organizer points. Any questions regarding the accuracy of points assigned should be referred to Rally America via the CRSM.
2. Trophies will be awarded to the top three finishers in class for each Division at the end of the season.

F. **ClubRally** NATIONAL CHAMPIONS

1. The top three drivers in the **ClubRally** Series in each Division will be invited to the **ClubRally** National Championship Event to compete for the title of **ClubRally** National Driver Champion in

each class. Competitors must enter in the class they qualified in to be considered for competition.

The highest finishing invited driver in each class will be declared the **ClubRally** National Driver Champion for that season.

2. A **ClubRally** National Co-Driver Champion in each class will be determined from among the co-drivers from each Division. Competitors will count their best five finishes (i.e., those finishes with the most points). The co-driver in each class with the highest point total will be declared the **ClubRally** National Co-Driver Champion. In the case of a tie, co-winners will be declared and both will receive a trophy.
3. The presentation of the **ClubRally** National Champion awards will be made at the **ClubRally** National Championship Event awards ceremony. The CRSM will establish, secure, and present these awards.

## ARTICLE 10: VEHICLE CLASSES AND ELIGIBILITY

### 10.1. OVERVIEW

There are four Performance Rally vehicle categories; some have separate classes within them:

Vehicle Preparation Category	Classes
Open Category	Open, Group 5, Group 2
Production Category	Production GT, Production, RallyTruck
Historic Category	Historic
FIA Category	Group N*

\*Includes several sub classes, broken out at-event, based on entry levels, used at **ProRally** Championship Events only.

The above listed categories and classes are used at Rally America sanctioned **ProRally** and **ClubRally** events.

- A. Vehicles entered in Rally America classes of **ProRally** and **ClubRally** events shall be based on a model built by a recognized manufacturer that is listed in an edition of the NADA Car Guide. Vehicles that meet homologation requirements in FIA Group N are also eligible to compete in **ProRally** events (in class) or in **ClubRally** events (in Open class). When competing in **ProRally** events, only currently homologated vehicles presenting proper homologation papers will be eligible for the **ProRally** Group N Championship.

Class	Series Eligibility	Adjusted Engine Displacement & Inlet Restrictor Size
Production	ClubRally & ProRally	N/A
Production GT	ClubRally & ProRally	2651cc and up - 32mm x 3mm
Group 2	ClubRally & ProRally	N/A
Group 5	ClubRally & ProRally	N/A
Open	ClubRally & ProRally	0-4000cc - 34mm x 3mm 4001cc and up - 30.7mm x 3mm
FIA Group N	ProRally	Per FIA Regulation
Historic	ClubRally & ProRally	Per regulation in place at time of original competition

- B. Eligibility for **ProRally** and **ClubRally** classes is restricted to street-licensed, closed-bodied, four-wheeled vehicles; fabric tops and side panels are prohibited.
- C. If a vehicle does not meet the class specifications of ANY of the classes, the Event Steward will place the vehicle in the most appropriate class for competition. The vehicle will be considered "exhibition" only and not eligible for event or season trophies, points, or cash awards.
- D. Any vehicle that has been assigned a "**ProRally**" logbook at any time prior to January 1, 1999 shall be allowed to continue to compete in **ClubRally** events and score championship points (for example, an Open Class vehicle with an adjusted engine displacement larger than 5100 cc).
- E. Age limits of vehicles for **ProRally** Championship competition as of

January 1 of the competition year.

- Homologated Classes - FIA extended limits

- F. All Performance Rally vehicles entered in **ProRally** and **ClubRally** events are required to use only street legal unleaded gasoline or diesel fuels that meet *United States* Federal standards.
1. Member teams of the **ProRally** Manufacturer's Council shall use Sunoco 100 octane (GT Unleaded) fuel in all works backed entries.
- G. For all classes, wings or aerodynamic devices are only permitted if they are part of the vehicles homologation, or are available from the vehicle's manufacturer and comply with the class rules.
- H. *For all vehicles in all classes for all Performance Rally events, a functional catalytic converter shall be installed. Functionality shall be determined by the following: 1) A visible and complete grid within the catalytic converter, or 2) a heat gain of 5% or greater from the inlet to the outlet of the cat with the outlet being hotter.*

The only exceptions that may be granted to the above rule, and then only if documentary evidence is kept with the vehicle logbook, are:

- a) For vehicles running the event powered by diesel fuel.
  - b) For vehicles that were imported into the USA prior to 1980, and that did not have a similar model by that manufacturer that was sold in the USA with a catalytic converter.
  - c) *For U.S. vehicles sold prior to an E.P.A. catalytic converter requirement.*
- I. **Restrictors**
1. *All forced induction, four wheel drive vehicles with an adjusted displacement up to 4000cc's entered in Performance Rally competition shall have an air inlet sized 34mm or smaller. Vehicles with an adjusted displacement of 4001cc's or above shall have a restrictor of 30.7mm. The restrictor shall be placed within 50mm of the rotating section (impeller assembly) of the pressurizing unit. The inlet restrictor shall have a single, circular opening through which all inlet air passes. There shall be no other provision for airflow to the pressure unit. The inlet restrictor installation shall include provision for sealing by the scrutineering staff. The restriction shall have a parallel area maintained for 3mm.*
- J. If the vehicle is fitted with more than one pressurizing unit, the area of the combined units shall not exceed the area for one unit as listed above. As an example, for two restrictors of equal size, the maximum diameters of each restrictor would be 28.3mm for 2350cc to 4000cc and 25.5mm for over 4000cc

## 10.2. CLASS RULES

### A. Group N

1. Large scale series production touring cars in accordance with FIA Technical Regulations, Appendix J, Articles 251 (definitions), 252 (general prescriptions), 253 (safety equipment) and 254.

### B. Open Category

1. The Open Category is comprised of three classes: Open, Group 5, and Group 2. It is the intent of these rules that vehicles competing in the Open Category at **ProRally** and **ClubRally** events be based on production vehicles. Innovation and modifications within the rules is encouraged. Non-production based vehicles (i.e., "one-off" vehicles) built from the ground up, are explicitly prohibited. In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.
  - a. Vehicles entered in Open class competition at all **ProRally** and **ClubRally** events shall also comply with the Open Class Technology Allowances listed in Article 10.2.B.6.
2. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.
3. For Open Class and Group 5; adjusted engine displacement must be no greater than 5100 cc. using the following multipliers:

Type	Multiplier
Rotary	1.8 x Actual Displacement
Turbo/Supercharged	1.7 x Actual Displacement
Pushrod	0.8 x Actual Displacement

All applicable multipliers must be used in determining adjusted displacement.

4. Anti-lag systems:

It is strongly recommended that forced induction anti-lag systems be capable of being turned-off without the driver/co-driver having to exit the passenger compartment to facilitate operation only on special stages.
5. Bodywork:
  - a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material. Roof mounted, commercially available cooling vents are allowed. Any significant deviations from road-going components available from the manufacturer of that vehicle must be approved in advance by Rally America.
  - b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however,



they may be modified only to the extent necessary to accommodate alternate components.

- c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.
- d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tires and wheels.
- e. The original side and rear window(s) may be replaced with a polycarbonate equivalent of equal or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

#### 6. Open Class Technology Allowances

Performance Rally cars eligible to score points in the Driver's Championship and/or the Manufacturer's Championship of the **ProRally** Open Class shall meet the following criteria, in addition to all criteria listed in the Rules for the Open Class. Group 2 and Group 5 vehicles, while falling under the general prescriptions for Open Category, are not bound by this Article. Performance Rally vehicles that fail to comply with these regulations, but do comply with FIA Homologation requirements, shall not be eligible to score points for the **ProRally** Manufacturer's Championship or the Open Class Championship. An example of this type of car would be a vehicle constructed to current FIA World Rally Championship or FIA Group A specifications.

- a. Weight: The absolute minimum real weight of the car is set at 2700 pounds.
  - i. This is the real weight of the car, less fuel, driver, co-driver, and their personal equipment.
  - ii. In case of a dispute during weighing, the full equipment of the driver and co-driver will be removed, including their helmets.
  - iii. Headphones external to the helmet, tools, spare parts including tires and wheels, and championship recording equipment shall be left in the car.
  - iv. At no time during the event may a car weigh less than the absolute minimum real weight stated in these regulations.
  - v. The use of securely fixed ballast to complete the weight of the car is permitted.
- b. Electronic Controls: No type or form of electronic control is permitted for the following components:
  - i. Suspension, steering, braking, gear change/clutch,

front and rear differentials.

- ii. Simple engine cut operating during a mechanically activated gear change is permitted.
- c. Gear Change: The use of an unassisted manual sequential gear change mechanism is allowed.
- d. General Specification:
  - i. The use of any unmodified component which complies with a currently valid FIA Group N homologation for any vehicle is permitted subject to such components complying with the regulations regarding the use of electronic controls set out in (2) above.
  - ii. The definition of “Unmodified Component” includes, but is not limited to, any electronic mechanisms or controls that are essential for said homologated components operation.
- 7. Group 5 Class: Vehicles must be 2WD, normally-aspirated, turbo-charged or supercharged models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; rear-engine, rear-drive; etc.).
- 8. Group 2 Class: Vehicles must be 2WD normally aspirated models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; front-engine, rear-drive, etc.)
  - a. The engine is unrestricted; with the following exceptions: no rotaries are allowed, no forced induction; must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.
  - b. Adjusted displacement must be no greater than 2400 cc using the following multipliers:

Valves per Cylinder	Multiplier	Maximum Actual Displacement
4 (or more)	1.2 x	2000 cc
3	1.1 x	2181 cc
2	1.0 x	2400 cc
Pushrod engine	0.8 x	3000 cc
Diesel	0.8 x	3000 cc

### C. Production Category

- 1. The Production Category is comprised of two classes: Production and Production GT. RallyTruck is incorporated within these classes by factor. The purpose of the production category is to provide an opportunity for rallyists to compete in **ProRally** and **ClubRally** events utilizing automobiles whose preparation is limited to improving their safety and reliability.
- 2. All street-licensed, closed-body, four-wheel vehicles that are available for retail sale (in minimum quantities of 1000 per year in

the United States) are legal.

3. No updating or backdating of cars, models, and/or components is permitted.
4. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Dodge Shelby Charger, Dodge Omni GLH, Volkswagen Golf GTI, Ford Mustang SVO, Chevrolet Cavalier Z24; a model is a specific vehicle not a general category).
5. Vehicles titled as "assembled" or "shop-made" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production Class rules for that model year. The vehicle identification number (VIN) for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN plate or as the assembled title number stamped in the firewall.
6. Class Parameters

Production Class vehicles must have engines with an adjusted displacement no greater than 2650 cc. In addition, Production Class cars must have a minimum weight equal to 1.05 lb. per cc. of adjusted displacement. This weight will be measured with the vehicle 'rally-ready' less drivers, at any time during an event. The PRSM reserves the right to make weight changes or create new engine category multipliers during the season for competitive adjustments. All applicable multipliers must be used in determining adjusted displacement. The following multipliers apply to the indicated cars:

<b>Engine</b>	<b>Multiplier</b>
Rotary	1.8x
Turbocharged/Supercharged	1.7x
Four-wheel drive vehicles	1.3x
Pushrod	0.8x
Three valves per cylinder	1.1x
Four valves per cylinder	1.2x
Diesel	0.8x
Variable cam timing	1.1x

Vehicles with variable cam timing must use a multiplier of 1.1. For example, a 16-valve engine with variable cam timing would be limited to 2007 cc (1.2 X 1.1 X 2007 cc = 2649 cc).

All other vehicles meeting the eligibility requirements of this Article but with larger than 2650cc adjusted will run in the Production GT class. No minimum weight is specified, being dependent on preparation rules.

- a. *All all-wheel-drive Production GT vehicles with forced induction shall have an air inlet orifice of thirty two millimeters*

*(32mm) diameter or less. The restrictor shall have a minimum width (parallel to the direction of airflow) of three millimeters (3mm) and be placed no more than fifty millimeters (50mm) up stream of the rotating section of the pressurizing device(s). If the vehicle is fitted with more than one pressurizing device, the area of the combined restrictors shall not exceed the area for one.*

*b. Two wheel drive Production Category vehicles with forced induction are not required to have an inlet restrictor.*

7. Shop Manual and Specification Form

Each entrant shall have an official factory shop manual for his vehicle and present it at scrutineering. The manual shall also be made available in case of any inspections or claims. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class prior to the first car's leaving the main time control.

a. "Shop Manual" may be in traditional book format, or other manufacturer supplied media. If supplied in other formats, entrant must also supply device to read the media.

8. Vehicle Preparation

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required by factory directives (no matter how common), are not included in this definition. Port installed options are considered the same as Dealer-installed options.

9. Authorized Modifications

All items that are not specifically allowed or referred to as "unrestricted", in this Article, must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

10. Lighting Devices

All lighting and signaling devices must comply with the legal

requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse lights is authorized provided they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

11. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted; however, a single engine oil cooler and the necessary fittings may be added.

12. Induction

*The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements that control the quantity of fuel fed into the engine may be changed. The standard factory ECU shall be retained, but may be reprogrammed. The vehicle shall be capable of running if a standard ECU was reinstalled. No alteration of the wire loom is allowed. The components that control the quantity of air in the engine shall not be changed or altered in any manner except for the addition of a restrictor if required. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed. Boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized.*

13. Exhaust

The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body. A functioning (meets the Federal emissions standards) catalytic converter must be retained or installed. If a car was legally registered before a Catalytic Converter was required in the USA, then the competitor may supply documentation to this effect and obtain a waiver from the PRSM.

14. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is unrestricted.

15. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

16. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed for use in Production GT and Production (including RallyTruck) class vehicles.

17. Shock Absorbers

Free provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged, except they may be reinforced. The damper tanks may be attached onto the unmodified shell of the cars. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

18. Suspension

Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

Coil Springs: The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf Springs: The length, width, thickness and vertical curvature are free.

Torsion Bars: The Diameter is free.

Stock sway bars may be removed or replaced. The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual (FIA homologated cars will obey article 205).

For MacPherson suspensions, the shape of the spring seats is free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's

suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

#### 19. Wheels and Tires

The wheels and tires are free, respecting the diameter and width listed in the official factory shop manual (FIA homologated cars will use diameter and the width listed in their homologation papers), which is to be considered the maximum.

The top of the tire, vertically above the hub, must be covered by the original bodywork. Wheel fixations by bolts may be changed to fixations by studs and nuts, provided that the number of attachment points and the diameter of the threaded parts remains the same as original.

The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and it is not installed in space reserved for the occupants.

Air extractors added on the wheels are forbidden. Mud flaps of flexible material, which do not improve aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

#### 20. Brakes

The replacement of worn linings is authorized and the system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and residual pressure valves are permitted only when standard or a manufacturer's regular production option for the model.

- a. Servo units may be disconnected or removed.
- b. Backing plates may be removed, but not otherwise modified.
- c. ABS (antilock braking system) may be disconnected or removed.
- d. Rerouting of the brake lines is permitted.
- e. The use of Teflon lined, metal braided brake lines is authorized.

#### 21. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

22. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 5.7. Rerouting of fuel lines is permitted. Fuel lines that pass through the passenger compartment must be as prescribed in Article 5.7 of these Rules.

23. Motor Mounts

Motor mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

24. Supplementary Accessories

Supplementary accessories are authorized, without restriction, provided they have no influence what-so-ever on the behavior of the car. For example, those concerning the aesthetics or the inside comfort: lighting, heating, radio, etc.; or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following are authorized:

- a. Nuts and bolts may be freely exchanged and locked by any means.
- b. The mounting of additional gauges, meters, etc.
- c. The horn may be changed or an extra one added.
- d. Extra relays, switches, wiring, and fuses may be added to the electrics.
- e. The original accelerator cable may be replaced regardless of whether or not it is supplied by the manufacturer.
- f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a toolbox, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.
- g. Filler caps may be locked by any means.
- h. The steering wheel is unrestricted.
- i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.
- j. Cruise control systems may be removed.
- k. Anti-theft systems may be removed.
- l. The air conditioner compressor, condenser, hoses, switches, fittings and related hardware may be removed provided that



the heating system remains intact and is operational.

- m. Body shell may be seam welded.
- n. Wheel scrapers are free.
- o. Engine bay plastic "dress up" components may be removed provided they have no other function.
- p. The rear seat, headliner, and trim pieces from the "B" pillar rearward may be removed. All door panels may be modified for clearance of the roll cage, but all OEM door panels shall be retained.
- q. Roof mounted, commercially available cooling vents are allowed.

25. Coach Work

Carpets and their associated padding may be removed. The front seats shall be replaced with seating per Article 5. Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced. Passive restraints, including air bags, shall be removed or disabled.

26. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

27. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Over-boring for the use of oversize pistons is prohibited.

28. Canadian Vehicles

Canadian Production Class Vehicles prepared to CARS specifications will be allowed to compete in **ProRally** and **ClubRally** Production Classes provided the entered vehicle complies with Article 4 (Eligibility Requirements), Article 5 (Required Safety Equipment), Article 6 (Scrutineering), and Article 3 (Vehicle Identification).

#### D. RallyTruck Class

- 1. The purpose of the class is to allow normally aspirated four- and six-cylinder 2WD light trucks; six-cylinder 4WD light trucks; and four- and six-cylinder, 2WD and 4WD sport utility vehicles to compete in the **ProRally** and **ClubRally** series. Equalizing factors will be the various weights and specific requirements listed in Article 10.2.D.3.
  - a. RallyTruck Class is incorporated within Production Class.

2. General

- a. All vehicles shall conform to the manufacturer's specifications (as produced and delivered), except for the following specific additions or modifications. The official shop manual (for the year, make, and model truck and all configuration supportive data) must be in the possession of each competitor at scrutineering.
- b. Certain modifications may be permitted to equalize the performance capabilities of various models. Final implementation of these modifications will be at the discretion of Rally America or its assigned representative.

3. Weight

Minimum weights of trucks will be as rallied, without driver and co-driver. At all times the vehicle must at least weigh the following:

- a. 2WD, up to 3000 cc, 1.0 lbs per cc of engine displacement.
- b. 2WD, over 3000 cc, must weigh 3400 lbs.
- c. 4WD, up to 3000 cc, must weigh 3700 lbs.
- d. 4WD, over 3000 cc, must weigh 3900 lbs.

4. Wheelbase

Minimum wheelbase shall be 100 inches maximum wheelbase shall be 113 inches.

5. Roll Cages

- a. A full width roll cage must be fitted within the passenger compartment per the category for vehicles over 2500 lbs in Article 5, of these rules, with the following exception:
- b. At the six points minimum at which the roll cage attaches to the vehicle (two rear down tubes, four cage points), it must be bolted or welded to the frame with backing plates, either directly to a frame member or to a substantial frame extension (platform). It is permitted to cut holes in the cab and bed of sufficient size for these tubes to pass through.
- c. Sport utility vehicles shall have a double main hoop, formed by welding two rollover bars of like dimensions together. The welds joining these bars must be at least one (1) inch long, on alternating sides of the bars, on six-inch centers.
- d. It is permitted to modify interior panels and trim pieces to accommodate fitment of the roll cage. Trim items such as visors, armrests, interior lights, may be removed. Roll cage tubes may run through the dash providing the dash is modified only enough for the roll cage fitment.

- e. To accommodate fitment of the roll cage in pickup trucks, the rear window may be replaced with a clear, transparent polycarbonate rear window, minimum thickness 0.125 inches. This window must completely fill the original opening, save for the holes necessary for the roll cage tubes and/or shoulder belts to pass through. It must be bonded, riveted or otherwise securely held in place.

6. Fuel Cells

The original fuel tank in pickup trucks and SUVs may be replaced with a fuel cell meeting the requirements of Article 5.7. Fuel gauge sensors may be modified for fuel cell level readings or may be completely removed. Fuel pumps originally mounted inside the fuel tank may be removed and/or replaced by an electric pump mounted adjacent to the fuel cell and meeting the requirements of Article 5.7.B. Fuel lines may be moved and/or replaced by metal or metal braid reinforced hose.

7. Two-Wheel Drive - Authorized Modifications - RallyTruck

Rally America may require a competitor to replace any component with a manufacturer's original replacement part.

a. Engine

- i. Original pistons, connecting rods, crankshaft, harmonic balancer, flywheel, and clutch assembly may be machined only enough to achieve balance. The crank must weigh within the manufacturers weight tolerance. One original piston and original connecting rod must weigh within the manufacturers weight tolerance and have no indication of tooling. The original ducting to the inlet side of the air cleaner may be moved and/or modified. A single-engine oil cooler and necessary fittings may be added.
- ii. For four cylinder engines only: any and all modifications will be permitted within the engine. The original head and block must be retained (shaving head or block is allowed), but the cams, porting, pistons, valves, crank, etc. are free. The basic carburetor(s) or fuel injection normally mounted on the recognized model may not be changed. The elements that control the quantity of fuel and/or air fed into the engine may be changed. Forced induction is not permitted. The exhaust manifold is unrestricted. Vehicles must meet Federal emission standards for the year of manufacture.

b. Radiator

It is permitted to fit a mesh screen in front of the

radiator to act as a stone guard provided the screen is within the bodywork and serves no other purpose.

c. Drivetrain

- i. Trucks must use the original transmission.
- ii. The driveshaft may be changed from a two to a one-piece driveshaft. The length of the driveshaft may be changed as long as the wheelbase is maintained. Front and rear universal joints must be maintained.
- iii. Either limited slip or locked differentials, which fit inside the original housing without modifications, may be used.
- iv. Standard ring and pinion ratio must be used.
- v. Four-cylinder engines only: any ring and pinion may be used and the flywheel, clutch, and pressure plate are unrestricted.

d. Suspension

- i. Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:
- ii. Suspension bushing material is unrestricted.
- iii. Shock absorbers may be replaced with direct bolt on after market shocks.
- iv. The standard suspension components and mounting points may be reinforced.
- v. Any front or rear anti-roll bar or traction device may be used, providing all additional mounting hardware is bolted, not welded, to the vehicle.
- vi. Springs may be replaced with others of the same type, (leaf, coil, torsion bar, etc.). Rate, diameter, length, and number of coils or leafs are unrestricted. Lowering blocks, not to exceed three inches, may be used with rear leaf springs.
- vii. Bump rubbers may be modified or removed.
- viii. Trucks with rear axles mounted below the leaf springs may re-mount the axle above the spring, and vice versa with axle mounted above the leaf springs.

e. Brakes

Any front to rear proportioning valve may be used. Friction material may be replaced with alternative material.

Disc brake dust shields may be replaced or modified. Brake lines may be relocated and/or replaced by those of an Aeroquip type (steel braid). Servo assist systems may be disconnected.

## **Article 11: HISTORIC CLASS**

### **11.1. PRINCIPLES**

The purpose of Historic Class is to “enable the active celebration of the History of the Motor Car” in stage rallying in America. The Historic Class rules are intended to “preserve the specification of (the) period and prevent the modifications of performance and behaviour which could arise through the application of modern technology.” Furthermore, “Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history.”

(Quotes taken from Appendix K to the International Sporting Code of the FIA)

### **11.2. ELIGIBILITY**

*Cars entering Performance Rally events in Historic Class must be at least 25 years old.*

### **11.3. PREPARATION RULES**

In all cases, Historic Class cars must comply with Articles 5, and 6 of the Performance Rally Rulebook.

- A. Beyond the requirements of Articles 5 and 6, all modifications shall use methods and technology contemporary to the car, with the following exceptions:
1. Brakes lining materials are free
  2. Wheels and tires are free
  3. Lighting is free. *Light pods are allowed if they were used in period for rallying.*
  4. Odometers and non-performance accessories such as intercoms are free, although period instrumentation is encouraged.

### **11.4. ENFORCEMENT**

Event scrutineering will only ensure safety compliance. Compliance with Historic Class rules will be enforced among Historic Class competitors at each event. It is suggested that all Historic Class competitors meet for mutual inspection of the cars following event scrutineering at a time posted on the Official Notice Board by the Historic Class Chairman. Any conflicts shall be resolved at that time among the competitors, by majority vote. In case of a tie vote the Historic Class Chairman shall cast the deciding vote. Non-Historic Class competitors may not protest Historic Class eligibility. Following First Car Out, no protests may be lodged by any competitor regarding Historic Class eligibility.

### **11.5. FUTURE DIRECTION OF THE CLASS**

Prospective Historic Class competitors are encouraged to build their cars to period specification, and current safety regulations. The rules governing the Historic Class are intended to allow reasonable modification for use in modern Performance Rally events in both North America and abroad.

## ANNEX B: AWARDS HISTORY

From 1973 through 2004, Performance Rally and its Championships were sanctioned by the SCCA. In 2005, Rally America assumed this role.

### **ProRally (NATIONAL) AWARD WINNERS**

#### **ROOKIE OF THE YEAR (DRIVER)**

2003	None Awarded	
2002	Doug Havir	Golden Valley, MN
2001	John Drislane	Carmel, NY
2000	Jay Streets	San Francisco, CA
1999	Alex Erisoty	New York, NY
1998	Arthur Odero-Jowi	Arlington, TX

#### **OVERALL DRIVER (John Woolf Cup)**

2003	David Higgins	Llanwog, Wales
2002	David Higgins	Llanwog, Wales
2001	Mark Lovell	Axbridge, U.K.
2000	Paul Choiniere	Shelburne, VT
1999	Noel Lawler	Manchester Village, VT
1998	David Summerbell	Kingston, Jamaica
1997	Paul Choiniere	Shelburne, VT
1996	Paul Choiniere	Shelburne, VT
1995	Paul Choiniere	Shelburne, VT
1994	Paul Choiniere	Shelburne, VT
1993	Paul Choiniere	Williston, VT
1992	Paul Choiniere	Williston, VT
1991	Chad DiMarco	Huntington Bch, CA
1990	Paul Choiniere	Williston, VT
1989	Rod Millen	Newport Beach, CA
1988	Rod Millen	Newport Beach, CA
1987	John Buffum	Colchester, VT
1986	John Buffum	Colchester, VT
1985	John Buffum	Colchester, VT
1984	John Buffum	Colchester, VT
1983	John Buffum	Colchester, VT
1982	John Buffum	Colchester, VT
1981	Rod Millen	Auckland, New Zealand
1980	John Buffum	Colchester, VT
1979	John Buffum	Colchester, VT
1978	John Buffum	Colchester, VT
1977	John Buffum	Colchester, VT
1976	Hendrik Blok	Los Angeles, CA
1975	John Buffum	Colchester, VT
1974	Gene Henderson	Dearborn, MI
1973	Scott D. Harvey	Rochester, MI

#### **OVERALL CO-DRIVER (Grant Whitaker Cup)**

2003	Daniel Barritt	Burnley, Lancs. UK
2002	Steve Turvey	Weaton, UK
2001	Frank Cunningham	Boston, MA
2000	Jeff Becker	Great Neck, NY
1999	Charles Bradley	Ardomre, PA
1998	Michael Fennell	Kingston, Jamaica
1997	Jeff Becker	Great Neck, NY
1996	Jeff Becker	Great Neck, NY
1995	Jeff Becker	Great Neck, NY
1994	Jeff Becker	Great Neck, NY
1993	Jeff Becker	Great Neck, NY
1992	Jeff Becker	Great Neck, NY
1991	Erick Hauge	Napa, CA
1990	Cal Coatsworth	Corona Del Mar, CA
1989	Tony Sircombe	Huntington Bch, CA
1988	Harry Ward	Toledo, OH
1987	Tom Grimshaw	Overland Park, KS
1986	Tom Grimshaw	Overland Park, KS
1985	Tom Grimshaw	Overland Park, KS
1984	R. Dale Kraushaar	Tigard, OR
1983	Doug Shepherd	Livonia, MI
1982	Doug Shepherd	Livonia, MI
1981	R. Dale Kraushaar	Tigard, OR
1980	Doug Shepherd	Ann Arbor, MI
1979	Mark Howard	Newport Beach, CA
1978	Doug Shepherd	Ann Arbor, MI
1977	Vicki Dykema	Shelburne, VT
1976	Erick Hauge	Sacramento, CA
1975	Vicki Dykema	Shelburne, VT
1974	Kenneth A. Pogue	Detroit, MI
1973	Wayne J. Zitkus	Toledo, OH

## OVERALL 2WD DRIVER

2003 Doug Shepherd	Plymouth, MI
2002 Lauchlin O'Sullivan	San Francisco, CA
2001 Tad Ohtake	Livonia, MI
2000 Mark Utecht	Stacy, MN
1999 Henry Krolikowski	Wyandotte, MI
1998 Ralph Kosmides	Newport Beach, CA

## PRODUCTION GT DRIVER

2003 Valdemaras Macivkevicius	Bridgeview, IL
2002 Bob Henderson	Hobe Sound, FL
2001 Mark Utecht	Stacy, MN
2000 Patrick Richard	Vancouver, BC
1999 Gail Truess	Brooklyn, MI
1998 Steve Gingras	Elk River, MN
1997 Steve Gingras	Elk River, MN
1996 Selcuk Karamanoglu	Bath, ME
1995 Cal Landau	Coraopolis, PA
1994 Selcuk Karamanoglu	Bath, ME
1993 Todd Bawden	Anaheim, CA
1992 Tim O'Neil	Franconia, NH
1991 Michael Grieb	Petoskey, MI
1990 Tom Ottey	Columbus, OH
1989 Doug Shepherd	Plymouth, MI
1988 Doug Shepherd	Plymouth, MI
1987 Daniel Gilliland	Ann Arbor, MI
1986 Doug Shepherd	Livonia, MI
1985 Steve Nowicki	Midland, MI
1984 Richard Kelsey	Fountain Valley, CA

## OVERALL 2WD CO-DRIVER

2003 Pete Gladysz	Troy, MI
2002 Matt Chester	Leadville, CO
2001 Jimmy Brandt	Lake Odessa, MI
2000 Brenda Corneliusen	Fridley, MN
1999 Cindy Krolikowski	Wyandotte, MI
1998 Joe Noyes	Bothell, WA

## PRODUCTION GT CO-DRIVER

2003 Lee Sorenson	Fair Oaks, CA
2002 John McArthur	Honeoye Falls, NY
2001 Brenda Lewis	Fridley, MN
2000 Bill Westrick	Royal Oak, MI
1999 Claire Chizma	Seattle, WA
1998 Paul Eklund	Tigard, OR
1997 Bill Westrick	Orion, MI
1996 Yorgi Bittner	Plain City, OH
1995 Eric Marcus	Dayton, OH
1994 John McArthur	Honeoye Falls, NY
1993 Frank Arruda	Johnston, RI
1992 Tom Burgess	Vancouver, BC
1991 Bob Martin	Goodrich, MI
1990 Pamela McGarvey	Columbus, OH
1989 Joe Andreini	Grosse Pte Pk, MI
1988 Joe Andreini	Grosse Pte Pk, MI
1987 Betty-Ann Gilliland	Ann Arbor, MI
1986 Ginny Reese	Ann Arbor, MI
1985 David Stone	Acme, MI
1984 Chris Senske	Kennewick, WA



## PRODUCTION DRIVER (ROY DONISON CUP)

2003 Mike Halley	Sand Springs, OK
2002 Jon Hamilton	Marysville, OH
2001 Tony Chavez	Santa Fe Springs, CA
2000 Brian Vinson	Ferndale, MI
1999 Karl Scheible	Spencerport, NY
1998 Trevor Donison	Vancouver, WA
1997 Al Kaumeheiwā	Brighton, MI
1996 Jim Anderson	Mebane, NC
1995 Tad Ohtake	Dearborn, MI
1994 Dave Turner	Hemet, CA
1993 Peter Cunningham	Whitefish Bay, WI
1992 W.G. Giles	Birmingham, MI
1991 Cal Landau	Coraopolis, PA
1990 C. Mark Molnar	Newark, OH
1989 Tim O'Neil	Whitefield, NH
1988 Niall Leslie	Ontario, Canada
1987 Guy Light	Midland, MI
1986 John Crawford	Northville, MI
1985 Doug Shepherd	Plymouth, MI
1984 Doug Shepherd	Livonia, MI
1983 Steve Nowicki	New Berlin, WI
1982 Steve Nowicki	New Berlin, WI
1981 Jon Davis	Houghton, MI
1980 Jon Davis	Houghton, MI

## GROUP 2 DRIVER

2003 Christopher Whiteman	Clinton Twp, MI
2002 Lauchlin O'Sullivan	San Francisco, CA
2001 Dave White	Benicia, CA
2000 Robert Nielsen	St. Paul, MN
1999 Bryan Hourt	Raymond, OH
1998 Dave White	Benicia, CA
1997 Richard Losee	Provo, UT
1996 Mike Whitman	Farmington, NM
1995 Sam Bryan	Kent, WA
1994 Goran Ostlund	El Salvador

## GROUP A DRIVER

1996 Class Discontinued	
1995 Bruce Newey	Atlanta, GA
1994 Peter Moodie	Kingston, Jamaica
1993 Chad DiMarco	Huntington Beach, CA
1992 Chad DiMarco	Huntington Beach, CA
1991 Chad DiMarco	Huntington Beach, CA
1990 Chad DiMarco	Huntington Beach, CA
1989 Rod Millen	Newport Beach, CA
1988 Rod Millen	Newport Beach, CA
1987 Rod Millen	Newport Beach, CA
1986 Walter Boyce	Ontario, Canada
1985 Clive Smith	Fountain Valley, CA

## PRODUCTION CO-DRIVER

2003 Bill Montgomery	Alpharetta, GA
2002 Dave Weiman	Houston, TX
2001 Doug Robinson	Ramona, CA
2000 Clair Chizma	Seattle, WA
1999 Gail McGuire	Avon, NY
1998 Scott Embree	Bellefontaine, OH
1997 Craig Sobczak	Marquette, MI
1996 Bill Gutzmann	Ontario, CA
1995 Bob Martin	Goodrich, MI
1994 Bill Gutzmann	Ontario, CA
1993 Joe Andreini	Grosse Pointe Pk, MI
1992 Bob Pierce	Midland, MI
1991 Eric Marcus	Indianapolis, IN
1990 Yorgi Bittner	Plain City, OH
1989 Martin Headland	Alberta, Canada
1988 Brian Maxwel	Toronto, Canada
1987 Jim Brandt	Lake Odessa, MI
1986 Joe Andreini	Grosse PointePk, MI
1985 Linda Wilcox	Kennebrink, ME
1984 Linda Wilcox	S.Burlington, VT
1983 Craig Marr	Oroville, CA
1982 Linda Liversidge	Jericho, VT
1981 Harry Ward	Toledo, OH
1980 Harry Ward	Toledo, OH

## GROUP 2 CO-DRIVER

2003 Michael Paulin	Dearborn, MI
2002 Matt Chester	Leadville, CO
2001 Jimmy Brandt	Lake Odessa, MI
2000 Brett Corneliusen	Minneapolis, MN
1999 Peter Cardimen	Dublin, OH
1998 David Watts	Lenord, MI
1997 Kent Livingston	Salt Lake City, UT
1996 Paula Gibeault	Ridgecrest, CA
1995 Robinson Walden	Seattle, WA
1994 Steve Baker	Snohomish, WA

## GROUP A CO-DRIVER

1996 Class discontinued	
1995 Charles Bradley	Ardmore, PA
1994 Michael Fennell	Kingston, Jamaica
1993 Erick Hauge	Napa, CA
1992 Erick Hauge	Napa, CA
1991 Erick Hauge	Napa, CA
1990 Erick Hauge	Napa, CA
1989 Tony Sircombe	Huntington Beach, CA
1988 Harry Ward	Toledo, OH
1987 Harry Ward	Toledo, OH
1986 Howard Watanabe	W. Covina, CA
1985 Harry Ward	Toledo, OH

## RALLYTRUCK DRIVER

1996 Combined with Production Class  
1995 Dave Turner Hemet, CA  
1994 Jeff Hendricks Prescott, AZ  
1993 Guy Light Carson City, NV  
1992 Gary Gooch Union City, NV  
1991 Guy Light Carson City, NV  
1990 Roger Hull Prescott, AZ  
1989 Gary Gooch Union City, NV

## GROUP 5 DRIVER

2003 Doug Shepherd Plymouth, MI  
2002 Dave Hintz Olympia, WA  
2001 Tad Ohtake Livonia, MI  
2000 Mark Utecht Stacy, MN  
1999 Henry Krolikowski Wyandotte, MI  
1998 Ralph Kosmides Newport Beach, CA  
1997 Sam Bryan Kent, WA  
1996 Henry Krolikowski Wyandotte, MI

## FIA GROUP N DRIVER

2003 Shane Mitchell Bronx, NY  
2002 Ralph Kosmides Newport Beach, CA  
2001 Karl Scheible Spencerport, NY  
2000 Karl Scheible Spencerport, NY

## RALLYTRUCK CO-DRIVER

1996 Combined with Production Class  
1995 Ben Bradley Portland, OR  
1994 Nobie Jones Prescott, AZ  
1993 David K. White Benica, CA  
1992 Judi Gooch Union City, CA  
1991 Guy Light Carson City, NV  
1990 Rob Cherry Prescott, AZ  
1989 Judi Gooch Union City, CA

## GROUP 5 CO-DRIVER

2003 Pete Gladysz Troy, MI  
2002 Rick Hintz San Diego, CA  
2001 Rob Bohn Noblesville, IN  
2000 Brenda Corneliusen Fridley, MN  
1999 Cindy Krolikowski Wyandotte, MI  
1998 Joe Noyes Bothell, WA  
1997 Rob Walden Seattle, WA  
1996 Cindy Krolikowski Wyandotte, MI

## FIA GROUP N CO-DRIVER

2003 Paul Donnelly Maspeth, NY  
2002 Jimmy Brandt Lake Odessa, MI  
2001 Brian Maxwell Port Hope, ON  
2000 Russ Hughes Leroy, NY

## MANUFACTURER AWARDS

### OVERALL

2003	Mitsubishi Motorsport North America
2002	Hyundai Motor America
2001	Subaru of America
1996-2000	Hyundai Motor America
1995	Mitsubishi of America
1990-1994	Audi of America
1988-1989	Mazda (North America), Inc.
1986-1987	Audi of America
1985	Mazda (North America), Inc.
1982-1984	Porsche & Audi of America
1981	Mazda (North America), Inc.
1980	Jaguar Rover Triumph Inc.
1978-1979	Nissan Motors U.S.A. (Datsun)
1977	Chrysler / Nissan Motor
1975-1976	Nissan Motors U.S.A. (Datsun)

### OVERALL 2WD

2003	Dodge
2002	Mitsubishi of America
1999-2000	Toyota Motor Sales U.S.A.
1998	Volkswagen

### GROUP 2

2003	Dodge
2002	Mitsubishi of America
2001	Mazda
1999-2000	No Awards
1998	Volkswagen
1997	Volkswagen

### GROUP 5

2003	Dodge
1996-2000	Toyota Motor Sales U.S.A.

### GROUP A

1996	Class discontinued
1995	Toyota Motor Sales, USA
1994	BMW (North America)
1990-1993	Subaru of America
1987-1989	Mazda (North America), Inc.
1986	Toyota Motor Sales USA

### PRODUCTION

2003	No Award
2001-2002	Hyundai Motor America
2000	No Awards
1999	Daewoo Motor America
1998	Plymouth
1997	Dodge
1996	Kia
1995	Ford Motor Company
1994	American Honda
1993	Acura
1989-1992	Volkswagen of America, Inc.
1988	Toyota Motor Sales, U.S.A.
1987	Volkswagen of America, Inc.
1984-1986	Dodge Division, Chrysler Corp.
1983	Plymouth Div., Chrysler Corp.
1980-1982	Saab-Scania of America, Inc.

### PRODUCTION GT

2002-2003	No Awards
1999-2001	Subaru of America
1997-1998	Mitsubishi of America
1996	Eagle Division Chrysler Corp.
1995	Toyota Motor Sales, U.S.A.
1993-1994	Mitsubishi of America
1990-1992	Mazda Motor of America, Inc.
1985-1989	Dodge Division, Chrysler Corp.
1984	Mazda (North America), Inc.
1985	Toyota Motor Sales USA

### GROUP N

2002-2003	No Awards
2001	Subaru of America

### RALLYTRUCK

1996	Combined with Production
1995	Mitsubishi of America
1994	Chrysler (Jeep)
1993	Mitsubishi of America
1992	Toyota Motor Sales USA
1991	General Motors Corporation
1989-90	Toyota Motor Sales USA

### OVERALL TIRE MANUFACTURER

1988-1997	Michelin Tire Corporation
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## NATIONAL *ProRally* OF THE YEAR AWARD

Selected annually by the PRSS for the *ProRally* which organized the best *ProRally* of the year and best represents the intent of the National Series.

<u>YEAR</u>	<u>EVENT</u>	<u>REGION</u>
2003	Sno*Drift	Detroit
	Susquehannock Trail	Finger Lakes
2002	Ojibwe Forests	Land O'Lakes
2001	Maine Forest	New England Region
2000	Susquehannock Trail	Finger Lakes Region
1999	Ojibwe Forests	Land O'Lakes
1998	D&N Bank Lake Superior	Lake Superior
1997	Susquehannock Trail	Finger Lakes
1996	D&N Bank Lake Superior	Lake Superior
1995	Susquehannock Trail	Finger Lakes
1994	Rim of the World	Cal Club
1993	Press on Regardless	Detroit
1992	Maine Forest	New England
1991	Rim of the World	Cal Club
1990	Susquehannock Trail	Finger Lakes

## JON WOODNER CUP

Selected annually, this award goes to the top placing 2WD driver in the *ProRally*. The award is in memory of Jon Woodner, a former road racer and D-Production National Champion in the mid-1970's. Jon began rallying in a Triumph TR8 and finally Group B in a Peugeot. Jon was killed in 1987 in a single seat plane accident while performing an experiment. The cause of the accident was never identified.

<u>YEAR</u>	<u>COMPETITOR</u>	<u>HOMETOWN</u>
2003	Doug Shepherd	Plymouth, MI
2002	Lauchlin O'Sullivan	San Francisco, CA
2001	Tad Ohtake	Livonia, MI
2000	Mark Utecht	Stacy, MN
1999	Henry Krolikowski	Wyandotte, MI
1998	Ralph Kosmides	Newport Beach, CA
1997	Sam Bryan	Kent, WA
1996	Henry Krolikowski	Wyandotte, MI
1995	Sam Bryan	Kent, WA
1994	Goran Ostlund	San Salvador, El Salvador
1993	Peter Cunningham	Whitefish Bay, WI
1992	Roger Hull	Prescott, AZ
1991	Cal Landau	Coraopolis, PA
1990	Doug Shepherd	Plymouth, MI
1989	Doug Shepherd	Plymouth, MI

## THE CARL MERRILL AWARD

Selected by the Performance Rally Board of the SCCA, it is based on outstanding sportsmanship either overall, at an event or combinations of events. It is to reflect the spirit of Carl's approach to *ProRally*.

<u>Year</u>	<u>Driver</u>	<u>Co-Driver</u>
2001	Tony Chaves	Doug Robinson

## ROBERT V. RIDGES MEMORIAL AWARD

This award is presented to the SCCA-member who:

1. Exemplifies the highest degree of dedication and sportsmanship in the sport during the preceding year;
2. Has made an outstanding contribution to the success of an event during its execution;
3. Has made an outstanding contribution to the program as a whole;
4. Has exhibited exceptional sportsmanship involving personal sacrifice; and/or
5. Has undertaken physical risk for the preservation of life or property. The recipient is selected by the Performance Rally and Road Rally Boards of the SCCA based on recommendations of any rally participant or Board member.

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

## **ClubRally (DIVISIONAL) AWARD WINNERS**

### **OVERALL SUPER D DRIVER CHAMPION**

1997	O2	Mark Utecht	St. Paul, MN	CENTRAL
	U2	Bill Malik	Burbank, CA	WEST
	O4	Chris Czyzio	Flushing, MI	CENTRAL
1996	O2	Ralph Kosmides	Newport Beach, CA	WEST
	U2	Lon Peterson	Victorville, CA	WEST
	O4	Rui Brasil	San Jose, CA	WEST

### **OVERALL SUPER D CO-DRIVER CHAMPION**

1997	O2	Joe Noyes	Bothell, WA	WEST
		Paul Schwerin	Coon Rapids, MN	CENTRAL
	U2	Farina O'Sullivan	San Francisco, CA	WEST
	O4	Bill Westrick	Orion, MI	CENTRAL
1996	O2	Cindy Krolikowski	Wyandotte, MI	CENTRAL
	U2	Adam Pelc	Brooklyn, NY	EAST
	O4	Carlos Tavares	San Jose, CA	WEST

### **EAST AREA DRIVER**

1997	O2	Greg Healey	Poughkeepsie, NY
	U2	Robert Pao	Bridgewater, NJ
	O4	Keith Kreisler	Clifton Park, NY
1996	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Dean Fry	Reading, PA

### **EAST AREA CO-DRIVER**

1997	O2	John MacLeod	S. Easton, MA
	U2	John Bonasera	Collegeville, PA
	O4	Chris Erney	Sterling, VA
1996	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	Don Kennedy	Shillington, PA

### **WEST AREA DRIVER**

1997	O2	George Plsek	Sylmar, CA
	U2	Bill Malik	Burbank, CA
	O4	Rui Brasil	San Jose, CA
1996	O2	Ralph Kosmides	Newport Bch, CA
	U2	Lon Peterson	Victorville, CA
	O4	Dennis Chizma	Simi Valley, CA

### **WEST AREA CO-DRIVER**

1997	O2	Joe Noyes	Bothell, WA
	U2	Farina O'Sullivan	San Francisco, CA
	O4	Carlos Tavares	San Jose, CA
1996	O2	Joe Noyes	Bothell, WA
	U2	Bill Gutzmann	Ontario, CA
	O4	Carlos Tavares	San Jose, CA

### **CENTRAL AREA DRIVER**

1997	O2	Mark Utecht	St. Paul, MN
	U2	Wayne Prochaska	Lake Orion, MI
	O4	Steve Gingras	Elk River, MN
1996	O2	Henry Krolikowski	Wyandotte, MI
	U2	Bob Nielsen	St. Paul, MN
	O4	Ken Stewart	Grove, OK

### **CENTRAL AREA CO-DRIVER**

1997	O2	Paul Schwerin	Coon Rapids, MN
	U2	Annette Prochaska	Lake Orion, MI
	O4	Bill Westrick	Orion, MI
1996	O2	Cindy Krolikowski	Wyandotte, MI
	U2	Jennifer Mynhier	Indianapolis, IN
	O4	Doc Shrader	W. Memphis, TN

## **ClubRally NATIONAL DRIVER CHAMPIONS**

(formerly Overall Divisional Driver Champions)

2003	Open	Steve Gingras	Elk River, MN	CENDIV
	G5	Mike Hurst	Indianapolis, IN	CENDIV
	G2	Brian Scott	Cave Creek, AZ	SOPAC
	PGT	Todd Moberly	Pueblo, CO	RMDIV
	P	Jim Cox	Corcoran, MN	CENDIV
2002	Open	John Drislane	Maspeth, NY	NEDIV
	G5	Mike Hurst	Indianapolis, IN	CENDIV
	G2	Randy Bailey	Soddy Daisy, TN	SEDIV
	PGT	Brian Scott	Cave Creek, AZ	SOPAC
	P	William Tremmel	Reigelsville, PA	NEDIV
2001	Open	Thomas Lawless	Maspeth, NY	NEDIV
	G5	Mike Hurst	Indianapolis, IN	CENDIV
	G2	Randy Bailey	Soddy Daisy, TN	SEDIV
	PGT	Mark Utecht	Stacy, MN	CENDIV
	P	Mike Halley	Sand Springs, OK	MIDIV
2000	Open	Eric Eaton	Tacoma, WA	NORPAC
	G5	Dave Hintz	Enumclaw, WA	NORPAC
	G2	Nat T.Stow	Duvall, WA	NORPAC
	PGT	Greg Lingelbach	Fairview, OR	NORPAC
	P	Andy Jacobs	Kirkland, WA	NORPAC
1999	Open	Todd Jarvey	Eden Prairie, MN	CENDIV
	G5	Jeremy Butts	Dearborn Heights, MI	CENDIV
	G2	Doug Davenport	Minneapolis, MN	CENDIV
	PGT	Chris Czyzio	Flushing, MI	CENDIV
	P	Paula Gibeault	Ridgecrest, CA	SOPAC
1998	04	Rui Brasil	San Jose, CA	SOPAC
	02	Rick Davis	West Chester, PA	NEDIV
	U2	Noah Third	Milwaukie, OR	NORPAC
1997	O2	Mark Utecht	St. Paul, MN	CENDIV
	U2	Bill Malik	Burbank, CA	SOPAC
	O4	Sylvester Stepniewski	Keansburg, NJ	NEDIV
1996	O2	Monty Horn	Olympia, WA	NORPAC
	U2	Jack Horn	Rainier, WA	NORPAC
	O4	Janice Damitio	Montesano, WA	NORPAC
1995	O2	Lesley Suddard	Wilmington, DE	NEDIV
	U2	Sylvester Stepniewski	Union, NJ	NEDIV
	O4	Janice Damitio	Montesano, WA	NORPAC
1994		Mike Whitman	Farmington, NM	RMDIV
1993		Mike Whitman	Farmington, NM	RMDIV
1992		Henry Krolikowski	Wyandotte, MI	CENDIV
1991		Lon Peterson	Victorville, CA	SOPAC
1990		John C. Christensen	Edmonds, WA	NORPAC
1989		Erik Zenz	New Berlin, WI	CENDIV
1988		Tim O'Neil	Whitefield, NH	NEDIV
1987		Mike Purzycki	Fenton, MI	CENDIV
1986		Dean Blagowsky	Timberon, NM	SOPAC
1985		Scott Child	Santa Ana, CA	SOPAC
1984		Mike Whitman	Prescott, AZ	SOPAC

**ClubRally NATIONAL CO-DRIVER CHAMPION**  
 (formerly Overall Divisional Co-Driver Champion)

2003	Open	Jeff Price	Portland, OR	NORPAC
	G5	Jon Atsma	Grand Rapids, MI	CENDIV
	G2	Jeff Call	Kirkland, WA	NORPAC
	PGT	Bob LaFavor	St. Paul, MN	CENDIV
	P	Kevin Poirier	Rainier, OR	NORPAC
2002	Open	Ronan Burke	Avon, CT	NEDIV
	G5	Rick Hintz	San Diego, CA	NORPAC
	G2	Paul Fernandez	Northville, MI	CENDIV
	PGT	Julie Sharples	Federal Way, WA	NORPAC
	P	Kevin Poirier	Rainier, OR	NORPAC
2001	O	TBD		
	G5	TBD		
	G2	TBD		
	PGT	Brenda Lewis		CENDIV
	P	Kevin Poirier	Rainier, OR	NORPAC
2000	O	TBD		
	G5	Brenda Lewis		CENDIV
	G2	TBD		
	PGT	TBD		
	P	Kevin Poirier	Rainier, OR	NORPAC
1999	Open	Richard Faber	Blaine, MN	CENDIV
	G5	Cindy Krolkowski	Wyandotte, MI	CENDIV
	G2	Allan Kintigh	Brooklyn Park, MN	CENDIV
	PGT	Eric Carlson	Oregon, WI	CENDIV
	P	Kevin Poirier	Rainier, OR	NORPAC
1998	O2	TBD		
	U2	TBD		
	O4	TBD		
1997	O2	Paul Schwerin	Coon Rapids, MN	CENDIV
	U2	Farina O'Sullivan	San Francisco, CA	SOPAC
	O4	Kelly Walsh	Costa Mesa, CA	SOPAC
1996	O2	Mark Rathsam	Del Mar, CA	SOPAC
	U2	Adam Pelc	Brooklyn, NY	NEDIV
	O4	Carlos Tavares	San Jose, CA	SOPAC
1995	O2	Bill Gutzmann	Ontario, CA	SOPAC
	U2	Nobel Jones	Prescott, AZ	SOPAC
	O4	Brian Paul	Anaheim, CA	SOPAC
1994	O2	Mark Williams	North Potomac, MD	NEDIV
	U2	Steve Baker	Snohomish, WA	NORPAC
	O4	Scott Webb	Seal Beach, CA	SOPAC
1993		Kevin Linville	Durango, CO	RMDIV
1992		Chris Griffin	Burbank, CA	SOPAC
1991		Ray Damitio	Olympia, WA	NORPAC
1990		Rod Chelgren	Renton, WA	NORPAC
1989		Brian Berg	Milwaukee, WI	CENDIV



## DIVISIONAL CHAMPIONSHIP WINNERS

### NEDIV DRIVER

2003	O	Tom Lawless	Maspeth, NY
	G5	Donal P. Mulleady	Bayonne, NJ
	G2	John Groo	Hartford, CT
	PGT	Eugeniusz Michniuk	Staten Island, NY
	P	Wojtek Okula	Stamford, CT
2002	O	John Drislane	Carmel, NY
	G5	Todd Bourdette	Millerton, NY
	G2	John Groo	Hartford, CT
	PGT	Jonathan Bottoms	Buffalo, NY
	P	William Tremmel	Riegelsville, PA
2001	O	John Drislane	Carmel, NY
	G5	Niall Donnelly	New York, NY
	G2	Seward Ogden	Putney, VT
	PGT	Greg Healey	Saugerties, NY
	P	Eduardo Torre	Falls Church, VA
2000	O	Jon Bogart	Wallingford, PA
	G5	Adam ValedaSerra	Maynard, MA
	G2	Padraig Purcell	Yonkers, NY
	PGT	Celsus Donnelly	Bronx, NY
	P	Ted Mendham	Lyndeboro, NH
1999	O	Arthur Wojcik	Middle Village, NY
	G5	Lesley Suddard	Wilmington, DE
	G2	Jason Williams	Erie, PA
	PGT	James Frandsen	Big Flats, NY
	P	Karl Scheible	Spenceport, NY
1998	O2	Lesley Suddard	Wilmington, DE
	U2	Scott Kreisler	Boyertown, PA
	O4	S. Stepniewski	Union, NJ
1997	O2	Greg Healey	Poughkeepsie, NY
	U2	Robert Pao	Bridgewater, NJ
	O4	Keith Kreisler	Clifton Park, NY
1996	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Dean Fry	Reading, PA
1995	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Gail McGuire	Avon, NY
1994	O2	Elizabeth Campbell	Rutland, VT
	U2	Gerald Sweet	Oak Ridge, NJ
	O4	Rees Harris	S. Burlington, VT
1993		Frank Cunningham	Boston, MA
1992		Dick Corley	Colchester, VT
1991		Vincent Frontinan	Somerville, MA
1990		Sakis Hadjiminias	Floral Park, NY
1989		Sandy Liversidge	Kennebunk, ME
1988		Tim O'Neil	Whitefield, NH
1987		Vincente Frontinan	Somerville, MA
1986		Nelson Shepard	Williston, VT
1985		Bob Voll	Southbury, CT
1984		Kevin O'Dea	South Wales, NY

### NEDIV CO-DRIVER

2003	O	Bob Kelly	Rosscarbery, IE
	G5	Damien Treanor	Yonkers, NY
	G2	Dave Shindle	Falls Church, VA
	PGT	Carolyn Bosley	Hinesburg, VT
	P	Adam Pelc	Middle Village, NY
2002	O	Ronan Burke	Avon, CT
	G5	Michael Brown	Millerton, PA
	G2	Paul Bertando	Danbury, CT
	PGT	Carolyn Bosley	Hinesburg, VT
	P	Peter J. "Jeff" Coleman	Perkasie, PA
2001	O	Dave Shindle	Landover Hills, MD
	G5	Sumit Panjabi	Alexandria, VA
	G2	Casey Blust	Guilford, VT
	PGT	Dave Shindle	Landover Hills, MD
	P	Abdul Seediqiar	Centerville, VA
2000	O	Frank Cunningham	Boston, MA
	G5	Christine ValedaSerra	Maynard, MA
	G2	Patrick McGrath	Yonkers, NY
	PGT	Philip Barnes	Cortland, NY
	P	Lise Mendham	Lyndeboro, NH
1999	O	Charles Cox	Cambridge, MA
	G5	Marc Goldfarb	Atkinson, NH
	G2	Jacqueline Adams	N. Collins, NY
	PGT	Todd Bourdette	Millerton, PA
	P	Gail McGuire	Avon, NY
1998	O2	Ben Greisler	Exton, PA
	U2	Keith Kreisler	Bellefontaine, OH
	O4	Adam Pelc	Middle Village, NY
1997	O2	John MacLeod	S. Easton, MA
	U2	John Bonasera	Collegeville, PA
	O4	Chris Erney	Sterling, VA
1996	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	Don Kennedy	Shillington, PA
1995	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	C. Mantopolous	Staten Island, NY
1994	O2	Mark Williams	N. Potomac, MD
	U2	Stuart Spark	Woodcliff Lk., NJ
	O4	Olga Orisek	White Plains, NY
1993		Charles Bradley	Ardmore, PA
1992		Lance Smith	Williston, VT
1991		Frank Arruda	Williston, VT
1990		Mario Karageorgi	Huntington, NY
1989		Boyd Smith	Trout Run, PA
1988		Virginia Bray	Whitefield, NH
1987		Manul San Bento	Somerville, MA
1986		Doug Nerber	Stowe, VT
1985		Diane Houseal	Lansdale, PA
1984		Not awarded	

**SEDIV DRIVER**

2003 O Darrell G. Pugh Rockwood, TN  
 G5 Scott Alan Justus Pocohontas, AR  
 G2 Randy Bailey Soddy Daisy, TN  
 PGT Bob Wall Apex, NC  
 P Not awarded

2002 O Carlos Lopez Brandon, FL  
 G5 Brian P. Flanagan Signal Mtn., TN  
 G2 Randy Bailey Soddy Daisy, TN  
 PGT Emmons Hathaway Melrose, FL  
 P Anders Green Apex, NC

2001 O Not awarded  
 G5 Mark Bowers Afton, VA  
 G2 Joshua Kane Turner Knoxville, TN  
 PGT Roland Mclvor Pittsburg, PA  
 P Anders Green Apex, NC

2000 O Seamus Burke Powder Springs, GA  
 G5 Mark Bowers Afton, VA  
 G2 Randy Bailey Soddy Daisy, TN  
 PGT Paul Dubinsky Fort Mill, SC  
 P Not awarded

1999 O Not awarded  
 G5 Mark Bowers Afton, VA  
 G2 Charles Sherrill Hickory, NC  
 PGT Kendall Russell Knoxville, TN  
 P Roland Mclvor Pittsburg, PA

1998 02 Kendall Russell Knoxville, TN  
 U2 Charles Sherrill Hickory, NC  
 04 Paul Dubinsky Fort Mill, SC

1997 02 Kendall Russell Knoxville, TN  
 U2 Roland Mclvor Ft. Myers, FL  
 04 Bill Driegert Atlanta, GA

1996 02 TBD  
 U2 TBD  
 04 TBD

1995 02 Greg Healey Hartsville, SC  
 U2 David Payne Norcross, GA  
 04 Not awarded

1994 02 Robert Waits Lawrenceville, GA  
 U2 David Payne Marietta, GA  
 04 Not awarded

1993 Bruce Newey Marietta, GA  
 1992 Bruce Newey Marietta, GA  
 1991 Bruce Newey Marietta, GA  
 1990 Charles McCrary III Marietta, GA  
 1989 Not awarded  
 1988 Mark Pullen Roswell, GA  
 1987 Mark Bowers Woodburn, IN  
 1986 Chuck McCreary Marietta, GA  
 1985 Chuck McCreary Marietta, GA  
 1984 Mark Bowers Shelbyville, IN

**SEDIV CO-DRIVER**

2003 O Emma Burke  
 G5 Kenneth Blain Chattanooga, TN  
 G2 Mike Strawbridge Cleveland, TN  
 PGT Matthew Johnson Apex, NC  
 P Not awarded

2002 O Emmons Hathaway Melrose, FL  
 G5 J. David McDaniel Chatsworth, GA  
 G2 Will Perry Soddy Daisy, TN  
 PGT Wilson VonKessler Lookout Mtn., GA  
 P Eric Adams Pittsboro, NC

2001 O Not awarded  
 G5 Eric Alimena Snellville, GA  
 G2 Eric Alimena Snellville, GA  
 PGT Not awarded  
 P Richard Knott Keystone Heights, FL

2000 O Not awarded  
 G5 James Duffy Bowers Afton, VA  
 G2 Will Perry Soddy Daisy, TN  
 PGT Not awarded  
 P Not awarded

1999 O Not awarded  
 G5 James Duffy Bowers Afton, VA  
 G2 Mark Landon Rea Hickory, NC  
 PGT Yvon Dubinsky Fort Mill, SC  
 P Jeff Denton Apex, NC

1998 02 Yvon Dubinsky Fort Mill, SC  
 U2 TBD  
 04 TBD

1997 02 Mark Bowers Afton, VA  
 U2 Ellen Santarcangelo Ft. Myers, FL  
 04 Not Awarded

1996 02 TBD  
 U2 TBD  
 04 TBD

1995 02 Not awarded  
 U2 Not awarded  
 04 Not awarded

1994 02 James Hurley Knoxville, TN  
 U2 Rusty Megois Atlanta, GA  
 04 Matt Chester Atlanta, GA

1993 Kennon Rymer Knoxville, TN  
 1992 Kennon Rymer Knoxville, TN  
 1991 Paul Wearing Atlanta, GA  
 1990 Duane Simpson Charlotte, NC  
 1989 Not awarded  
 1988 Lori Ann Payne Easley, SC  
 1987 Lori Ann Payne Easley, SC  
 1986 Not awarded  
 1985 Ken Cassidy Scottsdale, AZ  
 1984 Not awarded

**CENDIV DRIVER**

2003 O Piotr Wiktokczyk Chicago, IL  
 G5 Robert Cutler N. Muskegon, MI  
 G2 Joel Sanford Davison, MI  
 PGT David LeFavor Saint Paul, MN  
 P Jim Cox Corcoran, MN  
 2002 O Chris Gilligan Ypsilanti, MI  
 G5 Robert Olson Eden Prairie, MN  
 G2 Robert Nielsen St. Paul, MN  
 PGT Thanasi Samaras Hudsonville, MI  
 P Jim Cox Corcoran, MN  
 2001 O Todd Jarvey Maple Grove, MN  
 G5 Colin McCleery Zeeland, MI  
 G2 Phil Smith Upper Sandusky, OH  
 PGT Mark Utecht Stacy, MN  
 P Jim Cox Corcoran, MN  
 2000 O Todd Jarvey Maple Grove, MN  
 G5 Mark Utecht Stacy, MN  
 G2 Bob Nielsen St. Paul, MN  
 PGT Chris Czyzio Flushing, MI  
 P Tom Young  
 1999 O Todd Jarvey Maple Grove, MN  
 G5 Henry Krolikowski Wyandotte, MI  
 G2 Doug Davenport Minneapolis, MN  
 PGT Chris Czyzio Flushing, MI  
 P Eric Seppanen Brooklyn Center, MN  
 1998 O2 Mark Utecht St. Paul, MN  
 U2 Wayne Prochaska Lake Orion, MI  
 O4 Chris Czyzio Flushing, MI  
 1997 O2 Mark Utecht St. Paul, MN  
 U2 Wayne Prochaska Lake Orion, MI  
 O4 Chris Czyzio Flushing, MI  
 1996 O2 Chris Czyzio Flushing, MI  
 U2 Bob Nielsen St. Paul, MN  
 O4 Ken Stewart Grove, OK  
 1995 O2 Mike Hurst Pendleton, IN  
 U2 Alan Fahrner Canton, OH  
 O4 Ken Stewart Grove, OK  
 1994 O2 Mike Hurst Pendleton, IN  
 U2 Bob Nielson St. Paul, MN  
 O4 Ken Stewart Grove, OK  
 1993 Mike Hurst Pendleton, IN  
 1992 Pete Cunningham Milwaukee, WI  
 1991 W.G. Giles Midland, MI  
 1990 Stuart Sarasin Marquette, MI  
 1989 Erik Zenz New Berlin, WI  
 1988 Mike Purzycki Fenton, MI  
 1987 Jim Warren Midland, MI  
 1986 Carl Kieranen Toivola, MI  
 1985 Tom Bell Williamsburg, MI  
 1984 Jim Warren Midland, MI

**CENDIV CO-DRIVER**

2003 O Joe Petersen Rubicon, WI  
 G5 John Atsma Grand Rapids, MI  
 G2 Scott Sanford White Lake, MI  
 PGT Robert LeFavor Saint Paul, MN  
 P Kaari Cox Corcoran, MN  
 2002 O Joe Petersen Rubicon, WI  
 G5 Conrad Ketelson Orono, MN  
 G2 Paul Fernandez Grand Rapids, MI  
 PGT Erick Van De Berg Holland, MI  
 P Kaari Cox Corcoran, MN  
 2001 O Richard Faber St. Joseph, MN  
 G5 Jeff Secor Hudsonville, MI  
 G2 Dallas Smith Upper Sandusky, OH  
 PGT Brenda Lewis Fridley, MN  
 P Kaari Cox Corcoran, MN  
 2000 O Richard Faber Blaine, MN  
 G5 Brenda Corneliusen Fridley, MN  
 G2 Brett Corneliusen Minneapolis, MN  
 PGT Eric Carlson Oregon, WI  
 P Jim LeBeau  
 1999 O Richard Faber Blaine, MN  
 G5 Cindy Krolikowski Wyandotte, MI  
 G2 Allan Kintigh Brooklyn Park, MN  
 PGT Eric Carlson Oregon, WI  
 P Emily Burton-Weinman Minneapolis, MN  
 1998 O2 Jeff Secor Hudsonville, MI  
 U2 Annette Prochaska Lake Orion, MI  
 O4 Eric Carlson Oregon, WI  
 1997 O2 Paul Schwerin Coon Rapids, MN  
 U2 Annette Prochaska Lake Orion, MI  
 O4 Eric Carlson Hermantown, MN  
 1996 O2 Eric Carlson Hermantown, MN  
 U2 John Atsma Grand Rapids, MI  
 O4 Doug Dill Minneapolis, MN  
 1995 O2 Rob Bohn Plain City, OH  
 U2 Kevin West Bolivar, OH  
 O4 George Bittner Grove, OK  
 1994 O2 Rob Bohn Indianapolis, IN  
 U2 Kevin West Bollvar, OH  
 O4 Bill Westrick Rochester, MN  
 1993 Brent Cary Indianapolis, IN  
 1992 Cindy Krolikowski Wyandotte, MI  
 1991 Bob Pierce Midland, MI  
 1990 Joyce Sarasin Marquette, MI  
 1989 Brian Berg Milwaukee, WI  
 1988 Dan Wernette Warren, MI  
 1987 Dan Wernette Warren, MI  
 1986 Diane Sargent Proctor, MN  
 1985 Mary Jo Czyzio Traverse City, MI  
 1984 Bob Burton Appleton, WI

**SOWDIV DRIVER**

2003	G5	Richard Miller	Sachse, TX
	PGT	Chris Rhodes	Kingwood, TX
2002	G5	Richard Miller	Sachse, TX
2001	G5	Richard Miller	Sachse, TX
2000	G5	Richard Miller	Sachse, TX
1999	O	Joey Odero-Jowi	Arlington, TX
	G5	Richard Miller	
1998	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1997	U2	Not awarded	
	O4	Karen Burrows	Tempe, AZ
1996	O2	John Moore	Little Rock, AR
	U2	Joey Odero-Jowi	Arlington, TX
	O4	Not available	
1995	O2	John Moore	Little Rock, AR
	U2	Joey Odero-Jowi	Arlington, TX
	O4	Scott Justus	Jonesboro, AR
1994	O2	Dave Thomas	St. Charles, MO
	U2	Doc Shrader	W. Memphis, AR
	O4	Scott Justus	Fayetteville, AR
1993		Ken Stewart	Grove, OK
1992		Dave Thomas	St. Charles, MO
1991		Ken Stewart	Grove, OK
1990		James L. Dale, Jr.	Conway, AR
1989		Dave Thomas	Cedar Hill, TX
1988		Dave Thomas	Cedar Hill, TX
1987		Steve Culp	Knoxville, TN
1986		Dean Blagowsky	Timberon, NM
1985		Hazzie Quick	Timberon, NM
1984		Dean Blagowsky	Pinon, NM

**MIDIV DRIVER**

2003	G5	Doug Jenkins	St. Louis, MO
2002	G5	James L. Dale, Jr.	Conway, AR
	P	Mike Halley	Sand Springs, OK
2001	G5	Scott Justus	Pocahontas, AR
	P	Mike Halley	Sand Springs, OK
2000	G5	Mike Halley	Sand Springs, OK
1999	P	Mike Halley	Sand Springs, OK

**SOWDIV CO-DRIVER**

2003	G5	Juanita Miller	Sachse, TX
	PGT	Not awarded	
2002	G5	Juanita Miller	Sachse, TX
2001	G5	Juanita Miller	Sachse, TX
2000	G5	Juanita Miller	Sachse, TX
1999	O	Not awarded	
	G5	Juanita Miller	Sachse, TX
1998	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1997	U2	Hi Shin Shim	Dallas, TX
	O4	Doc Shrader	W. Memphis, AR
1996	O2	Billy Beber	
	U2	Not awarded	
	O4	Doc Shrader	W. Memphis, AR
1995	O2	Don Hanke	Flower Mound, TX
	U2	Juanita Miller	Sachse, TX
	O4	Doc Shrader	W. Memphis, AR
1994	O2	Don Hanke	Flower Mound, TX
	U2	Don Gage	W. Memphis, AR
	O4	Steven Scott	W. Memphis, AR
1993		Bob Logue	Garland, TX
1992		Doug Otoupal	Ft. Davis, TX
1991		Tom Schlegel	Odessa, TX
1990		Dan Pillow	Dallas, TX
1989		Dan Pillow	Dallas, TX
1988		Karen Burrows	N. Little Rock, AR
1987		Karen Burrows	N. Little Rock, AR
1986		Sherri Morgan	Alamogordo, NM
1985		Susan Quick	Timberon, NM
1984		Sherri Morgan	Alamogordo, NM

**MIDIV CO-DRIVER**

2003	G5	Not awarded	
2002	G5	Not awarded	
	P	Not awarded	
2001	G5	Not awarded	
2000	G5	Not awarded	
	P	Sean Figgins	Tulsa, OK
1999	P	Not awarded	

MiDiv was included with RMDiv until 1993. From 1994 to 1998, MiDiv was combined with SowDiv. In 1999, MiDiv started awarding its own championship.

**RMDIV DRIVER**

2003	O	Jeff Zwart	Woody Creek, CO
	G5	Jim Gillaspay	Durango, CO
	G2	Brooks Freehill	Boulder, CO
	PGT	Todd Moberly	Pueblo, CO
2002	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
2001	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
2000	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
1999	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
1998	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1997	O2	Mick Kilpatrick	Durango, CO
	U2	Richard Losee	Provo, UT
	O4	Not awarded	
1996	O2	Mick Kilpatrick	Durango, CO
	U2	David Peterson	Aspen, CO
	O4	Robert Gilliard	Aurora, CO
1995	O2	Bob Burtis	Indian Hills, CO
	U2	John Golden	Lakewood, CO
	O4	Larry Schmidt	Broomfield, CO
1994	O2	Bob Burtis	Indian Hills, CO
	U2	Mike Whitman	Farmington, NM
	O4	Larry Schmidt	Broomfield, CO
1993		Mike Whitman	Farmington, NM
1992		Barry Beal	Denver, CO
1991		Clay Thomas	Denver, CO
1990		John McGrigg	Waukesha, WI
1989		Regan Smolkovich	Denver, CO
1988		Ken Stewart	Grove, OK
1987		Clay Thomas	Denver, CO
1986		Ken Stewart	Grove, OK
1985		Ken Stewart	Grove, OK
1984		Robert Hancock	Tulsa, OK

**RMDIV CO-DRIVER**

2003	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
2002	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
2001	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
2000	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
1999	O	TBD	
	G5	TBD	
	G2	TBD	
	PGT	TBD	
	P	TBD	
1998	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1997	O2	Not awarded	
	U2	Kent Livingston	Salt Lake City, UT
	O4	Not awarded	
1996	O2	Doug Robinson	Englewood, CO
	U2	Rob Seidel	
	O4	Mary Engstrom	Golden, CO
1995	O2	James Burtis	Morrison, CO
	U2	Greg Chalupka	Aspen, CO
	O4	Mary Engstrom	Golden, CO
1994	O2	Rick Burtis	Morrison, CO
	U2	Kevin Linville	Durango, CO
	O4	Ralph Starr	Alamogordo, NM
1993		Kevin Linville	Durango, CO
1992		Stuart Beal	Tulsa, OK
1991		Dan Gensheimer	Aurora, CO
1990		Regan Smolkovich	Denver, CO
1989		Ralph Starr	Alamogordo, MN
1988		Jannel James	Grove, OK
1987		Kathleen Nordine	Denver, CO
1986		Mike Muentner	St. Peters, MO
1985		Mike Muentner	St. Peters, MO
1984		Steve Schroeder	Tulsa, OK

**SOPAC DRIVER**

2003 O Leon Styles Mission Viejo, CA  
 G5 Dave Coleman Orange, CA  
 G2 Justin Hill Huntington Bch, CA  
 PGT Stephan Verdier Huntington Bch, CA  
 P Sean Otto Martinez, CA  
 H Scott Harvey Menifee, CA  
 2002 O Leon Styles Mission Viejo, CA  
 G5 Dave Coleman Orange, CA  
 G2 Bill Malik Burbank, CA  
 PGT Brian Scott Cave Creek, AZ  
 P Terry Stonecipher Sunland, CA  
 2001 O George Plsek Del Mar, CA  
 G5 William Yates Santa Ynez, CA  
 G2 Chris Burns San Jose, CA  
 PGT Bruce Brown Gaviota, CA  
 P Tony Chavez Santa Fe Springs, CA  
 2000 O George Plsek Del Mar, CA  
 G5 John Shults Mission Viejo, CA  
 G2 Jay Streets San Francisco, CA  
 PGT Roger Hull Prescott, AZ  
 P Paula Gibeault Ridgecrest, CA  
 1999 O Doug Robinson Ramona, CA  
 G5 Paul Bojinov San Diego, CA  
 G2 Chad Dykes Escondido, CA  
 PGT Roger Hull Prescott, AZ  
 P Mark Brown Mesa, AZ  
 1998 O2 Doug Robinson Ramona, CA  
 U2 Steve Bender Corona Del Mar, CA  
 O4 Rui Brasil San Jose, CA  
 1997 O2 George Plsek Sylmar, CA  
 U2 Bill Malik Burbank, CA  
 O4 Ron Wood Costa Mesa, CA  
 1996 O2 George Plsek Del Mar, CA  
 U2 Bill Malik Burbank, CA  
 O4 Dennis Chizma Simi Valley, CA  
 1995 O2 Lon Peterson Victorville, CA  
 U2 Jeff Hendricks Prescott, AZ  
 O4 Chris Weleff Riverside, CA  
 1994 O2 Lon Peterson Victorville, CA  
 U2 Jeff Hendricks Prescott, AZ  
 O4 Mitch McCullough Irvine, CA  
 1993 Todd Bawden Costa Mesa, CA  
 1992 Lon Peterson Victorville, CA  
 1991 Lon Peterson Victorville, CA  
 1990 Gary Luke Morgan Hill, CA  
 1989 Jeff Griffin Tujunga, CA  
 1988 Lon Peterson Victorville, CA  
 1987 Bill Holmes Malibu, CA  
 1986 Lon Peterson Victorville, CA  
 1985 Scott Child Santa Ana, CA  
 1984 Mike Whitman Prescott, AZ

**SOPAC CO-DRIVER**

2003 O John Dillon Thousand Oaks, CA  
 G5 Amar Sehmi Palmdale, CA  
 G2 Chris Navarro Huntington Bch, CA  
 PGT Allan Walker Orange, CA  
 P Tim Sardelich Orangevale, CA  
 H Fran Olson Post Falls, ID  
 2002 O John Dillon Thousand Oaks, CA  
 G5 Ryan Cavalier Costa Mesa, CA  
 G2 Linda Masano Scottsdale, AZ  
 PGT Pat Brown Gaviota, CA  
 P Jeff Bruett Placerville, CA  
 2001 O Alex Gelsomino Thousand Oaks, CA  
 G5 Julie Yates Santa Ynez, CA  
 G2 Brad Boli Claremont, CA  
 PGT Bob Moe Larkspur, CA  
 P Doug Robinson Ramona, CA  
 2000 O Eddie Cardenas Garden Grove, CA  
 G5 Don Shreyer Loma Linda, CA  
 G2 Gary Garman  
 PGT Sean Gallagher Santa Ana, CA  
 P Chrissy Beavis San Luis Obispo, CA  
 1999 O Sue Robinson Ramona, CA  
 G5 Julian Ragalie Valley Village, CA  
 G2 Pete Morris Los Angeles, CA  
 PGT John Dillon Thousand Oaks, CA  
 P Ole Holter Long Beach, CA  
 1998 O2 Sue Robinson Ramona, CA  
 U2 Craig McHugh Irvine, CA  
 O4 Carlos Tavares San Jose, CA  
 1997 O2 Mark Rathsam Del Mar, CA  
 U2 Farina O'Sullivan San Francisco, CA  
 O4 Kelly Walsh Costa Mesa, CA  
 1996 O2 Mark Rathsam Del Mar, CA  
 U2 Bill Staley Perris, CA  
 O4 Carlos Tavares San Jose, CA  
 1995 O2 Bill Gutzmann Ontario, CA  
 U2 Noble Jones Prescott, AZ  
 O4 Brian Paul Anaheim, CA  
 1994 O2 Bill Gutzmann Ontario, CA  
 U2 Kelly Walsh Costa Mesa, CA  
 O4 Scott Webb Hermosa Bch, CA  
 1993 Cal Coatsworth Corona Del Mar, CA  
 1992 Chris Griffin Burbank, CA  
 1991 Jim Love Upland, CA  
 1990 Mark Williams Gaithersburg, MD  
 1989 Camille Griffin Tujunga, CA  
 1988 Jim Love Upland, CA  
 1987 Jim Rogers Van Nuys, CA  
 1986 Jim Love Upland, CA  
 1985 Pat McMahon El Toro, CA  
 1984 Lynnette Allison Corona, CA

**NORPAC DRIVER**

2003 O Paul Eklund Tigard, OR  
 G5 Carey Wright North Bend, WA  
 G2 Scott Fuller Eugene, OR  
 PGT Jamie Thomas Kirkland, WA  
 P Mark Tabor West Linn, OR  
 H Glenn Wallace Redmond, WA  
 2002 O Richard Buckner Portland, OR  
 G5 Jay Streets San Francisco, CA  
 G2 Mark Durley Sammamish, WA  
 PGT Andy Sharples Federal Way, WA  
 P Mark Tabor Bend, OR  
 2001 O Tim Paterson Bellevue, WA  
 G5 Martyn Ford Corbett, OR  
 G2 Jay Streets San Francisco, CA  
 PGT Nat T-Stow Duvall, WA  
 P Mark Tabor West Linn, OR  
 2000 O K. Pennington  
 G5 Bob Reaves  
 G2 Nate Tennis Carnation, WA  
 PGT Pat Richard Vancouver, BC  
 P Jon Tabor West Linn, OR  
 1999 O Lauchlin O'Sullivan San Fran., CA  
 G5 Dave Hintz Olympia, WA  
 G2 Noah Third Milwaukie, OR  
 PGT Patrick Richard Vancouver, BC  
 P Jon Tabor West Linn, OR  
 1998 O2 Vance Walker Newberg, OR  
 U2 Dave White Canada  
 O4 Janice Damitio Montesano, WA  
 1997 O2 John Lane Bellevue, WA  
 U2 Todd Hartman Issaquah, WA  
 O4 Tim Paterson Redmond, WA  
 1996 O2 Monty Horn Olympia, WA  
 U2 Jack Horn Rainier, WA  
 O4 Janice Damitio Montesano, WA  
 1995 O2 Ralph Kosmides Newport Bch, CA  
 U2 Simon Levear Tigard, OR  
 O4 Janice Damitio Montesano, WA  
 1994 O2 Duane Bender Bellevue, WA  
 U2 Goran Ostlund New Orleans, LA  
 O4 Dale Beard Bims, WA  
 1993 Greg Lund Kent, WA  
 1992 Greg Lund Kent, WA  
 1991 Grant Whiting Olympia, WA  
 1990 John Christensen Edmonds, WA  
 1989 Mark Qvale Kent, WA  
 1988 Grant Whiting Olympia, WA  
 1987 Steve Roberts Bellevue, WA  
 1986 Grant Whiting Olympia, WA  
 1985 Steve Roberts Bellevue, WA  
 1984 Kevin Gordham Olympia, WA

**NORPAC CO-DRIVER**

2003 O Jeff Price Portland, OR  
 G5 Dave Kean Everett, WA  
 G2 Jeff Call Kirkland, WA  
 PGT Matt Gauger Sacramento, CA  
 P Kevin Poirier Rainier, OR  
 H Miller Dumaoal Marysville, WA  
 2002 O Jason Grahn Puyallup, WA  
 G5 Dave Kean Everett, WA  
 G2 Allan McGuirl Port Coquitlam, BC  
 PGT Julie Sharples Federal Way, BC  
 P Kevin Poirier Gobel, OR  
 2001 O Scott Ferguson Woodinville, WA  
 G5 Sean Case Seattle, WA  
 G2 Nate Pettit Carnation, WA  
 PGT Jamie Thomas Kirkland, WA  
 P Kevin Poirier Rainier, OR  
 2000 O Janice Damitio Montesano, WA  
 G5 Tammy Reaves  
 G2 A. Montgomery  
 PGT Ben Bradley Portland, OR  
 P Kevin Poirier Rainier, OR  
 1999 O Jon Oxford San Fran, CA  
 G5 Doug Chase Everett, WA  
 G2 Jason Lane Burnaby, BC  
 PGT Kristen Tabor West Linn, OR  
 P Kevin Poirier Rainier, OR  
 1998 O2 Karen Walker Newberg, OR  
 U2 Ben Bradley Portland, OR  
 O4 Amity Trowbridge Olympia, WA  
 1997 O2 Scott Huhn Seattle, WA  
 U2 Kirk Knestis Seattle, WA  
 O4 Kara Unger Clackamas, OR  
 1996 O2 Scott Simons Tumwater, WA  
 U2 Eric Schlid Tacoma, WA  
 O4 Amity Trowbridge Seattle, WA  
 1995 O2 Penny Paterson Redmond, WA  
 U2 Lee Shadbolt Tigard, OR  
 O4 Ben Bradley Portland, OR  
 1994 O2 Mary Jo Czyzio Flushing, MI  
 U2 Steve Baker Snohomish, WA  
 O4 Richard Simons Bonney Lk., WA  
 1993 Lynne Lund Kent, WA  
 1992 Lynne Lund Kent, WA  
 1991 Ray Damitio Olympia, WA  
 1990 Rod Chelgren Renton, WA  
 1989 Casey Qvale Kent, WA  
 1988 Ray Damitio Olympia, WA  
 1987 Don Gibson Bellevue, WA  
 1986 Ray Damitio Olympia, WA  
 1985 Casey Qvale Kent, WA  
 1984 Phil Bain Tacoma, WA

## BEST EVENT WITHIN DIVISION

This award is established to recognize and reward the efforts of the organizing committee of **ClubRally** events without whom the **ClubRally** Series could not function. Selection will be made on the basis of the top scoring event using the following formula: 50% results of competitor evaluation reports (CER's). Events must have a 50% return rate on CER's in order to be eligible; 25% - evaluation of the event Steward; and 25% - evaluation of **ClubRally** Steward. This award will be presented at individual Divisional Awards Ceremonies. This event will be recommended to the PRB as one of the seven finalists for "**ClubRally** of the Year".

## ClubRally OF THE YEAR AWARD

Each season the PRB will declare one event "**ClubRally** of the Year." Selection will be made from best Divisional events (one from each Division selected by the **ClubRally** Stewards) on the basis of the following: results of competitor, evaluation report; events must get 50% of their CER's returned to be eligible; evaluation of event Steward, **ClubRally** Steward, and PRB. **ClubRally** Stewards must forward documentation to the Performance Rally Department. Past recipients are:

<u>YEAR</u>	<u>EVENT</u>	<u>REGION</u>	<u>ORGANIZER</u>
2003	Cadillac Forest	Western Michigan	Jimmy Brandt
2002	Colorado Cog	Continental Divide	Jim Gill & Mark Cox
2001	Doo Wops	Northwest	Ray Damitio
2000	Cherokee Trails	Chattanooga Region	Kendall Russell & John Shirley
1999	Black River Stages	Blue Mountain	Greg Healey
1998	Not awarded		
1997	Treeline	Cal Club	Lon Peterson & Adrienne Scott
1996	Headwaters	Land O'Lakes	Karen Freund
1995	Ski Sawmill	Blue Mountain	Lesley Suddard & Ken Beard
1994	Twin Peaks	Northwest	Lynne Lund
1993	Not awarded		
1992	Doo Wop Series	Northwest	Ray Damitio, Ben Bradley & Toni Branshaw
1991	Gold Rush	Colorado	Regan Smolkovich
1990	Gold Rush	Colorado	Regan Smolkovich
1989	Mediquick Cherokee Challenge	North Eastern Oklahoma	Ken Stewart
1988	Gold Rush	Colorado	Regan Smolkovich
1987	Chattahooche Forest	Atlanta	Martin George
1986	John's River Lodge	Northwest	John Forespring
1985	Gold Rush	Colorado	Regan Smolkovich
1984	Lac Vieux Rally	Lake Superior	Greg Beukema



## **ClubRally REGION OF THE YEAR**

This award promotes the involvement of individual SCCA Regions and their members in the growth of the **ClubRally** Programs. Selection is made annually by the Performance Rally Board to honor one SCCA Region, which has conducted a balanced and successful Rally Program. Selections are made from recommendations submitted by the **ClubRally** Stewards, Regional Executives, PRB and members of the Performance Rally community at large. Past recipients are:

<u>YEAR</u>	<u>REGION</u>	<u>REGIONAL EXECUTIVE</u>
2003	Land O'Lakes	Doug Dill
2002	New England	Robert Introne
2001	Central New York	Robin Y. Wysokowski
2000	Texas	Gary Godley
1999	Oregon	Donna Battin
1998	Not awarded	
1997	Land O'Lakes	Beryl Ann Burton
1992	Northwest	Bill McGillin
1990	Northwest	Bill McGillin
1989	Blue Mountain	David Sekella
1988	Lake Superior	Tom VanDamme
1987	Northwest	Wayne Erickson
1986	Northwest	Wayne Erickson

## **DIVISIONAL ClubRally PROGRAM OF THE YEAR AWARD**

This award promotes the involvement of individual SCCA Regions and their members in the growth of the SCCA **ClubRally** program. Each year the PRB will honor one SCCA Region, which has conducted a balanced and successful **ClubRally** Program. The **ClubRally** Steward with further recommendations from the PRB, individual Regions and the Performance Rally community, will make initial recommendations at large. The PRB will determine the Region. Past recipients are:

<u>YEAR</u>	<u>STEWARD</u>	<u>DIVISION</u>
2003	John Forespring	Northern Pacific
2002	Mike Halley	Midwest
2000	Kendall Russell	Southeast
1999	Lesley Suddard	Northeast
1998		Not Awarded
1997		Not Awarded
1995	Bruce Weinman	Central
1994	John Forespring	Northern Pacific
1992	John Forespring	Northern Pacific
1991	Jim Kloosterman	Southern Pacific
1990	John Forespring	Northern Pacific

## NORTH AMERICAN RALLY CUP AWARDS (NARC)

### OVERALL DRIVER

2003 Tom McGeer	Georgetown, ONT
2002 Tom McGeer	Georgetown, ONT
2001 Tom McGeer	Georgetown, ONT
2000 Karl Scheible	Spencerport, NY
1999 Frank Sprongl	Mississauga, ONT
1998 Carl Merrill	Ogunquit, ME
1997 Frank Sprongl	Mississauga, ONT
1996 Carl Merrill	Ogunquit, ME
1995 Frank Sprongl	Mississauga, ONT
1994 Frank Sprongl	Mississauga, ONT
1993 Carl Merrill	Ogunquit, ME
1992 Paul Choiniere	Shelburne, VT
1991 Bruno Kreibich	Ridgewood, NY
1990 Bruno Kreibich	Ridgewood, NY
1989 Paul Choiniere	Williston, VT
1988 Paul Choiniere	South Burlington, VT
1987 John Buffum	Colchester, VT
1986 John Buffum	Colchester, VT
1985 John Buffum	Colchester, VT
1984 John Buffum	Colchester, VT
1983 John Buffum	Colchester, VT
1982 Taisto Heinonen	Surrey, BC
1981 Taisto Heinonen	Surrey, BC
1980 John Buffum	Colchester, VT
1979 Taisto Heinonen	Langley, BC
1978 John Buffum	Colchester, VT
1977 John Buffum	Colchester, VT
1976 John Buffum	Colchester, VT

### OVERALL CO-DRIVER

2003 Jeff Becker	Great Neck, NY
2002 Mark Williams	N. Potomac, MD
2001 Mark Williams	N. Potomac, MD
2000 Mark Williams	N. Potomac, MD
1999 Dan Sprongl	Mississauga, ONT
1998 Lance Smith	Colchester, VT
1997 Dan Sprongl	Mississauga, ONT
1996 John Bellefleur	Toronto, ONT
1995 Jeff Becker	Great Neck, NY
1994 Jeff Becker	Great Neck, NY
1993 Jeff Becker	Great Neck, NY
1992 Jeff Becker	Great Neck, NY
1991 Jeff Becker	Great Neck, NY
1990 Jeff Becker	Great Neck, NY
1989 Joe Andreini	Grosse Pointe Pk, MI
1988 Clark Bond	Bay City, MI
1987 Tom Grimshaw	Overland Park, KS
1986 Tom Grimshaw	Overland Park, KS
1985 Tom Grimshaw	Overland Park, KS
1984 Tom Grimshaw	Overland Park, KS
1983 Doug Shepherd	Livonia, MI
1982 Doug Shepherd	Livonia, MI
1981 Tom Burgess	Burnaby, BC
1980 Doug Shepherd	Ann Arbor, MI
1979 Tom Burgess	Vancouver, BC
1978 Doug Shepherd	Ann Arbor, MI
1977 "Vicki"	Shelburne, VT
1976 John Bellefleur	Toronto, ONT

### GROUP N DRIVER

2003 Peter Thompson	Toronto, ONT
2002 Pat Richard	Vancouver, BC
2001 Not Awarded	

### GROUP N CO-DRIVER

2003 Not Awarded
2002 Not Awarded
2001 Not Awarded

### OPEN DRIVER

2001 Class discontinued	
2000 Karl Scheible	Spencerport, NY
1999 Frank Sprongl	Mississauga, ONT
1998 Carl Merrill	Ogunquite, ME
1997 Frank Sprongl	Mississauga, ONT
1996 Carl Merrill	Ogunquit, ME
1995 Frank Sprongl	Mississauga, ONT
1994 Frank Sprongl	Mississauga, ONT
1993 Carl Merrill	Ogunquit, ME

### OPEN CO-DRIVER

2001 Class discontinued	
2000 Mark Williams	N. Potomac, MD
1999 Dan Sprongl	Mississauga, ONT
1998 Lance Smith	Colchester, VT
1997 Dan Sprongl	Mississauga, ONT
1996 Jeff Becker	Great Neck, NY
1995 John Bellefleur	Thornhill, ONT
1994 Jeff Becker	Great Neck, NY
1993 James Wilson	New York

## PRODUCTION DRIVER

2003 Vittorio Bares	Candia, NH
2002 Ted Mendham	Lyndeborough, NH
2001 Peter Reilly	Brampton, ONT
2000 Ted Mendham	Lyndeborough, NH
1999 Karl Scheible	Spenceport, NY
1998 Jay Kowalik	Raymond, OH
1997 Peter Watt	Peterborough, ONT
1996 Peter Watt	Peterborough, ONT
1995 Bob Elliott	Rutland, VT
1994 Walt Petersen	Olds, ALB
1993 Barry Latreille	Williamstown, ONT
1992 Barry Latreille	Williamstown, ONT
1991 Sylvain Vincent	Quebec, Canada
1990 C. Mark Molnar	Newark, OH
1989 Tim O'Neil	Whitefield, NH
1988 Dan Gilliland	Ann Arbor, MI
1987 Niall Leslie	Ontario, Canada
1986 Nelson Shepard	Williston, VT

## PRODUCTION GT DRIVER

2003 Julien Pilon	Brownsburg-Chatham, PQ
2002 Julien Pilon	Brownsburg-Chatham, PQ
2001 Patrick Richard	Vancouver, BC
2000 Patrick Richard	Vancouver, BC
1999 Lee Shadbolt	Tigard, OR
1998 Not awarded	
1997 Bill Driegert	Atlanta, GA
1996 Selcuk Karamanoglu	Bath, ME
1995 Vincent Sylvain	Unknown
1994 Selcuk Karamanoglu	Bath, ME
1993 Tom McGeer	Ontario, Canada
1992 Not awarded	
1991 Jim Wilson	New York
1990 Alan Freed	Alexandria, VA
1989 Doug Shepherd	Plymouth, MI

## GROUP A DRIVER

1990 Class discontinued	
1989 Demetrious Andreou	Thornhill, ONT
1988 Paul Choiniere	South Burlington, VT
1987 Jean Paul Perusse	Canada
1986 Walter Boyce	Ottawa, ONT

## PRODUCTION CO-DRIVER

2003 Forest Fryberg	Shelburne, NH
2002 Lise Mendham	Lyndeborough, NH
2001 Ray Felice	Guelph, ONT
2000 Lise Mendham	Lyndeborough, NH
1999 Gail McGuire	Avon, NY
1998 Not awarded	
1997 Dick Casey	Fairfax Station, VA
1996 Dick Casey	Fairfax Station, VA
1995 Dick Casey	Fairfax Station, VA
1994 Harry Pressey	St. Thomas, ONT
1993 Sandra Latreille	Williamstown, ONT
1992 Sandra Latreille	Williamstown, ONT
1991 Paul Turgeon	Quebec, Canada
1990 Yorgi Bittner	Plain City, OH
1989 Martin Headland	Calgary, ALB
1988 Betty-Ann Gilliland	Ann Arbor, MI
1987 Betty-Ann Gilliland	Ann Arbor, MI
1986 Diane Houseal	Lansdale, PA

## PRODUCTION GT CO-DRIVER

2003 Marie-Eve Pilon	Brownsburg-Chatham, PQ
2002 Marie-Eve Pilon	Brownsburg-Chatham, PQ
2001 Ian McCurdy	Whistler, BC
2000 John MacLeod	S. Easton, MA
1999 Claire Chizma	Seattle, WA
1998 Not awarded	
1997 Hi Shin Shim	Dallas, TX
1996 Yorgi Bittner	Plain City, OH
1995 C. Mantopoulos	Staten Island, NY
1994 John McArthur	Honeoye Falls, NY
1993 Trish Sparrow	Ontario, Canada
1992 Not awarded	
1991 James Wilson	New York
1990 Jim Kloosterman	Hartsville, SC
1989 Joe Andreini	Grosse Pointe Pk, MI

## GROUP A CO-DRIVER

1990 Class discontinued	
1989 Dave Gill	Scarborough, ONT
1988 Martin Headland	Mississauga, ONT
1987 Martin Headland	Canada
1986 Terry Epp	Stouffville, ON

## LIFETIME POINTS (1970-2002)

The Lifetime Points are based on individual competitors' placement in the top ten overall finish positions (20, 15, 12, 10, 8, 6, 4, 3, 2, and 1 point, respectively) at **ProRally** Championship Events. All **ProRally** events conducted through the end of 2002 and all eight SCCA sanctioned FIA/International "stand-alone" rallies held since 1970 are included in these calculations. Competitors (Drivers and Co-Drivers) with 20 or more points accumulated are shown below. Lifetime points were compiled by Harry M. Handley (1933-1995) through 1995 and then were maintained by the SCCA Performance Rally Department.

### DRIVER

#### Grandmaster (400+)

John Buffum	1677
Rod Millen	1480
Paul Choiniere II	1327
Bruno Kreibich	569
Doug Shepherd	538
Jon Woodner	538
Carl Merrill	417

#### Master (200-399)

Chad DiMarco	399
Hendrick Blok	388
Guy Light	365
Henry Joy IV	335
Scott D. Harvey	321
Gene Henderson	320
John Smiskol	314
Noel Lawler	301
Eric Jones	284
Karl Scheible	270
John Woolf	248
Frank Sprongl	235
Mark Lovell	235
Jim Walker	217
Jeff Zwart	211
Steve Nowicki	210
Cal Landau	205

#### Expert (100-199)

Tim O'Neil	199
Larry Schmidt	187
John Chalmers	180
Taisto Heinonen	172
Selcuk Karamanoglu	162
Clive Smith	157
Garen Shrader	156
Wayne Baldwin	156
Seamus Burke	155
John Rodgers	153
Ralph Kosmides	151
Henry Krolkowski	145
Steve Gingras	143
Tom Ottey	132

Jean-Paul Perusse	131
Bob Hourihan	117
David Higgins	117
Jon Kemp	117
Richey Watanabe	110
Alex Liversidge	109
Jon Davis	108
Sam Bryan	108
Dick Turner	104
Niall Leslie	102

#### Senior (50-99)

Mark Higgins	95
Walter Boyce	95
Mike Whitman	94
Tom Tolles	91
Mark Hardymon	89
Dan Goodwin	88
Bill Holmes	86
David Summerbell	86
Mike Gibeault	82
Ramana Lagemann	81
Carl Jardevall	80
Rhys Millen	80
Roy Donison	80
Peter Lahm	79
Ralph Brooks	79
Peter Moodie	78
Vincente Frontinan	78
Steve Millen	77
Dick Corley	75
John Crawford	75
Brian Rebney	74
Lon Peterson	74
Erik Zenz	69
George Beavis	67
Erhard Dahm	65
Gary Eaton	65
Steve Roberts	65
Alan Carter	63
Guenter Kern	63
Dave White	62
Hannu Mikkola	60
Steve Parker	59

Dan Gilliland	56
Mark Nelson	56
Rui Brasil	56
Richard Tuthill	55
Tim Paterson	55
Gary Ruiz	53
Paul Eklund	53
Arthur Ragazzi	51
Sven Halle	50

#### Advanced (20-49)

Don Jankowski	49
Bruce Newey	48
Mike Hurst	48
Bob Chandler	47
Markku Alen	47
Patrick Richard	47
Peter Cunningham	47
Ron Hayslett	47
Dan Holt	46
Bill Malik	45
Chris Czyzio	44
Lauchlin O'Sullivan	44
Roger Hull	44
Garry Henderson	43
Goran Ostlund	41
Gordon Lansdell	41
Richard Kelsey	41
Dave Lapham	40
Ray Hocker	40
Stig Blomqvist	40
Ola Stromberg	39
Paul Greven	39
Janice Damitio	38
Todd Bawden	38
Greg Lund	37
Leonard Jensen	37
Scott Child	37
Tony Takaori	37
Juha Kankkunen	35
Miki Biasion	35
Randy Black	34
John Davis	33
Mike Purzycki	33

Richard Swenson	33
W.G. Giles	33
Bill Moore	32
Cam Warren	32
Gail Truess	32
Bo Skowronnek	31
Jim Olinger	31
Tad Ohtake	31
Brian Hourt	30
Dan Coughnour	30
Hiroyuki Genta	30
Dick Zwitzer	29

Pat Ayer	28
George Plsek	27
Al Schmidt	26
Bob Laton	26
Gary Gooch	26
Gene Albright	26
Mark Utecht	26
Jan Jolles	25
Ron Richardson	25
Bill Dodd	24
Sobieslaw Zasada	24
Colin Whittingham	23

Ken White	22
R. Dale Kraushaar	22
Dan Thiel	21
John Witt	21
Tom McGeer	21
Bill Brooks	20
Dan Sabourin	20
Jean-Luc Therier	20
Jean-Paul Luc	20
Marek Baranski	20
Sarel Van Der Merwe	20
Yann Cadoret	20

## CO-DRIVER

### Grandmaster (400+)

Jeff Becker	1096
Doug Shepherd	857
Tom Grimshaw	684
R. Dale Kraushaar	653
Erick Hauge	547
Harry Ward	544
Ginny Reese	468
Joe Andreini	404

### Master (200-399)

John Bellefleur	361
Tony Sircombe	349
Charles Bradley	345
Jimmy Brandt	342
Martin Headland	324
Clark Bond	309
Michael Fennell	303
Brian Maxwell	249
Grant Whittaker	248
Ken Pogue	245
Dan Sprongl	238
Scott Weinheimer	234
Lance Smith	221
Walt Krafft	209
Vicki Dykema (Buffum)	207

### Expert (100-199)

Eric Marcus	198
Wayne Zitkus	188
Steve Turvey	175
Pete Gladysz	169
Rod Hendrickson	167
Cindy Krolikowski	163
Jon Wickens	162
Roger Sieling	162
John Buffum	161
Tom Burgess	160
Linda Wilcox	150
Cal Coatsworth	138
Chris Griffin	138
Tom Drake	136
Frank Cunningham	133

Neil Wilson	132
Pam McGarvey	129
Bill Westrick	127
Bill Potvin	125
Joe Noyes	124
Russ Hughes	123
Howard Watanabe	110
Mark Howard	107
Rob Walden	105
David Stone	104
Yorgi Bittner	102
Mike Kidd	101

### Senior (50-99)

Matt Chester	99
Damon Trimble	98
Terry Palmer	94
Carol Smiskol	91
Jim Kloosterman	87
Ken Cassidy	86
Randy Graves	86
Brian Berg	85
Debbie Baldwin	85
Ty Holmquist	84
Rod Sorenson	81
Erik Brooks	79
Steve Ruiz	79
Janie Rodgers	78
Craig Marr	77
Daniel Barritt	77
Ron Richardson	74
Frank Arruda	73
John Bennie	73
Mike Chern	73
Amity Trowbridge	71
Mark Williams	65
Paula Gibeault	64
Ben Bradley	63
Dick Messal	60
Jean Rizer	60
Eric Carlson	57
Lynnette Allison	57
Betty-Ann Gilliland	56
Bill Gutzman	56

Dan Johnston	56
Dave Weiman	56
David White	56
Carlos Tavares	55
Michael Gibson	55
Mike Parris	55
Carolyn Eaton	54
Don Gibson	54
Fred Gallagher	54
Gail McGuire	53
Joe Lebeau	53
Scott Ferguson	53
John McArthur	52
Albert Ragazzi	51
Farina O'Sullivan	51
Jean Lindamood	51
Floyd Shrader	50
Garry Cowan	50
Jerry Hinkle	50






### Advanced (20-49)

Larry Dea	49
Scott Huhn	49
George Bittner	47
Rob Bohn	47
Tom King	47
Cam Warren	46
Bill Westall	45
Jim Rogers	45
Mike Van Loo	45
John Grimshaw	44
Raymond Cadieux	44
Dave Orrick	43
Ralph Beckman	43
Randy Hensley	43
Don Jekal	42
Louis Belanger	42
Roger Blain	41
Steve Baker	41
Ben Greisler	40
Jim Roller	39
Karen Landua	38
Scott Hughes	38
Tony Lumino	38
Tom Bell	37

Juha Piironen	35	Doug Foster	29	Rob Cherry	22
Tiziano Siviero	35	Bob Martin	28	Rory Kennedy	22
Bob Pierce	34	Dick Bartelt	28	W. David Watts	22
John R. Allen	34	Franco Soldati	28	Bob "Buzz" Davis	21
Dave Poston	33	John Campbell	28	Brian Paul	21
Karen Davis	33	John Elkin	27	Antoine Jaquot	20
Ken Middleton	33	Larry Schmidt	27	Arnie Hertz	20
Rich Stuetzel	33	Steve Stevenson	27	Bill Banger	20
Terry Arnold	33	Tom Wreesman	27	Bryan Thomas	20
Ilkka Kivimaki	32	Brenda Lewis	26	Calvin Cooledge	20
Lynn Nixon	32	Diane Housel	26	Chris Patterson	20
Andy Feldman	31	Doug Woods	26	Christian del Ferrier	20
Brian Fox	31	Judi Gooch	26	Christian Edstrom	20
Doug Nerber	31	Ken Adams	26	Claire Mole	20
Lynne Lund	31	John Ramsey	25	Fabrizia Pons	20
Alex Gelsomino	30	Ray Thompson	25	Franz Boshoff	20
Jack Sreenam	30	Steve Laverty	25	Frederic Le Chanu	20
Kazumasa Takata	30	Trish Sparrow	24	Leon LeJeune	20
Malcolm Smith	30	Pattie Hughes-Mayer	23	Mike Franchi	20
Phyllis Chandler	30	Steve Feuerhelm	23	Paul Kluckner	20
Ray Hocker	30	Steve Nowicki	23	Sam Moses	20
Susan Ferrettir	30	Bill Gilley	22	Wojek Schramm	20
Sven Bergvall	30	Gene Kaczmarek	22		

## ANNEX B: FIA SIGNAGE GUIDE

The following signage images and descriptions are shown as general information only. Actual use at events may vary as detailed in that event's supplemental regulations.

FIA		TIME CONTROL - (Service Areas, etc.)
	CONTROL ZONE ENTRY (YELLOW CLOCK)	Rally cars must enter control zone <u>only</u> on their minute to avoid time penalties for early or late arrival. Crews cannot work on their car while in the "Control Zone."
	TIME CONTROL (RED CLOCK)	<b>25 meters from Yellow Clock.</b> The control workers fill in the time card at this location. Rally crews should only hand over time cards during their due minute.
	CONTROL ZONE ENDS (TAN BACKGROUND)	<b>25 meters from Red Clock.</b> The control zone ends here.. In-car crews can work on their car only when they are past this point.
FIA		ADDITIONAL SIGNAGE
	APPROACHING RADIO PERSONNEL (YELLOW BACKGROUND)	Lets in-car crews know that they are approaching a location with radio operators.
	RADIO PERSONNEL (BLUE BACKGROUND)	<b>Approx. 100 meters from Yellow Radio Sign.</b> Actual location of radio operators.
MEDICAL YELLOW CROSS SIGN	APPROACHING MEDICAL PERSONNEL (CROSS ON YELLOW BACKGROUND)	Lets in-car crews know that they are approaching a location with a medical crew.
MEDICAL BLUE CROSS SIGN	MEDICAL PERSONNEL (CROSS ON BLUE BACKGROUND)	<b>Approx. 100 meters from Yellow Medical Cross Sign.</b> Designates actual location of medical crew.
REFUELING OPEN SIGN	ENTRANCE OF REFUELING AREA (BLUE FUEL PUMP)	At <u>some</u> events where the refueling of rally cars is controlled, this sign designates the start of the specified refueling area.
REFUELING CLOSE SIGN	END OF REFUELING AREA (BLUE FUEL PUMP w/ LINES THROUGH PUMP)	At <u>some</u> events where the refueling of rally cars is controlled, this sign designates the end of the specified refueling area.