2022 SCCA RallyCross National Event Supplemental Regulations

In addition to the 2022 SCCA RallyCross Rules, the following supplemental regulations and procedures apply to all 2022 SCCA DirtFish RallyCross National Tour events and the 2022 DirtFish SCCA RallyCross National Championship. Any questions not directly answered by these supplemental regulations are defaulted to the RallyCross rulebook and then to the Event Steward for interpretation. All sections of the 2022 RallyCross Rules are mandatory.

Schedule

Friday	
Event Check-In & Tech	12:30 PM - 4:30 PM
Practice Course open (pay per run)	1:00 PM - 4:30 PM
Course open to walking	3:00 PM - 6:30 PM
Required Drivers Meeting & Opening Ceremony	5:00 PM - 5:30 PM
Class Inspection	5:30 PM - 6:00 PM
Chiefs Meeting	6:00 PM
Dinner / Welcome Party	6:30 PM
Saturday	
Sunrise	6:51 AM
Course closed to walking	7:30 AM
Heat 1 Worker Check-in	7:40 AM
Heat 1 cars in Grid	7:40 AM
Morning competition begins	8:00 AM
Afternoon competition begins	1:00 PM approx
Competition ends	6:00 PM approx
Sunset	6:51 PM
Sunday	
Sunrise	6:52 AM
Course closed to walking	7:30 AM
Heat 1 Worker Check-in	7:40 AM
Heat 1 cars in Grid	7:40 AM
Regular competition begins	8:00 AM
Regular competition ends / ROC starts	3:00 PM
Race of Champions ends	4:00 PM
Awards presentation	30 minutes after the last car

1.   Timing & Scoring

1.1.   Entrants are responsible for submitting all corrections (i.e. name, class, vehicle number) to Timing & Scoring before competition begins.

1.2.   Each competition vehicle must have a vehicle number and class identification displayed on both sides of the vehicle per [Required Decals](#) Section below.

    1.2.1.   Vehicle numbers are limited to a maximum of three (3) digits.

    1.2.2.   Vehicle number "1" in each class is reserved for each National Champion from the previous year who is competing in the same class this year.

    1.2.3.   If two entrants compete in the same vehicle and in the same class each entrant must submit a separate entry form. The first entrant must have a two-digit number. The second entrant must have the first entrant's number plus 100 (e.g. 1st entrant #98, 2nd entrant #198). Numbers 101 through 199 are reserved for second entrants *only*.

    1.2.4.   Requests for numbers will be approved on a first-come, first-served basis. If there is a request for a number already registered/reserved, the next closest number or one using the same digits may be assigned.

    1.2.5.   All requests for changes to an entrant's vehicle number or vehicle made after competition begins must be submitted to the Event Steward

1.3.   A list of entrants by class and vehicle number will be posted at Registration, on the Official Notice Board and/or online.

1.4.   Timed runs will be scored electronically by an optical or mechanical switch triggered by the vehicle at the start and finish lines.

    1.4.1.   In the event of a malfunction, stop watches will be used to their best accuracy, with two watches being used for each vehicle. Each watch will be operated by one person and the average of the two watch times will be used.

1.5.   To prevent interference with the Timing & Scoring equipment and personnel, no driver or crew member will be allowed within the designated Timing & Scoring area or start and finish lines. Timing & Scoring concerns should be directed to the Event Steward.

1.6.   The Timing & Scoring Manager or his/her designee shall be responsible for determining whether reruns are required.

1.7.   Run times and penalties will be posted and updated on the Official Notice Board. Each driver will be provided with a time for each run via a timing display visible after the finish line and an online timing reporting system.

1.8. If a run time posted to the official notice board is deemed to be incorrect <u>by a competitor</u> (i.e. another competitor's time has been recorded as yours) it may be disputed through the chief steward. All run time reviews shall be logged with the chief steward using the posted dispute log.

    1.8.1. Timing displays are not official and cannot be protested.

    1.8.2. Disputes to online times will not be accepted

    1.8.3. See [Disputes & Protests](#) section below

2. Course Design & Safety

2.1. A minimum of two course designs will be used and each course design will be unique to the event. For event sites that use a set course or "track", the course must not have been used during the ninety (90) days prior to the event.

2.2. When the course designer has finished setting up and marking the course, it will be reviewed by the Event Safety Steward. Once the Event Safety Steward has approved the course as safe for competition the course will then be under the jurisdiction of the Event Safety Steward. Course changes will be made under the supervision of the Event Safety Steward as needed in accordance with Section 4.4.C. of the 2022 SCCA RallyCross Rules.

2.3. If an entrant identifies an issue or concern related to course clarity during a course walk or parade lap, the entrant must communicate the concern to the Event Steward prior to the start of competition for that run group. Courses will not be adjusted for clarity after the run has commenced.

2.4. Photographers may enter the course area only upon receiving approval from a Safety Steward who is working with the active run group. Each photographer in the course area must be accompanied by a spotter.

    2.4.1. The spotter may not be a course worker at the location of the photographer.

    2.4.2. Minors are not permitted to be photographers or spotters on course.

3. Course Operation and Alterations

3.1. Reasonable effort will be made to provide a designated period for entrants in each run group to walk the course prior to their parade lap, however, time for course walks is not guaranteed.

3.2. Each entrant will receive one (1) **slow-speed** parade lap per course.

    3.2.1. For two entrant vehicles, each entrant will be allowed to drive a parade lap individually and can not ride along for the second driver's parade lap.

3.3. Reasonable effort will be made by event organizers to avoid course changes during a run group. If course changes are needed during a run group, the changes will normally be made between

classes within a run group if possible unless the required changes are deemed immediately necessary for safety reasons. If a major or extensive alteration occurs within a class that has not yet completed its current run , all drivers in that class will receive re-runs after the change, including drivers who completed their runs before the course change.

3.4. **Minor alterations** are any movement of a course cone by a cone width (12") or less. These alterations will not be communicated prior to competitors starting their runs. These alterations will only be made between class runs or at run group change over unless needed for safety considerations. Multiple minor alterations during the run group to the same cone that add up to two cone widths (24") will be considered a major alteration.

3.5. **Major alterations** are any movement of course cones by more than 12" in one section of the course. Green cones will be used to mark major alterations, and at a minimum the first cone of the course change will be green. Once the next run has been completed, the green cone(s) will be replaced with orange cones . Any course changes that involve moving cones on course after a run group has completed its parade lap will be communicated verbally by the starter to each driver and visually by way of an updated course map located between grid and the start line and available through the virtual notice board.

3.6. **Extensive alterations** are any movement of course cones by more than 12" in multiple sections of the course. Additional parade laps may be given at the sole discretion of the Event Steward for course changes that extensively alter the course.

3.7. If a driver comes upon a misplaced cone (e.g. a downed cone or a gate with the pointer cone pointing away from the upright cone during a run) the driver may stop on course near the misplaced cone to point it out to the corner worker. If the course worker confirms the misplaced cone they will communicate this to Timing & Scoring and the driver will be allowed a re-run. The driver will then proceed down the course at a reduced speed (not competition pace) to the finish line and proceed to the start line for a re-run. Any penalties assessed on the original run will not carry over to the re-run

4.   Run Groups & Run Order

4.1. Run groups and run group schedules will be posted prior to the event.

4.2. Timing & Scoring shall provide a current run order grid sheet to the Grid Chief prior to the start of each run group. The Chief of Grid shall not release vehicles from grid to the start line until she/he receives a current run order grid sheet.

4.3. Run groups and run schedules are subject to change. The run order may change according to the number of vehicles entered in each class. Changes will be posted at the event.

4.4. Entrants will be grouped together by class and run order within each run group. Two-entrant vehicles will have a maximum of two minutes to switch drivers from the time the vehicle returns to its grid position. Drivers within a class must all complete a given run before any driver in that class can begin its next run, including two-entrant vehicles.

4.5. During each set of runs, competition vehicles will stage on the grid in the assigned run order for that class with an allowance for two-entrant vehicles.

4.6. At any time during the event, entrants may be moved a maximum of five (5) positions in the run order to facilitate efficient operation of the event.

4.7. The initial run order of each class on Day One will be established as follows: The first drivers of two-driver vehicles go first, followed by the single entrant drivers, followed by the second driver of two-driver vehicles. The initial run order of first drivers of two-driver vehicles and single drivers will be selected by random drawing. Second drivers will run in the same order as their first driver counterparts.

4.8. For the next set of runs on Day One the initial run order per Section 2 above will be reversed. For the final set of runs on Day Two the class order within each run group will be randomly chosen and the run order will be based on the final standings from Day One, with the first place driver in each class being the first to start, followed by second place and so on. Late entries and class changes will be placed at the beginning of the order in their appropriate class.

4.9. All entrants within a class, including two-entrant vehicles, must complete a given run before another class can begin its runs. Exceptions to this are when a "mechanical" occurs or a "timeout" is taken at the end of a class; if there are no course changes being made, the next class within the run group will be started.

5. Penalties

5.1. A two (2) second time penalty will be added for each upright cone knocked down or significantly displaced from its original position.

5.1.1. Cone position will be marked with a landscaping flag or outlined with a box, depending on the surface.

5.1.2. A cone will be considered displaced if it is no longer covering or touching the flag or if it is not touching any part of the box.

5.1.3. Upright cones knocked over within fifty (50) feet after the finish line will be counted as penalties.

5.1.4. Any upright cones knocked down or displaced by anything ejected from the vehicle's wheels will be counted as penalties.

5.1.5. There is no penalty for displacing "pointer" (non-upright) cones.

5.2. A ten (10) second time penalty will be added for driving on the wrong side of the indicated pointer cone (missed gate penalty). Ten seconds will be added per gate missed.

5.3. If a cone penalty posted to the official notice board is deemed to be incorrect it may be disputed through the chief steward.

5.4. A ten (10) second time penalty will be added for starting prior to the starter's signal for "Go".

5.5. A DNF (Did Not Finish) time penalty shall be calculated as the slowest raw time in class for the same run plus ten (10) seconds.

A DNF penalty includes, but is not limited to, the following:

5.5.1. The entrant makes an uncorrected deviation such as driving across the course to take a shorter path, missing more than two consecutive course features or going off course completely and returning to the finish without completing the course. A course deviation penalty will be assessed at the sole discretion of the Event Steward.

5.5.2. A vehicle is unable to complete a timed run due to a mechanical problem or has been stopped on course for a safety violation (windows down, doors opening, seat belt not fastened, no helmet, damage to the vehicle creating an unsafe condition, etc.).

5.5.3. A vehicle is unable to start a timed run within the allotted time.

5.5.4. A competitor exits a vehicle while on course unless instructed by a course worker to exit.

5.5.5. The Event Steward can assign a DNF for the lack of significant progress at their discretion. This will be applied in scenarios when a competitor is navigating the course at a rate far below that of their fellow competitors due to course conditions, the vehicle's mechanical condition, etc.

5.5.6. Significant progress may also be determined by the driver. If the driver is unable to make significant progress on the course, the driver shall communicate with the closest corner worker and indicate a DNF.

5.5.7. Any entrant who ignores two consecutive red flags during a run will be given the DNF penalty on that run.

5.6. Designated run order must be maintained and each car must move from grid to staging to the start line as directed by event staff. A delay of over thirty (30) seconds will be considered a DNF, except for an approved "time out" per Timing & Scoring Section (1.6) above.

5.7. An entrant who debeads (flat tire) on course which results in a red flag will be allowed a five (5) minute grace period from the time they reach the grid, timed by a grid worker, to attempt a fix. This will only be allowed once per event. If the issue is fixed within the ten (10) minute allowance, a rerun will be given. If the issue cannot be fixed within the ten-minute period, the run will be scored as a DNF.

5.8. Any entrant who allows a passenger in the vehicle during a parade lap or a timed run will be scored a DNF for that run unless the passenger is an approved non-competitor who is fulfilling a state-mandated requirement for an entrant who has a restricted driver's license requiring a passenger.

5.9. Section 3.2.D. of the 2022 SCCA RallyCross Rules requires that the driver's window may not be down more than one inch (1") during course runs unless the vehicle is equipped with a window

net and/or the driver is using arm restraints and the same restrictions apply to a passenger if present. A driver who commences a run in violation of Section 3.2.D. shall be red flagged and receive a DNF for that run. See Required Decals section for requirements.

5.10. See Safety/Tech Class Inspection below for Class Disclosure Form penalties (Section 2) and class inspection (Section 4) penalties. Penalties incurred under these sections shall apply to both drivers of two-driver vehicles.

5.11. All drivers are required to attend any required drivers' meeting. An entrant who fails to attend will be assessed a ten (10) second penalty on their first run of the event.

5.12. All penalties are subject to the Event Steward's review. Additional penalties may be added and/or assigned penalties removed at the Event Steward's discretion

6.   Equipment Restrictions & Requirements

6.1. Studded tires are prohibited at National Tour and National Championship events.

6.2. Each entrant is responsible for determining towing points in the event her/his vehicle needs to be towed off the course. The entrant should be able to demonstrate this knowledge at tech inspection. Each entrant is responsible for hooking up tow straps to her/his vehicle if the vehicle becomes disabled on course. SCCA and event officials are not responsible for any damage that may occur during towing.

6.2.1. Entrants are advised to install permanent tow hooks on their vehicles to facilitate towing. If an entrant's vehicle is equipped with removable factory tow hooks, it is recommended that these be installed prior to tech inspection and remain installed for the duration of the event.

7.   Required Decals

7.1. Vehicle number (minimum 6" high) and class identification (minimum 3" high) must be visible on both sides of the vehicle. Class identification is limited to the following: SF, SR, SA, PF, PR, PA, MF, MR, MA, C2, C4. These markings should be similar colors and styles, must contrast with the main body color of the vehicle, and must be easily legible while the vehicle is on course

7.2. All competition vehicles must display the "SCCA RallyCross" windshield banner on the uppermost portion of the windshield. The windshield banner may be displayed on the back window if a required contingency banner is displayed on the front windshield. Other placement of the windshield banner may be authorized by prior approval of the Rally Program Manager.

7.3. The SCCA RallyCross decal and National Event decal must be displayed on both sides of the vehicle. The SCCA wire-wheel logo decal must also be displayed on the front of the vehicle (bumper or hood).

7.4. All required SCCA decals will be available at the Safety/Tech Inspection area.

7.5. All decals/logos of any competing sanctioning bodies must be covered or removed.

7.6. Additional event sponsor decals will be placed on the vehicle where appropriate or as required by the sponsor/contingency. Any decals or logos of companies or products that are in direct competition with the event title sponsor must be covered or removed.

7.7. Two-driver vehicles that are in the same class will be marked on the drivers side of the windshield with a "2" indicating a two-driver vehicle.

7.8. Vehicles where the driver and/or authorized passenger is using an approved arm-restraint and that have no side window/net or where the driver or authorized passenger wishes to drive with the window open more than 1" will be marked with a colored band along the bottom of the relevant window opening. This marking will be provided during the Safety/Tech Inspection. The color/design of the marking for the event will be communicated to workers during the driver's meeting.

8. Vehicle Safety/Tech

8.1. All competition vehicles must pass the pre-event safety inspection ("Tech") to ensure the vehicle meets applicable safety requirements. Vehicles are to be presented at safety/tech inspection in "ready for competition" condition.

8.2. No vehicle will be allowed to participate without the safety/tech inspection sticker displayed on the driver's side edge of the windshield.

8.3. Any vehicle that has mechanical trouble during a run and requires assistance to exit the course must pass an additional safety inspection before it is allowed to return to competition

9. Class Inspection

9.1. A mandatory class inspection will be held per the time is posted on the event schedule prior to the start of competition runs to allow class competitors to inspect all the other vehicles in their class and question eligibility.

9.2. Any entrant ten (10) minutes or less late to the scheduled class inspection will be assessed a ten (10) second penalty on their first run. Any entrant more than ten (10) minutes late will receive a DNF for their first run.

9.3. All entrants must complete and display the appropriate "Class Disclosure Form" for their intended class prior to class inspection. The form must be displayed on the vehicle windshield at the class inspection.

9.4. Vehicles competing in multiple classes must be presented in the most restrictive class in which the vehicle is competing and with only those modifications allowed in that class. For example a car competing in stock and prepared categories must be displayed in stock form at the class inspection.

9.5. Entrants in the Modified or Constructor classes do not need to list modifications.

9.6. Forms will be collected by an Event Official at the end of the class inspection period. An entrant who fails to display the form will be assessed a ten (10) second penalty on their first run.

9.7. A representative of each vehicle shall be present in the class inspection area to answer questions during the entire inspection time.

10. Safety Rules for the Paddock and Grid

10.1. A speed limit of ten (10) mph will be enforced at the event site including the paddock area and grid.

10.2. No practicing, testing or fast driving is allowed in the grid, paddock or adjacent roads, including the transit between finish and grid staging. Competitors will receive one notice of violation and will be disqualified if a second violation is witnessed.

10.3. Minor repairs and adjustments may be made in Grid, however, major repairs should be made in the Paddock area. It is recommended that a tarp be placed underneath any vehicle being repaired or maintained on the site to contain fluid leaks.

10.4. If a person is working under a jacked vehicle there must be at least one jack stand in place in addition to the jack. Jacks and jack stands used on soft ground must utilize a solid base or platform to prevent sinking or shifting.

10.5. Do not pour gas, oil, coolant or other hazardous fluids on the ground anywhere on the facility.

10.6. Refueling

10.6.1. Refueling of competition vehicles is only allowed in designated refueling areas. No vehicle may be refueled within 25 feet of another vehicle.

10.6.2. While refueling a vehicle, at least one (1) 10 lb. minimum Class B fire extinguisher must be present.

10.7. Children are allowed on the event site. Minors are not allowed in competition areas (grid, staging or course area) unless they are registered competitors. Pets are not allowed in the competition areas (grid, staging, or course areas). Service animals are allowed per federal and state regulations.

10.8. Only competition vehicles and official event support vehicles are allowed in the grid and competition area during competition. Participant support vehicles are only allowed in the grid area when the "Grid Open to Support Vehicles" sign is displayed. Grid will be closed during active competition and other designated times.

10.9. All incidents involving injury and/or property damage occurring on the event site or associated with the event must be reported as soon as possible to any Event Safety Steward or, if not immediately available, to the Event Steward.

10.10. Any site restrictions will be posted on the virtual notice board app prior to the event.

11.   Entrants as Workers

11.1. All entrants are required to work the event.

11.2. Workers must check-in for their work position before the beginning of the last run of the previous run group. All workers need to check-in prior to going to their assigned work position. Failure to work will result in additional work assignments or disqualification as decided by the Event Steward.

11.3. Run-work order will be posted on the Official Notice Board at the event.

11.4. All competitors are required to attend worker/training meetings for their respective work assignments as may be scheduled by event organizers.

12.   Miscellaneous

12.1. Changes to the Supplemental Regulations and other documented information, as well as the names of all event officials, will be included in the material provided at on-site Registration and/or posted on the Official Notice Board at Registration.

12.2. It is the competitor's responsibility to check at Registration and/or the Official Notice Board posting area for changes to the Supplemental Regulations.

12.3. Additional drivers' meetings may be held at the event as needed to explain changes to the regulations or format of the event.

12.4. Entrants will be allowed to take one (1) five-minute "timeout" per day . The five-minute timeout begins at the time the vehicle is directed to leave the grid area. The entrant must notify a grid worker if s/he is taking a timeout and the grid worker will notify Timing & Scoring. The grid worker will skip the driver taking the timeout and move to the next driver in line to continue sending vehicles to the start line. The entrant taking the timeout must abide by all other rules specified in the Run Groups & Run Order section of this document.

13.   Disputes & Protests

13.1. All disputes shall be logged with the chief steward using the posted dispute log.

13.2. The chief steward will review the dispute log at regular intervals and consult with the chief of timing to resolve the dispute and notify the competitor.

13.3. Competitors shall provide the following information for any dispute:

13.3.1. Competitor name, class, car number, affected run, explanation of the dispute, and requested resolution.

13.3.2. For penalty disputes the explanation shall include the corner location of the disputed cone penalty. The chief steward will consult with the chief of timing and corner workers to determine if the penalty was incorrect and notify the competitor of the decision.

13.4. All penalty disputes SHOULD be submitted as soon as possible after the results are posted, and MUST be submitted within 30 minutes of the end of the finishing run group in question while the corner workers/competitors are still on site.

14. Awards

14.1. Trophies will be awarded in each class based on the chart below. If additional awards are needed, they will be mailed to the winners after the event.

1 - 3 competitors = 1 trophy
4 - 6 competitors = 2 trophies
7 - 9 competitors = 3 trophies
10 - 15 competitors = 4 trophies
16 - 25 competitors = 5 trophies

14.2. For National Championship events, only classes with three (3) or more finishers will be awarded a National Championship and be eligible for the TripleCross Award. Classes with only one or two finishers will receive a National Class winner award, not a National Championship award.

14.3. Finishers are defined as entrants who have completed at least one run attempt and have not been disqualified from the event.