

2009 “National Challenge at Stafford” Supplemental RallyCross Regulations

Preface: These Supplemental Rules and Regulations are intended to further define/clarify gray areas or cover areas not addressed by the current SCCA *RallyCross* Rules.

Section I – General Rules

1. Vehicle Classes

- 1.1 The following Rally classes are considered NER championship classes:
 - 1.1.a Stock classes (interpretation=bone stock):
 - 1.1.a.1. Front wheel drive (SF, Stock Front)
 - 1.1.a.2. Rear wheel drive (SR, Stock Rear)
 - 1.1.a.3. All wheel drive (SA, Stock All wheel and 4 wheel)
 - 2.1.a Prepared classes (interpretation=bolt on items):
 - 2.1.a.1. Front wheel drive (PF, Prepared Front)
 - 2.1.a.2. Rear wheel drive (PR, Prepared Rear)
 - 2.1.a.3. All wheel drive (PA, Prepared All wheel and 4 wheel)
 - 3.1.a Modified classes:
 - 3.1.a.1. Two wheel drive (M2, Modified 2 wheel)
 - 3.1.a.2. All wheel drive (M4, Modified All wheel and 4 wheel)
- 1.2 EX – Exhibition Class
 - 1.2.1 Open Class and FIA cars may be placed into a special class called “Exhibition” at the event organizer’s discretion. This class will not be awarded championship points. Furthermore, it will be up to an event organizer to determine if awards will be given in this class.
 - 1.2.2 Vehicles with special circumstances will be placed in Exhibition class.
- 1.3 Undersubscribed classes. A minimum of 3 vehicles shall be entered in a class for trophy presentation. If less than 3 vehicles are entered in a class, that class may be combined with another class for trophy presentations. Points earned will be scored in the appropriate class.

2. Number and class markings

- 2.1 Drivers should make every attempt to have a number and class designation on both sides of their vehicle prior to tech inspection. Class designations on the side may be simply the class letter designation, S, P, or M.

3. Added items – clarifications for Stock classes

- 3.1 Exhaust: These sound regulations will apply at all NER RallyCross events.
 - 3.1.1 The exhaust must comply with the following noise regulations.
 - 3.1.1A. All vehicles participating in NER RallyCross events will be required to meet a sound limit of 90dBA measured at 75 feet or equivalent level at alternate distance, i.e. 94dBA at 50 feet. This may be measured from any side of the vehicle at any time.
 - 3.1.1B. An alternate sound check may be done in the pits as follows: the allowable level is 105 db, using “A” scale, measured 18" from either

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side of the exhaust tip at a 45 degree angle and at the same height of the exhaust exit. The throttle shall be held at 50% of redline, released to idle, then returned to 50% throttle. The area within a 50' arc, bounded by 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.

3.1.1C. In the case that a particular venue has more stringent sound requirements, they will be listed on the entry form and all vehicles competing will be required to comply.

3.2.2 Sound measurements;

3.2.2A. Sound checks may be made at the time of tech inspection or during timed runs. Competitors are expected to comply at all times during an event.

3.2.2B. Accidental operation of the horn during measurements will not be considered as a violation.

3.2.2C. Deliberate attempts to mask or increase sound levels (for another competitor) during measurements will be considered as a violation, i.e. intentional horn blasting in or around the measurement area.

3.3.3 Violations, Damage and repair:

3.3.3A After the first sound violation, the competitor will be required to demonstrate that an effort has been made to reduce sound levels before being allowed to make another run. This determination will be made by the event chair, tech official, or a designee. If the second run is still in excess of the allowed sound limit, the competitor will not be allowed to make any additional runs at that event and the competitor will be required to again demonstrate that improvements have been made before being allowed to participate at future events.

3.3.3B Vehicles losing exhaust system parts during the event must make repairs prior to continuing in the event. A car will not be allowed to continue if the main pipe must be removed, leaving only the downpipe in place. The car may be allowed to continue provided that the pipe and muffler are still secure and the car does not exceed the noise limit. Approval of a tech inspector is required to continue.

3.3.3C. In either case of 3.3.3 A or B, testing shall be done in accordance with

3.3.1

3.3.3 D. Exposure to fumes may be a consideration in allowing a vehicle with damaged exhaust to continue. This is at the discretion of the event officials.

4. Safety Requirements

4.1 High center of gravity vehicles will be allowed or disallowed at the discretion of the event organizing committee.

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4.2 The tech committee may refuse entry to any vehicle deemed unsafe for competition.

5. Event schedule

5.1 The National Challenge at Stafford will consist of Saturday afternoon runs and Sunday morning runs.

6. Event Scoring

6.1 The times for all runs of the day will be added together cumulatively in determining a driver’s final time for the day.

6.2 Penalties

6.2.1 Any vertical cone or course marker that is knocked over or displaced from its original position, by contact from the vehicle, will cause a penalty of two second per cone/marker to be added to the final course time for that run.

6.2.2 An uncorrected “off course” excursion will receive the recorded time for the run plus 30 seconds. “Off Course” is defined as skipping a cone(s) or gate(s), going the wrong way around a cone(s), or otherwise not following the intended course. Blatant abuse of this rule will result in being scored a DNF for that run.

6.2.3 DNF. A vehicle which DNFs will receive a predetermined time for that run, not including cone penalties. The predetermined time will be based on typical leg times for that course configuration.

6.2.4 Red flag.

6.2.4 a. A vehicle may be red flagged while on course for a situation that poses a safety risk.

6.2.5.a1 A flat tire on course will be reason to red flag a vehicle.

6.2.5.a2 An open window adjacent to an occupant is reason for a red flag one time. On the second occurrence, a DNF will be scored for that run. Windows may be open 1” for ventilation.

6.2.4 b. A vehicle that is red flagged for safety issues will have 10 minutes from the time it leaves the course to affect repairs and return for a re-run.

6.2.4 c. Before a re-run is granted, a member of the tech team must approve the repair.

6.2.4 d. A vehicle that is not repaired and ready to run within the 10 minute time limit will be given a DNF time for that run.

6.2.4 e. Secondary vehicles stopped because of a red flag incident caused by another vehicle will be given a re-run with no penalty.