

2019 NER/SCCA RoadRally Regulations

**2019 New England Region Sports Car Club of America
RoadRally Regulations**

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Effective immediately after its publication, this edition supersedes all previous editions of the NER/SCCA Rally Regulations. These regulations have been developed to establish the standards under which NER rally activities can be conducted on an equitable basis for all participants.

These regulations will govern all NER/SCCA rallies eligible to contribute points toward the Region's Rally Championship. All entrants in an NER/SCCA rally will be bound by the Regulations, provided that a statement to that effect is part of the rally's General Instructions.

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Section I - Pre-Event Administration

Article I-1 Entry Requirements

Section A - Number of Contestants Per Vehicle

The crew of each officially competing vehicle will consist of two persons. Any extra passengers must be under the age of 16 to be allowed to ride in a competing vehicle except by express permission of the Chairperson of the rally committee upon his or her receiving satisfactory assurance that the presence of the extra passenger(s) will not put the other contestants at a disadvantage. Number of contestants per competing vehicle cannot exceed the number of seat belts available in the vehicle

Section B - Credentials

The following may be required to be displayed at registration:

- 1) Valid automobile operator's license for the driver (not learner's permit);
- 2) SCCA membership card (if applicable);
- 3) Registration certificate or certificate of ownership
- 4) Proof of liability insurance. (see Liability releases, section C)

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Section C - Liability Releases

All entrants, rally committee members, and workers in any NER/SCCA sanctioned road rally event must:

- i) Sign a waiver of liability, at each event, provided by the rally committee.
- ii) A minor release form must be signed by anyone under the age of eighteen years and also must be signed by their parents or legal guardians.
- iii) Competitor Insurance Requirement: Each owner/entrant must have a valid auto insurance policy covering the entered vehicle(s) with minimum liability limits as required by the state in which the vehicle is registered, and that the policy is in force on the date(s) of the event.
- iv) Each entrant must certify 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 owner's permission.

Section D - Substitution of a Crew Member or Car

For NER/SCCA events, after a crew has departed from the starting line, substitution of another person in place of either member of a crew or another vehicle in place of the vehicle originally entered in a rally will not be permitted. For Novice and GTA events, substitution of crew member or vehicle may occur at the discretion of the events Rally Committee

Section E – Assumption of Risk

RoadRally is a potentially dangerous activity that can result in serious injury or death. Participation in all aspects of the activity is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, navigator, and crew members. The participant agrees that by entering an event, the Participant acknowledges that the event will be conducted on public and/or private roads with the accompanying hazards. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to, property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, site owners/operators, and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

Section F – Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms including but not limited to such releases as shall be required by SCCA and/or its insurers consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both. IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in any Sports Car Club of America or SCCA Pro Racing (“SCCA”) events or activities (EVENTS), or being permitted to enter for any purpose any RESTRICTED AREA thereof (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs and next of kin:

1. Hereby acknowledge, agree, and represent that I will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter and I further agree and warrant that, if at any time, I am in or about the RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and will leave the RESTRICTED AREAS and will refuse to participate further. I understand that the nature of the EVENT may not permit me to inspect the RESTRICTED AREAS and/or EVENT course and facilities (including adjacent areas thereof) with which I may contact during the EVENT prior to my participation and that there may be risks not known to me or that are not foreseeable at this time. I agree that, if at any time, I feel anything to be UNSAFE, I will immediately take all necessary precautions to avoid the unsafe area and REFUSE TO PARTICIPATE further in the EVENT.

2. Hereby RELEASE, WAIVE, and DISCHARGE SCCA, NER/SCCA, the promoters, participants, racing associations, sanctioning organizations or any affiliate, subsidiary or subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any person in any RESTRICTED AREA, sponsors, advertisers, owners and lessees of premises used to conduct the EVENTS, premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage

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in risk evaluation or loss control activities regarding the premises or EVENTS and for each of them, their directors, officers, agents, and employees, all for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO ME, my personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN THE DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENTS, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE. In addition, I COVENANT NOT TO SUE any of the RELEASEES based upon any claim arising out of any of the EVENTS.

3. Hereby ASSUME FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENTS whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

4. Hereby AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage, or cost they may incur due to claims brought against the RELEASEES arising out of my injury, or death, or damage to my property while I am in the RESTRICTED AREAS and/or while competing, practicing, officiating, observing or working for or for any purpose participating in the EVENTS and whether caused by the negligence of the RELEASEES or otherwise.

5. Hereby acknowledge that THE EVENTS ARE POTENTIALLY VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. I also expressly acknowledge that INJURIES MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. Hereby agree that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENTS are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

Article I-2 Class Limitations

No vehicle competing in an NER/SCCA rally will be equipped with a radio transmitter or two-way communicating device unless it is made inoperative to the satisfaction of the rally committee for the duration of the event. No external auxiliary lights may be mounted higher than the bottom of the vehicle's windshield.

Section A - Class A

No other limit is placed on the equipment that contestants in Class A may use, other than equipment described in Article I-3 Section B.

Section B - Class S

Distance measuring equipment is limited to stock odometer(s) in the stock location(s) and/or GPS device(s)/Navigation Systems. Computation equipment must not receive a direct input from any distance measuring device. Distance information must e visually acquired from a distance measuring device and must be manually entered into calculating equipment (if any).

Section C - Class D

A non-championship novice class, identified as Class D, shall be provided in each rally in which 3 or more vehicles are registered in Class D. This class is intended to be a learning class, and participation in the class is permitted until a total of 50 points (as determined in Article III-3, Section D) has been accumulated, regardless of class, within a 3 year period. To be eligible to compete in Class D, neither crew member may

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have accumulated 50 points. Equipment limitations match Class S. Contestants may compete in a championship class instead of Class D, if they wish to do so. A person may not compete in Novice Class if they have 50 or more championship points at the beginning of the year.

Article I-3 Equipment

A safety inspection may be required by the rally committee within twenty-four hours prior to the start of the event.

Section A - Required Equipment

The following equipment must be operable and in safe condition:

- 1) Headlights (high and low beam) and parking lights;
- 2) Taillights and brake lights;
- 3) Horn, windshield wipers and directional signals;
- 4) Rear view mirror, either interior (windshield/dash mounted) or exterior (side mounted).
- 5) Footbrakes (to be subjected to a static brake test) and parking brakes (to be tested for holding ability);
- 6) Tires (to be inspected for condition of sidewalls as well as tread);
- 7) Seat belts, securely installed, for all occupants
- 8) Competition class equipment limitations

Section B - Equipment Limitations

All vehicles must comply with the equipment limitations and requirements stated in Article I-2 and I-3-A, and may be subject to verification at any time before or during the event.

- 1) Navigation Systems/GPS Devices/Cellphones – The use of Navigation Systems/GPS devices/Cell phones for Rally navigation and course following is prohibited in all classes. These may be used a Distance measuring and/or computational equipment per class rule limitations.

Section C - Recommended Equipment

The following items of safety equipment are recommended, and may be made mandatory by explicit mention in the event's general instructions:

- 1) First-aid kit with basic supplies
- 2) Fire extinguisher of at least 2 B:C rating;
- 3) Tow rope or equivalent;
- 4) All-season radial or snow tires (winter rallies only);
- 5) Spare tire or Run Flat tires.
- 6) At least one D.O.T. approved emergency warning triangle or six 15-minute road flares
- 7) Commercial Advertising, if any, must be in good taste.

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- 8) Car Number and Day-Glo sticker on vehicle (If applicable)
- 9) Committee supplied advertising (if applicable)
- 10) A 8" X 11" sign with "OK" written on one side and a first aid red "HELP" on the other side to indicate that help is required.
- 11) Flash light.
- 12) Cell Phone for emergency purposes

Section D - Vehicle Identification

One vehicle identification number, if used, shall be affixed to the passenger side front bumper. Under no conditions shall any official rally material be affixed to any glass on a competing vehicle. The rally committee, depending upon the nature of the event, may distribute additional magnetic and/or day-glow sticker identification to competitors.

Section E - Unsuitable Cars

Any entrant whose vehicle initially fails to meet the prescribed requirements set by the rally committee will be given a reasonable opportunity to remedy the deficiency and to resubmit for inspection as the committee may direct. However, the rally committee reserves the right to refuse to accept any vehicle for entry.

Article I-4 General Instructions

Every NER/SCCA rally will have General Instructions. The event's General Instructions shall take precedence over these regulations in case of conflict.

Section A - Issuance of General Instructions

The General Instructions will be in writing and will be mailed, emailed or posted to the NER web site before the date of the rally. Any variation on this will be noted on event flyers. At the opening of registration for an event, General Instructions will be available for entrants who have not yet received a copy. This regulation will not preclude the issuance of amendments and/or corrections to the General Instructions deemed necessary by the rally committee.

Section B - Questions from Contestants

Written questions pertaining to the rally may be submitted by contestants until the opening of registration, unless the General Instructions establish an earlier cut-off time. Questions should be phrased to permit the rally committee to indicate the correct answer with the wording "yes", "no", or "does not apply".

Responses to written questions from contestants concerning the General Instructions will be posted prior to the opening of registration and responses will not be modified thereafter. Responses may not supersede, add to, modify, or conflict with either the rally General Instructions or the NER/SCCA Rally Regulations.

Section C - Starting Procedure

Unless otherwise stated in the event's General Instructions, an NER/SCCA rally will employ a self-starting procedure. No contestant is permitted to leave the start more than ten minutes earlier than his or her assigned start time.

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Article I-5 Types of Rallies

These are general guidelines, rather than hard-fast rules, for the definition of types of Rallies with NER/SCCA. Rally committee's will indicate the type of event on their sanction application. Points will be awarded accordingly.

Section A – NERRC (New England RoadRally Championship)

Generally, a Time-Speed-Distance (TSD) Rally of 110 miles or more, lasting at least 4 hours. Open to all NER/SCCA classes of competition and sanctioned by the NER Rally Board as an event in the New England RoadRally Championship.

Section B – Novice Rally

Generally, a TSD Rally of 110 miles or less, lasting no more than 6 hours. Classes of competition are limited to Novice and First Time with equipment limitations as defined in Article I-2 Section C (Novice Class). Teams wishing to compete but not qualifying as Novice or First-Time competitors may compete in a non-competitive class.

Section C – GTA (Game-Tour-Adventure)

Any type of Rally or event sanctioned by the NER/SCCA RoadRally board not qualifying as an NERRC or Novice event. This includes Gimmick and Shortest Distance Rallies. These events are governed by this regulation document and may have additional rules and procedures documented within the events General Instructions

Section II - On-the-Road Requirements

Article II-1 Course Following Conventions

Section A - Universal Conventions

The following conventions are recognized as universal enough to be used without mention in the General Instructions:

- 1) Roads marked in such a manner as to indicate that they are not public or through (e.g. Private - Keep Out - Dead End, etc.) do not exist. Roads that are visibly barricaded or otherwise impassable do not exist. Roads having illegal entry or roads requiring an illegal turn do not exist.
- 2) Roads which are illegal for the rally vehicle to enter do not exist.
- 3) Any road which clearly ends in a garage, a plant entrance, a parking lot, etc. does not exist.
- 4) `U-turns' are never required without instruction.
- 5) Information given in the route instructions in parentheses will be considered as helpful or informative but not essential for the completion of the route instruction.

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- 6) Unpaved roads will be considered non-existent for any purpose with the following exceptions and clarifications:
 - a) A route instruction specifically directs the contestant to travel upon an unpaved road. Such a road must be described using the term `unpaved'. (e.g. `Left on unpaved').
 - b) A route instruction specifically directs the contestant to consider unpaved roads to exist. Such direction must use the term `unpaved'. (e.g. `Consider unpaved roads to exist until NRI XX').
 - c) A contestant may make a surface change from paved to unpaved without specific mention in the route instructions when forced to do so as the only route of travel.
 - d) The contestant may continue on unpaved only as long as no opportunity exists to take a paved road, unless otherwise instructed.
- 7) If the rally route encounters road construction, contestants will assume the road to be paved, unless otherwise instructed.
- 8) In the absence of other course following considerations, contestants should take the road that appears to go straight or as nearly straight as possible through an intersection, e.g. slant T's and multiple intersections. The determination of which road is straight or nearly straight is made at the intersection in question. Roads are judged on their merits as you enter the intersection, not how they look as you approach the intersection.
- 9) Emergency signs may be used to replace a sign or landmark or to indicate that some action should be performed. A sample will be posted at registration.
- 10) A divided road is a road whose opposing lanes of traffic are separated by a divider, median, or neutral ground. Where a divided road, whether referenced as such or not, intersects another road, the resulting configuration is considered as one intersection.

Section B - Main Road Rules

Each main road rule in this Section will be applicable to any rally whose General Instructions include its title. When more than one is used, they will be listed in order of priority.

Put on a Road by Name or Number

When directed onto a named, numbered, or lettered road by use of the term(s) `ON' or `ONTO', and the name, number or letter of the road in a route instruction, stay on that road until a subsequent course-following instruction can be executed. If an unmarked intersection is encountered or the route designation ends, continue on course as if instructed onto a road without indication of name, number, or letter. If the name, number, or letter is re-encountered prior to executing the next course-following instruction, stay on the road as described in this paragraph.

Black on Yellow Curve Arrows

Stay on the prescribed rally route as determined by official highway single-headed black-on-yellow curve arrow signs or official highway single-headed black-on-yellow directional arrow signs. Signs referred to in this main road rule are to be used with the same intent as that of the erecting agency.

Protection By Stop or Yield Signs

Stay on the main road as determined by Stop and Yield signs causing traffic on lesser roads to give right of way to the main road. The rally route leaves the intersection by the road that does not have a Stop or Yield sign, if it is the only such road. The existence of a Stop or Yield sign on the road on which you enter the intersection is immaterial. Contestants are required to recognize Stop or Yield signs from their standard octagonal and triangular shapes respectively to apply this priority.

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Article II-2 Route Instructions

Section A - Format

- 1) Information issued to contestants regarding route directions and the execution of various phases of the event will be in printed (non-oral) form. This rule will not prohibit oral directions given for the sake of safety or to control traffic during the event.
- 2) Rallies which provide route instructions in a format other than written shall clearly describe, in the General Instructions, the actions to be taken by contestants to complete the course correctly (for example, where the course is illustrated in diagram form, as with tulip diagrams).
- 3) Quoted Material
 - a) Words, numbers, or letters appearing within quotation marks (“”) refer to written material encountered along the rally route. Spelling is precise, but capitalization and punctuation are to be ignored. The portion of a sign quoted should be readable under rally conditions, and must be used with the same intent as that of the erecting agency. Individual words and numbers are always quoted fully and in the order in which they appear with spaces as appropriate.
 - b) An omission of words, numbers, or letters from the middle of a quote will be designated by the use of an ellipsis (...).
 - c) Quotations in route instructions will never refer to written material or symbols on vehicles; painted on the road surface; on or directly attached to mailboxes; on marker stones in cemeteries; utility pole numbers; or numbers on buildings (even when such numbers are used in conjunction with words, letters, or symbols).
 - d) Road configuration symbols or other illustrations appearing within quotation marks refer to graphic material encountered along the rally route. Such quoted representations in route instructions shall be reasonable depictions of the actual graphic material.
 - e) Quoted material may or may not apply to the road you are upon. You will not have to look backward to read any quoted material; however, you may have to look everywhere else.
 - f) Multiple signs on a common support are considered to be the same sign. For this purpose, the planet Earth is not considered to be a sign support. Furthermore, this rule is not to be used to alter the shape of stop or yield signs.
- 4) Road Designations
 - a) When a route instruction references the name of a road without the use of quotation marks, the complete proper name of the road including any prefixes (e.g. North, Old, W., etc.), if applicable, will be used. When suffixes are included, they can be used interchangeably with their appropriate corresponding abbreviations (e.g. Road/Rd, Drive/Dr, Boulevard/Blvd, etc.). The rules outlined by paragraph (3)(a) of this section pertaining to written material encountered along the rally route also apply to named road designations.
 - b) If the 'Put on a Road by Name or Number' main road rule is in effect, the following applies: After having been placed upon a named road by the use of the term 'ON' or 'ONTO', any subsequent road with a designation containing the exact complete proper name as was specified in that route instruction qualifies as your 'ONTO' road. The complete proper name of a road is as defined in paragraph (a).
 - c) A sign indicating the name of a road applies to the road to which it is most nearly parallel and to the continuation (if any) of that road beyond the intersection, unless the road on the opposite side of the intersection is marked with one or more signs identifying it as a different named road.
 - d) When an instruction identifies a numbered route by number and/or letter, it will not necessarily specify State, County, U.S., or Interstate. Route designating sign(s) can be either parallel or perpendicular to the road which they identify, and must be used with the same intent as that of the erecting agency.

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Section B - Execution

- 1) Numbered Route Instructions (NRIs) are listed and executed in ascending numerical order. An NRI is to be executed at the first opportunity and must be fully executed before consideration may be given to the next listed NRI unless overlap is specifically indicated within that instruction. The specified distance or time of a tire warm-up, [odometer check](#), or [transit zone](#) may overlap subsequent NRIs without mention.
- 2) Lettered Route Instructions (LRIs) will be executed at every opportunity while active. The LRI or LRIs become active upon completion of the NRI immediately preceding in the Route Instructions. The LRI or LRIs may also be activated at other times by other instructions. The execution of an LRI may overlap NRIs, other LRIs and subsequent executions of the same LRI except that an action or condition which is referenced to a landmark or to quoted material may be executed only once for each encounter of the referenced landmark or quoted material along the rally route. LRIs take precedence over NRIs: if both a [course-following NRI](#) and a course-following LRI are applicable at the same point, execute the LRI and hold the NRI for later execution; if one or both of the NRI and LRI are not course-following, both may be executed at the same point.
- 3) Control Instructions (CIs) are route instructions which may be issued at a [control](#). CIs become active at the [timing line](#) of the [control](#) at which they are issued. CIs have overriding priority and must be executed at the first opportunity. Unless otherwise specified, CIs are executed a maximum of once while active and are canceled at the [timing line](#) of the next open [control](#) or DIY [control](#).
- 4) When a route instruction contains more than one part (or action), the parts (actions) will be executed fully in the order in which they are presented, with the exception of [OR](#) and [AND/OR](#) instructions as defined in the Glossary.

Section C - Mileages and Official Calculations

- 1) An approximate mileage is the distance from the start of a [section](#) to a point along the rally route truncated to 1/10 mile.
- 2) An official mileage is the distance from the start of a [section](#) to a point along the rally route truncated to 1/100 mile.
- 3) A delta mileage is the distance along the rally route between the first action point of an NRI and the first action point of the previously listed NRI. Delta mileages will be truncated to 1/10 mile or 1/100 mile.
- 4) Mileage given in the left margin of a multiple part route instruction refers to the first part of that instruction. Margin mileages will not be given in the case of [OR](#) and [AND/OR](#) instructions.
- 5) A mileage given in the text of a route instruction is an interval mileage unless official mileage ([OM](#)) or approximate mileage is indicated.
- 6) When an active NRI is accompanied by an official mileage, approximate mileage, or delta mileage, it must be executed at that mileage. When an active LRI or CI is accompanied by either an official mileage, approximate mileage, or delta mileage, it may be executed only at that mileage.
- 7) Whenever a route instruction is referenced to a mileage (or equivalent elapsed time), the course will be constructed so that a contestant who reads mileage to within plus or minus 0.05 mile of official mileage may travel the course correctly.
- 8) Official time is to be presented to two (2) decimal places, rounded from calculations made to at least four (4) decimal places.

Section D - Speeds and Units of Measure

- 1) All average speed changes must occur as defined in the events General Instructions
- 2) In the case of inclement weather, poor road conditions, etc., it may be necessary to assign emergency speeds to slow contestants down to an appropriate pace. They will consist of a number of mph to decrease each assigned [CAS](#). An emergency speed will be assigned on an emergency sign or in official information available at a break or at a [control](#). Emergency speeds are in effect until cancelled by the rally committee. can be invoked at the start of a [section](#) or at and they will increase the elapsed time of the following [leg\(s\)](#) by either 10% or 20%.

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The method of invocation will be to have one crew member from each rally team read and initial a statement to the effect that either a 10% or 20% emergency speed is to be applied. In either case, contestants should adjust their speeds, gains, pauses, transit zones, etc. accordingly. Emergency speeds are automatically canceled upon crossing the timing line of the following open control unless reinstated as indicated above.

- 3) Units of measure, unless otherwise specified, are as follows:
 - a) Time will be expressed in hundredths of a minute. (e.g. Pause 50 = 1/2 minute = 30 seconds)
 - b) Speeds will be given in miles per hour.
 - c) Distances will be given in miles.

Section E - Distance between Numbered Route Instructions

- 1) The minimum distance between consecutive parts (or actions) of an NRI is one inch. The minimum distance between the point of completion of an NRI and the first action (or reference point) of the next listed NRI is one inch. The minimum distance is measured horizontally along the route of travel.
- 2) The maximum distance between points of action required by parts of an NRI is 3.00 miles. The maximum distance between the first action point of an NRI and the first action point of the next listed NRI is 3.00 miles with the exception of the use of an asterisk as noted below.
- 3) An asterisk (*) in the left margin of an NRI indicates that the distance between the first action point of that NRI and the first action point of the previously listed NRI is greater than 3.00 miles, but no greater than 5.00 miles.

Section F - Landmarks

- 1) Any landmark referenced in a route instruction must be identified by a sign, referenced to an official mileage (OM), delta mileage, or defined in the glossary.
- 2) Any term in the glossary used to define a landmark shall be used only in the sense defined.
- 3) A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.
- 4) Landmarks may be referred to in the plural form or by ordinary modifiers, such as first, second, etc. without such identification on the sign or within the definition.

Article II-3 Glossary

The following terms are frequently used in rallying and are to be used in any route instruction in the context defined below. However, those terms which would otherwise be used as course-directing actions or to specify a course, when used in a different context such as `on your right', `turn in your scorecard', etc., and which cannot be construed to be course directing in nature, should be accepted as contextually presented and used accordingly.

acute

Turn more than 90 degrees at an intersection where there exists more than one opportunity to turn in the direction indicated.

AND/OR

A route instruction may be separated into two parts by the term AND/OR. If the second part can be begun first, execute it only, and the

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instruction is completed; if not, execute both parts, in order.

at

`Even with' for speed changes, mileages, [pauses](#), etc.; `in the vicinity of' for course-following instructions.

bear

Turn less than 90 degrees at an [intersection](#) where there exists more than one opportunity to [turn](#) in the direction indicated.

before

Any navigational aid identified by the use of the term `before' must be visible from the execution point of the instruction. The instruction must be executed at the last opportunity prior to the navigational aid.

BFZ

Begin free zone. (see free zone)

BQZ

Begin quiet zone. (see quiet zone)

BTZ

Begin transit zone. (see transit zone)

CAS

Change, commence, or continue average speed of the indicated miles per hour.

checkpoint

See [control](#).

control

The [timing line](#) of an open control as identified by a checkpoint sign, or the location of a do-it-yourself control.

course-following instruction

An instruction or portion of an instruction which specifies explicitly the direction in which the contestant is to proceed.

cross

To go completely across.

crossroad

An [intersection](#) of exactly four existing roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

DIY

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Do-It-Yourself. (see Article II-4, Section C)

EFZ

End free zone.

EQZ

End quiet zone.

ETZ

End transit zone.

free zone

A specified part of the timed rally route in which there are no open or closed controls.

gain

To make up a specified time during the passage of a specified interval. The gain time is subtracted from the time required at the given average speed(s) to traverse the specified interval. The specified interval in which a gain is operative will contain no timing controls.

intersection

Any meeting of existent roads from which the rally vehicle could proceed in more than one direction without making a U-turn.

island

An untraveled area visibly surrounded by existent roads. (i.e. The rally vehicle must be able to proceed legally to the left and to the right of the island.) No two consecutive Numbered Route Instructions may be executed at the same island. This definition applies whether or not the term 'island' appears in the route instruction.

keep

To proceed in the direction indicated or to proceed so as to position a navigational aid in the indicated location. Keep may or may not take you in the direction that appears straight as possible.

key time or czt (car zero time)

The perfect time for passage or departure of car #0 from a point. Add your car number in minutes to the key time to get your perfect passage or departure time from that point.

left (or L)

A turn to the left of from 10 degrees to 170 degrees.

leg

A part of the rally extending from an assigned starting time to the next timing control or from one timing control to the next.

MTS

Mileage to sign.

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odometer check (or odo check)

A specified part of the rally route in which official mileages are provided so that the contestants may calibrate odometer. A part of the rally route specified as an odometer check is a [free zone](#).

OM

Official Mileage.

OR

A route instruction may be separated into two parts by the term [OR](#). Execute only that part which can be begun first, and consider the entire instruction complete.

pause

To delay a specified time at a point or during passage of a specified interval. The pause time is added to the time required at the given average speed(s) to traverse the specified interval. The specified interval in which a pause is operative will contain no timing [controls](#).

paved

A road having an artificial hard surface such as concrete, brick, macadam, etc.

quiet zone

A specified part of the rally during which contestants should consider taking all measures to not disturb the community. This usually includes using low beams only and driving in a quiet manner

right (or R)

A [turn](#) to the right of from 10 degrees to 170 degrees.

rotary

A traffic circle where all traffic is required to move in a counterclockwise direction.

SAP

To go straight as possible through an [intersection](#).

section

Any part of the rally route at the beginning of which the official mileage is zero and at the end of which the official mileage ends or reverts to zero.

signalized intersection (or SI)

An [intersection](#) controlled by one or more traffic regulating lights which need not be operating.

SOL

Sign on Left.

stop

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An official octagonal stop sign which requires the rally vehicle to stop.

T

An [intersection](#) of approximately 90 degrees having the general shape of a T as you approach it from the bottom.

TA

Timing Allowance

timing line

At a [control](#), the imaginary line perpendicular to the route of travel, extending fully across the road.

transit zone

A part of the timed rally route in which there are no timing [controls](#) and in which no specific speed need be maintained. Either an exact time for passage, or a restart time from the end of the transit zone must be given. An approximate distance for the length of the transit zone is desirable.

turn

Make a change of course or direction at an [intersection](#) which would not have been made in the absence of any [course-following instruction](#). If an instruction directing a turn is accompanied by an official mileage, the course following portion of that instruction must be executed at that mileage, even if that execution is redundant with a universal course following convention or an applicable Main Road Rule. (added 01/13/2001)

U-turn:

Change Direction 180degrees

unpaved

A road having a natural surface such as broken stone, gravel, dirt, etc.

Y

An [intersection](#) having the general shape of Y as approached from the bottom. It may not be readily discernible which direction is straight as possible at a Y.

yield

An official triangular yield sign which requires the rally vehicle to yield.

Article II-4 Controls

Section A - Basic Types of Controls

The basic types of [controls](#) (checkpoints) are the open [control](#), the closed [control](#), and the do-it-yourself [control](#). The location of [controls](#) may or may not be known to contestants in advance of their reaching them. Other types of [controls](#) may be used, but only if their function is clearly stated in the General Instructions.

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Section B - Open and Closed Controls

- 1) A control marks the end of one leg of a rally and the beginning of the next leg. Penalties for arriving early or late at controls will under no circumstances be cumulative; that is, controls will be scored so as not to require nor permit contestants to compensate, in succeeding legs, for any penalty they may have incurred through arriving early or late at a previous control.
- 2) Contestants will be required to stop after crossing the timing line at each open control. Contestants may not, however, stop in such a manner as to block the timing line or to obstruct traffic. Control personnel will record arrival time of contestants and assign start times for the next leg, if applicable.
- 3) Contestants may not stop at a closed control.
- 4) Contestants who are visibly delayed (e.g. by another vehicle) while approaching a control may be allowed an adjustment of their time of arrival by the amount of the delay, without penalty. Contestants should advise the control personnel at an open control of the amount of lateness caused by the delay, but the control personnel make the final determination as to the allowable time adjustment. Delays encountered at closed controls must be reported to a rally official at the first opportunity. The contestant must exercise the option of receiving an adjusted arrival time prior to receiving information as to the leg's official time.
- 5) If a contestant feels that he has been mistimed, he should immediately bring this to the attention of the control personnel or a rally official at the first opportunity. Allegations of timing discrepancies of less than 0.03 minute will not be considered.
- 6) The following minimum information must be made available to each vehicle at open controls or at designated places where closed controls are used: official mileage, the number of the next NRI to be executed (when an NRI is in the process of being executed this must be stated explicitly), any LRIs which are active (if an LRI is deactivated at a control, this must be explicitly stated), the correct speed at which to begin the next leg, and the official correct time for the leg just completed. This information will be presented to contestants by means of a written 'control slip'; if the rally committee elects to use 'out markers', it must describe their use in the General Instructions for the event.
- 7) Additional route instructions, as described in Article II-2, Section B-3, may be issued at a control.
- 8) Evasive Action:
 - a) At the discretion of the control personnel, a penalty will be assessed for stopping, slowing to less than one-half of the rally speed or for making a 'U-turn' prior to crossing the timing line within the control personnel's view. Whether or not the contestant can recognize the control from the evasive action point is immaterial.
 - b) The penalty will not be assessed if the action was made in the interest of safety, while in a free zone, to investigate an intersection, when required by law, or when permitted to do so by a route instruction.
 - c) The penalty will not be assessed if a vehicle turns away from a control at an intersection in order to follow the rally course.
 - d) When an evasive action penalty is to be assessed, the offending vehicle will be 'timed in' at the point of the infraction as well as the vehicle's actual crossing of the timing line.
 - e) The control personnel will assess the penalty in writing on the scorecard of the offending vehicle and will enter the time of infraction as its arrival time.
- 9) Controls will be located on the right-hand side of the route and so positioned as not to create a traffic hazard. The timing line will be properly identified with a visible checkpoint sign. No control at which the contestant is required to be on time will be positioned so soon after a congested area, a heavily traveled road, a lengthy no passing zone, immediately following an intersection at which the contestant is required to stop or turn, or any other condition likely to delay rally vehicles, as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. Closed control crews may be located to the left of the route of travel for the sake of safety but shall otherwise conform to all requirements of Article II-4.

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- 10) Closing of Controls - After the start or time-of-day restart, the first [control](#) will close no earlier than twenty minutes, the second and subsequent [controls](#) no earlier than thirty minutes after the perfect arrival time of the last vehicle from the start or prior time-of-day restart unless all vehicles are known to have cleared the [control](#).

Section C - Do-It-Yourself (DIY) Controls

The DIY [control](#) ends a portion of the rally route (DIY [leg](#)) for which the contestant must calculate (or estimate) the [leg](#) time, using the speeds and/or times given in the instructions. A route instruction (possibly control instruction) may specify where to start a DIY [leg](#). An instruction will specify where to end the DIY [leg](#). The interval designated as a DIY [leg](#) will contain no open [controls](#). A DIY [leg](#) may be within a [free zone](#). A contestant must enter the calculated or actual time of arrival for the DIY [leg](#), in minutes and hundredths of minutes, on his or her scorecard prior to entering the next open [control](#) (if applicable). Either the general instructions or route instructions will specify when to start the subsequent [leg](#) (if any). Unless otherwise specified, the speed to start the next [leg](#) should be the same as the last speed assigned for the DIY [leg](#).

Article II-5 Time Allowances

Section A - Circumstances

Should the contestant find himself or herself delayed for any reason, he or she is urged to take a time allowance for that [leg](#). Delay associated with a time allowance must not be taken within sight of a [control](#); allowed delays are provided for in Article III-1, Section B.

Section B - The Allowance

The time allowance must be requested in writing by the contestant on the scorecard in the appropriate box prior to entering the next open [control](#). In addition, it will be incumbent upon the contestant, immediately upon arrival at the open [control](#) for which the allowance is claimed, to ensure that control personnel make note of the allowance claimed.

Time allowance procedures for events with closed [controls](#) will be defined in the general instructions.

If you take a time allowance on a DIY [leg](#), increase your start time for the subsequent [leg](#) by the amount of the time allowance.

Section C - Increments

If a time allowance is requested at an open [control](#), it must be in the amount of 0.50, 1.50, 2.50, 3.50, ..., 19.50 minutes.

Time allowances in excess of 19.50 minutes may be allowed by the claims committee, but only under the most special of circumstances.

Section D – No Penalty

Contestants are reminded that there is no penalty for using a time allowance and that [controls](#) will be closing at their scheduled time.

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Article II-6 Scoring and Awards

Section A - Scoring Penalties

Table with 2 columns: Description of penalty and Points. Includes items like 'Per leg, each hundredth of a minute early or late at a timing control' (1 point), 'Use of alternate leg time (when available)' (50 points), 'Evasive action (time at point of infraction plus)' (100 points), 'Missing a timing control' (300 points), and 'MAXIMUM PENALTY AT ANY ONE TIMING CONTROL' (300 points).

Section B - Missed Control

A contestant physically missing one or more consecutive controls will be scored for the leg in which he or she encounters a control based upon his or her elapsed time from his or her prior time out (or start time) and the sum of the calculated elapsed time for the legs. His or her score at each control physically missed will be the missed control penalty.

Section C - Computations and Errors

- 1. Each contestant is responsible for completely scoring his or her own scorecard before his or her card will be accepted by the scoring committee. Accuracy of scores will be checked by the scoring committee. Any errors will be corrected.
2. When a contestant has reason to believe that an error has been made in his or her score, he or she may bring the matter to the attention of the scorers. Any request by a contestant for a review of his score must be made to the scoring committee within 15 minutes after the official announcement of the rally results.

Section D - Ties

In the event of a tie for any finishing position(s), the tie will not be broken, and duplicate annual championship points will be awarded. If the position in contention is entitled to a trophy, duplicate trophies will be awarded. The position immediately below the tie position will be considered vacant.

Section E - Disciplinary Penalties

Any of the following offenses will automatically result in disqualification:

- 1) Drinking an alcoholic beverage at the start of or during a rally;
2) Receiving a citation, ticket, or arrest for any in-motion traffic violation;
3) Careless or reckless driving or flagrant violation of any motor vehicle law;
4) Conduct detrimental to the sport, or unsportsmanlike conduct as determined by at least two members of the rally committee or the claims

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committee.

Section F - Awards

Awards will be made in each class according to the following minimum schedule:

1 - 5 vehicles	1 trophy
6 - 10 vehicles	2 trophies
11 - 17 vehicles	3 trophies
18 - 26 vehicles	4 trophies
27 - 37 vehicles	5 trophies
etc.	

Section III - Post-Event Administration

Administrative Discard. The decision to discard a leg of a rally shall be the exclusive responsibility of the rally chairperson any time prior to consideration of a claim by the claims committee, and his or her reasons for doing so shall be stated to the Official Observer before announcing his or her decision to the contestants. The decision to discard a leg by the rally chairperson must be posted (with leg number, reason, and time posted) and announced within one hour of the arrival time of the last vehicle at the final control of the rally (if the final control is located more than 20 minutes from the finish, an appropriate adjustment will be made). The rally chairperson's decision to discard a leg is not subject to claims by contestants.

Article III-1 Claims Requests/Protests

Section A - Submission of Request

A claim request or protest must be submitted to the claims committee within one hour after the arrival time at the final control. If the final control is located more than 20 minutes from the finish, an appropriate adjustment will be made by the rally committee.

Section B - Grounds for Request

- 1) If the claim/protest was necessitated by a genuine emergency unconnected with any act of the contestant such as a closed railroad crossing, funeral procession, roadblock, etc., or an accident in which the contestant was not involved, the condition should be verified in writing by another contestant or a rally official. (Claims/protests are not allowed for reasons such as flat tires, bathroom stops, off-course excursions, electrical or mechanical failures, traffic delays, etc.)
- 2) The claim/protest will also be considered if the delay was caused by an alleged error or ambiguity in the rally. The claim/protest will only be considered if the situation was the ONLY cause of the lateness.
- 3) When stopping to assist a competitor or rally official with a disabled vehicle, the first rally vehicles on the scene may stop to lend assistance, if necessary. When verified, no time allowance penalty will be assessed.

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Article III-2 Claims

Section A - On-The-Road Claims

A claim concerning a condition existing or occurring on the route of the rally must be submitted to the claims committee within one hour after the arrival time at the final control. If the final control is located more than 20 minutes from the finish, an appropriate adjustment will be made by the rally committee.

Section B - Submission of Claims

Each claim must be submitted in writing on a NER/SCCA Claim Form (or suitable facsimile) and must be signed by both the driver and navigator, and identified by the claimant's vehicle number. The claim must cover three points:

- 1) The matter under dispute described in detail citing the alleged violation of the General Instructions, the supplement to those instructions, and/or the NER/SCCA Rally Regulations;
- 2) The claim must clearly show how the matter under dispute was the direct cause of a penalty to the claimant. Substantiating details may be given, but shall not be required. The claims committee may request additional information from the claimant and/or other event participants. The claimant may provide an oral supplement to the claim, not to exceed five minutes, and shall notify the claims committee of intent to do so via the written claim form. If an oral supplement is requested, it must be heard.
- 3) The written claim must request possible forms of relief, such as, but not limited to the following:
 - a) Extension of maximum time allowance permitted,
 - b) Elimination of other penalties incurred, e.g. for missed controls,
 - c) A score on the leg affected which is the average of the competitor's score on the other legs of the rally,
 - d) Rescoring of a leg for only the vehicle affected,
 - e) Rescoring the leg for all vehicles, i.e., correction of the official leg time,
 - f) Discard of the leg.

Section C - Applicability of Time Allowances

Contestants are warned that failure to claim a compensatory Time Allowance, when it is reasonable to do so, after an off-course excursion may prejudice the disposition of any claim based upon the excursion.

Article III-3 Annual Points, New England

Rally Championship (Classes A and S only)

Section A - Competition Year

All rallies in a given competition year sanctioned by the NER as Regional Championship events will comprise the championship series for that year.

The competition year will be defined by the NER Rally Board each year. Notification of any changes to the scheduled dates and/or locations of

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Championship Events will be made to all NER/SCCA members at least 30 days in advance.

In the case of the Rally Board withdrawing the sanction of an event retroactively, that rally will be deleted from the annual championship series. The Rally Board must do so within 60 days following the event for which sanction is being withdrawn.

Section B - Points

- 1) Championship points may be earned by an individual in the capacity of driver, navigator or worker.
- 2) Championship class as determined by the pointskeeper will be the class in which the competitor has run in the greatest number of events. At year-end, if an equal number of events have been run in each of two classes, the classification will be the class in which the competitor last competed. Points earned in one class are not transferable to another class.
- 3) Competitors can accumulate points in both driver and navigator roles toward each respective championship. Points are not transferable from one role to another.
- 4) The placement points accumulated from up to a maximum of seven events comprise the competitor's total placement points. The pointskeeper will use the best finishing positions in determining this point total.
- 5) Worker points to a maximum of twenty, and special event points to a maximum of eight, will be added to the competitor's total placement points to determine the competitor's championship points for that competition year. Worker and special event points will be applied to the role and class in which the competitor has accumulated the greatest competition points. In the event that the total competition points are the same for one or more of a competitor's roles and/or classes, the pointskeeper will make the determination.
- 6) A cumulative record of each competitor's points will be kept by or at the direction of the Rally Board. Points and the standings will be published to the NER Website throughout the year and displayed at events throughout the year. Time will be dependent upon rally committees get event results to the points keep in a timely manner.
- 7) If no entrant leaves the start of an NER/SCCA event, sanction for the event is withdrawn and no one will receive championship points for the event.

Section C - Awards and Eligibility

- 1) The championship points for each competition year will be summarized as soon as possible after the last rally of the competition year, and suitable awards will be presented to the year's champion driver and navigator in Classes A and S. Ties in the New England Rally Championship will not be broken. The awards will be presented at the Region's annual meeting.
- 2) Membership in SCCA is required for year-end awards.
- 3) All participants in NER rallies, guest entrants as well as members of the Region, will receive championship points. Non-members will not be eligible for championship awards. Any person joining SCCA during the year will be allowed to count only the two immediately previous sanctioned rallies of that competition year toward championship awards.
- 4) To win an NER/SCCA Road Rally Championship, you must work at least one Rally event during the year. Run/work assignments satisfy this requirement.

Section D - Placement Points

- 1) Driver/navigator points will be awarded only on the basis of finishing position in Class A, S, and D and not on the score of any individual section of a rally or in a supplementary event.
- 2) Each competitor in a NER/SCCA rally will be awarded a number of placement points based on the vehicle's finishing position in class

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according to the schedule set forth as follows:

Position	Points	Position	Points
1 . . .	10	6 . . .	3
2 . . .	8	7 . . .	2
3 . . .	6	8 . . .	1
4 . . .	5	9 . . .	1
5 . . .	4	10 . . .	1

NOTE: Placement points of zero will be awarded for a finishing position lower than tenth place.

3) Only Novice competitors are eligible to earn placement points at Novice Events.

Section E - Worker Points

Workers receive worker points for serving in one, and only one, of the following functions:

1) Worker Points Earned

a) NERRC

Function	Max per event	Points (2)
Rallymaster (1)	2	12
Chairperson (1)	1	8
Official Checker (1,3)	2	10
Day-of-event worker (1)	unlimited	4

b) Novice/GTA

Function	Max per event	Points (2)
Rallymaster (1)	2	10
Official Checker (1,3)	2	8
Day-of-event worker (1)	unlimited	4

Notes:

- (1) This function must be approved by the Rally Board prior to the event.
- (2) Workers not present at the event or not participating in a major portion of the event receive 4 less points.
- (3) Four official checkers may be approved by the Rally Board.

- 2) Any entrant leaving the start of a NER/SCCA championship event is not eligible to receive event worker points (e.g. entrants who work a control during a rally will receive only placement points). Should the competitor also function as a worker at the event, their championship worker requirement will be satisfied.
- 3) A maximum of 20 worker points can be applied towards the NER/SCCA Rally Championship in any year/season.

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Section F - Special Event Points

Members of SCCA participating in Novice or GTA events, sanctioned as such by the NER Rally Board, but ineligible to receive Placement or Worker Points as described in Section D and E of this article will receive four special event points. In order to earn these special event points, the member must be a rallymaster, chairperson, checker, day-of-event worker, or competitor. A maximum of 8 special points can be applied towards the NER/SCCA Rally Championship in any year/season.

Article III-4 Special Awards

Section A - Davidson Cup

Running concurrent with the New England Rally Championship is the team competition for the Davidson Cup, a perpetual award in the memory of Bob Davidson. The Davidson Cup was added in 1970 to give the many local clubs in the area a title to aim for - The Top Rally Club in New England rallying. Any local motorsport club can run for the Davidson Cup. The single club to receive the points must be indicated by the crew on its scoreboard. The points are earned by the top finishing crew for each club in each of the three classes. The Davidson Cup cannot be won by the New England Region, SCCA. All events in the New England Rally Championship will be counted. Ties will not be broken. Retired in 1998.

Section B - Cameron Dewar Cup

In 1973, the New England Region, SCCA received the donation of a new rally award, the Cameron Dewar Cup. This cup was given in memory of Cameron Dewar, motorsports writer for the Boston Herald, and long-time friend of New England rallying. The Cameron Dewar Cup will be awarded to the competitor who has attained the greatest number of points in the New England Rally Championship without regard to the competitor's status as a driver and/or navigator, in Class A and/or S, or to any reference to membership in any club or championship. A number of events up to two less than the total number in the championship series for the year may contribute points towards each competitor's Cameron Dewar Cup points, e.g. if there are twelve championship events in a series, each competitor will accrue points for up to ten events. Each event started by a competitor will accrue points until the maximum allowable number of events has been reached, e.g. in the above example, if the competitor started eleven events, the first ten will be used. Point values towards Cameron Dewar Cup follow the same schedule as for placement points towards the New England Rally championship. In the event of a tie, the tie will be broken except where the tie is between two competitors who have competed as a team for the entire series. The tie will be broken by determining the competitor(s) with the most first place finishes, then second, third, etc. finishes as necessary.

Section C - Chairperson's Award

The Chairperson's Award is given by the Chairperson to one or more individuals who have contributed in a unique way to the rally program.

Section D - Sine Qua Non Award

The Sine Qua Non Award, established by the NER Rally Board in 1978, is presented by the New England Region Rally Board to that member of the Region, who, as an organizer/worker, has contributed to the success of the Rally Program in a manner so exceptional that the individual is recognized by all as indispensable and essential.

Section E - Rookie of the Year

The NER/SCCA Rookie of the Year is presented annually by the Rally Board to the new rallyist who has not only competed in the annual rally series, but has contributed to the sport by actively working and demonstrated an interest in the future of rallying.

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Section F - Rally of the Year

One NER/SCCA sanctioned rally is chosen annually as the Rally of the Year. This selection is based on input from competitors in the form of written Contestant Evaluation Reports (CERs) submitted for each rally.

Section G - Rally Chairperson's Award

Given at the discretion of and by the Rally Chairperson.

Section H – Ted Goddard Lifetime Achievement Award

The Ted Goddard Lifetime Achievement Award, established in 2012, is presented to a member in recognition of a lifetime of service, dedication and sacrifice for the betterment and promotion of the sport of Rally throughout New England. Ted Goddard was a long-time member of NER and instrumental to the RoadRally program's growth and success.