
2018 DirtFish SCCA Dixie RallyCross National Challenge

SUPPLEMENTAL REGULATIONS

In addition to the 2018 SCCA RallyCross rules, the following regulations and procedures apply to the 2018 DirtFish SCCA Dixie RallyCross National Challenge. Any questions not directly answered by the regulations are defaulted to the RallyCross rulebook and then the Chief Steward for interpretation. All sections of the 2018 RallyCross rules are mandatory.

Schedule:

1. See Event Registration Page

Timing and Scoring:

1. Entrants are responsible for submitting all corrections (i.e. name, class, car number) to Timing and Scoring before competition begins.
2. Car identification numbers are assigned by the SCCA on a first- come, first- served basis. Numbers must be placed on both sides of the car. Car numbers are limited to a maximum of three (3) digits. If two entrants driver compete in the same car and in the same class each entrant driver must submit a separate entry form. The first entrant driver will have a two-digit number. The second entrant will have the first entrant's number plus 100 (i.e. - If 1st entrant is #98, then 2nd entrant will be #198). Requests for numbers will be given 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 will be assigned.
3. A list of entrants by class and car number may be displayed online
4. A list of entrants by class and car number may be displayed online
5. All requests for changes to an entrant's car number or vehicle made after competition begins must be submitted to the Event Steward.
6. To prevent interference with the Timing and Scoring equipment and personnel, no team or crew will be allowed within the designated Timing and Scoring area or start and finish lines. Timing and Scoring concerns should be directed to the Event Steward.
7. Entrants will be allowed to take one (1) five-minute timeout per session. The five-minute timeout begins at the time the car is scheduled to be present at the start line. The entrant must notify a grid worker if the driver is taking a "timeout". The Chief of Grid will notify Timing and Scoring.

8. Each entrant will receive one (1) slow-speed parade lap per course. In two-driver cars, each entrant will be allowed to drive a parade lap but may not ride along for a second parade lap. Entrants will be notified of any course changes implemented after the parade lap (see Timing and Scoring Rule #9). 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 be used for ninety (90) days prior to the event.)
9. Every effort will be made for each course to have a designated period for each run group to walk the course prior to their parade lap. If there are any course changes that involve moving cones on course after a run group has had its parade lap the course change will be communicated by a grid worker to each driver.
10. Entrants will be notified of any course changes implemented after the parade lap. These course changes will be communicated both verbally and visually by way of an updated course map located between grid and the start line. Additional parade laps may be given for course changes at the discretion of the Event Steward.
11. Raw time for each run will be displayed on a display visible following the finish. Such times will not be official and will not include penalties. Preliminary results will be printed and displayed at the timing trailer on Saturday after the first course is completed and on Saturday after competition ends for the day. Final results will be announced at the awards presentation on Sunday.
12. Timed runs will be scored electronically by an optical or mechanical switch triggered by the vehicle at the start and finish lines. In the event of a malfunction, stop watches will be used to their best accuracy, with two watches being used for each car. Each watch will be operated by one person and the average of the two watch times will be used.

Course Design and Safety:

1. When the course designer has finished setting up and marking the course, it will be reviewed by the Event Safety Steward. When 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. Changes will be made under the supervision of the Event Safety Steward as needed according to the 2018 SCCA RallyCross Rules Section 4.4C.
2. Course clarity: Issues noticed during a course walk or parade lap must be voiced to the Event Steward prior to start of competition for that run group. Courses will not be adjusted for clarity after the run has commenced.
3. If an entrant comes upon a misplaced cone (I.E - a downed cone or a gate) with the pointer cone pointing away from the upright cone during a run, the entrant may stop on course near the misplaced cone to point it out to the corner worker. If the course work confirms the misplaced cone, the entrant will be allowed a re-run. The entrant will then proceed to the finish at a reduced speed (not competition pace) and will receive a re-run. Any penalties assessed on the original run will not carry over to the re-run.

Run Groups and Run Order:

1. CLASS RUN GROUPS- (To be determined by event organizers)
 - a. To be determined after close of registration
2. RUN GROUP SCHEDULE
 - a. The run schedule for each heat will be as follows:
 - i. Run groups and run schedules are subject to change. The run order may change according to the number of vehicles entering in each class. Changes will be posted at the event.
 - ii. The initial run order of each class will be established as follows: 1st of 2 driver cars go first, followed by the single drivers, followed by the 2nd driver of the 2 driver cars. The 1st driver of the 2 driver cars (and their order) and the order of the single drivers will be randomly selected. The 2nd driver of the 2 driver cars will be run in the same order as the 1st drivers. For the next set of runs, the run order will be reversed. For the second day of competition, the run order will be based on results from the first day, 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.
 - iii. Competition vehicles will stage on the grid, allowing for two-driver vehicles, in the assigned run order. Two-driver vehicles will be marked on the passenger side of the windshield with a two indicating a two-driver vehicle. .
 - iv. All drivers within a given class must complete a given run before another class can begin its runs, including two-driver vehicles. Additionally, drivers within a Group must all complete a given run before any driver in that Group can begin its next run, including two-driver vehicles. Drivers will be grouped together by class and run order within each Group. Two-driver vehicles will have a maximum of two minutes to switch drivers from the time the car returns to its grid stall.
 - v. Every effort will be made on behalf of the organizers to avoid course changes during a Group. If necessary, such changes will be made between classes within a Group if possible unless the required changes are deemed immediately necessary for safety reasons. If a course change occurs within a class that has not yet completed its round of runs, all drivers will be re-run after the change, including those that had completed their runs before the course change.
 - vi. Timing shall provide a current run order grid sheet to the Grid Chief prior to the start of each run Group. The Grid Chief shall not release cars from grid to the start line until she/he receives a current run order grid sheet.

Penalties:

1. Ten (10) seconds for starting prior to the starter's signal for "Go".
2. Slowest raw time in class for same run plus ten (10) seconds for a "Did Not Finish" (DNF). A DNF includes, but is not limited to, the following:
3. The driver 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;
4. 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. A vehicle is unable to start a timed run.
6. A competitor exits a vehicle while on course unless notified by course worker to exit.
7. 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, vehicle's mechanical condition, etc.
8. 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.
9. Two (2) seconds for each upright cone knocked down or displaced.
10. Includes cones after the finish, within fifty (50) feet of the finish line.
11. An upright cone knocked down or displaced by dirt/snow/gravel ejected from the vehicle's wheels will entail a penalty.
12. No penalty for displacing "pointer" cones.
13. Cone position will be marked with a landscaping flag or outlined with a box, depending on the surface. 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.
14. Ten (10) seconds for each Gate missed
15. Run order must be maintained. A delay of over thirty (30) seconds will be considered a DNF, except as described above for a "time out".
16. All penalties are subject to the Event Steward's review. Additional penalties may be added or assigned penalties removed at the Event Steward's discretion.
17. A driver who de-beads (flat tire) on course which results in a red flag will be allowed a ten (10) minute grace period from the time they reach grid 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.
18. Any driver who ignores two consecutive red flags during a run will be given the DNF penalty on that run.
19. Any driver who allows a passenger in the vehicle during a timed run will be scored a DNF for that run.

Equipment Restrictions

1. Studded tires will not be allowed at National Challenges or the National Championship.

Tech and Class Inspections:

1. All competition vehicles must pass the pre-event safety/tech inspection to ensure the vehicle meets applicable safety requirements. Vehicles are to be presented at safety/tech inspection ready for competition. Any vehicle that has mechanical trouble and requires assistance to exit the course must pass an additional safety inspection before it is allowed to return to competition.
2. All entrants must complete the "Class Disclosure Form" prior to class inspection. Entrants in the Modified or Constructor classes do not need to list the modifications. The form must be displayed on the vehicle windshield at the class inspection. Forms will be collected by an Event Official at the end of the class inspection period.
3. No vehicle will be allowed to participate without the safety/tech inspection sticker on the driver's side edge of the windshield.
4. Each class will hold a mandatory class inspection prior to the start of the official competition where class competitors may inspect all the other vehicles in their class and question eligibility at that time. 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. The class inspection time is posted on the event schedule. Any entrant ten (10) minutes or less late 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.
5. A representative of each car should be present in the class inspection area to answer questions during the entire inspection time.
6. Tow hooks or straps
 - a. All entrants must determine where their car can be towed from in the event of mud, breakage, or other unforeseen event. The entrants should be able to demonstrate this knowledge at tech inspection. The entrants is responsible for hooking their car up to the event provided tow strap in the event of breakage and the SCCA is not responsible for any damage that may occur during towing.
 - b. If an entrant's car is equipped with factory tow hooks, these should be installed prior to tech inspection and remained installed for the duration of the event.
 - c. Entrants should consider installing permanent tow hooks on their vehicles to simplify any situation requiring towing.

Required Decals:

1. Car number (minimum 6" high) and class designation (minimum 3") must be visible on both sides of the car.
2. These markings should be similar colors and styles, must contrast the main body color of the car, and must be easily legible while the car is on course.

3. All competition vehicles must display the SCCA RallyCross windshield banner on the uppermost portion of the windshield.
4. All required SCCA decals will be available at the Tech Inspection area.
5. The windshield banner may go on the back window if a required banner for contingency is on the front windshield. Other placement by prior approval of the Rally Program Manager.
6. The SCCA RallyCross decal and National Event decal must be displayed on both sides of the car. The SCCA wire-wheel logo decal must also be displayed on the front of the vehicle (bumper or hood). All required decals will be available at Safety/Tech Inspection.
7. All decals/logos of any competing sanctioning bodies must be covered.
8. 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.

Safety and Rules of the Paddock and Grid:

1. Competition vehicles should be worked on in the paddock area, although minor repairs and adjustments can be made in grid. It is recommended that all vehicles in the paddock area have a tarp placed underneath.
2. Do not pour gas, oil, coolant or other hazardous fluids on the ground anywhere on the facility.
3. No practicing, testing or fast driving is allowed in the pits, 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.
4. A speed limit of ten (10) mph will be enforced at the event site including the paddock area and grid.
5. Children are allowed on the event site. During active competition children under twelve (12) are not allowed in the grid, staging or course area. Pets are ~~not~~ allowed at the event site but must be leashed. Service animals are allowed per Federal regulations.
6. Photographers desiring to enter a course area must be approved by a Safety Steward who is working the active run Group, and the photographer must be accompanied by a spotter. This spotter may not be a course worker at that location. Minors cannot be photographers or spotters on course.
7. 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, reported to the Event Steward.
8. If someone is 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.
9. Only competition vehicles and official event support vehicles are allowed in the grid and competition area during competition.

Drivers' Meetings:

1. Drivers' meetings will be held per the event schedule. All drivers are required to attend the drivers meeting. Additional drivers meetings may be held as needed.
2. 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.
3. It is the competitor's responsibility to check at Registration and/or the Official Notice Board posting area for changes to the Supplemental Regulations.

Entrants as Workers:

1. All entrants are required to work the event.
2. Workers need to 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.
3. Run work order will be posted on the Official Notice Board at the event.

Awards:

1. Trophies will be awarded in each class for 1st 2nd and 3rd places only regardless of the number of competitors in each class
2. For National Championship events, only classes with two or more finishers will be awarded a National Championship and be eligible for the TripleCross Award; classes with only one finisher will receive a National Class winner award, not a National Championship award.
3. Finishers are defined as entrants who have completed at least one run attempt and have not been disqualified from the event.

Event Map:

