



SIR SCCA COMPETITION REGULATIONS

SECTION I: GENERAL

- A. Regional Solo events and rallies (both point and fun) shall comply with the National Regulations with the additions and exceptions noted in Sections II, III, IV, and V of the following regulations.
- B. Any SCCA member in good standing is eligible to compete in any SIR sponsored event.
- C. SIR/SCCA members whose membership has lapsed for less than one year may compete only as "fun" entrants. They do not earn competition, or Berry points, or win club trophies.
- D. The entry fees for SIR events will be published each year.
 - 1. Entry fees are established annually by the Board of Directors. The Board may establish different entry fees for particular types of events. Any entry fee changes, or atypical entry fee is to be published before taking effect.
- E. All members will be notified in writing or electronically a minimum of three (3) days in advance of any point event and, as nearly as possible, all members will be notified a minimum of 24 hours in advance of a non-point event.
- F. Unless officially announced otherwise on-site rally registration will open at 12:30 P.M. and close at 1:00 P.M. and on-site autocross registration will begin as per posted event schedules.
- G. A drivers' meeting will be held approximately fifteen (15) minutes before first car out time.
- H. Entry Procedures:
 - 1. All cars must pass technical inspection before registration is complete.
 - 2. At registration, drivers must complete all necessary forms, present a valid driver's license, be on the insurance release, and pay the entry fee.
 - 3. It is the responsibility of all entrants to register in the proper class.
- I. The Assistant Activities Chairman shall oversee technical inspection. The Treasurer shall oversee registration at all events.

- J. A committee comprised of the Event Marshal, the Chief Technical Inspector, and the event's Solo Safety Steward, may convene at any event and decide whether an entered car may safely be considered suitable to run. Such suitability should be considered in the light of both public safety and the preservation of a favorable public image.
- K. Autocross courses are to be checked for safety and "readability" using as few runs as possible and a car different from the driver's intended competition vehicle. At autocross events, parade laps for guest and novices, are exempt from the above rule.
- L. The Event Marshal is authorized to establish any ground rules deemed necessary to accommodate situations which might arise because of the nature of the event and/or locality. These ground rules shall not be in violation of the Competition Regulations, and they shall be announced in writing before the event.
- M. Any driver considered by the Event Marshal or ranking officer present to be under the influence of alcohol or narcotics shall be disqualified.
- N. All penalties and/or bonuses shall be stated in the General Instructions. If not stated, they cannot be assessed.
- O. All result forms shall be turned over to the Activities Chairman. The Activities Chairman will forward the results to the Pit Stop Editor. Alternatively, the same final-form event results are to be presented to both the Activities Chairman and the Pit Stop Editor.
- P. Regional Events shall be self-supporting. The Event Marshal and Activities Chairman will attempt to keep the cost of the trophies and necessary equipment within 90% of the receipts for the event. Excess funds will be added to the treasury.

SECTION II: TROPHIES AND POINTS

- A. Regional points for placing and attendance in designated point events will be awarded to SIR members only.
- B. At events designated as "fun events" there are no competition points awarded. Trophies and Berry points are awarded at "fun events."
- C. Regional points are awarded on the following basis:
 - 1. Autocross (Solo) Competition Points:
 - a. Every attempt will be made to offer all entrants the same number of timed runs.
 - b. Entrants qualified for any bonus program may receive additional scored runs. Qualification for any bonus program is to be open to all. The number of additional scored runs will be described by the bonus program.
 - c. Should weather, course, or other conditions preclude the normal conclusion of an event, the event may be scored using times from all completed runs when the event was stopped.
 - 1. This may result in scoring entrants on unequal number of runs.

2. This may result in scoring entrants of a given class, or bump class, on an unequal number of runs.
 - d. Each entrant's best run from each heat will be used to determine the entrant's combined time for the event.
 - e. The "Entrant Time" will be determined by multiplying the entrant's combined time by the current PAX index.
 - f. Finishing order is determined with the best indexed combined time being deemed the "Perfect Time."
 - g. Autocross Points are awarded with 1000 points going to the "Perfect Time" in each division.
 - h. All other entrants are awarded points determined by how close their "Entrant Time" is to the "Perfect Time".
 - i. Autocross Points calculation will be:

$$(\text{Perfect Time} / \text{Entrant Time}) \times 1000 \text{ points}$$
 - j. The calculated value will be rounded to the nearest integer.
 - k. No entrant will receive fewer than 750 points.
2. Rally Competition Points:
- a. First Place (5) Competition Rally Points are awarded each to the Rallymaster (Event Marshall), Road Rally Safety Steward, and/or Assistant Event Marshall.
 - a. An individual may earn first place Berry and Rally Points as rallymaster no more than twice a year.
 - b. An individual may earn first place Berry and Rally Points no more than twice a year serving, in any combination, as Road Rally Safety Steward or assistant rallymaster.
 - c. Five (5) Rally Points are awarded to those that finish first in class.
 - d. Four (4) Rally Points are awarded to those who finish second in a class of four (4) to six (6) cars.
 - e. Three (3) Rally Points are awarded to those that finish third in a class of seven (7) or more cars.
 - f. Two (2) Rally Points are awarded to those that enter and would not otherwise get Rally Points.
 - g. Any individual at any single rally event may earn a maximum of five (5) Rally Points.

3. Berry Points:

a. Autocross (Solo) Events:

- i. Any individual at any single autocross event may earn a maximum of five (5) Berry Points.
- ii. Five (5) Berry Points are awarded to the Event Marshall. A person may receive Berry Points as an Autocross Event Marshal only once a year.
- iii. Five (5) Berry Points are awarded to those that finish first in class.
- iv. Four (4) Berry Points are awarded to those that finish second in class of four (4) to six (6) cars.
- v. Three (3) Berry Points are awarded to those that finish third in a class of seven (7) or more cars.
- vi. Two (2) Berry Points are awarded to those that enter and would not otherwise get Berry Points.
- vii. Two (2) Berry points are awarded to each non-entrant worker.

b. Rally Events:

- i. Any individual at a single rally event may earn a maximum of five (5) Berry Points.
- ii. Five (5) Berry Points are awarded to the Event Marshall, Road Rally Safety Steward, and Assistant Event Marshall. A person may receive Berry Points as a Rally Event Marshal no more than twice a year. A person may receive Berry Points no more than twice a year serving, in any combination, as Road Rally Safety Steward or assistant rallymaster.
- iii. Five (5) Berry Points are awarded to those that finish first in class.
- iv. Four (4) Berry Points are awarded to those that finish second in class of four (4) to six (6) cars.
- v. Three (3) Berry Points are awarded to those that finish third in a class of seven (7) or more cars.
- vi. Two (2) Berry Points are awarded to those that enter and would not otherwise get Berry Points.
- vii. Two (2) Berry points are awarded to each non-entrant worker.

c. Membership Meeting Attendance:

- i. One (1) Berry point.

d. "Fun" Events:

- i. A maximum of five (5) Berry Points may be earned at any single fun event.
 - ii. Five Berry Points are awarded to the Event Marshal. In the case of fun rally, both the Event Marshall, Road Rally Safety Steward, and/or Assistant Event Marshall are awarded a maximum of five (5) Berry Points.
 - iii. Two Berry Points are awarded to each participant (entrant or worker) in a "fun" event.
 - e. Special Events:
 - i. The Board of Directors may define other club activities to Berry point earning events.
 - ii. No more than five (5) Berry points may be earned in a single day.
 - iii. These events and the points available are to be published in Pit Stop and open to all. (For example, Berry points could be awarded to those that participate in a club workday.)
- D. Trophies shall be awarded to the highest placed drivers in each class on the following basis unless otherwise provided by supplementary regulations:
- 1 - 3 entrants in a class -- 1 trophy
 - 4 - 6 entrants in a class -- 2 trophies
 - 7 - 9 entrants in a class -- 3 trophies
 - for each five (5) additional entrants, or fraction thereof -- 1 additional trophy
- E. The John Berry Memorial Trophy, sponsored by Mrs. John Berry Jr., will be awarded annually at the December meeting to the member or members who receive the greatest number of Berry Points in the calendar year. Such member or members, and those in second and third positions for this award, will receive plaques. In the event of ties for any of the positions, equal awards will be presented. In the case of the John Berry Memorial Trophy, which is a traveling trophy, multiple winners will hold the trophy equal amounts of time.
- F. A traveling Autocross Trophy will be awarded at the annual awards banquet to the person receiving the most Autocross Competition Points based on the individual's best six (6) point events in the calendar year. There must be at least seven (7) point events in the calendar year for the Autocross Trophy to be awarded.
- G. A traveling "Rookie Trophy" will be awarded to the new member attaining the highest point average during his or her first year of competition. The "year" for rookie points runs from June through November. The Rookie of the Year award is presented to the member earning the greatest percentage of Berry Points in the member's first full calendar year of SCCA membership while seventeen years of age or older. Berry Points reflect participation and performance and cover all of our club's activities. Those that join the Southern Indiana region in the last half of the year (July through December) are considered rookies in the following calendar year. New members are encouraged to enter events and gain some experience prior to their rookie "year."
- H. This average will be calculated by dividing the total number of Participation and Event points (Berry Points) accumulated by the rookie by the number of point events and meetings in which the new member was eligible to participate. To be eligible, a new member must have been able to

compete in at least four (4) point competition events. New members not meeting this requirement will be considered "rookies" for the following calendar year. Points shall be accumulated according to Section II paragraph C of the SIR Competition Regulations.

- I. The Ken Andrew Memorial Indian Award is an award presented to the person whom the Board of Directors feels has done the most for the Southern Indiana Region in the calendar year. This person shall not be a member of the Board of Directors. The Board may decide to not present this award in any given year.

SECTION III: PROTEST

- A. In the event a protest is lodged by a participant contesting the results or conduct of an event, a Protest Committee consisting of the Activities Chairman and two impartial members, appointed by the Board of Directors, will be established. In the event the Committee allows the protest, the results of the event shall be adjusted accordingly. In the event the Activities Chairman is directly involved in the protest action or cannot serve on the Committee, the Assistant Activities Chairman will serve instead. If the Assistant Activities Chairman is directly involved in the protest action or cannot serve on the Committee, the Board will appoint an impartial member of the Board of Directors.
- B. Protests of the results or conduct of an event may be submitted any time after the announcement of the provisional results but must be submitted to the Activities Chairman no later than twenty-four (24) hours, verbally, and no later than seventy-two (72) hours, in writing, after the official notification of the results against which the protest is filed.
- C. * Protests concerning car classification, cars, or drivers in Solo events must be submitted in writing, and signed by the protesting driver, to the Activities Chairman or other officials of the event. This must be done no later than thirty (30) minutes after the results of the second runs in the protested car class are made public. Officials of SIR or the Event Marshal may extend this limit in exceptional cases, where the protester can demonstrate that evidence pertinent to the protest was not available within the time limit. Only the drivers in the protested car class may file protests. In the event a protest requires disassembly of an engine or other component, the committee may require posting a reasonable bond by the protester.
- D. Protests concerning car classification in rallies must be submitted by any competitor during the event and up to thirty (30) minutes after its completion. The procedures for the protest, and any appeal set forth above, shall apply.
- E. The official notification of results shall be Pit Stop whether delivered on paper or electronically.
- F. * A protest must include:
 1. Date of the event.
 2. Location of the event.
 3. Specific complaint.
 4. Signature of all persons entering the protest.
- G. A fee of \$25 shall accompany any protest. This fee will be refunded if the protest is upheld or added to the treasury if denied.

- H. * The Protest Committee shall review the written protest and submit its decision in writing to the Event Marshal, protester(s), and the Board of Directors within seven (7) days after the receipt of a written protest. If it is impossible to complete the review, a new Committee shall be appointed.
- I. * The Protest Committee may call upon the persons lodging the protest, the Event Marshal, or other interested individuals to clarify any matters pertaining to the protest.

SECTION IV: AUTOCROSS EVENTS

- A. SIR will follow the current issue of the SCCA Solo rule book with the exceptions and additions noted herein. Items designated with an asterisk ("* ") are reproduced from the SCCA National Solo Rules for reference by competitors.
- B. Car Classification:
 - 1. SIR will use a Bumping Order that is defined by the PAX numbers for the current year.
 - a. All classes will be determined by the allowable modifications listed in the national Solo regulations.
 - b. Any car not currently classed by the National Solo Regulations will be classed by the members of the Board of Directors present at the event.
 - c. Classes will be combined until a minimum of two (2) cars are established for a class, starting with the bottom of the bumping order, except at the top of the order where one (1) vehicle may form a class.
- C. A given car may be entered by no more than two (2) drivers in the same class.
 - 1. In limited special cases when three (3) drivers are using the same car, the least competitive and most competitive drivers will be paired.
 - 2. In special cases when more than three (3) drivers are using the same car, then none of the drivers are to earn Autocross Competition Points.
- D. When a car is entered by more than one driver, the drivers will be assigned to separate heats as much as possible. (SIR/SCCA does not have sufficiently large heats to assure the five (5) minute minimum between runs does not cause a delay or the extra workers to keep track of that time. As Autocross Competition Points cross class boundaries all member entrants are affected.)
- E. A separate entry fee must be paid for each driver entering an event. An individual may enter only once.
- F. Adequate mufflers are required on all cars at Solo events.
- G. The Safety Stewards and Event Marshal shall have the discretionary power to stop a dangerous driver, or to call in a hopelessly lost entrant.

H. Technical Inspection shall include:

1. Seat belts.
2. Brakes.
 - a. Straight line.
 - b. Pressure.
3. Suspension.
 - a. Shocks.
 - b. Steering.
4. Tires.
 - a. Adequate pressure.
 - b. Tread wear.
5. Loose articles must be removed.
6. Snap-off hubcaps shall be removed.
7. Removable tops and panels shall be removed.
8. Folding tops must be lowered and secured, unless it is raining.
9. No obvious general safety deficiencies.
10. A cursory examination of the legality of all entrants' vehicles shall be performed by the Tech Crew at Tech Inspection. The Tech Crew shall have the authority to reclassify an improperly classed car.

I. All competitors are required to wear seat belts and helmets when driving in competition.

J. Cars will be identified with numbers and class identification placed on side of the vehicle by the Tech Inspector.

K. All events shall be timed using equipment approved by the Board of Directors.

L. Special Car Classification:

All classes can be reviewed by a three (3) member committee each year and recommendations made to the Board of Directors for special classification changes which would be used, if approved by the Board, in SIR/SCCA events only.

M. Any car involved in a property damage accident at an SIR/SCCA sanctioned event shall be subjected to a stringent technical inspection. The Activities Chairman and the Assistant Activities Chairman (Technical Inspector) will perform the inspection a minimum of forty- eight (48) hours prior to the entry of the vehicle into any subsequent SIR/SCCA competition event.

N. Scoring an entrant with a mid-event car change.

1. When an entrant changes from one car to another car of the same class or same PAX/RTP index value, this rule does not apply. The following sections of this rule address instances of an entrant changing to a car of a different class after the entrant has started at least one run.
2. When entrant changes to a vehicle with a higher (closer to 1.000) PAX/RTP index the following will be done:
 - a. Class Results.
 - i. There is no change to the classification of the entrant. The entrant remains in the class the entrant used when registering for the event.
 - ii. For the remainder of the event, the entrant's runs in the switched-to car are scored as DSQ for class results purposes.
 - b. Autocross Points.
 - i. For the runs in the heat in which the car change took place, the runs are scored as DSQ.
 - ii. For runs in the heat following the car change, the entrant's runs are scored using the index value appropriate for the switched-to car.
3. When entrant changes to a vehicle with a lower (farther from 1.000) PAX/RTP index the following will be done.
 - a. Class Results.
 - i. There is no change to the classification of the entrant. The entrant remains in the class the entrant used when registering for the event.
 - ii. The entrant's runs in the switched-to car are reported and scored as if there was no change in car.
 - b. Autocross Points.
 - i. Each of the entrant's is scored using the appropriate index for as-entered class.

SECTION V: RALLIES, POINT AND FUN

A. General.

1. SIR will follow the current issue of the SCCA Road Rally Regulations with the exceptions and additions noted herein. Items designated with an asterisk ("*") are reproduced from the National Road Rally Regulations for reference by competitors.
2. * An SCCA rally shall be an automotive test in which precise driving and navigational skills are stressed. Each car must individually follow a prescribed common route at specified, legal, and reasonable average speeds.
3. A "point rally" is a rally that earns entrants Rally Competition points.
 - a. A point rally must meet at least two of these three criteria:
 - Contain at least four checkpoints.
 - Have a duration of at least three hours.
 - Have a minimum distance of 60 miles.
 - b. A point rally may be scored in any safe manner emphasizing navigational skills.
4. At all Time/Speed/Distance rallies three (3) classes will be available:
 - Class A
 - Class B
 - Guest Class
 - a. No limit is placed on the equipment permissible for use in Class A.
 - b. Class B is limited to the stock odometer in the stock or standard location; a single- memory four-function calculator; any standard slide rule type device and/or tables or book listing speed factors; paper and pencil; and time pieces, either electrical or mechanical which cannot be varied in rate to aid computation.
 - c. Rallies that are not Time/Speed/Distance-based may restructure the member classes.
 - d. There need not be a car in every class.
5. The Event Marshal must verify the condition of the entire course within twenty-four (24) hours of the starting time of the rally. Running the course immediately preceding the event is the desired method.
6. Any participant in an event on a public road who receives a citation for a rolling violation will be automatically disqualified.
7. General instructions to contestants regarding the rally and the execution of its various phases shall be available to each contestant, shall be clear and concise, and shall in no way be intended to mislead or confuse the contestant. General instructions shall be available at registration.

8. The Event Marshal must have emergency speeds or times, whichever is applicable, available for use in the case of adverse weather conditions. The Board of Directors or the Event Marshal will have the power to invoke the use of these emergency speeds or times.
9. Official times for rallies will be determined by using an automated checkpoint system or SIR stop watches unless an alternate method of timing the event is agreed upon by the Event Marshal and the Activities Chairman.
10. Scoring on time, will be to the nearest second. One (1) point will be assessed for each second early or late unless another method of scoring has been approved by the Board of Directors. Maximum penalty will be thirty (30) minutes -- 1800 points -- at each checkpoint.
11. No bonuses or penalties may be assessed, except as based on official mileage or official time.
12. * No speed change, timing point, or mileage action point may exist between the start and the odometer check.
13. Any contestant who does not turn in his sealed crash instructions (if issued) at the end of the rally will be considered a DNF.
14. More than two (2) people, without regard to age, may be in a rally car. The number of people in the car must not exceed the number of seats with seat belts.
 - a. Only two (2) people per car, the driver and the navigator, are to be involved in the competitive aspects of the rally.
 - b. Only for instructional purposes may others (not the driver or navigator) in the car participate in the competitive aspects of the rally.
 - c. No member shall be allowed to ride as a "student" more than three (3) times. A member may ride as an instructor any number of times.
15. A worker will not offer help or assistance to any contestant except in an emergency or if the contestant is a DNF.
16. The Event Marshal's calculations shall, upon request, be available to any competitor and any Protest Committee after the end of the rally and until seventy-two (72) hours after official publication of results.
17. * Technical Inspection shall include:
 - a. Seat belts.
 - b. All lights legally required are in proper working order.
 - c. Horn.
 - d. Suspension.
 - e. Tires.

- f. Brakes (pressure).
 - g. Wipers.
 - h. Neat general appearance.
 - i. General safety.
18. Ties involving points or trophies at a particular event shall be broken by comparing the tied contestants' scores at each control. The lower score will be deemed to have won that control and the contestant who wins the greater number of controls will be awarded the higher finishing position. In the event a tie still exists, contestants having used the fewest Time Allowances will be deemed to have won. In the event a tie still exists, scores of tied cars shall be compared on controls in inverse order, with the car having the lowest score at the first control at which the scores differ being awarded the higher finishing position in the rally.
19. * The following conventions are recognized as universal enough to be used without mention in the general instructions. If the Event Marshal wishes to eliminate or change any of these, the Event Marshal must do so by covering the subject in the event's General Instructions.
- a. Roads marked Private, Keep Out, No Outlet, Dead End, etc., do not exist.
 - b. Illegal entry or illegal turns do not exist.
 - c. Any road which clearly ends in a garage, plant entrance, or parking lot, etc., does not exist.
 - d. "U" turns are never required without instructions.
 - e. Information given in the route instructions in parentheses shall be considered as helpful or informative, but not essential for the completion of the route instruction.
 - f. Signs painted on the road surface will not be used.
 - g. When an instruction identifies a route by number, it will not necessarily specify State, County, or Interstate.
 - h. Whenever route instructions are referenced to mileage (or to equivalent elapsed time), correct execution of the instructions shall not require determination of the mileage to less than 0.10 miles in order to perform instructions correctly.
 - i. Signs painted on or attached to vehicles will not be used.
 - j. Unpaved roads are not to be considered unless specifically mentioned (either in the General or the Route Instructions).
 - k. A course following instruction is an instruction whose execution requires the rally car to make a change of course it would not have made in the absence of the instruction.
20. * A mechanism for following the rally route must be included in the event's General Instructions.

21. * Main Road Rule.

- a. It shall be considered sufficient to list in the General Instructions one, or more, of the following approved "Main Road Determinants" by their title line only. When more than one is used, they must be listed in order of priority. Contestants and organizers are urged to study the definitions carefully. An Event Marshal wishing to use these rules, but with a different meaning or to use rules of their own composition, must note this as an exception in the General Instructions and include the proposed rules and definitions.
- b. PUT ON A ROAD BY NAME OR NUMBER.
When directed onto a named, numbered, or lettered road by use of the terms "on," "onto," or "pickup" 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 named, numbered, or lettered road is reencountered prior to executing the next course following instruction, stay on the road as described in this paragraph.
- c. BLACK ON YELLOW CURVE ARROWS.
Stay on the prescribed rally route as determined by official highway black-on-yellow curve arrow signs and black-on-yellow directional arrows. These signs are to be used with the same intent as that of the erecting agency.
- d. PROTECTION BY STOP OR YIELD SIGNS.
Stay on the main road as determined by Stop or Yield signs, causing traffic on lesser roads to give the 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 Contestants enter the intersection is immaterial. Contestants are required to recognize Stop or Yield signs from their standard shapes to apply this priority.
- e. STRAIGHT AS POSSIBLE.
It is to be understood that this priority would take the contestants on the road that appears to go straight or as nearly straight as possible through the intersection. This rule will take the contestant through slanted "T's," unequal "Y's," and multiple intersections. The determination of which road is straight or nearly straight is made at the intersection in question and roads are judged on their merits as they enter the intersection, not how they look as the intersection is approached.

22. The General Instructions shall provide a mechanism for the use of Time Allowances ("Buying Time") at all Time/Speed/Distance rallies.

23. At "gimmick" rallies where the ability to cover more miles in a given length of time may provide a competitive advantage there shall be a penalty assessed for exceeding a reasonable average speed. This average speed is to be set by the event marshal with guidance from the Board of Directors and is to be based on previous experience with similar types of rallies.

- a. When checkpoints are manned, Time Allowances must be in increments of one-minute beginning with one-half minute (i.e. $\frac{1}{2}$, $1\frac{1}{2}$, $2\frac{1}{2}$, etc.) up to a maximum of $19\frac{1}{2}$ minutes per timed leg.

- b. When automated checkpoints are used, Time Allowances may be any increment allowed or supported by the automated checkpoint system.
- c. When automated checkpoints are used and when the checkpoint system permits it, Time Allowances of less than one-half minute ($\frac{1}{2}$) may be disabled.

B. Route Instructions.

1. Route Instructions must be issued to each contestant at least five (5) minutes prior to departure time for that car.
2. Route Instructions shall be in writing, shall be clear and concise, and shall in no way be intended to mislead or confuse the contestant.
3. Any emergency instructions or changes must be added to the written instructions or posted prominently at the starting point and announced that they are posted.
4. Where Route Instructions quote any sign in less than its entirety, such quote shall include a prominent portion of the sign, using consecutive wording. When quoting any sign, in whole or in part, wording used from the sign shall be in quotation marks. All signs utilized in whole or in part as a portion of a route instruction for a night rally shall be located on the right-hand side of the road as they are approached head on.
5. * Route Instructions shall not identify action points (turns, speed changes, etc.) by names on mailboxes, by numbers on utility poles, or by other landmarks of similar character (frequently recurring and difficult to read) unless such action points are confirmed by a mileage reference or by other substantiating information.
6. All landmarks must be fully visible to the contestant at official rally speeds and under rally conditions. Landmarks will not be used which require backward glances.
7. Confirming landmarks must be used when the distance between route instructions exceeds five (5) miles.
8. Signs or landmarks (excluding opportunities) utilized in route instructions shall be at least 0.1 miles following the point of execution of the preceding instruction, unless specifically noted in the route instruction that the distance is less than the required 0.1 miles.
9. Redundant instructions, which may confuse, are not allowed.

C. Controls.

1. The basic type of timing control (checkpoint) is the closed (passage) control, the location of which may or may not be known to the contestants in advance of their reaching it. Open controls may be used at the discretion of the Event Marshal. Other types of controls may be used when specifically requested and sanctioned by the Board of Directors.
2. Contestants shall be required to stop at each open control as needed to support the timing or scoring system in use for the event.

3. When approaching a timing point, if a car stops or appears to slow to less than half of the CAST within sight of the timing point, unless required to do so by law or safety, that car's time will be recorded at the point at which it stops; and timed again as it passes the timing line. The most disadvantageous time will be the official time used. Automated checkpoint systems may enforce this rule differently.
4. *Control Location:
 - a. Open controls shall be located on the right-hand side of the road and so positioned as not to create a traffic hazard. They shall be properly identified, and the timing line shall be visible. No control shall be positioned so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally cars so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. A traffic control may not precede a control by less than 0.2 miles before a control point.
 - b. An open control marks the end of one leg of a rally and the beginning of the next. Penalties for arriving early or late at open controls shall under no circumstances be cumulative. That is, open controls shall be operated so as not to require or permit contestants to compensate in succeeding sections for any penalty they may have incurred through arriving early or late at a previous open control. Controls are to be entered in ascending numerical order.
 - c. The contestant's official time of departure from an open control shall be determined by a statement in the General Instructions to the effect that time of departure shall automatically follow the recorded time of arrival by a specific interval. This interval shall be a number of whole minutes and shall be at least two (2) minutes. However, control personnel shall, where practical, try to maintain a minimum interval of about one (1) minute between departure times. (But they shall not grant extra time to any contestant for the contestant's convenience, nor shall they require any car to depart sooner than two (2) minutes after its arrival.) Assigned departure times may be given in either of two (2) ways:
 - i. By extending the specific interval.
 - ii. By assigning a specific departure time (clock time) to each car. Such times shall not be less than two minutes later than the recorded time of arrival. Cars shall be separated by at least one (1) minute.
 - d. The official time out of a control will be from the competitor's only or final passage of the control.
5. A control shall not follow a change of speed, or the odometer check by less than two (2) miles.
6. * The rally General Instructions shall give complete, detailed information describing control operation and the point where time of arrival will be recorded.
7. * No prohibition shall be established in the General Instructions against passing within sight of a control where such passing would not be dangerous or illegal.
8. It is not the purpose of this article to stifle or in any way restrict the ingenuity of the originality of rally organizers in their efforts to develop new and improved rally control techniques.

However, control systems differing essentially from those provided in the foregoing sections must be approved by the Board of Directors.

9. Control staffing.

a. A minimum of two persons shall be assigned to operate each control in a Time/Speed/Distance rally. Three (3) people would be preferred but not required.

b. A "Do It Yourself" control need not be staffed.

c. For non-Time/Speed/Distance events, there may be just one (1) person at each control.

10. After the start or time-of-day restart, all controls shall close no earlier than thirty (30) minutes after the perfect arrival time of the last car from the start or prior time-of-day restart, unless all cars are known to have cleared the control.

11. For time-of-day rallies, official time will be given at the drivers' meeting.

12. For Time/Speed/Distance rallies, each timing control shall be equipped with an accurate split action timer.

13. *The decision to discard a control or leg of a rally shall be the exclusive responsibility of the Event Marshal any time prior to consideration of a protest by the Protest Committee and his reasons for doing so shall be stated to the Activities Chairman or Ranking Board member before announcing his decision to the contestants. The Protest Committee is authorized to discard a control upon its approval of a protest, when such action is warranted. The Event Marshal's decision to discard a leg shall not be subject to protest by contestants.

14. A rally shall contain a minimum of three (3) controls and shall have at least two (2) controls after discarding controls as a result of any protest or action of the Event Marshal in order to be a point rally.

D. Official Mileages.

1. Official mileages shall be as consistent as possible. The same car and tires shall be used in measuring the entire road course.

2. The road course shall contain immediately after its start, an official odometer calibration run for the purpose of allowing each car's odometer to be compared to the official odometer. This distance shall be at least ten (10) miles. The time allowed to reach the odometer check shall be at least twenty (20) minutes. The time to reach the odometer check shall be adequate to reach the check at normal speeds for the conditions encountered. It will not be necessary for the Event Marshal to include a pause at the odometer check prior to continuing the rally.

Revisions incorporating all prior amendments:

June 12, 1979	Don Johnson
June 8, 1981	Barry Schonberger
May 18, 1982	Fred Pendley
June 14, 1985	Fred Pendley
March 18, 1986	Fred Pendley
May 1, 1990	Fred Pendley
December 1, 1990	Bob Sonntag
February 2, 1993	Bob Sonntag
March 28, 1997	Bob Sonntag
March 14, 2000	Bob Sonntag
March 5, 2003	Bob Sonntag
May 1, 2004	Bob Sonntag
July 11, 2006	Bob Sonntag
October 2, 2006	Bob Sonntag
January 28, 2009	Bob Sonntag
March 15, 2020	Paul Dornburg
October 5, 2021	Bob Sonntag and Paul Dornburg