

*United States  
Rally Championship*



**2012**

# **REGULATIONS**

Presented by: **United States Rally Championship, Inc.**

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# ARTICLES GOVERNING THE 2012 UNITED STATES RALLY CHAMPIONSHIP

## Introduction

United States Rally Championship, Inc., the Championship Organizer and Promoter, hereby declares the following Articles to be those governing competition for participants in the 2012 United States Rally Championship™. These Articles will reference the following documents:

- (a) FIA Rally Regulations with Appendices
- (b) NASA Rally Sport™ General Regulations for Rallies with Appendices
- (c) FIA International Sporting Code with Appendices, in particular Appendix J – Technical and Safety Regulations

## Article 1 - Interpretation

“Championship” means “The United State Rally Championship (USRC)” as set out in these articles, and

The “Fédération Internationale de l'Automobile” (FIA); the world motorsports governing body, and

“United States Auto Club” (USAC); the sanctioning body for FIA-listed events in the Championship, and

“National Auto Sport Association - Rally Sport” (NASA Rally Sport); sanctioning body for certain events in the Championship, and

“Crew” or “Crew members”; the driver and co-driver who are entered in the Championship, and

“Entrant”; the person or legal entity that has entered the crew in the Championship, and

“Principal driver”; the registered member of the Crew who actually drives the competing car on all Special Stages of each qualifying round, and

“Round”: the rally at which drivers and co-drivers may score points towards the Championship.

## Article 2 - Championship Personnel

### 2.1 Chief Steward

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## Article 3 - Championship Calendar

DATES	EVENT	LOCATION	Surface / Division
April 21-22	Rally New York USA	Rock Hill, New York	Tarmac - Atlantic
June 9-10	Rally Idaho	Boise, Idaho	Gravel - Pacific
August 25	Gorman Ridge Rally	Lebec, California	Gravel - Pacific
August 24-25	Rally Delaware	Walton, New York	Tarmac - Atlantic
Sept 28-29	Prescott Rally	Prescott, Arizona	Gravel - Pacific
October 20-21	International Rally New York	Narrowsburg, New York	Gravel - Pacific / Atlantic

United States Rally Championship reserves the right to either cancel or amend any Round of the Championship due to force majeure without affecting its power to award any title.

## Article 4 - Championship Structure

### 4.1 Championship Name

The Championship will be known as the United States Rally Championship™ (USRC) and the series winners will be presented with the title of “United States Rally Champion”.

### 4.2 Championship Regulations

The Championship will be conducted under the following Regulations:

- A. The FIA Rally Regulations with Appendices and/or NASA Rally Sport™ General Regulations for Rallies with Appendices, as specified by the Event Supplementary Regulations,
- B. Any Bulletins issued by the Championship Organizer and Promoter, and
- C. The Supplementary Regulations issued by the individual events.

### 4.3 Documentation

All Championship schedules, documents, applications, regulations, and bulletins will be posted on the official web site of the Championship at [www.unitedstatesrallychampionship.com](http://www.unitedstatesrallychampionship.com). Links to the official web sites for the USRC events will be provided for access to event specific documents and information. The FIA Regulations can be found at [www.fia.com](http://www.fia.com). The NASA Rally Sport Regulations can be found at [www.nasarallysport.com](http://www.nasarallysport.com).

## Article 5 – Eligibility

### 5.1 License Fees & Requirements

Competitors must meet the license and membership requirements for the sanctioning body of the individual event, as specified in the Event Supplementary Regulations.

### 5.2 Championship Registration and Participation Requirements

- (a) There are no registration requirements for taking part in the Championship.
- (b) Competitors are not required to run a minimum number of events in order to be included in the Championship standings.

### 5.3 Championships and Production Cups

The United States Rally Championship will recognize the following two Championships as well as Production Cups within the two Championships:

USRC	NASA Rally Sport Classes	RA Classes
<b>All Wheel Drive Championship</b>	Open AWD Heavy/Light, Stock Heavy, Group N, Spec WRX	Open, Open Light, Super Production, Production GT
<b>All Wheel Drive Production Cup (within All Wheel Drive Championship)</b>	Stock Heavy, Group N	Super Production, Production GT
<b>Two Wheel Drive Championship</b>	Open 2WD Heavy/Light, Stock Medium, Stock Light, Real Stock	Group 5, Group 2, Production
<b>Two Wheel Drive Production Cup (within Two Wheel Drive Championship)</b>	Stock Medium, Stock Light, Real Stock	Production

All vehicles must have a current vehicle Log Book. Existing NASA Rally Sport, CARS, SCCA or Rally America Log Books are acceptable.

Note: FIA Group N vehicles whose homologations have expired up to a maximum of 4 years before the beginning of the current year are eligible for USRC Group N.

#### **5.4 Proof of Vehicle Eligibility**

For Group N homologated vehicles the Crew shall submit on request at Registration, Scrutineering, Service Park or Parc Ferme the vehicle's homologation papers (including all updates). If these are not submitted, the Clerk of the Course may move the vehicle to Open Class.

Note: For all classes the proof of a vehicle's eligibility is the sole responsibility of the entrant.

#### **5.5 Scrutineering**

##### **5.5.1 Compliance**

(a) If, after pre-event Scrutineering, a vehicle does not comply with the safety regulations of the sanctioning body that issued the vehicle Log Book or, for Group N cars, of FIA Appendix J, the Event Chief Scrutineer may set a deadline by which the vehicle must be made to comply or the vehicle will not be allowed to start the vent.

(b) If after pre-event Scrutineering, a vehicle does not comply with the class regulations of the sanctioning body that issued the vehicle Log Book or, for Group N cars, of FIA Appendix J, the Clerk of the Course may either set a deadline by which the vehicle must be made to comply or place the vehicle in an appropriate class.

##### **5.5.2 Marking or Sealing**

(a) The Chief Scrutineer and assistant Scrutineers may, at their discretion, make identification marks on the vehicle chassis, engine and/or transmission components any time throughout a Round, and/or the Championship.

(b) Should identification marks be affixed, it is the sole responsibility of the crew to make sure these marks are preserved intact until the end of the event.

### **Article 6 – Driver Seeding**

The start order will be established using the following:

- (a) FIA seeding
- (b) The current NASA Rally Sport and Rally America speed factor lists
- (c) Other speed factor lists and event results
- (d) Historical data supplied by the competitor

United States Rally Championship™ reserves the right to place a competitor in the start order according to its best judgment dictated by safety and sporting considerations.

## **Article 7 – Determination of Championship**

### **7.1 Points Allocation**

At the conclusion of each Round of the Championship, points will be awarded for the AWD Championship, the 2WD Championship, the AWD Production Cup and the 2WD Production Cup to each driver and co-driver who started the event.

Championship standings may be corrected within 30 days of publication on the USRC web site. After this date, all Championship points become official.

Every team from the Atlantic Division as well as the Pacific Division will be invited to the Final Round in New York to compete for the Championship positions. Each team may count their three best scores toward the Championship. These three best scores will include both the scores achieved prior to the Final Round and the score from the Final Round. The Final Round in New York counts toward both the Atlantic Division and the Pacific Division.

Each team may count a single out-of-Division event towards their points totals prior to the final round. All six Championship events listed in Article 3 of these Regulations will have the same weight and will award the same number of Championship points.

The International Rally New York is the Final Round of the Championship and counts toward both the Atlantic Division and the Pacific Division. Crews running more than three Championship events will have the events in which they scored the lowest number of points dropped from their total.

If for any reason the number of events available in either Division (prior to the final round at IRNY) drops to less than two events, the number of events counting toward the Championship in the other Division will be reduced to an equal number and affected crews will have the events where they scored the lowest number of points dropped from their total. If necessary, United States Rally Championship reserves the right to devise an alternative equitable method of scoring the Championship as a replacement for the procedure described in the preceding sentence.

### **7.2 Final Round of the Championship**

The Final Round of the Championship is the International Rally New York on October 20-21, 2012, which counts toward both the Atlantic Division and the Pacific Division.

Any crew participating in the United States Rally Championship is invited to participate in the Final Round and may count the score from the Final Round toward the Championship standings.

Based on the Championship standings in each Division after the Prescott Rally which will take place on September 28-29, 2012:

- (a) The first three highest scoring crews in the Atlantic Division and the first three crews in the Pacific Division in AWD, the total of six crews, will compete for places 1<sup>st</sup> through 6<sup>th</sup> in the AWD Championship at the Final Round of the Championship in New York.

Similarly, the first three highest scoring crews in the Atlantic Division and the first three crews in the Pacific Division in 2WD, also the total of six crews, will compete for places 1<sup>st</sup> through 6<sup>th</sup> in the 2WD Championship at the Final Round of the Championship in New York.

(b) In the USRC Production Cup:

The first three highest scoring crews in the Atlantic Division and the first three crews in the Pacific Division in AWD Production, the total of six crews, will compete for places 1<sup>st</sup> through 6<sup>th</sup> in the AWD Production Cup at the Final Round of the Championship in New York.

Similarly, the first three highest scoring crews in the Atlantic Division and the first three crews in the Pacific Division in 2WD Production, also the total of six crews, will compete for places 1<sup>st</sup> through 6<sup>th</sup> in the 2WD Production Cup at the Final Round of the Championship in New York.

- (c) All remaining crews from both Divisions may also count their score from the Final Round of the Championship in New York and will be eligible for the remaining places in the Championship, starting with the 7<sup>th</sup> place in the AWD Championship, the 7<sup>th</sup> place in the 2WD Championship, the 7<sup>th</sup> place in the AWD Production Cup and the 7<sup>th</sup> place in the 2WD Production Cup. These crews do not have to enter the Final Round of the Championship to be scored in the Championship.

### **7.3 Subsidy for Atlantic and Pacific Division Competitors**

- a. The Championship will provide free event entries to any competitor who enters an out of division event including the final round in New York.

### **7.4 Final Standings of the Championship**

The final standings in the Championship will be determined as follows:

- (a) The first six positions in the AWD Championship, the 2WD Championship, the AWD Production Cup and 2WD Production Cup will be determined in the descending order of the scores calculated according to rules stated in paragraphs 7.1 and 7.2 above.
- (b) If a crew eligible to compete for positions 1<sup>st</sup> through 6<sup>th</sup> at the Final Round in New York does not start the event for any reason, the crew will be classified in the 6<sup>th</sup> place in the Championship; if two or more crews do not start the event, their final standings in the Championship will be decided according to the tie-breaking rules stated below.
- (c) If none of the top three teams from either division compete at the final round, or there are no qualified teams competing at the final round, the award for that Championship Category will not be awarded.

### 7.5 Points Scale

At the conclusion of each Round of the Championship, points will be awarded for the AWD Championship, the 2WD Championship, the Production AWD Cup and the Production 2WD Cup in accordance with the following scale:

1st	320	11th	100
2nd	270	12th	90
3rd	230	13th	80
4th	200	14th	70
5th	180	15th	60
6th	160	16th	50
7th	140	17th	40
8th	130	18th	30
9th	120	19th	20
10th	110	20th	10

All remaining finishers shall receive one point.

All crews will receive an additional 40 “starting points” for leaving the first time control of the first leg.

### 7.6 Tie-Breaking Rules

In case of a tie, the competitor with the highest overall placing on a Championship event where all tied competitors were entered shall win the tie. If this fails to break the tie, the competitor with the highest overall placing on the scored events counting toward the Championship shall win the tie. If this fails to break the tie, the second, third, and fourth highest overall placing will be compared until the tie is broken. In cases where a tie cannot be broken by the above method, two or more competitors will be listed as tied for the position. In this case an appropriate number of positions directly below the tied position will be omitted – one place for a two-person tie, two places for a three-person tie, and so on.

### 7.7 Definition of Home Division

For the purposes of this Championship, for determining the point’s standings, for determining out-of-Division events and for awarding the Subsidy for Atlantic and Pacific Division Competitors as per Article 7.3 of these Regulations, the Home Division for each team at each event will be determined according to the permanent address of the driver.

The event organizer and the Championship officials may require standard documentation to verify the permanent address of the driver before the team starts a Championship event.

The Atlantic Division is defined as the area of the United States of America east of Longitude 98 degrees 35 minutes West.

Conversely, the Pacific Division is defined as the area of the United States of America west of Longitude 98 degrees 35 minutes west.

## **Article 8 – Awards**

### **8.1 The USRC Champion Titles**

#### **8.1.1 The USRC AWD Driver Champion**

This title shall be awarded to the Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Champion will receive “The USRC AWD Driver Champion Trophy”.

#### **8.1.2 The USRC AWD Co-Driver Champion**

This title shall be awarded to the Co-Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Champion will receive “The USRC AWD Co-Driver Champion Trophy”.

#### **8.1.3 The USRC 2WD Driver Champion**

This title shall be awarded to the Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Champion will receive “The USRC 2WD Driver Champion Trophy”.

#### **8.1.4 The USRC 2WD Co-Driver Champion**

This title shall be awarded to the Co-Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Champion will receive “The USRC 2WD Co-Driver Champion Trophy”.

### **8.2 The USRC Production Cup**

#### **8.2.1 The USRC Production Cup Winner - AWD Driver**

This title shall be awarded to the Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Production Cup Winner will receive “The USRC Production Cup – AWD Driver”.

#### **8.2.2 The USRC Production Cup Winner - AWD Co-Driver**

This title shall be awarded to the Co-Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Production Cup Winner will receive “The USRC Production Cup - AWD Co-Driver”.

#### **8.2.3 The USRC Production Cup Winner - 2WD Driver**

This title shall be awarded to the Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Production Cup Winner will receive “The USRC Production Cup – 2WD Driver”.

#### **8.2.4 The USRC Production Cup Winner - 2WD Co-Driver**

This title shall be awarded to the Co-Driver who has gained the highest number of points based on overall placing. At the Championship Awards Presentation, the Production Cup Winner will receive “The USRC Production Cup - 2WD Co-Driver”.

## **Article 9 – Super Rally (restart procedure)**

### **9.1 Implementation**

It is the option of any USRC event to use the Super Rally format. Events choosing to use the Super Rally format must include details in their Supplementary Regulations.

### **9.2 Eligibility**

Any crew that has retired from Day 1 and/or Day 2 may re-start the Rally from the start of the next Leg. This shall apply to any vehicle that has been excluded on the grounds of exceeding the maximum permitted lateness or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements, or by the decision of the Stewards.

### **9.3 Penalties**

The crew will be penalized with a 5-minute penalty added to the fastest time for the competitor's class for each missed stage that shall include the special stage or Super Special Stage on which the crew retired.

The crew will be penalized with a 10-minute penalty for the first missed stage. This penalty may be applied only one time per event.

Should there be no finishers in the competitor's class, the next lowest class's fastest time will be used. Should there be no lower class, the fastest time from the next higher class will be used.

Should retirement occur after the last special stage or Super Special Stage, the crew will nonetheless be deemed to have missed that last special stage or Super Special Stage.

Any crew that retired from the last Day will be classified after the application of a 5-minute time penalty added to the fastest time in the competitor's class for each missed stage which shall include the special stage or Super Special Stage on which the crew retired. However, in order to be classified, their car must be present in the finish Parc Ferme until the publication of the provisional final results.

All other applicable penalties that have been accrued will be assessed per event regulations.

### **9.4 Vehicle Repair and Re-Scrutineering**

Cars may be removed from Parc Ferme into the Service Park for repairs. However, crews must present their cars in the Parc Ferme at least one hour before the time of the start of the next Day. The Clerk of the Course may require that the vehicle be scrutineered before starting the next Day.