

CALIFORNIA RALLY SERIES

RULES and GUIDELINES

2002

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Check Out: CaliforniaRallySeries.Com

WELCOME TO PERFORMANCE RALLYING !

To a rally driver it's an all out, day or night race on an unknown dirt road, trying by sheer concentration to blend a high-strung, production based race car and the road into an unbeatable stage time.

To a co-driver it's the thrill of the world's greatest amusement park ride, combined with the challenge of performing with great mental accuracy under the most physically demanding conditions.

For the spectator it's an admission-free view of the most exciting and demanding of motor sports. Around the world, rallying is wildly popular, attracting huge crowds that line the roads at every event in the FIA World Rally Championship.

In a performance rally, each team consists of a driver and co-driver (navigator). No pre-running of the course is allowed. The cars start at one or two-minute intervals and race at top speed against the clock over competition stages. Connecting the stages are "transits" on public roads where cars must obey the posted speed limits. The teams achieving the fastest combined times on the competition stages win. Drivers stay on existing roads, and never blaze their own trails. Stages can combine into some 150 miles in a two-day rally.

New to the sport are RallyCross events, basically autocrosses on unpaved surfaces. Entry requirements and entry fees are minimal, making them a great place to get started in rallying.

WHO ORGANIZES RALLIES? WHAT TYPES ARE THERE?

The Sports Car Club of America (SCCA) sanctions the majority of performance rallies in the United States. Another sanctioning body is the American Rally Sport Group (ARSG). The California Rally Series (CRS) has regional championships in various classes and includes events organized by both groups.

Stage rallies require a co-driver and fully prepared vehicle (rollcage, safety harnesses, etc.) and use a "routebook" with highly accurate mileages to define the course. They range from simple "coefficient 1" local events of 10 miles or less, to longer "coefficient 2" rallies with 10-30 miles of stage roads to "coefficient 3" events with 30-65 miles. Larger rallies such as those in the SCCA ProRally Series usually include 100-150 miles of stages over two days.

"Rallysprints" are coefficient 1 events that only require a driver and are often held on closed stadium courses. RallyCross events also require only a driver and these autocrosses-on-dirt give the other members of a rally team a chance to compete in the team car! In fact, RallyCross competition allows almost any vehicle - license, insurance, and rollcage are not required!



Lauchlin O'Sullivan - 2001 Open 4WD Champion

WHAT ARE THE CHAMPIONSHIPS? WHERE ARE THE EVENTS?

The American Rally Sport Group organizes the three-day Ramada Express International Rally each December in Laughlin, Nevada. At the divisional, “*ClubRally*” level, SCCA recognizes class championships in seven divisions across the country. The top two teams in each division’s classes are invited to the runoffs-style *ClubRally* National Championship Event each year. At the national, “*ProRally*” level, the SCCA *ProRally* Championship Series encompasses eight to ten events. These are located across the country, from snowy Michigan terrain to Southwest desert foothills, and on forest roads from Maine to Washington state.

RallyCross events and rally schools are held in various locations throughout the year.

The California Rally Series has two championships. The “CRS Rally Championship” consists of pure stage rally and ralliesprint events, for fully prepared cars. The “CRS RallyCross Championship” includes RallyCross events only, for both prepared and street vehicles. An event may only count toward one of the two championships.

WHAT VEHICLES RUN?

IN WHAT CLASSES?

For stage rallies and most ralliesprints, vehicles must be street-licensed, and meet certain minimum liability insurance limits. A wide variety of cars and trucks compete, although sports sedans tend to dominate.

SCCA recognizes the following five *ProRally* and *ClubRally* classes. In Production and Production GT, vehicles conform very closely to stock specifications. Production Class cars (which include trucks in the former RallyTruck Class) have a maximum of 2650 cc adjusted displacement. “PGT” cars are usually turbocharged and all-wheel drive, with no upper displacement limit. In contrast, the three open classes allow extensive modifications. There are two open classes for two-wheel drive: Group 2, with a maximum 2400 cc adjusted displacement (no turbos or rotaries), and Group 5, for all engines up to 5100 cc adjusted displacement. The fastest class is Open Class, where turbocharged four-wheel drive cars predominate (5100 cc limit). In addition, the SCCA *ProRally* Series now recognizes champions each year in the Group A and Group N classes for currently “homologated” cars meeting FIA (world rally coordinating body) specifications.

ARSG recognizes the production and open classes above, plus additional classes for sport utility vehicles, vintage cars, and other specific groups.

California Rally Series classes overlap with the classes above since CRS points are earned at events sanctioned by both SCCA and ARSG. However, there are some important differences. The two open classes in CRS only stipulate the drivetrain configuration (i.e., 2WD or 4WD) – otherwise there are no limitations. CRS Open 4WD Class resembles SCCA’s Open Class while CRS Group 2/5 includes vehicles that fall into both SCCA Group 2 and Group 5.

Unique to CRS are the two stock classes which restrict vehicle preparation thereby limiting the cost of vehicle preparation. Both stock classes are self-policing and self-governing. Performance Stock Class requires cars to be 2WD, with normally aspirated four cylinder engines with a value of \$4000. CRS GT Class is for four wheel drive, forced induction vehicles prepared with the same restriction as the Performance Stock class cars with two important differences. First there is no price limit for the basic vehicle and second there is a requirement for a 32 mm inlet restrictor for all turbo or supercharged cars.

Two of the rally car classes (CRS GT and Performance Stock) are recognized in the CRS RallyCross Championship. In addition there are two unique street car classes, for cars without performance modifications that are not running rally tires. These classes are 4wd and 2wd Street Stock. Most RallyCross events also add “custom” classes if enough competitors enter with a particular vehicle type.



Richard Byford - 2001 Group 2/5 Champion

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WHAT ARE THE EXPENSES? THE AWARDS AND PRIZE FUNDS?

Racing is expensive – there’s no getting around it! Given that fact, it is still possible to get more seat time for your dollar behind the wheel of a rally car than in most other forms of motorsport. It’s real racing, but in a car you could actually drive to work (and some people do!). You can get in a lot of “sideways time” just taking an afternoon off to go testing or practicing – something you certainly can’t do in a regular “race car” (just be sure to block the practice road from civilian traffic!). And you may find that having two people on a team means two people are splitting the costs, which can be a big help. So what are the expenses?

The best way to go rallying cheaply and immediately is to buy someone else’s rally car! You will pay 50 cents on the dollar for all of the modifications and you will have a ready vehicle, logbook and all, at the next event. You should seriously consider this option before deciding to go to the trouble and expense of building a car – even if it’s just for your first year or two while you “learn the ropes.”

To prepare a basic rally car or truck yourself, you can expect to spend a certain amount on vehicle preparation and additional money on purchasing equipment for both the car and its occupants. Basic safety equipment for the car includes a roll cage (typically \$800 to \$1500 – these come prefabricated for bolting or welding in, or can be fully custom-built). Some reinforcing of suspension parts is a good idea, for a tough suspension is essential. Expect to spend \$200 to \$800 for springs, and \$400 to \$1500 (or more) for shocks. The car will need two or more fire extinguishers (around \$50 unless you opt for a full fire system), and either racing seats (begin at \$150 each) or some way to prevent the stock seat backs from collapsing. Racing harnesses, five or six point, start at \$70 per person and must be replaced or rewbed every five years to meet SCCA requirements. A hundredths-reading odometer can often be bought used for \$200 or less; new models usually run \$250 – \$500. A top-end navigator light costs around \$40 although cheaper substitutes can be found. Driving lights are another item you may be able to find used. New driving lights start at around \$100 each and may require special wiring or prefabricated harnesses (\$40-\$80 for two lights, typically).

Two other items generally considered indispensable are a skid plate or plates, which may be fabricated for \$80 to \$150, and rally tires, which generally cost at least \$130 each. You may need to upgrade wheels if you are bending or breaking them. There are a variety of small items that need to be added to your car as well (tool box, battery box, tire tie-down method, D.O.T. triangles, etc) – but these can cost a little or a lot depending on your ingenuity and “connections” with other rallyists!

These are the basic items to build a beginner car; you then may choose to add performance modifications such as computer chips or other engine upgrades, a limited slip differential, brake bias control, etc depending on what is allowed in

your class.

Sometimes you can find used equipment for driver and co-driver as well – or borrow these items until you can afford them. Helmets have certain certification requirements shown by their label and start at about \$180. Driving suits start at \$90 and run the gamut from a plain color to completely custom designed, and from treated cotton single-layer suits requiring fire-retardant underwear, to double or triple layer in various materials. Again, certification labels show the capabilities of these suits in protecting you from fire. You may choose to add driving gloves and shoes and other personal equipment, although they are not required. It is important to check the current certification requirements for the sanctioning bodies (for example, in the SCCA Performance Rally Rules book).

Entry fees generally run from \$20 to \$35 for RallyCross events. Coefficient 1 rallies and ralliesprints may cost \$30 to \$50. Coefficient 2 and 3 rally entry fees range from \$150 to \$300. SCCA events require membership in SCCA (around \$60 annually) and a *ClubRally* (\$60) or *ProRally* (\$120) license. ARSG has no special licensing requirements. CRS membership is not required at events unless you wish to earn championship points; however you must pay a \$15 equipment fee per rally weekend (not RallyCross) for any non-CRS member competing.

Other expenses you must anticipate include racing gas for higher performance engines, and possibly a bit higher insurance fees to meet liability minimums for both the rally car and designated service vehicle. Most rallyists choose to buy or borrow a trailer to tow their car to events. Motels and food are part of a rally weekend's expenses, and can vary widely according to your budget and tastes.

After adding up these expenses, can you expect to cover any of them by winning money or getting sponsors?

The simple answer is: NO! Very few rallies have any money left in their budgets for prize funds, as they try to keep entry fees as low as possible. The Ramada Express International is the notable exception, with a handsome prize fund spread throughout many classes. You can expect a trophy to the top third of the starters of any CRS rally in each class, however. In addition, the year-end Awards Banquet presents the top four or five finishers in each class with top-quality photo award plaques for the Rally Championship, and trophies for RallyCross top finishers. There are also several other year-end awards given.

Sponsors are difficult to obtain, but not impossible. The best chance for sponsorship is in your own community. You may find businesses that are willing to give you services, such as tire changing and balancing, in trade for placing their name on the side of your car. While many rallyists manage to find a bit more sponsorship, even some cash, it is important not to enter the sport with this expectation (alas, this isn't Britain or Europe in that respect!). Better to plan your rally season within your budget and run what you can afford. Any prize money or sponsor help will get you to more events or allow you to move up to the next level.

15th Annual Prescott Forest Rally

November 1-2, 2002



High Desert racing in the Pines and Scrubs of scenic Prescott, Arizona

Come race your favorite Saturday stages with some new twists and turns thrown in to keep both driver and co-driver on their toes.



Our new host hotel, The Prescott Resort, offers more parking, with more rooms available. Fuel this year will be available from Sunoco.

For more information visit our web site
www.PrescottForestRally.com

HOW DO I GET INVOLVED?

Many prospective rallyists get into the sport by volunteering to help at a rally as a control worker. The advantage of this is that you gain an understanding of the timing system, get to know the organizers and competitors, and may find a rally car for sale sooner. You will also begin to appreciate what works and what doesn't in car preparation, and may even learn from others' mistakes in driving and co-driving!

Watch for the rally schools held several times a year. They cover all aspects of the sport. Most even give you hands-on driving or co-driving experience and help you qualify for a ProRally (national) SCCA license. Plus, they're a lot of fun!

A beginning point for many drivers, surprising as it may seem, is co-driving. Although it's not easy, it is worth learning at a rally school or by running with an experienced driver who gives you pointers. Especially if you run with a fast driver, you will be far better prepared when it's your turn to drive. Rally driving techniques are unlike those in other motorsports. Co-driving is also a cheaper way to get into competition!

Of course, nearly half the competitors in the sport are co-drivers by choice! They enjoy the challenges of "the hot seat" and the fact that they can rally much more frequently than driver/car-owners. A good co-driver will be sought after and can move up to national-level competition more easily than a driver.

Before you tackle either working, driving, or co-driving, you may also choose to volunteer to help on a team's service crew. This is an excellent way to get to various events and learn about the sport.

It is important to develop friends and mentors in rallying. The great news is: rallyists are extraordinarily helpful to each other and especially to newcomers. They are truly "impassioned enthusiasts" eager to share the excitement and rewards of their sport, and you will have no trouble getting information whenever you need it. Check the list of CRS organizers on the calendar and the CRS officers in the back of this rulebook for a starting point. Also plan on contacting the Chief Tech Inspector (for car prep advice) and your local SCCA *ClubRally* Steward. You will also find a lot of helpful information on the web – most events now have their own website or you can go to one of the excellent general rally websites. These include:

www.CaliforniaRallySeries.com

Ben's Rally Page (www.cwl.com/bensrallypage)

Sandman's Rally Page (<http://sandmanmotorsports.com/rally>)

Rally Racing News (www.rallyracingnews.com)

Special Stage magazine (www.specialstage.com).

So make your plans and join the fun! Good luck in your rally career!

2002 Rally Championship Calendar

Sat, April 6	Seed 9 Rally Sprint (1) Scott Bottomley	Corona, CA Ralmeister@aol.com
May 3-4	Rim of the World Rally (2, 3) Mike and Paula Gibeault	Palmdale, CA gibeault@earthlink.net
Sat, Aug. 24	Gorman Ridge Club Rally (3) Ray Hocker	Frazier Park, CA Ray@rallyusa.com
Sept 21	Treeline Club Rally (3) Pete Morris	Monrovia, CA rallytaff@earthlink.net
Nov 1-2	Prescott Forest Rally (2, 3) Bill Barfoot	Prescott, AZ william@williambarfoot.com
Dec 13-14	Ramada Express Rally (2, 3, 1) Ray Hocker	Laughlin, NV Ray@rallyusa.com

2002 RallyCross Championship Calendar

(Subject to change – check CaliforniaRallySeries.com for updates)

Sun, Feb. 24	Ridgecrest RallyCross Ray Hocker	Ridgecrest, CA Ray@rallyusa.com
Sun, Mar 2	Phoenix RallyCross I Bill Barfoot	Phoenix, AZ william@williambarfoot.com
Sat, May 18	Tombstone RallyCross I Gabe Pari	Corona, CA parient@hotmail.com
Sun, Sept. 15	Fox Field RallyCross Mike & Paula Gibeault	Lancaster, CA gibeault@earthlink.net
Sat, Oct. 12	Las Vegas Region RallyCross I Scott Bottomley	Jean, NV Ralmeister@aol.com
Sat, Nov 9	Las Vegas Region RallyCross II Scott Bottomley	Jean, NV Ralmeister@aol.com
Sat, Nov 23	Tombstone RallyCross II Gabe Pari	Corona, CA parient@hotmail.com

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Paul Eklund / Scott Huhn, 3rd NORPAC Open Class

**Tabor Rally Team taborrallyteam.com
1-800-735-5556 503-638-7373**

ORGANIZATION AND ADMINISTRATION

The CRS is governed by a Board of Governors (BOG) which consists of the organizers from each CRS event. Membership on the BOG will be for the remainder of the year the event occurs in, plus the following year. In addition to the organizers there will be seven other members, the Director, Manager, Secretary, Membership Chairman & Treasurer, Competitor Liaison, Press Liaison, and the Stock Class Chairman. The responsibilities of the officers are detailed as follows:

DIRECTOR:

The Director will be elected by a vote of the CRS membership and shall be in charge of the general operations of the CRS. The Director will schedule and chair BOG meetings, and act as the official contact person for the CRS. The Director will be responsible for seeing that a monthly article for DUSTY TIMES is submitted. The Director will be responsible for the acquisition of all the year-end awards (within the budget). The Director will be responsible for the year-end awards banquet, and any other social events as desired. The Director has the power to expend funds as required to accomplish these tasks and other CRS related business as deemed appropriate. The Director may delegate any of these responsibilities to other individuals if desired

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**Dennis Baer
(818) 504-6138**

MANAGER:

The Manager will be responsible for the CRS rally equipment (green flags, clocks, radios, bibs, sign boards, PA system etc). The manager will order new sign boards and other equipment as necessary to support the various CRS events. The manager will furnish the desired equipment to the organizers prior to the event and collect it from the organizer after the event.

SECRETARY:

The Secretary will be responsible for recording the minutes of the BOG meetings as well as updating the rule book as required. The Secretary will also be responsible for tabulating the CRS results and standings. The Secretary will also be responsible for mailing post event results to all CRS competitors. The Secretary will be responsible for maintaining the mailing list, and seeding list. The Secretary will make mailing list labels, seeding lists and car number lists available to organizers.

MEMBERSHIP CHAIRMAN (MC):

The MC will be responsible for signing up CRS members and distributing information about the CRS to interested parties. The MC will have someone available at the registration of each event to sign up new members. The MC's name, address and phone will be advertised as a contact point for new rallyists.

TREASURER:

The treasurer will be responsible for dispensing funds to pay for subscriptions, decals, trophies, etc.

COMPETITOR LIAISON:

The Competitor Liaison will act as a point of contact for competitors who would like to make an input to the BOG. He will keep written records of the competitor comments and inputs from competitors. The Competitor Liaison will attend BOG meetings. To be eligible for this position the person must have been a competitor on at least one CRS event a year for the three previous years, and plan on continued CRS involvement. The Competitor Liaison will be elected by a vote of the CRS membership.

PRESS LIAISON:

The Press Liaison will actively seek to promote the CRS and will be the single point of contact for the press. The Press Liaison will distribute the writing assignments for articles about events among those interested. These articles will be targeted for publication in DUSTY TIMES, SPORTS CAR, and other periodicals that cover CRS events. Nominations for Press Liaison will be solicited from the CRS membership and the BOG will select from those nominated.

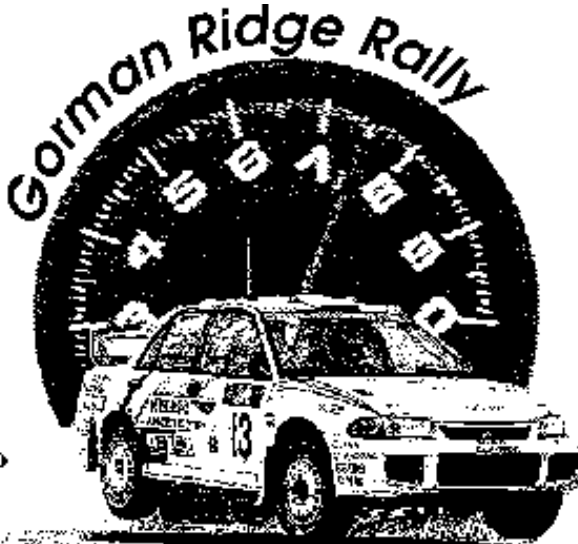
STOCK CLASS CHAIRMAN:

The SCC (Stock Class Chairman) will be responsible for the administration of the CRS Stock Classes (Stock and GT). The SCC will be the contact person for ques-

Gorman Ridge Rally 2002

Saturday, August 24

*Legendary Roads • Great First-Timer Rally
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Put it on the line at the Ridge!

Rally during the day in the Hungry Valley SVRA, and then race into the night in the Angeles National Forest.

- Not able to compete? How about coming out to help put the event on by being a volunteer worker!
- For schedule, entry information, and details visit the CRS web site at CaliforniaRallySeries.com
- Organized by Donna & Ray Hocker, Harris Done, and Larry Scott • For Information call Ray Hocker at 760-375-3289 or Email Ray@RallyUSA.com

SCCA Club Rally

STRUCTURE OF EVENTS

There will be certain minimum requirements which must be met if an event is to be considered for inclusion into the CRS. These requirements have been established to develop credibility in the eyes of the competitors, and thereby promote rallying in general (and the CRS specifically).

CLASSES – RALLY CHAMPIONSHIP:

There will be four CRS classes at all rally events (Open 4WD, Group 2/5, GT and Stock). The organizer is required to recognize all four classes. The SCC is responsible for the determination of vehicle eligibility for the Stock Classes. The SCC will furnish a list of qualified GT and Stock Class vehicles to the organizer prior to the start.

MEMBERSHIP:

CRS Membership is not required to compete, however all competitors (both drivers and co-drivers) who are not CRS members will be required to pay a \$15 equipment fee at each CRS “event weekend” that they enter.

CLAIMS:

Any claims will be handled per the competition rules that the event runs under.

TROPHIES / AWARDS:

As a minimum CRS rally events will award trophies/awards to the top 1/3 of the starters (limited to top 5) in each CRS class (for finishers only). Trophies will be for both drivers and co-drivers. For multiple event weekends the events may be combined into a single trophy for the weekend.

RESULTS:

The CRS will be responsible for the mailing of results to all competitors and current CRS members. The organizer will be responsible for supplying the results of the event and addresses for any non-members to the Secretary. The Secretary will prepare the mailing.

RALLYSPRINTS (Driver-Only Events):

Rallysprints are generally held on short courses where co-drivers are not required. To avoid confusion relating to co-driver requirements, any event advertised as a rallysprint which will require co-drivers must so state in the event announcement. If there is no such statement (“CO-DRIVERS REQUIRED”) co-drivers’ points will not be awarded, regardless of what happens at the event.

ORGANIZER SUPPORT:

The CRS will loan any CRS organizer the funds required to pay the SCCA sanction and insurance fees. This loan is to be repaid to the treasurer prior to the event. The CRS maintains the following equipment and materials for use by event organizers free of charge: mailing list (address labels), clocks (hundredths reading & freezable), wrist watches, green flags, radios, sign boards, worker vests, banner ribbon, and a portable public address system. The CRS will mail event results free of charge to the organizer.

CRS MEMBERSHIP

COMPETITOR MEMBERSHIP

CRS membership costs \$40 a calendar year (which includes a year's subscription to DUSTY TIMES) or \$30 a calendar year without DUSTY TIMES. CRS membership also includes two CRS decals, and results mailings from the various events. The rest of the membership fee goes to year end awards, and maintaining the supply of equipment used to support those who organize events. There will be a three month overlap allowed for people joining between Oct. 1 and Dec. 31. For example, joining CRS on Oct. 1, 2001 will buy a membership until Dec. 31, 2002 (1 year & 3 months); while joining on Sept. 30, 2001 will buy a membership until Dec. 31, 2001 (3 months). Competitors will begin accruing CRS championship points only after paying their annual membership fee.

ASSOCIATE MEMBERSHIP

The associate membership has been created for workers and other interested people who want to keep up on rally activities but will not be competing. Associate members will receive all of the event results mailings but they do not receive championship points. The fee for joining CRS as an associate member is \$20 per calendar year with DUSTY TIMES or \$10 a calendar year without DUSTY TIMES. The three month overlap as described above applies for associate members as well. If an associate member should decide at a later date to become a competitor he/she may change status by merely paying the \$20 difference.

HOW TO JOIN

To join as either a full or associate member, contact the Membership Chairman by mail or phone and request an application:

Tony Chavez
(562) 906-2637 - office, (562) 906-2639 FAX
(562) 908-1736 - home
tchavez85@aol.com

VEHICLE ELIGIBILITY

All cars on rally events are required to be street legal and licensed for use on the street. Many CRS rallies are sanctioned by the SCCA. For SCCA rallies all cars must have a standard SCCA Vehicle Log Book. Other sanctioning bodies may not require log books or all of the items listed below. Check with the appropriate sanctioning body for events you intend to run. The list below is intended as a general guideline for SCCA events, complete requirements for SCCA events are listed in the SCCA Performance Rally Competition Rules book (section 10 Scrutineering). To obtain one, contact:

SCCA PRO Rally Office
9033 E. Easter Place
Englewood, CO 80112
(303) 779-6622

- 1) a single switch is required which can extinguish all forward-facing driving lights and dip to low beam all headlights
- 2) mud flaps on all driven and rear wheels
- 3) roll cage meeting current SCCA or FIA specifications
- 4) 5 or 6 point harness meeting SFI spec 16.1 (no older than 5 years)
- 5) laminated safety glass front windshield
- 6) batteries inside the driver's compartment must be equipped with leakproof caps and be enclosed in a non-conductive "marine type" battery box
- 7) hood pins required for some classes, see SCCA rule book (9.1.L)
- 8) two tow hooks, painted red or yellow, must be mounted to the vehicle, one front and one rear
- 9) first aid kit
- 10) 3 or more DOT reflective triangles
- 11) two Halon or dry chemical fire extinguishers with a total rating of at least 20 B:C. Cars with on-board systems must carry a removable minimum 10 B:C extinguisher as part of the required capacity.
- 12) tow rope
- 13) a fireproof bulkhead is required between the driver's compartment and the gas tank, fuel pumps, fuel fillers and filters. an SCCA approved fuel cell may be used in the passenger compartment.
- 14) power door locks are prohibited
- 15) plastic sunroofs prohibited, metal sunroofs must be fixed shut
- 16) helmets with 1990 or newer "SNELL SA" sticker ("SNELL M" stickers are not acceptable, except at RallyCross events), with the following info: name, date of birth, blood type, allergies, last tetanus shot date
- 17) Either a SFI 3-2A/1 driving suit with nomex underwear, or a SFI 3-2A/5 driving suit or any 3 layer driving suit is required.

Do It All!



California Sports Car Club
www.CalClub.com
9534 S. Painter Avenue
Whittier, CA 90605
Phone: (562) 693-4110
Fax: (562) 693-4460

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- Volunteer as a trackside race
official

Looking for a fun, cheap way to race as a family?

- Try the First Friday Nighter
Road Rally - helmets not
required and even the kids can
ride along

Want to test the limits of your street car without spending a fortune?

- Compare yourself and your
equipment at a Solo II or a
Performance Driving Clinic

Love to write? Love to make photographs?

- Get your work published in
CSCC News

Cal Club is *your* club
Do it all!

CRS RALLYCROSS CHAMPIONSHIP

In addition to the annual CRS Rally Championship, any year that there are four or more RallyCross events on the calendar at the beginning of the year, there will be a CRS RallyCross Championship for that year. For the purposes of this championship, RallyCross events will be those events which do not have route instructions, do not require a co-driver, and do not require a roll cage. The RallyCross Championship will use the same system for awarding points, and dropping events as the Rally Championship. RallyCrosses will award CRS points in GT and Stock rally car classes. In addition CRS points will be awarded in two Street Stock Classes, for cars that have limited performance modifications, and do not use rally tires. Street Stock 2wd will be for two wheel drive cars. Street Stock 4wd will be for four wheel drive cars. Any tires with non-circumferential sipes wider than .22" will not be allowed in either of the Street Stock Classes. Springs and shocks may be changed but adjustable spring perches will not be allowed. The exhaust system does not need to be stock behind the catalytic converter. Cold air intake systems and replacement air filter elements are allowed. Computer chip upgrades are allowed. There is no price limit for any of the Street Stock Classes. Cars that do not qualify for street stock will be placed in the appropriate rally car class. For RallyCrosses only one class will be allowed (to be declared before the event).

RALLY CHAMPIONSHIP

SEEDING: Seeds 1,2 and 3 will be determined from coef 2 and 3 events that have more than 10 cars finishing.

SEED 1: Drivers with an overall win on a rally format (route book required) event or Nationally seeded in FIA, 1 or 2

SEED 2: Drivers with a top 5 Club Rally finish or National seed 3

SEED 3: Drivers with a top 10 finish on a Club Rally or National seeds 4 or 5

SEED 4: Drivers who have finished a Club Rally

SEED 5: Drivers who have started but not yet finished a Club Rally

SEED 6: Drivers who have never driven in a performance rally

RALLY CLASSES:

Each Rally Championship competitor will have the possibility of accumulating points in eight categories (driver or co-driver in Open 4wd, Group 2/5, GT and Stock Classes). Driver's points cannot be added to co-driver's points or vice versa. In other words all classes are tabulated independently. Organizer's points will be counted in only one class, which the organizer chooses at the time of his/her event.

EVENT POINTS:

CRS points will be awarded to all CRS members who start the first stage of the rally.

For championship purposes points will be awarded based on the competitor's finishing position in his/her class (Open 4wd, Group 2/5, GT or Stock). To be eligible for points at rallysprint events all vehicles must either have a log book or meet all logbook requirements (license and insurance are not required). Points based on overall finishing will be tabulated for seeding purposes, and car numbers. In addition the organizers of the event will have 400 points to distribute amongst themselves, with no organizer getting more than 100 points (prior to weighting). No competitor can receive more than a total of 500 organizer's points in a given year.

1st	100
2nd	80
3rd	60
4th	50
5th	40
6th	35
7th	30
8th	25
9th and on	20
start first stage	10

EVENTWEIGHTING:

To properly reward the competitors who do well on the longer, more demanding events these events will receive heavier weighting. For example, 1st in class in a double points event awards 200 points, in a triple points event 300 points. In general the CRS weighting will follow the SCCA ClubRally coefficient level. In some cases the event may receive a higher weighting than the SCCA coefficient, but in no cases will it be less. Coefficient 1 events where the winning car's stage time is at least 40 minutes but less than 80 minutes will be scored as double points events. Coefficient 1 or 2 events which have 80 minutes or more of stage time for the winning car will be scored as triple points events.

TOTALING POINTS:

Since it is desirable to allow competitors to drop their worst events, the following system for dropping events has been adopted for use by the CRS.

total number of events in series	count best
5	4
6,7	5
8	6
9,10	7
11	8
12, 13	9
14	10



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SCCA ClubRally/CRS Points Event
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Check our website at TreelineRally.com**

TIE BREAKING:

In the event of a tie at an event, both competitors will be given the points for the tied position. The next placing competitor will be awarded points appropriate for two places below the tie. Example: A tie for second will give both the tied teams 80 points (2nd), and the next placing team will get 50 points (4th).

In the event of a tie for a year-end ranking the tie will be broken by adding all the points accumulated in triple points events which both competitors started in the class in question. All events started will be counted (no events will be dropped). If this does not resolve the tie the same method will be applied to the double points events. If a tie still exists the same method will be applied to the single points events. If the above method fails, the tie will remain.

YEAR-END AWARDS

CLASS AWARDS:

There will be year-end awards (eg., trophies) for the top competitors in each of the classes. For the Rally Championship trophies will be given five deep in classes with 15 or more competitors and four deep for classes with fewer than 15 competitors. For the RallyCross Championship trophies will be awarded to at least the top 1/3 of the CRS competitors in each class.

ROOKIE OF THE YEAR:

To be a candidate a driver must begin the year as a seed 5 or 6 driver. The rookie of the year will be the driver who finished in the highest percentile in his class. The co-driver award will go to the first year co-driver who accrued the most points with the driver who won Rookie of the Year.

THE KENNETH ZIMMERMAN MEMORIAL AWARD:

The Zimmerman Award was created to recognize those individuals who have made outstanding contributions to the sport of rallying in general and the CRS specifically. The recipient is determined by the director of the CRS. The award honors the sportsmanship and support of Dr. Kenneth Zimmerman, and is presented by Chad DiMarco of Sube Sports.

The GALAL SOUKI MEMORIAL AWARD:

The Galal Souki award was created to recognize GT and Stock Class competitors who typify the spirit of helpfulness and competitiveness that has come to be associated with the Stock Classes.

OUTSTANDING, TENACIOUS, PERSEVERING WORKER:

It is the unselfish contributions of workers at all events, whether communications, blockage or control workers, which enable our series to succeed. The recipients of this award are selected by the CRS Board of Governors in recognition of their years of service to the sport of rallying.

BILL MOORE MEMORIAL AWARD:

The Bill Moore Award was created to honor a co-driver who, like Bill, has contributed to the sport of rallying in many areas, including as a worker, organizer, or BOG member.

Dave Turner Motorsports



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Tony Chavez - 2001 Stock Class Champion

APPENDIX A PERFORMANCE STOCK CLASS RULES

1 GENERAL INFORMATION

1.1 The CRS Stock Classes (Performance Stock and CRS GT) were created to provide a lower cost form of competition by using basically stock engines and low cost cars. The following rules have been made to limit the effectiveness of expensive horsepower/drivetrain modifications and should be maintained as such to keep the class a “drivers class”. By keeping certain items “stock” and other modifications limited, dominance of the class by one particular type of car will not occur. This concept is referred to as the “Spirit of the Class”, and may be applied by the Stock Class Committee in cases where the following rules may not apply.

1.2 In general, THE CARS ARE TO BE STOCK IN ALL ASPECTS EXCEPT THOSE ITEMS SPECIFICALLY MENTIONED IN THESE RULES!

1.2.1 Optional equipment will be allowed only when the specific option was available on the body style as delivered in the U.S. from the factory, except as modified in section 5.2 of these rules.

1.2.2 Dealer-installed options are not allowable. (Many examples of these types of modifications exist and do not fall within the “Spirit of the Class”).

1.3 These rules are modified every other year (2001, 2003, etc) by ballot after a Stock Classes meeting, to be in effect for the following year. As a result these rules will change for 2002 but not for 2003. Current competitors in the class will be eligible to vote.

2 VEHICLE ELIGIBILITY

2.1 All cars and trucks competing in the Performance Stock Class will be limited to a market value (for the basic car) of not more than \$4,000. Vehicles in this class are limited to 4 cylinders or less or two rotors. The number of valves or ports must remain stock.

2.2 Vehicles equipped with turbochargers, superchargers or four wheel drive will not be allowed in Stock Class.

2.3 If the value of the car is in question, it will be checked via the current wholesale Blue Book with no additions or deductions for optional equipment or mileage (or general market value). The first year that the engine-body-induction system combination was offered for sale by the manufacturer will be used to determine the value of the vehicle.

3 UPDATING AND BACKDATING

3.1 A model is defined as a specific body style, i.e. Mitsubishi Galant or VW Golf. When within a model line a turbo or 4 wheel drive option exists, all parts unique to the turbo / 4 wheel drive cars may not be used on a Performance Stock Class vehicle. Example: Brakes on a Mitsubishi Eclipse GSX may not be used on a GS.

3.2 Other than the restrictions of 3.1, any part may be updated or backdated freely within a given body style, provided that the part was available from the factory on a production car sold in the U.S. Example: Parts from a 93-95 VW Golf (Golf III) may not be used on a 85-92 VW Golf. However, parts from a '91 Golf II may be used on an '85 Golf II.

3.3 Engine updating and backdating is allowed with the following provisions and must comply with Section 4. In addition updating and backdating may cause the basic value of the car to change (see section 2.3).

3.3.1 The combination of body, engine, induction system and exhaust manifold must have been available in the U.S. from the factory.

3.4 Fasteners, including but not limited to nuts, bolts, studs and locking devices, nylocks, cotter pins are unrestricted as long as they remain made from a ferrous material.

4 ENGINE

4.1 Internal parts are free with the following exceptions:

4.1.1 Stock block must be retained in the stock location.

4.1.2 Dome-topped pistons are not allowed unless they were stock on the specific body.

4.2 The stock induction system meaning the intake manifold, carburetor, or fuel injection system and exhaust manifold must be retained. However the stock intake and exhaust manifolds may be modified. The stock carburetor may be rejected. The choke mechanism may be removed or fixed open.

4.3 The rest of the exhaust system is free, but must include a suitable muffler.

4.4 The air filter and housing is free.

4.5 The ignition system must be of stock design with the following exception. Breaker points may be replaced by an electronic trigger that remains in the distributor and does not include an MSD style ignition system.

4.6 Motor mounts are unrestricted as long as they remain in the stock location.

4.7 Engine oil coolers, transmission coolers, and radiators may be added or upgraded.

4.8 Fuel pumps and pressure regulators are unrestricted.

4.9 Four cylinder, piston type engines equipped with carburetors and fewer than 4 valves per cylinder will be allowed the following modifications:

The exhaust manifold is free.

The stock carburetor may be replaced with an aftermarket carburetor (on the stock intake manifold), provided that the total cross sectional area of the throttle body bore at the interface with the intake manifold is less than 2.85 square inches. Any carburetor with a 32mm primary bore and a 36 mm secondary bore will meet this requirement. Likewise any carburetor with two 34 mm bores (or less) will also meet this requirement. Competitors utilizing an aftermarket carburetor will be required to provide documentation demonstrating compliance with this requirement to the Stock Class Chairman the first time the car is entered in competition.

5 DRIVETRAIN

5.1 Clutch and flywheel are free.

5.2 The transmission shall be stock for the body style. Ratios available in any year of the same body style may be used.

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5.3 Any differential ratio may be used. The differential itself may be open, welded, locked, or limited slip.

5.4 Stock transmission ratios available in any year of the same body style may be used.

5.5 Brake lines may be rerouted and rubber hoses may be replaced with aeroquip type material.

5.6 The rear axle assembly, meaning the housing, differential and axles is free providing: brakes of the same type and size are retained. Example: a '68-'73 Datsun 510 equipped with a R160 rear differential may use the larger R180 differential as long as it mounts in the stock location and no suspension components are altered.

6 SUSPENSION

6.1 Strengthening of stock parts and mounting points is allowed, however modification of the original part in the process is not allowed. As an example, a suspension arm may have additional material welded onto it, but it may not be lengthened or shortened in the process. Wheel mounting bolts may be changed to wheel mounting studs.

6.2 Limit straps may be added.

6.3 Springs and shock absorbers are free in the stock location.

6.4 Adjustable competition struts in the stock mounting location may be used. The spring perch height and diameter may differ from the stock dimensions.

6.5 Sway bar size is free in the stock location, or may be removed.

6.6 Strut mounting holes may be slotted and/or offset bushings may be used to modify camber. Control arms may NOT be modified (except reinforcing).

6.7 Brake pad and shoe materials are free, using the stock caliper or drum assembly as equipped by the manufacturer. Modification or removal of brake backing plates is allowed.

6.8 Flexible brake lines are free.

6.9 Wheels and tires are free.

7 BODY-EXTERIOR

7.1 Underpanning and structural reinforcing are allowed.

7.2 The stock hood latches and trunk latches may be modified or replaced. Hood vents may be added. Hood scoops are not allowed.

7.3 Fenders may be cut to remove a maximum of one inch from the outer

edge around the wheel well to allow for tire clearance. Fender flares may be added over the stock fenders.

7.4 Gas tanks are free as long as they meet the SCCA safety requirements. Fuel lines may be rerouted and rubber hoses may be replaced with aeroquip type material.

7.5 Electrics are free (alternator size, battery location, lights, etc.).

7.6 The material, construction and mounting method of bumpers are free (both front and rear bumpers are required by state law).

7.7 Roof vents are allowed.

8 BODY-INTERIOR

8.1 Door panel upholstery material may be substituted or modified for clearance of roll cage bar door bars. Sheet aluminum or carbon fiber are not acceptable replacements.

8.2 The steering wheel is free.

8.3 The front seats are free.

8.4 The following items may be removed: center console, rear seat, rear deck cover, headliner, carpets, associated padding and sound deadening material, radio, speakers and air conditioning. Heater must remain operational through stock plumbing.

8.5 The dashboard may be modified to accommodate safety and rally equipment only.

9 ELIGIBILITY

9.1 At the start of each CRS rally, all competitors in Performance Stock and GT classes will present their vehicles for inspection. This inspection will be carried out by at least one representative from each competing vehicle, under the supervision of the Stock Class Chairperson. Questions of class compliance will be handled on the spot by vote of the class competitors present. A simple majority will carry.

9.2 The Stock Class Chairman is responsible for coordinating the GT and Performance Stock Class tech inspection.

9.3 The burden of proof of eligibility is on the competitor. A shop manual must be presented at the stock class inspection.

9.4 Competitors found to be in violation of the above rules will be placed in Group 2/5 or Open 4wd for CRS points purposes.

9.5 If a competitor wishes to file a claim concerning rule 9.1 above, he should contact the Stock Class Chairman (SCC). The SCC will form a claims committee including himself and two other people who are not



Bruce Brown - 2001 CRS GT Class Champion

competing in the class at that event.

9.6 Failure to attend the Stock Class inspection will result in being moved to Group 2/5 (for Performance Stock Class cars) or Open 4wd (for GT cars).

For more information or these rules clarifications, please contact:

Chris Burns, Chairman
15775 El Gato Ln
Los Gatos, Ca 95032
(408) 394-4802
<rallyguy@email.com>

APPENDIX B CRS GT CLASS RULES

1. GT Class vehicles will meet all of the requirements of Appendix A, Performance Stock Class Rules, with the following exceptions:

- 1.1 Turbochargers, superchargers and four wheel drive will be allowed
- 1.2 There will be no maximum dollar limit on the value of the car
- 1.3 All turbocharged or supercharged vehicles will be equipped with a 32mm air inlet restrictor.

APPENDIX C
OPEN 4WD & GROUP 2 / 5 CLASS RULES

Open class cars are divided into two classes based on the whether the vehicle is built to be capable of operating in four wheel drive mode. Swapping between the two classes is not allowed. Two wheel drive cars that were not designed to operate in four wheel drive can not compete in Open 4WD. Any car designed to be capable of four wheel drive can not compete in Group 2 / 5.

APPENDIX D
PREVIOUS RALLY CHAMPIONS

OPEN CLASS

1975	Hendrik Blok	Steve Ruiz
1976	Hendrik Blok	Erick Hauge
1977	Hendrik Blok	Erick Hauge
1978	Hendrik Blok	Rod Sorenson
1979	Rod Millen	Mark Howard
1980	Rod Millen	Grant Whittaker
1981	Frank Jacob	Wes Gaede
1982	Ken Smith	Dennis Sheean
1983	Richey Watanabe	Randy Hensley
1984	Richey Watanabe	Howard Watanabe
1985	Scott Child	Jim Love
1986	Lon Peterson	Jim Love
1987	Bill Holmes	Jim Rogers
1988	Lon Peterson	Jim Love
1989	Lon Peterson and Jeff Griffin (Tie)	Camille Griffin
1990	Lon Peterson	Jim Love
1991	Lon Peterson	Jim Love
1992	Jeff Griffin	Chris Griffin

STOCK GT CLASS

1988	Mike Blore	Gary Dunklau
1989	Ken Smith	Mark Williams
1990	Gary Luke	Mark Williams
1991	Tony Tavares	Carlos Tavares
1992	Roger Hull	Rob Cherry

OPEN 4WD CLASS

YEAR	DRIVERS	CO-DRIVERS
1993	Mitch McCullough	Scott Webb
1994	Rui Brasil	Scott Webb
1995	Chris Weleff	Brian Paul
1996	Dennis Chizma	Carlos Tavares
1997	Vartan Samuelian	Ara Manoukian
1998	Rui Brasil	Carlos Tavares
1999	Lauchlin O'Sullivan	Farina O'Sullivan
2000	Tony Chavez	Eddie Cardenas
2001	Lauchlin O'Sullivan	Alex Gelsomino

GT CLASS

2001	Bruce Brown	Bob Moe
------	-------------	---------

GROUP 2/5

1993	Ron Wood	Kelly Walsh
1994	Lon Peterson	Bill Gutzmann
1995	Bill Malik	Roine Anderson
1996	Bill Malik	Farina O'Sullivan
1997	Bill Malik	Farina O'Sullivan
1998	Carl Jardevall	Ole Holter
1999	Frank Paredes	William Staley
2000	Jim Gillaspay	Mick Kilpatrick
2001	Richard Byford	Paul Timmerman

PERFORMANCE STOCK CLASS

1994	Jeff Hendricks	Noble Jones
1995	Dennis Chizma	John Moore
1996	Robert Tallini	Steve Scott
1997	Terry Stonecipher	Chrissy Beavis
1998	Doug Robinson	Shane Polhamus
1999	Mark Brown	Craig McHugh
2000	Brad Boli	Gary Garman

STOCK CLASS

1978	Mike Gibeault	Tim Cox
1979	Mike Gibeault	Gale Tyler
1980	Kris Mellon	Damon Trimble
1981	Mike Gibeault	Lynnette Allison
1982	Tom Sullivan	Jay Mathes
1983	Mike Whitman	Rob Cherry
1984	Mike Whitman	Rob Cherry
1985	Mike Whitman	Lynnette Allison

STOCK CLASS (con't)

1986	Ray Hocker	Bill Moore
1987	Topi Hynynen	Ray Thurm
1988	Roger Hull	Jim Jacobson
1989	Eric Wilson	Jim Jacobson
1990	Anton Musev	Lisa Scheer
1991	Jeff Hendricks	Ev Hendricks
1992	Jeff Hendricks	Larry Scott
1993	Tony Shumaker	Larry Scott
1994	Steve Scott	Bob Scott
1995	Mike Marcy	Steve Scott
1996	Terry Stonecipher	Michelle Gibeault
1997	Dennis Chizma	Claire Marie
1998	Steve Bender	Craig McHugh
1999	Nick Taylor	Pete Morris
2000	Nick Taylor	Josh Armbruster
2001	Tony Chavez	Doug Robinson

APPENDIX E

PREVIOUS RALLYCROSS CHAMPIONS

OPEN 4WD CLASS

1999	Doug Robinson
2000	Leon Styles

STREET STOCK

2000	Ian Hudson
------	------------

GROUP 2 / 5

1999	Dennis Chizma
2000	William Prince

STREET STOCK 4WD

2001	Robert Brinkhurst
------	-------------------

PERF STOCK CLASS

1999	Dan Edmunds
2000	Doug Whited

STREET STOCK O2 2WD

2001	Eric Anderson
------	---------------

STREET STOCK U2 2WD

2001	Gabe Pari
------	-----------

GT CLASS

2001	Bruce Brown
------	-------------

STOCK CLASS

1999	Bill Feyling
2001	Stev Jasik

APPENDIX F
SPECIAL AWARDS
ROOKIE OF THE YEAR

1992	Rhys Millen	Trisha Devreugd
1993	Mitch McCullough	Scott Webb
1994	Cable Rhodes	Michael Taylor
1995	Bob Pendergrass	Jon Weigley
1996	Terry Stonecipher	Michelle Gibeault
1997	Doug Robinson	Sue Robinson
1998	Steve Bender	Craig McHugh
1999	Nick Taylor	Josh Armbruster
2000	Sean Otto	Jason Lane
2001	Stephan Verdier	Alan Walker

KENNETH ZIMMERMAN MEMORIAL AWARD

1982	Tim Fountaine & Frank Jacob	1992	Sam Moore
1983	Ken Adams	1993	Bill & Kay Gutzmann
1984	Roger Allison	1994	Randy Hensley
1985	Mike Gibeault	1995	Ron Wood
1986	Clint Huring	1996	Lon Peterson
1987	Lynnette Allison	1997	Paula Gibeault
1989	Nancy Peterson & Sheryl Love	1998	Matt Sweeney & Lucinda Strub
1990	Michael O'Sullivan	1999	Ray Hocker
1991	John Elkin	2000	Harris Done
		2001	Mike Gibeault

GALAL SOUKI MEMORIAL AWARD

1990	Sam Moore	1996	Terry Stonecipher
1991	Tony Shumaker	1997	Adrienne Scott
1992	Tony Chavez	1998	Doug Robinson
1993	Dennis Chizma	1999	Paula Gibeault
1994	Jeff Hendricks	2000	Brad Boli
1995	Dave Turner	2001	Doug Whited

BILL MOORE MEMORIAL AWARD

1993	John Elkin	1997	Donna Mitchell
1994	Bill Gutzmann	1999	Sue Robinson
1995	Terry Stonecipher	2000	John Dillon
1996	Robert Tallini	2001	Doug Robinson

OUTSTANDING, TENACIOUS, PERSEVERING WORKER

1993	Ron Melitsoff	1998	Wayne Almquist
1994	Nancy Peterson & Judy Teeter	1999	Scott & Toni Dicks
1995	Bob Ward	2000	Jay Deacon
1996	Michael O'Sullivan	2001	Dean Chambers & Alvin Brown
1997	Matt Sweeney, Lucinda Strub & Art Jury		

APPENDIX G 2001 RALLY AWARD WINNERS

OPEN 4WD CLASS

Place	Driver	Points	Place	Co-Driver	Points
1	Lauchlin O'Sullivan	1330	1	Alex Gelsomino	1650
2	George Plsek	1330	2	John Dillon	1070
3	Dave Turner	1270	3	Larry Scott	1050
4	Leon Styles	1210	4	Mike McComas	840
5	Julius Vasari	875	5	Stuart Gater	760

GROUP 2 / 5

Place	Driver	Points	Place	Co-Driver	Points
1	Richard Byford	1285	1	Paul Timmerman	1380
2	Dave Coleman	1020	2	Fran Olson	1320
3	William Yates	840	3	Julie Yates	880
4	Jay Streets	780	4	Doug Mitchell	680
5	John Shults	740	5	Bill Feyling	560

GT CLASS

Place	Driver	Points	Place	Co-Driver	Points
1	Bruce Brown	1640	1	Bob Moe	1160
2	Stephan Verdier	1000	2	Tamara Clark	1140
3	Scott Clark	990	3	Allan Walker	1000
4	Keith Roper	740	4	Pat Brown	600

STOCK CLASS

Place	Driver	Points	Place	Co-Driver	Points
1	Tony Chavez	1800	1	Doug Robinson	1790
2	Chris Burns	1340	2	Brad Boli	1280
3	Patrick Rodi	775	3	Jeff Bruett	840
4	Terry Stonecipher	750	4	Jonathan Schiller	710
5	Mike Masano	680	5	Linda Masano	680

APPENDIX H
2001 RALLY CROSS AWARD WINNERS

GT CLASS

1 Bruce Brown 100

STOCK CLASS

1 Steve Jasik 400

2 Tony DelaCuesta 180

3 Chrissy Beavis 160

STREET STOCK 4WD

1 Robert Brinkhurst 520

2 Justin Hill 460

3 Branden Ushijima 240

STREET STOCK O2 2WD

1 Jason Funk 100

2 Eric Anderson 80

STREET STOCK U2 2WD

1 Gabe Pari 480

2 Bill Barfoot 110

3 Charlie Aoun 100

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APPENDIX J 2001 OFFICERS

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CRS WEB MASTER	Ray Hocker	(760) 375-3289 <ray@rallyusa.com> www.CaliforniaRallySeries.com

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	15	TH2	TH2	MO TH2	TH2	MO TH2		MO
	16	TH2	MO TH2	MO TH2	MO TH2	MO TH2	MO	MO
	17					MO TH2	MO TH2	MO TH2
	18							MO TH2

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