

**CALIFORNIA RALLY SERIES**  
**2010 RULES and RALLY HANDBOOK**  
**TABLE OF CONTENTS**

GETTING STARTED IN RALLYING	2
VEHICLE ELIGIBILITY	13
CRS CHARTER	14
CRS BOG OPERATION	14
EVENT REQUIREMENTS and SUPPORT	15
CRS MEMBERSHIP	17
CRS RALLY CHAMPIONSHIP	18
CRS RALLY SPRINT CHAMPIONSHIP	18
CRS RALLY CROSS CHAMPIONSHIP	20
CRS MOTO CHAMPIONSHIP	23
2010 CRS CALENDARS	24
COMMON CHAMPIONSHIP INFO	27
YEAR END AWARDS	29

**APPENDIXES**

A) PERFORMANCE STOCK CLASS RULES	30
B) CRS GT CLASS RULES	35
C) OPEN 4WD, CRS-2 & CRS-5 CLASS RULES	36
D) PREVIOUS RALLY CHAMPIONS	36
E) PREVIOUS RALLY SPRINT CHAMPIONS	41
F) PREVIOUS CRS MOTO CHAMPIONS	41
G) PREVIOUS RALLY CROSS CHAMPIONS	41
H) SPECIAL AWARD WINNERS	43
I) 2009 AWARD WINNERS	45
J) 2010 CRS OFFICERS	47
K) SANCTIONING BODIES	48

Check Out: [www.CaliforniaRallySeries.com](http://www.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 a 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). 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 100 miles in a two-day rally. An exciting new addition at many rallies are street legal motorcycles, running separately from the rally cars, also at one or two-minute intervals.

Great news for those who want to participate are rallycross events, basically autocrosses on unpaved surfaces. Entry requirements and entry fees are minimal, making them an excellent place to get started in rallying.

## **WHO ORGANIZES RALLIES? WHAT TYPES ARE THERE?**

Rally America (RA) and the National Auto Sport Association (NASA) sanction and insure the majority of performance rallies in the United States. The California Rally Series (CRS) has regional championships in various classes and includes events organized by both of these bodies.

"Stage rally" requirements for cars and trucks are a co-driver and fully prepared vehicle (roll cage, safety harnesses, etc.). They use a "routebook" with highly accurate mileages to define the course. They range from simple "coefficient 1" local events of less than 30 stage miles, to longer "coefficient 2" rallies with 30 miles to under 65 miles, to "coefficient 3" events with at least 65 miles of stage road. Larger rallies such as those in one of the national championships 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 roll cage are not required!



## **Bill Holmes & Sean Gallagher - 2009 CRS-5 Champions**

### **WHAT ARE THE CHAMPIONSHIPS?**

At the national level there are events located across the country, from snowy Michigan terrain to Southwest desert foothills, and on forest roads from Maine to Washington State. The Rally America Championship series encompasses six events. NASA sanctions the United States Rally Championship (USRC) which is comprised of six events in two Divisions, Atlantic and Pacific.

At the regional level, Rally America (RA) supports championships in four regions across the country. The top three teams, in each class, in each region will be invited to the Regional Cup Championship Event.

The Sports Car Club of America (SCCA) has both national and divisional level rallycrosses culminating in an annual RallyCross National Championship event.

The California Rally Series, formed in 1975, has four types of regional championships based on events in or near California. The “CRS Rally Championship” consists of pure stage rally events, for fully prepared cars. The “CRS Rallysprint Championship” (held in years where there are enough rallysprints) consists of rallysprint events, also for fully prepared cars. The “CRS Rallycross Championships” include rallycross events only, for both prepared and street vehicles. Many rallies now include competition for street legal motorcycles with points earned toward the CRS Moto Championship.

## WHAT VEHICLES RUN? IN WHAT CLASSES?

For stage rallies and most ralliesprints, vehicles (including motorcycles) 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.

Rally America (RA) recognizes eight classes. In the three “production” classes, vehicles conform very closely to stock specifications. Production Class cars are typically two-wheel drive. Production GT and Super Production cars are usually turbocharged and four-wheel drive, but the latter class allows certain modifications. In contrast, the four “open” classes allow extensive modifications. There are two open classes for two-wheel drive: Group 2, for smaller engines (normally aspirated), and Group 5, for bigger engines up to 5100 cc adjusted displacement. The fastest class is Open Class, where turbocharged four-wheel drive cars predominate (5100 cc limit). Open Light is a regional class for normally aspirated four-wheel drive cars. The Historic class is for vintage rally cars.

The USRC recognizes four classes. The USRC Open All Wheel Drive (AWD) class corresponds to RA Open, Open Light, and Super Production classes. The USRC Open Two Wheel Drive (2WD) contains both RA Group 2 and Group 5 vehicles. USRC Production AWD includes RA Production GT, and USRC Production 2WD matches RA Production Class.

### 2009 CRS Rallycross Champions



**Dave Haws**  
**Street Mod 4wd**  
**North Region &**  
**South Region**

**Burney Storms**  
**Street Mod 2wd**  
**North Region**





## **Keith Jackson & Marra Estep - 2009 Open 4WD Champions**

California Rally Series classes overlap with the classes above since CRS points are earned at events sanctioned by both RA and NASA. However, there are some important differences, especially in the “stock” classes. The three open classes in CRS (CRS-2, CRS-5 and Open 4WD) have few limitations and are similar to the open classes in RA and NASA.

CRS also has 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 two-wheel drive, with normally aspirated four cylinder engines and a maximum value of \$4000. CRS GT Class is for four-wheel drive, usually forced-induction vehicles prepared with the same restrictions as Performance Stock class cars except for 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.

In the CRS Rallycross Championship, four Modified car classes (4WD and 2WD, with and without rally tires) are recognized. In addition there are two unique street car classes, for cars without performance modifications that, in addition, are not running rally, snow, or light truck tires. These classes are Street Stock 4wd and Street Stock 2wd. Some rallycross events may also add “custom” classes based on the local entry.

The CRS Moto Championship is for street licensed dual-sport and large adventure bikes. There are two classes: Moto U8 (under 800 cc), and Moto O8 (over 800 cc).

# HIGH DESERT TRAILS 2010

April 17<sup>th</sup> - Ridgecrest, California

Coefficient 2 - Stage Notes Provided - Open Service



RallyMoto™

Visit us on the web at [HighDesertTrails.com](http://HighDesertTrails.com)



© Motorsport Memories

Chris Palermo - 2009 CRS-2 Champion

## **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 for rallies and ralliesprints, 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 racing seats (begin at \$150 each). Racing harnesses, five to seven point, start at \$70 per person and must be replaced or rewbed every five years to meet safety 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.



# 2010



Presented by:



## OCTOBER 1-2 2010 PRESCOTT, ARIZONA

# GREAT ROADS. GREAT COMPETITION.

USRC & CRS Championship Events

[www.PRESCOTTRALLY.com](http://www.PRESCOTTRALLY.com)





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. Head and neck restraints such as HANS devices are required and start at about \$700. It is important to check the current certification requirements for the sanctioning bodies.

Entry fees generally run from \$30 to \$50 for rallycross events. Coefficient 1 rallies and rallysprints may cost \$200 to \$400. Coefficient 2 and 3 rally entry fees range from \$275 to \$600. NASA events require an annual membership (\$45) and a rally license (\$50). RA events do not require an annual membership, but do require a Rally License (\$100 for Regional or \$200 for National). CRS membership (\$30) is not required at events unless you wish to earn CRS championship points.

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 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. 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 up to five of the top finishers in each class with top-quality photo award plaques for the Rally, Moto and Rallycross Championships. The Rallysprint winners are also honored if that championship takes place in a given year. There are several other year-end awards given, including Rookie of the Year, Outstanding Worker, and Rallycross Supporter.

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.

## HOW DO I GET INVOLVED?

Rallycross is the easiest way to get involved as a driver. Many people are happy to make a rallycross championship their ultimate goal as it fits their time and budget better than full-scale rallying.

Often 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 or bike for sale sooner. You will also begin to appreciate what works and what doesn't in car and bike preparation, and may even learn from others' mistakes in driving/riding 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 move out of the novice category. 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 working, driving/riding, 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. 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:

California Rally Series **[www.CaliforniaRallySeries.com](http://www.CaliforniaRallySeries.com)**

RallyClassified.com **[www.rallyclassified.com/](http://www.rallyclassified.com/)**

Special Stage **[www.specialstage.com](http://www.specialstage.com)**

Rally Racing News **[www.rallyracingnews.com](http://www.rallyracingnews.com)**

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

# IDAHO RALLY 2010

JULY 16 - 17, 2010

ONE OF THE BEST IN THE WEST

no.203.078

- Since 2007 -

## 40 BRAND NEW STAGE MILES

### Boise, Idaho

Rallydrift Inc is proud to announce the 2010 edition of the Idaho Rally. Here are some facts to consider when planning your vacation

- No turn arounds
- 40 added Stage Miles
- Top notch event design
- Super Special Stage
- Mid Rally Party
- Long Gulch Stage is Back
- Crew friendly spectating
- Good Weather
- Awards Banquet
- 150+ total miles

Please prepare for Action!!!

### Message from the Chairman

Thank you for your support in the past. It is my pleasure to offer you another kick ass event. We are working hard to provide an event you won't forget.

We expanded the event a little to offer you even more beautiful stages. We are certain that you will not be disappointed.

Come out and play with the best in the West.  
Jens Schkade

[WWW.IDAHOHALLY.COM](http://WWW.IDAHOHALLY.COM)





**WRX**

**RALLY BRED  STREET WISE**

[www.subaru.com](http://www.subaru.com)



**SUBARU.**

## VEHICLE ELIGIBILITY

All cars and motorcycles on rally events are required to be street legal and licensed for use on the street. Most CRS rallies are sanctioned by NASA or Rally America. For these rallies all cars must have a 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 an example of some of the car and truck requirements for NASA and Rally America events. Complete details can be obtained from the sanctioning body's website.

- 1) A Hazardous Material Spill Kit.
- 2) Mud flaps on all driven and rear wheels.
- 3) Roll cage meeting current NASA, Rally America or FIA specifications.
- 4) 5, 6, or 7 point harness meeting requirements (including age).
- 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.
- 8) Two tow hooks (eyes), painted red or yellow, must be mounted to the vehicle, one front and one rear.
- 9) First aid kit meeting specifications.
- 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.
- 14) Power door locks are prohibited.
- 15) Plastic sunroofs prohibited, metal sunroofs must be fixed shut.
- 16) Helmets with 2000 or newer "SNELL SA" sticker ("SNELL M" stickers are not acceptable, except at rallycross events), or meeting other listed standards.
- 17) Driving suits meeting listed standards (ex., SFI 3-2A/1 driving suit with Nomex underwear, or SFI 3-2A/5).
- 18) Approved head and neck restraint systems (ex., HANS devices).
- 19) Seats that are not hinged-back and meet listed standards.

CRS Moto requirements can be found on the NASA Rally Sport website under Regulations (<http://www.nasarallysport.com/rules.php>).

## CRS CHARTER

The California Rally Series (CRS) is an “association” as opposed to a “profit” based organization, formed by the event organizers and the officers of the series. The CRS has three major goals:

1. Support event organizers.
2. Provide championships that give meaningful year-end awards for local competitors.
3. Promote the sport of Performance Rallying.

The role of supporting event organizers includes loaning organizers funds to pay up front expenses, as well as providing clocks, sign boards, radios and other equipment for organizers to use.

The role of providing meaningful championships has focused on the CRS Rally, Rallysprint and Rallycross Championships. In addition this role has resulted in the formation of popular competitor-driven rally classes like Performance Stock and CRS GT.

The role of promoting the sport has resulted in the addition of “how to get involved” materials in the front of the rule book as well as on the CRS website. CRS has also been active in promoting rallying at various car shows and other events, in recognizing volunteers, and in supporting rally schools.

## CRS BOG OPERATION

The CRS is governed by a Board of Governors (BOG) which consists of the organizer from each CRS event (Rallies, Rallysprints and Rallycrosses). Membership on the BOG will begin once the event has been accepted onto the CRS calendar and continue for the remainder of the year the event occurs in, plus the following year. In addition to the organizers there will be a number of other members including: the Director, Equipment Managers, Secretary/Treasurer, Membership Officers, Competitor Liaison, CRS Moto Liaison, Rallycross Liaison, Press Liaison, Sponsor Liaison, Webmaster and the Stock Class Chairman. The responsibilities of the officers are detailed in Appendix L of these rules on the CRS Web site.

### **BOG Operation:**

The BOG shall make decisions on Calendar approval, amendments to these rules, amounts of fees, and any other items deemed appropriate by the Director. The BOG shall also be responsible for appointing people to fill the jobs of Equipment Manager, Secretary, Press Liaison, Rally Membership Officer, Treasurer, CRS Moto Liaison, Rallycross Liaison, Rallycross Membership Officer, Rallycross Pointskeeper & Equipment Manager, Webmaster and Sponsor Liaison. The BOG will also serve as an informal forum for the organizers to discuss items related to the organization of rallies. For the details of BOG operation see Appendix L of these rules on the CRS Web site.

## EVENT REQUIREMENTS and SUPPORT

**Rally Event Eligibility:** There will be certain minimum requirements which must be met if an event is to be considered for inclusion into the CRS Rally Championship. These requirements have been established to develop credibility in the eyes of the competitors, and thereby promote rallying in general (and the CRS specifically). A first time Rally will only be allowed to count as either one single points event or one double points event in the CRS Rally Championship for that weekend. To be considered for inclusion in the championship as a triple points event or multiple events the rally must first have been executed successfully.

There will not be any additions to the CRS Rally calendar after Jan 1. Any changes to the schedule published in this book must be approved by the CRS BOG.

**CRS Event Class Trophies / Awards:** As a minimum, CRS Rally events will award trophies/awards to the top 1/3 of the starters (see table below) in each CRS class (to finishers only), whether the competitors are CRS members or not. 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.

Starters	Minimum Trophies	Starters	Minimum Trophies
1 - 4	1	11 - 13	4
5 - 7	2	14 and more	5
8 - 10	3		

**Organizer Support:** The CRS will loan any CRS organizer the funds required to pay the 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: clocks (freezable Timewise clocks plus large start display clocks), rallycross timing system, green flags, family radios, sign boards, worker vests, clipboards, an EZ-Up, and a portable public address system. Rally organizers will be allowed one pre-event mass emailing to current CRS members. The email can be sent by the Secretary. The CRS will rent equipment to non-CRS organizers for 10% of the replacement cost of the particular item. Equipment that uses batteries will be supplied for rental with new batteries installed.



# GORMAN RIDGE RALLY 2010



***Saturday, August 28, 2010***

**Legendary Roads • Great First Timer Rally  
Freeway Close • Super Spectating**

*Rally during the day in the Hungry Valley SVRA,  
Race through the day then BBQ then race into the night!*

**For details visit [GormanRidgeRally.com](http://GormanRidgeRally.com)**

**Call 760-446-4002**

**or Email [rayhocker@verizon.net](mailto:rayhocker@verizon.net)**

*sanctioned by*



***Rally Sport***

[www.NASARallySport.com](http://www.NASARallySport.com)



## CRS MEMBERSHIP

### **Competitor Membership:**

All competitors who wish to receive CRS championship points are required to be members, which costs \$30 per calendar year. CRS membership includes the membership card, CRS rulebook, two CRS decals, inclusion in the CRS championships (Rally, RallySprint, CRS-Moto, and RallyCross), and emailings 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, 2009 will buy a membership effective until Dec. 31, 2010 (1 year & 3 months); while joining on Sept. 30, 2009 will buy a membership effective until Dec. 31, 2009 (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 or support the CRS, but will not be competing. Associate members receive all of the benefits described above (decals, rulebook, mailings) but they are not eligible to compete in CRS events for championship points.. The fee for joining CRS as an associate member is only \$10 per calendar year. 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.

### **Dusty Times:**

CRS members (either Full or Associate) can elect to subscribe to Dusty Times for a special discounted CRS subscription rate of \$15 (normal subscription rate is \$25).

## HOW TO JOIN

To join as either a full or associate member go to the CRS website and fill out the online membership application. You can then pay either by PayPal or by check. If you have any questions about membership you can contact the Membership Officer by email or phone.

Rally or Moto: Christine Marciniak (949) 680-9635      webchristine@gmail.com  
Rallycross: Amy Bakchis (661) 435-0921      AmyBakchis@yahoo.com

## CRS RALLY CHAMPIONSHIP

### **Rally Championship Classes:**

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

**Coef 1 Rally Co-Driver Requirements:** To avoid confusion relating to co-driver requirements, any Coef. 1 event advertised as a rallysprint that is included in the Rally (not Rallysprint) Championship 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 in the Rally Championship, regardless of what happens at the event.

**Points, event weighting, dropping events and ties:** The Rally Championship will use the systems for awarding points, event weighting, dropping events and resolving ties described in “Common Championship Info”.

## CRS RALLYSPRINT CHAMPIONSHIP

Rallysprints are held on short, closed courses where co-drivers may or may not be required. Either Rallysprints or Coefficient 1 Rallies can be included in the Rallysprint Championship. Any year that there are four or more qualified events on the calendar at the beginning of the year, there will be a CRS Rallysprint Championship for drivers. The organizers of Rallysprint events on the CRS calendar will have the choice of placing their event in either the Rally or the Rallysprint Championship, but not both. Competitors must be CRS members prior to the event to accrue CRS Rallysprint Championship points. The Rallysprint Championship will use the systems for awarding points, dropping events and resolving ties described in “Common Championship Info”. The Rallysprint Championship is for drivers only. No Co-Driver points will be awarded even if Co-Drivers are required by the event. Each Rallysprint event will have 200 organizer points available to split among the organizers (who did not compete in the event), with no person receiving more than 100 points. Organizer points will only be valid after a person has received points as a competitor. Rallysprints will award CRS points for drivers only in the same classes as the Rally Championship. While organizers may allow competitors to enter in more than one class, only one class will be scored for CRS Rallysprint Championship points at an event (to be declared before the event).



June 4 & 5, 2010

A CRS Rally and RallyMoto  
Championship Event

Friday: Coefficient 1  
Saturday: Coefficient 3

<http://www.northnevadarally.com>  
[info@northnevadarally.com](mailto:info@northnevadarally.com)

Presented by Great Basin Rally Group, LLC



## CRS RALLYCROSS CHAMPIONSHIP

Rallycross events are those events which do not have route instructions, do not require a co-driver, and do not require a roll cage. 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. In years where there are enough events at the beginning of the year in both the North and South Regions, CRS will have both a North and a South Rallycross Championship with separate year-end trophies for each. For this to apply there will need to be a minimum of two venues and four events in each region. Those events north of Visalia will be in the North Region; all others will be in the South Region. CRS members can receive points in either or both regions.

### **Rallycross Calendar:**

The rallycross organizers will be limited to a maximum of three events per venue that will be included in the championship. The Rallycross Liaison will be the single point of contact for establishing and revising the championship calendar, which will be maintained on the CRS website.

An initial calendar for the Rallycross Championship will be published in this rulebook. The following rules apply to changes:

An event may be added provided that 1) the organizer provides at least six weeks lead time and 2) the organizer has previously completed a successful event at that venue. The event may be listed as non-points on the website in the case of insufficient lead time.

In the case of a date change, the organizer must provide notice at least three weeks in advance, or the event will lose its status as a championship event.

In the case of possible cancellation or postponement due to unforeseen circumstances such as poor course conditions, the organizer must give notice at least ten days before the event date. An advisory will then be posted on the CRS website. The organizer will follow with a final decision at least two days from the event. This will be posted on the CRS website. Subsequent rescheduling on the championship calendar will allow at least three weeks lead time.

### **Rallycross Points:**

The Rallycross Championship will use the systems for awarding points, and resolving ties described in “Common Championship Info”. There will be no organizer points awarded, because it is possible for an organizer to compete in his own event if he wants to. To be eligible for a year end award a competitor must have been a CRS member and started at least two events. For purposes of computing CRS Rallycross Championship points all runs will be counted. If a rallycross organizer should tabulate his results differently the Rallycross Pointskeeper will retabulate the results as necessary. The CRS Rallycross championship will be limited to a maximum of three events per venue. Competitors will count their best events (roughly 75%), as detailed in the table below.

## 2009 CRS Rallycross Champions



**Kevin Mount  
Rally 4wd  
South Region**

**Tucker Heiner  
Rally 4wd  
North Region**



**John Black  
Rally 2wd  
South Region**



**David Clark  
Street Stock 2wd  
North Region &  
South Region**



Total Possible Events	Count Best	Total Possible Events	Count Best
1	1	8 or 9	6
2 or 3	2	10	7
4 or 5	3	11	8
6	4	12 or 13	9
7	5	14	10

### **Rallycross Classes:**

Rallycross Championship points will be awarded in Street Stock 2wd, Street Stock 4wd, Street Modified 2wd, Street Modified 4wd, Rally 2wd and Rally 4wd classes. Two-wheel drive cars are not eligible to run in any four-wheel drive class. There is no price limit for any of the Rallycross classes. For CRS Rallycross Championship points, competitors will only be allowed to accrue points in one class per event (to be declared by the competitor before the event).

### **Street Stock 2wd (SS2) & Street Stock 4wd (SS4):**

The name Street Stock comes from **Street** tires with **Stock** preparation level. As such, these classes are for cars that have limited performance modifications, and are using street tires. Street tires include those tires sold as “Passenger Tires”. Street tires do not include ice/winter specific tires (currently designated by the mountain/snowflake emblem or the words ice/snow in the tire name), light truck tires (designated by “LT” on the sidewall), or tires designated for rally or competition use. The original tread may not be modified (siped or grooved). SS2 will be for two-wheel drive cars and SS4 will be for four-wheel drive cars. Street Stock Class cars must be stock (or equivalent) with the following exceptions:

- The exhaust system does not need to be stock behind the catalytic converter.
- Replacement air filter elements are allowed
- Computer chip upgrades are allowed.

### **Street Modified 2wd (SM2) & Street Modified 4wd (SM4):**

The name Street Modified comes from **Street** tires (which in this case include ice/winter tires) with a **Modified** preparation level. As such, these classes are for cars that have been modified beyond the limits detailed above and are using street tires or ice/winter specific tires (currently designated by the mountain/snowflake emblem or the words ice/snow in the tire name). Light truck tires (designated by “LT” on the sidewall) are not allowed, nor are tires designated for rally or competition use. The original tread may not be modified (siped or grooved). SM2 will be for two-wheel drive cars and SM4 will be for four-wheel drive cars.

### **Rally 2wd & Rally 4wd:**

Cars running tires that do not qualify for the “Street” classes will be placed in either the Rally 2wd or Rally 4wd class.

## CRS Moto Championship

Any Rally event that includes RallyMoto and is a part of the CRS Rally Championship, is eligible for inclusion in the CRS Moto Championship. Any year that there are four or more qualified Moto events on the calendar at the beginning of the year, there will be a CRS Moto Championship. Riders must be CRS members prior to the event to accrue CRS Moto Championship points. The CRS Moto Championship will use the systems for awarding points, weighting, dropping events and resolving ties described in "Common Championship Info". CRS Moto event organizers will have 200 organizer points available for the CRS Moto Championship, to split among the organizers (who did not compete in the event). No CRS Moto organizer shall receive more than 100 points (prior to weighting). Organizer points will only be valid after a person has received points as a competitor. CRS Moto events will award CRS points in two championship classes ("Moto U8" and "Moto O8").

- "Moto U8" is for bikes with displacements less than 800cc.
- "Moto O8" is for bikes with displacements greater than or equal to 800cc.



**Andrew Sutherland**  
**2009**  
**CRS Moto Under 800 cc**  
**Champion**



**Tim Hillsamer**  
**2009**  
**CRS Moto Over 800 cc**  
**Champion**

## 2010 CRS Rally Championship Calendar

March 13-14 Sat & Sun	Desert Storm Rally (3, 2) Denise McMahon	Blythe, CA marymountdenise@aol.com
April 17 Sat	High Desert Trails Rally (2) Kris & Christine Marciniak	Ridgecrest, CA rally@highdeserttrails.com
May 8 Sat	Plan B Rally (2) Denise McMahon	Indio, CA marymountdenise@aol.com
June 4-5 Fri & Sat	North Nevada Rally (1, 3) Pete Soper	Lovelock, NV psoper@meyersound.com
July 16-17 Fri & Sat	Idaho Rally (3, 3) Jens Schkade	Boise, ID jens@idahorally.com
Aug. 28 Sat	Gorman Ridge Rally (3) Ray & Donna Hocker	Frazier Park, CA ray@rallyusa.com
Oct. 1-2 Fri & Sat	Prescott Rally (2, 3) Michael Taylor	Prescott, AZ Michael@mtai.net
Nov 6 Sat	Seed 9 Rally (2) Pat McMahon	Goodsprings, NV marymountdenise@aol.com

## 2010 CRS Moto Championship Calendar

April 17 Sat	High Desert Trails Rallies (1, 1) Kris & Christine Marciniak	Ridgecrest, CA rally@highdeserttrails.com
June 4-5 Fri & Sat	North Nevada Rally (1, 3) Pete Soper	Fernley, NV psoper@meyersound.com
Aug. 28 Sat	Gorman Ridge Rally (3) Ray & Donna Hocker	Frazier Park, CA ray@rallyusa.com
Oct. 1-2 Fri & Sat	Prescott Rally (2, 3) Michael Taylor	Prescott, AZ Michael@mtai.net

## Schools

Sat, Feb 20	Ridgecrest Rally School Ray & Donna Hocker	Ridgecrest, CA ray@rallyusa.com
Sat, Feb 27	Widget Recce Workshop John Dillon	Thousand Oaks johnd@widgetracing.com



## 2010 CRS Rallycross Championship Venues / Calendar

Feb 21	Ridgecrest	Ray Hocker	ray@rallyusa.com
April 4	Glen Helen	Dave Haws	dhaws@verizon.net
May ?	California City	Dave Haws	dhaws@verizon.net
Sept 19	Prairie City	Jon Burke	burkejon@yahoo.com
Oct 10	Glen Helen	Dave Haws	dhaws@verizon.net
Fall ?	Lake Elsinore	Bret Norgaard	manycones2003@yahoo.com

**Note: There will be no North & South Regional Championships for 2010. All events will count toward a single 2010 CRS Rallycross Championship.**

Several other CRS rallycross events are being planned for 2010, but firm dates and venues are not available at the time of going to press.

**Check [www.CaliforniaRallySeries.com](http://www.CaliforniaRallySeries.com) for current CRS Rallycross info.**

Competitors will be given at least six weeks notice of any additional points events.



**Bill Martin  
2009  
Street Stock 4wd  
South Region  
Champion**

**John Stewart  
2009  
Street Stock 4wd  
North Region  
Champion**



# CRS Logos Through the Years

The original CRS logo featured Hendrik Blok's radical Datsun 510.



# CALIFORNIA RALLY SERIES



The second CRS logo added the state outline and featured Lon Peterson's dominant Plymouth Fire Arrow.

CRS's third logo recognized the dawn of the four wheel drive era, featuring Rui Brasil's Audi Quattro.



The current CRS logo design encompasses recognizable rally symbols. A modern rally wheel, a tach at redline and a stopwatch. But its form also suggests a compass (the navigational element). The needle pointing southwest recognizes that the series covers more than just California.

## COMMON CHAMPIONSHIP INFO

The following paragraphs relate to more than one of the preceding championships.

### **Speed Factors:**

**Raw Speed Factors:** Speed factors are referenced to the fastest driver on each stage. For Raw Speed Factors the fastest driver is given a 1.00 and all others are calculated from that time ( $\text{StageSpeedFactor} = \text{ET} / \text{FastTime}$ ). A driver's Event Speed Factor is determined by dropping his worst two and his best Stage Speed Factors until there are less than four stages left and then averaging the remaining Stage Speed Factors. Drivers must complete at least four stages to get a Raw Event Speed Factor.

**CRS Rally Speed Factors:** At CRS events speed factors are calculated exactly the same as above, except the reference driver gets the speed factor he started the event with. Hence the  $\text{StageSpeedFactor} = \text{RefSpeedFactor} * \text{ET} / \text{RefTime}$ . The reference driver for each stage is the one of the top two (for that stage) that produces the larger Stage Speed Factor.

**CRS Moto Speed Factors:** CRS Moto speed factors are based on the same scale as the speed factors for the cars. This is done by selecting one of the top cars at the event (which has an accurate speed factor) and using his stage times as the reference for the bikes.

**Adjustments:** At the end of each year all CRS Speed Factors from previous years will be adjusted downward by .01 per year with a maximum reduction of .05. So for 2009, any speed factor earned in 2008 will be unchanged, those earned in 2007 will be reduced by .01 and those earned in 2006 will be reduced by .02, and so on. The largest of the resulting annual speed factors will then be the starting speed factors for 2009. If a driver moves from a 4wd car to a 2wd car his speed factor for that event will be reduced by .05. While CRS Speed Factors are intended to help develop the initial start order other factors may influence the final start order.

**Claims:** Any claims will be handled per the competition rules under which the event runs.

### **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, CRS-2, CRS-5, CRS GT or Performance Stock).

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. Organizer points will be assigned at the time the CRS standings are first tabulated for that event. Organizers that are not eligible for year end awards (because they have not competed in that class), will be identified in the standings.

Place	Points	Place	Points	Place	Points
1 st	100	6 th	50	11 th	25
2 nd	88	7 th	43	12 th	23
3 rd	77	8 th	37	13 th	22
4 th	67	9 th	32	14 th and on	21
5 th	58	10 th	28	Start first stage	10

**Event Weighting:**

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. Events with less than 30 stage miles and less than 30 minutes of hot stage time will be single points events. Events with 65 or more stage miles or 60 minutes of hot stage time will be triple points events. Those in between will be double points events. For longer events, the event organizer will be free to choose which portions of the overall event will be counted as separate CRS events.

**Totaling Points:**

Since it is desirable to allow competitors to drop their worst events, the following system for dropping events will be used.

total events	count	total events	count	Total events	count
in series	best	in series	best	in series	best
1	1	6, 7	4	12,13	7
2, 3	2	8, 9	5	14,15	8
4, 5	3	10,11	6		

**Tie Breaking:**

In the event of a tie at an event, all competitors tied for a position will be given the points for the tied position. The next placing competitor will be awarded points appropriate for the number of places below the tie. Example: A three way tie for second will give all the tied teams 2nd place points (88), and the next placing team will get 5th place points (58).

In the event of a tie for a year-end ranking the tie will be broken by comparing the total points accumulated in triple points events at 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 (e.g., trophies) for the top competitors in each of the classes. Rallycross competitors must start a minimum of two events to be eligible for a year-end award. For all Championships, trophies will be awarded as follows:

Trophies	Competitors	Trophies	Competitors
5	15 or more	2	4 or 5
4	10 thru 14	1	1 thru 3
3	6 thru 9		

### **Rookie of the Year:**

To be a candidate a driver must begin the year having never finished a Rally as a driver. The Rookie of the Year Driver will be the qualifying driver who finishes in the highest percentile in his/her class. If a tie exists the driver in the class with the most drivers will be the Rookie of the Year. If a tie still exists the tie will remain. The Co-driver Rookie of the Year will go to the first year co-driver, accruing the most points (combining points from all classes). If there is a tie the award will go to the rookie co-driver with the most points in the most-subscribed class.

### **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, selected by the Stock Classes Chairman, was created to recognize CRS GT and Performance 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, that 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.

### **Rallycross Supporter of the Year:**

It is the unselfish contributions of organizers and helpers at events that enables our Rallycross Championship to succeed. The recipients of this award are selected by the CRS Board of Governors in recognition of their service to the sport.

### **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.



## **John Black - 2009 Performance 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 (2007, 2009, etc) by ballot, to be in effect for the following year. As a result these rules may change for 2010 but not for 2009. Voting will be restricted to those competitors who ran in Performance Stock or CRS GT since the previous vote on Stock Class rules.

## 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 Performance 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 exception that the stock block must be retained in the stock location.

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 rejettted. 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:

- 4.9.1 The exhaust manifold is free.

- 4.9.2 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.
- 5.3 Any differential ratio may be used. The differential itself may be open, welded, locked, or limited slip.
- 5.4 Brake lines may be rerouted and rubber hoses may be replaced with Aeroquip-type material.
- 5.5 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 Suspension bushing material is free in the stock location.

6.8 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.

6.9 Flexible brake lines are free.

6.10 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 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, pillar trim, carpets, associated padding, 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 Prior to each CRS Rally, all competitors in Performance Stock and GT classes are required to present their vehicles for inspection. The inspection may be a group or individual activity as dictated by the Stock Class Chairman.

9.1.1 A group class inspection will be supervised by the Stock Class Chairman. Questions of class compliance will be handled on the spot by vote of the class competitors present. As simple majority will carry.

9.1.2 An individual inspection may be suggested by the Stock Class Chairman in which each competitor is personally responsible for the inspection of all cars in the class. Similarly, each competitor's car must be available during the prescribed inspection time frame. Such inspections will require the competitors to fill out and/or sign a form indicating that they accept the legality of all cars competing in the class. This form will also allow the questioning of any item on any car. Inquiries will be investigated by the Stock Class Chairman. Any discrepancies to the rules will be voted on by the competitors as overseen by the Stock Class Chairman. All inquiries must be submitted by the deadline, and all inquiries should be processed prior to the start of the rally.

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

9.3 The burden of proof of eligibility is on the competitor. A shop manual, presented by the competitor, will be used during inquiries. Lack of shop manual will result in forfeiture of inquiry.

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



## **Kevin Welker & Nolan Sambrano - 2009 CRS GT Class Champions**

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 competing in the class at that event.

9.6 Competitors who miss the mandatory Stock Class meeting but still desire to participate in Performance Stock or CRS GT must contact all competitors in the desired class and secure their signatures as acknowledgment of their acceptance of this competitor and their vehicle as eligible for competition. The Stock Class Chairman will have a form available for this purpose and completed forms must be returned to the SCC prior to the first vehicle leaving the first MTC or start.

### **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, CRS-2 & CRS-5 CLASS RULES

Open class cars are divided into three classes. Vehicles that are built to be capable of operating in four-wheel drive mode will be placed in Open 4wd class and cannot compete in CRS-2 or CRS-5. Two-wheel drive cars that were NOT designed to operate in four-wheel drive will be placed in either CRS-2 or CRS-5 and can not compete in Open 4wd. The table of adjustment multipliers below will be used to determine a vehicle's adjusted displacement. All factors that apply to a given vehicle will be used. As an example a 4-valve engine with variable cam timing would have a total multiplier of 1.32 (based on  $1.2 * 1.1$ ). All 2wd vehicles with forced induction or rotary engines will be placed in CRS-5. Eligible vehicles with an adjusted displacement of no greater than 2400 cc will be placed in CRS-2 while those above 2400 cc will be placed in CRS-5.

Engine Characteristic	Multiplier
4 valves per cylinder	1.2
3 valves per cylinder	1.1
Variable cam timing	1.1
Diesel engines	0.8
Pushrod engines	0.8

## 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

**Appendix D**  
**PREVIOUS RALLY CHAMPIONS (cont'd)**

**STOCK GT CLASS**

YEAR	DRIVERS	CO-DRIVERS
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

**STOCK CLASS**

YEAR	DRIVERS	CO-DRIVERS
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
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

**Appendix D**  
**PREVIOUS RALLY CHAMPIONS (cont'd)**

**Open 2wd**

YEAR	DRIVERS	CO-DRIVERS
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
2002	Bill Malik	Ryan Cavalier
2003	Dave Coleman	Amar Sehmi
2004	Jim Pierce	Adrian Lengsfeld
2005	Cable Rhodes	Jennifer Imai

**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
2002	Leon Styles	John Dillon
2003	Piers O'Hanlon	Julie Lin
2004	Vartan Samuelian	Alex Gelsomino
2005	Blake Yoon	Alan Perry
2006	Wolfgang Hoeck	Piers O'Hanlon
2007	Leon Styles	Matt Gauger
2008	Brian Scott	John Dillon
2009	Keith Jackson	Marra Estep

**Appendix D**  
**PREVIOUS RALLY CHAMPIONS (cont'd)**

**CRS GT Class**

YEAR	DRIVERS	CO-DRIVERS
2001	Bruce Brown	Bob Moe
2002	Bruce Brown	Pat Brown
2003	Dan Brink	Tina Lininger
2004	Bruce Brown	Pat Brown
2005	Chris Wilson	Eric Olson
2006	Marvin Ronquillo	John Burke
2007	Scott Clark	Marie Boyd
2008	Kevin Welker	Nolan Sambrano
2009	Kevin Welker	Nolan Sambrano

**CRS - 5**

YEAR	DRIVERS	CO-DRIVERS
2006	Jeff Rados	Guido Hamacher
2007	Bill Holmes	Kevin Carter
2008	Chuck Wilson	Aaron Laeng
2009	Bill Holmes	Sean Gallagher



**Appendix D**  
**PREVIOUS RALLY CHAMPIONS (cont'd)**

**CRS - 2**

YEAR	DRIVERS	CO-DRIVERS
2006	Larry Gross	Doug Young
2007	Bill Malik	Christopher Edstrom
2008	George Doganis	Thomas Smith
2009	Chris Palermo	Brent Ellzey

**Performance Stock Class**

YEAR	DRIVERS	CO-DRIVERS
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
2001	Tony Chavez	Doug Robinson
2002	Terry Stonecipher	Jeff Bruett
2003	Ian Hudson	Brian Hudson
2004	Mike Masano	Linda Masano
2005	Michael Taylor	Steven Taylor
2006	George Doganis	Tom Smith
2007	George Doganis	Tom Smith
2008	Kristopher Marciniak	Christine Marciniak
2009	John Black	John Stewart



**Appendix E**  
**PREVIOUS RALLYSPRINT CHAMPIONS**

<b>Open 4wd</b>		<b>CRS GT Class</b>	
2003	Leon Styles	2003	Robert Brinkhurst
2004	Steve Winter	2004	Robert Brinkhurst
<b>Open 2wd</b>		<b>Performance Stock</b>	
2003	Tony DelaCuesta	2003	Jun Andrada
2004	Scott Harvey	2004	Marco Pasten

**Appendix F**  
**PREVIOUS CRS MOTO CHAMPIONS**

<b>Under 800 cc</b>		<b>Over 800 cc</b>	
2009	Andrew Sutherland	2009	Tim Hillsamer

**Appendix G**  
**PREVIOUS RALLYCROSS CHAMPIONS**

<b>Open 4wd</b>		<b>Performance Stock</b>	
1999	Doug Robinson	1999	Dan Edmunds
2000	Leon Styles	2000	Doug Whited
		2001	Steve Jasik
		2002	Gabe Pari
<b>Group 2 / 5</b>		<b>Stock Class</b>	
1999	Dennis Chizma	1999	Bill Feyling
2000	William Prince		
<b>CRS GT Class</b>			
2001	Bruce Brown		
2002	George Scott		

## Appendix G

### PREVIOUS RALLYCROSS CHAMPIONS (con't)

<b>Rally 4wd</b>	
2004	Jack Maranto
2005	Jack Maranto
2006	Jack Maranto
2007	Keith Jackson
2008	Walter Park
2009	Kevin Mount (South) Tucker Heiner (North)

<b>Street Modified 4wd</b>	
2003	Martti Silvola
2004	Michel Hoche-Mong
2005	J Farina
2006	Isamu Kakitani
2007	Phil Stewart-Jones
2008	Louie Minette
2009	Dave Haws (South) Dave Haws (North)

<b>Street Stock 4wd</b>	
2001	Robert Brinkhurst
2002	Robert Brinkhurst
2003	David Wilhelmy
2004	Mark Anton
2005	Harry Allen
2006	Matthew Meyer
2007	Nathan Hall
2008	Dave Haws
2009	Bill Martin (South) John Stewart (North)

<b>Rally 2wd</b>	
2004	Jacques Levy
2005	Mark Anton
2006	Mark Anton
2007	Mark Anton
2008	Jack Szanto
2009	John Black (South) Alex Rademacher (North)

<b>Street Modified 2wd</b>	
2003	Jim Wright
2004	D'John Keith
2005	John Black
2006	John Black
2007	Robert Miller
2008	Robert Miller
2009	Steve Lechuga (South) Burney Storms (North)

<b>Street Stock 2wd</b>	
2000	Ian Hudson
2001	Eric Anderson (O2) Gabe Pari (U2)
2002	Chris Wilson
2003	Kengo Takahashi
2004	Eli Gilbert
2005	Eli Gilbert
2006	Terry Miller
2007	Eli Gilbert
2008	John Black
2009	David Clark (South) David Clark (North)

**Appendix H**  
**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
2002	Dan Brink	
2003	Piers O'Hanlon	Neil Smith
2004	Jon Rood	Piers O'Hanlon
2005	Blake Yoon	Vartan Davtyan
2006	Jennifer Imai	
2007	John Rea	
2008	Shawn Hudspeth	Jennifer Hudspeth
	John Black	Brent Ellzey
2009	Chris Palermo	Kimberley Palermo
		Richard Burden

**KENNETH ZIMMERMAN MEMORIAL AWARD**

1982	Tim Fountaine & Frank Jacob	1996	Lon Peterson
1983	Ken Adams	1997	Paula Gibeault
1984	Roger Allison	1998	Matt Sweeney & Lucinda Strub
1985	Mike Gibeault	1999	Ray Hocker
1986	Clint Heuring	2000	Harris Done
1987	Lynnette Allison	2001	Mike Gibeault
1989	Nancy Peterson & Sheryl Love	2002	Doug & Sue Robinson
1990	Michael O'Sullivan	2003	John Dillon
1991	John Elkin	2004	Pat & Denise McMahon
1992	Sam Moore	2005	Michael Taylor
1993	Bill & Kay Gutzmann	2006	Donna Hocker
1994	Randy Hensley	2007	Tony Chavez
1995	Ron Wood	2008	Michel Hoche-Mong
		2009	Dave Belcher

**Appendix H**  
**SPECIAL AWARDS (cont'd)**

**GALAL SOUKI MEMORIAL AWARD**

1990	Sam Moore	2000	Brad Boli
1991	Tony Shumaker	2001	Doug Whited
1992	Tony Chavez	2002	Mike & Linda Masano
1993	Dennis Chizma	2003	Michael Taylor
1994	Jeff Hendricks	2004	Brian Hudson
1995	Dave Turner	2005	Mike Moyer
1996	Terry Stonecipher	2006	Shea Burns
1997	Adrienne Scott	2007	George Doganis
1998	Doug Robinson	2008	Kevin Welker
1999	Paula Gibeault	2009	Alex Rademacher

**BILL MOORE MEMORIAL AWARD**

1993	John Elkin	2002	Bill Barfoot
1994	Bill Gutzmann	2003	Gabe Pari
1995	Terry Stonecipher	2004	Michael Taylor
1996	Robert Tallini	2005	Tony Chavez
1997	Donna Mitchell	2006	Michel Hoche-Mong
1999	Sue Robinson	2007	Paula Gibeault
2000	John Dillon	2008	Jens Schkade
2001	Doug Robinson		

**OUTSTANDING, TENACIOUS and PERSEVERING WORKER**

1993	Ron Melitsoff	2002	Pat & Denise McMahon
1994	Nancy Peterson & Judy Teeter	2003	Dave Belcher
1995	Bob Ward	2004	Carl Schmid
1996	Michael O'Sullivan	2005	Carolyn Reed
1997	Matt Sweeney, Lucinda Strub & Art Jury	2006	Peter & Marion Millar and Brent Ellzey
1998	Wayne Almqvist	2007	Michel Hoche-Mong
1999	Scott & Toni Dicks	2008	Tom Hobbs and Vivian Millar
2000	Jay Deacon	2009	Don Shreyer
2001	Dean Chambers & Alvin Brown		

**RALLYCROSS SUPPORTER OF THE YEAR**

2007	Lucy Ryan	2009	Krystle Minette
2008	Dustin Wall		

# Appendix I

## 2009 Rally Award Winners

### Open 4wd Class

Place	Driver	Place	Co-Driver
1	Keith Jackson	1	Marra Estep
2	Jon Burke	2	Craig Macnair
3	Doug Chernis	3	Brendan McCabe
4	Daniel O'Brien		

### CRS - 5 Class

Place	Driver	Place	Co-Driver
1	Bill Holmes	1	Sean Gallagher
2	Jim Morris	2	Steve Palmieri
3	Aurimas Bakchis	3	Amy Bakchis
4	Lauchlin O'Sullivan	4	Karen Wagner

### CRS - 2 Class

Place	Driver	Place	Co-Driver
1	Chris Palermo	1	Brent Ellzey
2	Jon Rea	2	Dick Moser
3	Terrance Peterson	3	Amy Floyd
4	Erik Christiansen	4	Shawn McMahon

### CRS GT Class

Place	Driver	Place	Co-Driver
1	Kevin Welker	1	Nolan Sambrano
2	Will Hudson	2	Jennifer Hudspeth

### Performance Stock Class

Place	Driver	Place	Co-Driver
1	John Black	1	John Stewart
2	Alex Rademacher	2	Aaron Laeng
3	Chuck Wilson	3	Katianna Pihakari

### 2009 CRS Moto Award Winners

#### Over 800 cc

Place	Rider
1	Tim Hillsamer
2	Spencer Pryer

#### Under 800 cc

Place	Rider
1	Andrew Sutherland

**Appendix I (con't)**  
**2009 Rallycross Award Winners**

**Rally 4wd**

South	North
1 Kevin Mount	1 Tucker Heiner
2 Kurt Smith	
3 Keith Jackson	

**Street Modified 4wd**

South	North
1 Dave Haws	1 Dave Haws
2 Tyler Yoon	
3 Josh Wild	

**Street Stock 4wd**

South	North
1 Bill Martin	1 John Stewart
2 John Stewart	2 Aleks Mirnov

**Rally 2wd**

South	North
1 John Black	1 Alex Rademacher
2 Odi Bakchis	
3 Thomas Smith	
4 Kris Marciniak	

**Street Modified 2wd**

South	North
1 Steve Lechuga	1 Burney Storms

**Street Stock 2wd**

South	North
1 David Clark	1 David Clark
2 Chris Walker	

## **Appendix J**

### **2010 OFFICERS**

Director	Dick Moser <dMoser@silhouet.com>	(415)495-9012
Secretary / Treasurer	Mike Gibeault <Gibeault@earthlink.net>	(760)375-8704
Webmaster	Michel Hoche-Mong <Hoche@grok.com>	(408)269-2360
Sponsor Liaison	Donna Hocker <DonnaHocker@verizon.net>	(760)446-4097
Press Liaison	Erik Christiansen <eChristiansen@gmail.com>	(310)422-1248
Competitor Liaison	Kris Marciniak <WebKris@gmail.com>	(949)680-9906
Rally Membership	Christine Marciniak <WebChristine@gmail.com>	(949)680-9635
Rally Equipment Manager	Paula Gibeault <Gibeault@earthlink.net>	(760)375-8704
CRS Moto Liaison	Doug Nagy <CrsMoto@StreetWiseParts.com>	(949)459-0744
Stock Class Chairman	Eddie Fiorelli <Eddie.Fiorelli@gmail.com>	(626)476-7996
Rallycross Liaison	Phil Stewart-Jones <rollog60@gmail.com>	(714)742-2965
Rallycross Membership	Amy Bakchis <AmyBakchis@yahoo.com>	(661)435-0921

## Appendix K SANCTIONING BODIES

National Auto Sport Association (NASA)

P.O.Box 1388

Ridgecrest, CA 93556

Phone: (760) 446-4002

FAX: (760) 874-7977

Web Site: [www.NASArallysport.com](http://www.NASArallysport.com)

[www.UnitedStatesRallyChampionship.com](http://www.UnitedStatesRallyChampionship.com)

Email: [DonnaHocker@verizon.net](mailto:DonnaHocker@verizon.net)



Rally America

8014 Olson Memorial Highway, Suite 617

Golden Valley, MN 55427

Phone: (763) 553-2742

FAX: (763) 553-2862

[www.rally-america.com](http://www.rally-america.com)

Email: [jbniday@rally-america.com](mailto:jbniday@rally-america.com)



Sports Car Club of America (SCCA)

P.O.Box 19400

Topeka, KS 66619-0400

Phone: (800) 770-2055,

FAX: (785) 232-7228

Web Site: [www.SCCA.com](http://www.SCCA.com)



Our thanks to John Calvin and

**DUSTY TIMES**

Magazine

***The Best Rally Coverage in the U.S.!!***