

**CALIFORNIA RALLY SERIES**  
**2015 RULES and RALLY HANDBOOK**  
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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 or more in a two-day rally.

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?**

National Auto Sport Association (NASA) and Rally America (RA) are the sanctioning and insuring bodies for 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 these bodies.

"Stage rally" requirements for cars and trucks are a co-driver and fully prepared vehicle (roll cage, safety harnesses, etc.). Teams use a "routebook" with mileages to follow the course and usually use turn-by-turn stage or pace notes as well. 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!



**John Trucks & Christopher Fine - 2014 CRS Open Rally 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 Oregon. The Rally America Championship series encompasses national events. NASA sanctions the NASA National Rally Championship (NNRC) which is comprised of events in two Divisions, Atlantic and Pacific, and finishes with a runoff event at the end of the year.

At the *regional* level, NASA RallySport and Rally America support regional events, some of which are in the CRS Rally Championship.

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

The California Rally Series, formed in 1975, has three types of regional-level championships based on events in or near California. The "CRS Rally Championship" consists of pure stage rally events, for fully prepared cars. The "CRS Rallsprint Championship" (held in years where there are enough rallsprints) consists of rallsprint events, also for fully prepared cars. The "CRS Rallycross Championships" include rallycross events only, for both rally prepared and street vehicles.

## WHAT VEHICLES RUN? IN WHAT CLASSES?

For stage rallies and most rallysprints, 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.

Rally America recognizes six regional classes. B-Spec Class cars are specific two-wheel drive (normally aspirated) models and conform very closely to stock specifications. Super Production cars are turbocharged and four-wheel drive, but allow certain modifications. In contrast, the four “open” classes allow extensive modifications. There are two open classes for two-wheel drive: Group 2, for smaller normally aspirated engines and Group 5 for bigger engines up to 5100 cc adjusted displacement. Open Light is a class for normally aspirated four-wheel drive cars. The fastest class is Open Class, where turbocharged four-wheel drive cars predominate (5100 cc limit).

The NNRC recognizes two classes. The NNRC All Wheel Drive (AWD) class includes all four-wheel drive vehicles. The NNRC Two Wheel Drive (2WD) class contains all two-wheel drive vehicles.



**Photo: Matthew Mendoza**

**Brent Smith  
2014 Rally 4wd Rallycross Champion**



### **Markus & Alicia Saarinen - 2014 CRS-2 Rally Champions**

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

CRS also has a “stock” class which restricts vehicle preparation thereby limiting the cost of vehicle preparation. Performance Stock Class is 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.

In the CRS Rallycross Championship, two Rally car classes (4WD and 2WD, with rally tires) are recognized. In addition there are two “stock” car classes, for cars with limited performance modifications that, in addition, are not running rally tires. These classes are Stock 4wd and Stock 2wd. Some rallycross events may also add “custom” classes based on the local entry.



**Congratulations to the  
California Rally Series  
for 40 years of rallying  
1974 - 2014**

**The Condor Rally Team**

*2014 © Motorsport Magazine*



**Photo: Regine Trias**

**John Black  
2014 Stock 2wd Rallycross 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 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 (or less) 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 \$1,000 to \$2,500 – 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 rewbedded every two to 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.



# 2015



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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 \$70 for rallycross events. Coefficient 1 rallies and rallysprints may cost \$200 to \$400. Coefficient 2 and 3 rally entry fees range from \$300 to \$900. NASA events require an annual membership (\$45) and a rally license (\$65). Rally America regional events do not require an annual membership, but do require a Rally License (\$150). 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 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 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 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 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 – events have their own websites - or you can go to one of the excellent general rally websites. These include:

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

*Larry H. Miller*  
**Subaru** BOISE  
Driven By You

**IDAHO RALLY**  
INTERNATIONAL

**Mileage**  
**Rebate**  
**for Travel**  
**Classes**  
**Cars**  
**UTV**

**Boise County Idaho**

**June 13th & 14th**

**Sign up: rallydata.com**

**Visit: idahorally.org**

**co-efficient**  
**3-2**



**208-867-6943**

**facebook**

## VEHICLE ELIGIBILITY

All vehicles on rally events are required to be street legal and licensed for use on the street. CRS rallies are sanctioned by NASA or Rally America. For these rallies all cars must have a vehicle Log Book. 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, RA 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 current dates on a "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 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.

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

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. In addition to the organizers there will be a number of other members including: the Director, Equipment Manager, Secretary/Treasurer, Membership Officer, Competitor 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 available on the CRS website.

### **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/Treasurer, Press Liaison, Membership Officer, Rallycross Liaison, 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 website.

## 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). An event will be considered a “new rally” if it has a new organizer and new stage roads or has not been run for two or more years. A “new 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. Rally organizers will be limited to no more than three CRS rallies per weekend with a total of no more than six coefficients. Review of existing events is covered in Appendix L on the CRS website.

When establishing the rally calendar one objective will be to have at least three empty weekends between CRS Rally events. Having only two empty weekends between CRS Rally events will only be allowed with the approval of all the events involved. 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.

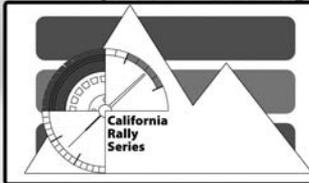
**CRS Event Class Trophies / Awards:** As a minimum, CRS Rally events will award trophies/awards to the top 1/3 of the starters (see table below) in each CRS class (to finishers only), whether the competitors are CRS members or not. Trophies will be for both drivers and co-drivers. For multiple event 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, family radios, sign boards, worker vests, clipboards, two EZ-Ups, 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. Any free use of CRS equipment at non-CRS events will need approval by the CRS BOG. Equipment that uses batteries will be supplied for rental with good batteries installed.



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info@gormanrally.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 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 Sep 27 and Dec. 31. For example, joining CRS on Sep 27, 2015 will buy a membership effective until Dec. 31, 2016 (1 year & 3 months); while joining on Sept. 26, 2015 will buy a membership effective until Dec. 31, 2015 (3 months). Competitors will begin accruing CRS championship points only after paying their annual membership fee. In order to be eligible to accrue points at a given event, you must have paid your membership fee prior to the start of competition.

### **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, emails) 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.

## **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.

Membership Officer: Christine Marciniak  
(949) 680-9635  
Membership@CaliforniaRallySeries.com

## CRS RALLY CHAMPIONSHIP

### **Rally Championship Classes:**

The four CRS classes will be recognized at all rally events (CRS Open, CRS-2, CRS Open Lite and Performance Stock). Issues related to vehicle eligibility for CRS Open, CRS Open Lite and CRS-2 classes will be addressed via the sanctioning body process for the event in question. The SCC is responsible for the determination of vehicle eligibility for the Performance Stock Class. The SCC will furnish a list of qualified 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).

# High Desert Trails



## PERFORMANCE RALLY

RALLY MAY 2nd RALLYCROSS MAY 3rd

Saturday - Coefficient 3 + 2 - Compact Rally

Sunday - CRS Championship - Rallycross

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



@rallyhdt #crsrally #usrally



[facebook.com/HighDesertTrails](https://facebook.com/HighDesertTrails)



Photo: Matthew Mendoza

### **Eric Martin - 2014 Rally 2wd Rallycross Champion**

## **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.

### **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, counting events, and resolving ties described in “Common Championship Info” (page 24). There will be no organizer points awarded, because it is possible for an organizer to compete in his/her own event if desired. 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 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.

**Rallycross Classes:**

Rallycross Championship points will be awarded in Stock 2wd, Stock 4wd, Rally 2wd, Rally 4wd and Electric/Hybrid 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).

**Stock 2wd (S2) & Stock 4wd (S4):**

The CRS Stock Classes (2wd & 4wd) are the same as the SCCA Stock Classes except that both SCCA Stock Front Wheel Drive and SCCA Stock Rear Wheel Drive will be included in CRS Stock 2wd. See section 6.2.C of the SCCA RallyCross rules for details. The Stock Classes allow competitors to use a cat back exhaust, and aftermarket air filter elements, brake pads, clutch disc, wheels (stock diameter and width), shocks, front sway bar, lights, roll cage, skid plate and latches. In addition any DOT tires are allowed as long as they don't say “For competition only” or “Not for street use”. Rally tires and studs are not allowed.

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

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

**Electric/Hybrid:**

Any cars that utilize an electric or hybrid powertrain will be eligible for the Electric/Hybrid class. If two or more CRS drivers compete in this class, year-end trophies will be awarded. Drivers running in an electric or hybrid vehicle can elect to have their CRS points tabulated in their normal CRS class instead, but they will need to declare this desire to the CRS RX Liaison prior to the start of the event.

**CRS Classes at Events that Don't Use CRS Classes:**

At CRS events that don't use CRS classes, the CRS Rallycross Liaison or his/her designated representative will determine CRS classes for all the CRS members at the event. It should be noted that both SCCA Prepared and Modified classes will be scored in the appropriate CRS Rally class (2wd or 4wd). These classes will be used to determine the assignment of CRS points.

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The Mendocino Rally Group presents the...



# 2015 Mendocino Rally

**The hottest event in the US!**

Join us in Ukiah, CA for two days of scorching  
rally action in July

Fast and Furious on Saturday  
Tight and Twisty on Sunday

**Friday, July 17**

Recce and Registration

**Saturday, July 18**

Bear Valley Stages

**Sunday, July 19**

Cow Mountain Stages

Visit [mendocinorally.com](http://mendocinorally.com) for current information

## 2015 CRS Rally Championship Calendar

May 2 Sat	High Desert Trails Rally (3, 2) Kris & Christine Marciniak	Ridgecrest, CA webkris@gmail.com
June 13-14 Sat-Sun	Idaho Rally (3, 2) Dick Rockrohr	Boise, ID buelracer1@yahoo.com
July 18-19 Sat & Sun	Mendocino Rally (3, 2) Pete Soper	Ukiah, CA pete1009@comcast.net
Aug. 22 Sat	Gorman Ridge Rally (3, 2) Tony Chavez	Frazier Park, CA info@gormanrally.com
Oct 2-3 Fri & Sat	Prescott Rally (2, 3) Jon Rood	Prescott, AZ jonr@saunders-assoc.com



## Schools

Feb 22 Sat	CRS Rally School Mike & Paula Gibeault	Ridgecrest, CA mpgibeault@gmail.com
May 22-24 Fri - Sun	Santa Rosa Rally School Paul Eklund	Santa Rosa, CA pauleklund@msn.com
Oct 16-18 Fri - Sun	Santa Rosa Rally School Paul Eklund	Santa Rosa, CA pauleklund@msn.com

## 2015 CRS Rallycross Championship

Feb 22	Ridgecrest	Kris & Christine Marciniak (949) 680-9906 info@crsrallyschool.com
March 15	Glen Helen	Jayson Woodruff (713) 328-7869 woodrufj@jaycomservices.com
May 3	HDT RX	Kris & Christine Marciniak (949) 680-9906 RX@HighDesertTrails.com
May 24	Santa Rosa RX	Paul Eklund (503) 886-9229 pauleklund@msn.com
Sept 6	Santa Rosa RX	Paul Eklund (503) 886-9229 pauleklund@msn.com
Oct 18	Glen Helen	Jayson Woodruff (713) 328-7869 woodrufj@jaycomservices.com
Nov 15	Glen Helen	Jayson Woodruff (713) 328-7869 woodrufj@jaycomservices.com

**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 CRS points events.



Photo: Matthew Mendoza

**Jonathan Wardlaw  
2014 Stock 4wd Rallycross Champion**

## 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/her worst two and his/her 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/she 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.

**Adjustments:** At the end of each year CRS Speed Factors from those years prior to the year just completed will be adjusted downward by .01 per year with a maximum reduction of .05. So for 2014, any speed factor earned in 2013 will be unchanged, those earned in 2012 will be reduced by .01 and those earned in 2011 will be reduced by .02, and so on. The largest of the resulting annual speed factors will then be the starting speed factors for 2014. 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 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 CRS competitor's finishing position in his/her class relative to other CRS competitors in the class. For instance, since non-CRS members will not receive points, the top finishing CRS member in a class will receive winning points regardless of any non-CRS competitors who finished ahead of him/her.

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 can not get points as a competitor at their own event. Organizers that are not eligible for year end awards (because they have not yet competed in that class during that year), 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. For purposes of determining event weighting, “fast stage time” will refer to the expected total of all stage times for the fastest car. Events with 10 to 30 stage miles and less than 30 minutes of fast stage time will be single points events. Events with 65 or more stage miles or 60 minutes of fast stage time will be triple points events. Those in between will be double points events. For purposes of determining “stage miles” the distance from the Start control to the Stop control will be used. 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 in series	count best	total events in series	count best	Total events in series	count 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	3 or 4
4	10 thru 14	1	1 or 2
3	5 thru 9		

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

To be a candidate a driver or co-driver must begin the year having never finished a Rally in that role. Rookie Drivers will be evaluated using a metric calculated by dividing the driver's points by the class champion's points. The Driver Rookie of the Year will be the qualifying driver who has the highest metric 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 qualifying 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.

### **The Galal Souki Memorial Award:**

The Galal Souki award, selected by the Stock Class Chairman, was created to recognize 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.



Photo: Bill Rogers

**Tony Chavez & Raquel Salas  
2014 Performance Stock Class Rally Champions**

**Appendix A  
PERFORMANCE STOCK CLASS RULES**

**1 GENERAL INFORMATION**

1.1 The CRS Performance Stock Class was 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 (2013, 2015 etc) by ballot, to be in effect for the following two years. As a result these rules may change for 2014 but not for 2015. Voting will be restricted to those competitors who ran in Performance Stock 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 Stock ECUs can be reprogrammed (EEPROM replacement) and/or re-flashed.
- 4.7 Motor mounts are unrestricted as long as they remain in the stock location.
- 4.8 Engine oil coolers, transmission coolers, and radiators may be added or upgraded.
- 4.9 Fuel pumps and pressure regulators are unrestricted.
- 4.10 Four cylinder, piston type engines equipped with carburetors and fewer than 4 valves per cylinder will be allowed the following modifications:
  - 4.10.1 The exhaust manifold is free.
  - 4.10.2 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 Impact foam may be added into the front doors. Removal of any door material is not allowed.

8.3 The steering wheel is free.

8.4 The front seats are free.

8.5 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.

8.6 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 class 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 and the Stock Class Chairman. A 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 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.



**Photo: Matt Vaillant**

**Evan Davis & Nicholas Roder  
2014 CRS Open Lite Class Rally Champions**

9.4 Competitors found to be in violation of the above rules will be placed in CRS-2 or CRS-5 for CRS points purposes.

9.5 If a competitor wishes to file a claim concerning rule 9.1 above, he/she should contact the Stock Class Chairman (SCC). The SCC will form a claims committee including himself/herself 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 OPEN LITE CLASS RULES**

CRS Open Lite vehicles will be AWD, normally-aspirated and derived from models sold globally in minimum quantities of 1000. The maximum displacement is 2650cc for overhead cam engines and 3313cc for pushrod engines. The engine is unrestricted, but must be derived from a product line offered by the manufacturer of the vehicle.

## Appendix C

### CRS OPEN & CRS-2 CLASS RULES

Vehicles that are built to be capable of operating in four-wheel drive mode will be placed in either Open Lite or CRS Open and cannot compete in CRS-2. Two-wheel drive cars that were NOT designed to operate in four-wheel drive and that have an adjusted displacement less than or equal to the threshold detailed below, will be placed in CRS-2 and can not compete in Open Lite or CRS Open. Two-wheel drive cars with an adjusted displacement greater than the threshold detailed below will be placed in CRS Open Class.

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. For example, a front wheel drive car with a 2.0L, 4-valve engine with variable cam timing would have a total multiplier of 1.32 (based on  $1.2 * 1.1$ ), producing an adjusted displacement of 2640cc. Eligible vehicles with an adjusted displacement less than or equal to 2650 cc will be placed in CRS-2 while those above 2650 cc will be placed in CRS Open.

Characteristic	Multiplier	Characteristic	Multiplier
Rotary engines	1.8	Variable cam timing	1.1
Forced induction	1.6	Rear wheel drive	0.9
4 valves per cylinder	1.2	Diesel engines	0.8
3 valves per cylinder	1.1	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
2000	Nick Taylor	Josh Armbruster

**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

**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
2010	Kevin Welker	Nolan Sambrano
2011	Alex Rademacher	Jeana Yi
2012	Alex Rademacher	Jeana Yi



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

**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
2010	Keith Jackson	Marra Estep
2011	Jon Burke	Laurence Babahekian
2012	Keith Jackson	Marra Estep
2013	Tingwu Song	Martin Brady

**CRS Open Class**

2014	John Trucks	Christopher Fine
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**CRS Open Lite**

YEAR	DRIVERS	CO-DRIVERS
2013	Ray Piloto	Tyler Deal
2014	Evan Davis	Nicholas Roder

**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
2010	George Doganis	Thomas Smith
2011	Brian Hamblin	Ray Hocker
2012	Bill Holmes	Sean Gallagher
2013	Jeff Rados	Guido Hamacher

**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
2010	Terrance Peterson	Nic Peterson
2011	Michel Hoche-Mong	Brent Ellzey
2012	Michel Hoche-Mong	Brent Ellzey
2013	Kristopher Marciniak	Christine Marciniak
2014	Markus Saarinen	Alicia Saarinen

**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
2010	Alex Rademacher	John Stewart
2011	Jen Imai	Terry Stonecipher
2012	Sarkis Mazmanian	Lori Stone
2013	Sarkis Mazmanian	Michael Mazmanian
2014	Tony Chavez	Raquel Salas

## 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
2010	Chris Martin	2010	Ken Wahlster
2011	John Black		

## 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>CRS GT Class</b>	
1999	Dennis Chizma	2001	Bruce Brown
2000	William Prince	2002	George Scott
<b>Stock Class</b>			
1999	Bill Feyling		
<b>Street Modified 4wd</b>		<b>Street Modified 2wd</b>	
2003	Martti Silvola	2003	Jim Wright
2004	Michel Hoche-Mong	2004	D'John Keith
2005	J Farina	2005	John Black
2006	Isamu Kakitani	2006	John Black
2007	Phil Stewart-Jones	2007	Robert Miller
2008	Louie Minette	2008	Robert Miller
2009	Dave Haws (South)	2009	Steve Lechuga (South)
	Dave Haws (North)		Burney Storms (North)
2010	Bill Martin	2010	Steve Lechuga
2011	Jon Rea (South)	2012	Randy Gallman
	Alex Miro (North)		
2012	Thomas Bloess		

## Appendix G

### PREVIOUS RALLYCROSS CHAMPIONS (con't)

#### Street Stock 4wd

2001	Robert Brinkhurst
2002	Robert Brinkhurst
2003	David Wilhelmly
2004	Mark Anton
2005	Harry Allen
2006	Matthew Meyer
2007	Nathan Hall
2008	Dave Haws
2009	Bill Martin (South) John Stewart (North)
2010	Brian Dreger (tie) John Black (tie)
2011	Leelyn Pritchard (South)
2012	Chris Walker

#### Street Stock 2wd

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)
2010	Eric Martin
2011	Brent Hercelinsky (South)
2012	Danny Downey

#### Rally 4wd

2004	Jack Maranto
2005	Jack Maranto
2006	Jack Maranto
2007	Keith Jackson
2008	Walter Park
2009	Kevin Mount (South) Tucker Heiner (North)
2010	Andrew Holman
2011	John Chabot (South) Alex Rademacher (North)
2012	Aaron Ekinaka
2013	Evan Davis
2014	Brent Smith

#### Rally 2wd

2004	Jacques Levy
2005	Mark Anton
2006	Mark Anton
2007	Mark Anton
2008	Jack Szanto
2009	John Black (South) Alex Rademacher (North)
2010	Dave Peters
2011	Kris Marciniak (South) Omar Cardenas (North)
2012	Eric Martin
2013	Eric Martin
2014	Eric Martin

#### Stock 4wd

2013	Brent Smith
2014	Jonathan Wardlaw

#### Stock 2wd

2013	Bill Martin
2014	John Black

**Appendix H**  
**SPECIAL AWARDS**

**ROOKIES 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
2010	Gaylord Van Brocklin	Steve Secviar
2011	Kris-Jon Lyssand	Jean Yi
2012	Ray Piloto	Victoria Rosner
2013	Jason Lightner	Leelyn Pritchard
2014	Evan Davis	Vahan Yessayan

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

**KENNETH ZIMMERMAN MEMORIAL AWARD**

1982	Tim Fountaine & Frank Jacob	1999	Ray Hocker
1983	Ken Adams	2000	Harris Done
1984	Roger Allison	2001	Mike Gibeault
1985	Mike Gibeault	2002	Doug & Sue Robinson
1986	Clint Heuring	2003	John Dillon
1987	Lynnette Allison	2004	Pat & Denise McMahon
1989	Nancy Peterson & Sheryl Love	2005	Michael Taylor
1990	Michael O'Sullivan	2006	Donna Hocker
1991	John Elkin	2007	Tony Chavez
1992	Sam Moore	2008	Michel Hoche-Mong
1993	Bill & Kay Gutzmann	2009	Dave Belcher
1994	Randy Hensley	2010	Christine Marciniak
1995	Ron Wood	2011	Chuck Wilson
1996	Lon Peterson	2012	Eddie Fiorelli
1997	Paula Gibeault	2013	Brent Ellzey
1998	Matt Sweeney & Lucinda Strub	2014	Brian & Stacey Hamblin

**GALAL SOUKI MEMORIAL AWARD**

1990	Sam Moore	2003	Michael Taylor
1991	Tony Shumaker	2004	Brian Hudson
1992	Tony Chavez	2005	Mike Moyer
1993	Dennis Chizma	2006	Shea Burns
1994	Jeff Hendricks	2007	George Doganis
1995	Dave Turner	2008	Kevin Welker
1996	Terry Stonecipher	2009	Alex Rademacher
1997	Adrienne Scott	2010	Katianna Pihakari
1998	Doug Robinson	2011	John Black
1999	Paula Gibeault	2012	Jen Imai
2000	Brad Boli	2013	Sarkis Mazmanian
2001	Doug Whited	2014	Raquel Salas
2002	Mike & Linda Masano		

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

**BILL MOORE MEMORIAL AWARD**

1993	John Elkin	2004	Michael Taylor
1994	Bill Gutzmann	2005	Tony Chavez
1995	Terry Stonecipher	2006	Michel Hoche-Mong
1996	Robert Tallini	2007	Paula Gibeault
1997	Donna Mitchell	2008	Jens Schkade
1999	Sue Robinson	2009	Christine Marciniak
2000	John Dillon	2012	Jim Robison
2001	Doug Robinson	2013	Brent Ellzey
2002	Bill Barfoot	2014	Lynnette Allison
2003	Gabe Pari		

**OUTSTANDING, TENACIOUS and PERSEVERING WORKER**

1993	Ron Melitsoff	2005	Carolyn Reed
1994	Nancy Peterson & Judy Teeter	2006	Peter & Marion Millar and Brent Ellzey
1995	Bob Ward	2007	Michel Hoche-Mong
1996	Michael O'Sullivan	2008	Tom Hobbs and Vivian Millar
1997	Matt Sweeney, Lucinda Strub & Art Jury	2009	Don Shreyer
1998	Wayne Almquist	2010	Sean Torres and Wesley Skelton
1999	Scott & Toni Dicks	2011	Dan Brink
2000	Jay Deacon	2012	Chris Spacone
2001	Dean Chambers & Alvin Brown	2013	Jon Rood
2002	Pat & Denise McMahon	2014	Mike & Paula Gibeault
2003	Dave Belcher		
2004	Carl Schmid		

**RALLYCROSS SUPPORTER OF THE YEAR**

2007	Lucy Ryan	2011	Thomas Bloess
2008	Dustin Wall	2012	Doug Whited
2009	Krystle Minette	2013	Jayson Woodruff
2010	Chris Walker	2014	Bill Martin & Eric Martin

**Appendix I**  
**2014 Rally Award Winners**  
**CRS Open**

Place	Driver	Place	Co-Driver
1	John Trucks	1	Christopher Fine
2	Todd McAllister	2	Trent Bateman
3	Chuck Wilson	3	Brent Ellzey
4	Kris Psara	4	Vahan Yessayan
5	David Ault	5	Jeff Andrews

**CRS Open Lite**

Place	Driver	Place	Co-Driver
1	Evan Davis	1	Nicholas Roder
2	Joseph Chiarelli		

**CRS - 2**

Place	Driver	Place	Co-Driver
1	Markus Saarinen	1	Alicia Saarinen
2	Bret Robinson	2	Christine Marciniak
3	Erik Christiansen	3	Doug Robinson
4	Kristopher Marciniak	4	Amy Floyd
5	Andrew Lockhart		

**Performance Stock**

Place	Driver	Place	Co-Driver
1	Tony Chavez	1	Raquel Salas
2	Chrissie Beavis	2	Matthew Johnson
3	Chris Rosner	3	Victoria Rosner

**2014 Rallycross Award Winners**

**Rally 4wd**

- 1 Brent Smith
- 2 Jason Copt
- 3 Daryl Fike
- 4 Mark Ackenback
- 5 Richard Cooper

**Rally 2wd**

- 1 Eric Martin
- 2 David Moss
- 3 Vahan Yessayan
- 4 Rene Dela Trinidad
- 5 Sarkis Mazmanian

**Stock 4wd**

- 1 Jonathan Wardlaw
- 2 Justin Setchell
- 3 Mathew Mendoza
- 4 Paul Chominski
- 5 Lon Peterson

**Stock 2wd**

- 1 John Black
- 2 Oscar Arteta
- 3 Carol Janes
- 4 Danny Downey

## **Appendix J**

### **2015 OFFICERS**

Director	Tony Chavez	(562) 652-7399 <Director@CaliforniaRallySeries.com>
Secretary / Treasurer	Mike Gibeault	(760) 375-8704 <Secretary@CaliforniaRallySeries.com>
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