

California Rally Series
202F Rule Book
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2020-2021 CRS Rally Super Season Calendar

| | | | |
|-----------|--------------------|------------------------------|------------------|
| Fri & Sat | Aug 15 & 16, 2020 | Rally Colorado (3, 2) (SxS) | Rangely, CO |
| Sat & Sun | June 5 & 6, 2021 | Rally Colorado (3, 2) | Rangely, CO |
| Sat & Sun | July 10 & 11, 2021 | Idaho Rally (3, 3) (SxS) | Boise, ID |
| Sat | July 31, 2021 | Gorman Ridge Rally (3) (SxS) | Frazier Park, CA |
| Fri & Sat | Sept 24 & 25, 2021 | Prescott Rally (2, 3) | Chino Valley, AZ |
| Sat | Nov 6, 2021 | Rally Nevada (2) | Tonopah, NV |

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, Class Compliance Officer (CCO), Rallycross Liaison, Press Liaison, Sponsor Liaison and Webmaster. 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 and Class Compliance 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.

| | Minimum | | Minimum |
|----------|----------|-------------|----------|
| Starters | Trophies | Starters | 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.

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, 2018 will buy a membership effective until Dec. 31, 2019 (1 year & 3 months); while joining on Sept. 26, 2018 will buy a membership effective until Dec. 31, 2018 (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.

CRS Rally Championship

Rally Championship Classes:

The five CRS classes will be recognized at all rally events (CRS Open 4wd, CRS-5, CRS-2, CRS Open Lite and Performance Stock). Issues related to vehicle eligibility for CRS Open 4wd, CRS Open Lite, CRS-5 and CRS-2 classes will be addressed via the sanctioning body process for the event in question. The CCO is responsible for the determination of vehicle eligibility for the Performance Stock Class. The CCO will furnish a list of qualified Performance Stock Class vehicles to the organizer prior to the start. Some rally events will include two SxS (Side by Side) UTV classes (SxS Prod and SxS Prod Turbo). To be eligible for CRS points, SxS teams will need to have both a driver and a co-driver in the vehicle.

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 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 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. If two or more CRS drivers compete in a given CRS rallycross class, CRS year-end trophies will be awarded. 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, Prep 2wd, Mod 2wd, Prep 4wd, Mod 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.

Prep 2wd, Mod 2wd, Prep 4wd & Mod 4wd:

These classes are based on the corresponding SCCA RX classes, except that the 2wd classes will not make a distinction between front wheel drive and rear wheel drive. That is to say SCCA PR and PF will both be tabulated in CRS Prep 2wd and likewise for the SCCA Modified 2wd classes.

Electric/Hybrid:

Any cars that utilize an electric or hybrid powertrain will be eligible for the Electric/Hybrid class. 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.

Common Championship Information

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 2018, any speed factor earned in 2017 will be unchanged, those earned in 2016 will be reduced by .01 and those earned in 2015 will be reduced by .02, and so on. The largest of the resulting annual speed factors will then be the starting speed factors for 2018. 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, based solely on the event's published results. For championship purposes points will be awarded based on the CRS driver's or co-driver'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. Once the season is complete, any organizers who have not competed in the class they received organizer points in will be deleted from the final 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 | DNF | 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 60 or more stage miles or 55 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. Rally Championship points will be finalized 30 days after the standings are published on the web site (contact the CRS Secretary for changes during this period).

| 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 in any CRS championship the tie will be broken by comparing the total points accumulated at events where both competitors finished in the class in question. All events finished will be counted (no events will be dropped). For championships containing coefficient levels, this will be applied to triple points events. 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. Competitors must finish at least one event 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 | 3 | 5 thru 9 |
| 4 | 10 thru 14 | 2 | 3 or 4 |
| | | 1 | 1 or 2 |

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 CCO, 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.

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 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 (2019, 2021 etc) by ballot, to be in effect for the following two years. As a result these rules may change for 2020 but not for 2021. 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 CCO 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 Under panning 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 Class Compliance Officer (CCO).
- 9.1.1 A group class inspection will be supervised by the CCO. Questions of class compliance will be handled on the spot by vote of the class competitors present and the CCO. A simple majority will carry.
- 9.1.2 An individual inspection may be suggested by the CCO 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 CCO. Any discrepancies to the rules will be voted on by the competitors as overseen by the CCO. All inquiries must be submitted by the deadline, and all inquiries should be processed prior to the start of the rally.
- 9.2 The CCO 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.
- 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 CCO. The CCO 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 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 CCO will have a form available for this purpose and completed forms must be returned prior to the first vehicle leaving the first MTC or start.

Appendix B

CRS Open Lite Class & CRS SxS 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.

CRS SxS will recognize 2 classes for the CRS Championship. Normally aspirated production SxS vehicles will run in the SxS Production Class (SxS P). Turbocharged Production SxS vehicles will run in the SxS Production Turbo Class (SxS PT). Any CRS Rally that includes CRS SxS classes is eligible for inclusion in the CRS SxS Championship. Any year that there are 3 or more CRS SxS events on the calendar at the beginning of the year, there will be a CRS SxS Championship. Competitors must be CRS members prior to the event to accrue CRS SxS Championship points. The CRS SxS Championship will use the systems for awarding points, weighting, dropping events and resolving ties described in Common Championship Info.

Appendix C

CRS Open 4wd, CRS-5 & CRS-2 Class Rules

Open class cars are divided into four classes. Vehicles that are built to be capable of operating in four-wheel drive mode will be placed in Open Lite or 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 Lite or 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. 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-5.

| 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

| Year | Drivers | Co-Drivers |
|------|--|------------------|
| 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 |
| 2014 | John Trucks | Christopher Fine |
| 2015 | Ryan Millen | Christina Fate |

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 |

Appendix D
Previous Rally Champions (cont'd)

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 |
| 2016 | John Coyne | Doug Nagy |
| 2017 | Flynn Baglin | Doug Nagy |
| 2018 | Flynn Baglin | Sean McElwain |
| 2019 | Flynn Baglin | Alix Hakala |

Appendix D
Previous Rally Champions (cont'd)

CRS Open Lite

| Year | Drivers | Co-Drivers |
|------|-----------------|----------------|
| 2013 | Ray Piloto | Tyler Deal |
| 2014 | Evan Davis | Nicholas Roder |
| 2015 | Stephen Benson | Nicolas Renold |
| 2016 | Michael Seidman | Thomas Luhrs |
| 2017 | Kurt Northrop | Will Smith |
| 2018 | Kurt Northrop | Will Smith |
| 2019 | Dave Brown | Mike Brown |

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 |
| 2016 | Andrew Cowan | Ryan Dunham |
| 2017 | Andrew Cowan | Omar Cardenas |
| 2018 | Fred Hatch | Charles Grabow |
| 2019 | Andrew Cowan | Ralph Pond & Charles Grabow (tie) |

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 |
| 2015 | Markus Saarinen | Alicia Saarinen |
| 2016 | Javier Olivares | Christine Marciniak |
| 2017 | Erik Christiansen | Amy Floyd |
| 2018 | Bret Robinson | Amanda Folland |
| 2019 | Erik Christiansen | Amy Floyd |

SxS Production Turbo

| Year | Drivers | Co-Drivers |
|------|-----------------|-------------|
| 2017 | Brent Lee | John Dillon |
| 2019 | Stephan Verdier | Erica Sacks |

SxS Production

| Year | Drivers | Co-Drivers |
|------|------------|---------------|
| 2017 | James Hill | Erica Sacks |
| 2019 | Chris Cash | Steven Winnat |

Appendix D
Previous Rally Champions (cont'd)

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 | Jennifer Imai | Terry Stonecipher |
| 2012 | Sarkis Mazmanian | Lori Stone |
| 2013 | Sarkis Mazmanian | Michael Mazmanian |
| 2014 | Tony Chavez | Raquel Salas |
| 2015 | Elina Lipilina | Sean McElwain |
| 2016 | Brian Tullio | Andres Bautista |
| 2017 | Tony Chavez | Raquel Salas |
| 2018 | Travis Fienhage | Raquel Salas |
| 2019 | Jennifer Stonecipher | Terry Stonecipher |

Appendix E Previous Rally Sprint Champions

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

Appendix F Previous CRS Moto Champions

| | | |
|--------------|-------------------|--------------------|
| Under 800 cc | | Over 800 cc |
| 2009 | Andrew Sutherland | 2009 Tim Hillsamer |
| 2010 | Chris Martin | 2010 Ken Wahlster |
| 2011 | John Black | |

Appendix G Previous Rallycross Champions

| | | |
|------------------|-------------------|-------------------------|
| Open 4wd | | Performance Stock |
| 1999 | Doug Robinson | 1999 Dan Edmunds |
| 2000 | Leon Styles | 2000 Doug Whited |
| Group 2 / 5 | | 2001 Steve Jasik |
| 1999 | Dennis Chizma | 2002 Gabe Pari |
| 2000 | William Prince | CRS GT Class |
| Stock Class | | 2001 Bruce Brown |
| 1999 | Bill Feyling | 2002 George Scott |
| Street Stock 4wd | | Street Stock 2wd |
| 2001 | Robert Brinkhurst | 2000 Ian Hudson |
| 2002 | Robert Brinkhurst | 2001 Eric Anderson (O2) |
| 2003 | David Wilhelmy | Gabe Pari (U2) |
| 2004 | Mark Anton | 2002 Chris Wilson |
| 2005 | Harry Allen | 2003 Kengo Takahashi |
| 2006 | Matthew Meyer | 2004 Eli Gilbert |
| 2007 | Nathan Hall | 2005 Eli Gilbert |
| 2008 | Dave Haws | 2006 Terry Miller |

Appendix G Previous Rallycross Champions (con't)

Street Stock 4wd (con't)

2009 Bill Martin (South)
John Stewart (North)
2010 Brian Dreger (tie)
John Black (tie)
2011 Leelyn Pritchard (South)
2012 Chris Walker

Street Stock 2wd (con't)

2007 Eli Gilbert
2008 John Black
2009 David Clark (South)
David Clark (North)
2010 Eric Martin
2011 Brent Hercelinsky (South)
2012 Danny Downey

Street Modified 4wd

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)
2010 Bill Martin
2011 Jon Rea (South)
Alex Miro (North)
2012 Thomas Bloess

Street Modified 2wd

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)
2010 Steve Lechuga
2012 Randy Gallman

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)

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)

Appendix G

Previous Rallycross Champions (con't)

Rally 4wd (con't)

| | |
|------|---------------|
| 2012 | Aaron Ekinaka |
| 2013 | Evan Davis |
| 2014 | Brent Smith |
| 2015 | Kurt Smith |
| 2016 | Kurt Smith |

Rally 2wd (con't)

| | |
|------|---------------|
| 2012 | Eric Martin |
| 2013 | Eric Martin |
| 2014 | Eric Martin |
| 2015 | Brent Blakely |
| 2016 | Brent Blakely |

Mod 4wd

| | |
|------|---------------|
| 2017 | Brent Blakely |
| 2018 | Daryl Fike |
| 2019 | Bob Maselli |

Mod 2wd

| | |
|------|--------------|
| 2017 | Eric Martin |
| 2018 | D'John Keith |
| 2019 | D'John Keith |

Prep 4wd

| | |
|------|-------------------|
| 2017 | Donnie Smith |
| 2018 | Richard Schreiber |
| 2019 | James Veatch III |

Prep 2wd

| | |
|------|------------------|
| 2017 | Sarkis Mazmanian |
| 2018 | Omar Cardenas |
| 2019 | Alex Ramos |

Stock 4wd

| | |
|------|------------------|
| 2013 | Brent Smith |
| 2014 | Jonathan Wardlaw |
| 2015 | Lon Peterson |
| 2016 | Ryan Bakeman |
| 2017 | James Veatch III |
| 2018 | James Veatch III |
| 2019 | Anthony Orantes |

Stock 2wd

| | |
|------|----------------|
| 2013 | Bill Martin |
| 2014 | John Black |
| 2015 | Danny Downey |
| 2016 | Sanjay Singh |
| 2017 | Danny Downey |
| 2018 | Chris McMillan |
| 2019 | Danny Downey |

Appendix H Special Award Winners

Rookies of the Year

| Year | Drivers | Co-Drivers |
|------|----------------------|-------------------|
| 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 | Jeana Yi |
| 2012 | Ray Piloto | Victoria Rosner |
| 2013 | Jason Lightner | Leelyn Pritchard |
| 2014 | Evan Davis | Vahan Yessayan |
| 2015 | Ryan Millen | Nicolas Renold |
| 2016 | Brian Tullio | Brent Blakely |
| 2017 | Michael Cadwell | Omar Cardenas |
| 2018 | Travis Fienhagel | Nathan Lumley |
| 2019 | Kyle McLennan | Tom Giese |

Appendix H Special Award Winners (con't)

Kenneth Zimmerman Memorial Award

| | | | |
|------|---------------------------------|------|----------------------------------|
| 1982 | Tim Fountaine & Frank Jacob | 2001 | Mike Gibeault |
| 1983 | Ken Adams | 2002 | Doug & Sue Robinson |
| 1984 | Roger Allison | 2003 | John Dillon |
| 1985 | Mike Gibeault | 2004 | Pat & Denise McMahon |
| 1986 | Clint Heuring | 2005 | Michael Taylor |
| 1987 | Lynnette Allison | 2006 | Donna Hocker |
| 1989 | Nancy Peterson & Sheryl Love | 2007 | Tony Chavez |
| 1990 | Michael O'Sullivan | 2008 | Michel Hoche-Mong |
| 1991 | John Elkin | 2009 | Dave Belcher |
| 1992 | Sam Moore | 2010 | Christine Marciniak |
| 1993 | Bill & Kay Gutzmann | 2011 | Chuck Wilson |
| 1994 | Randy Hensley | 2012 | Eddie Fiorelli |
| 1995 | Ron Wood | 2013 | Brent Ellzey |
| 1996 | Lon Peterson | 2014 | Brian & Stacey Hamblin |
| 1997 | Paula Gibeault | 2015 | Tom Laeng |
| 1998 | Matt Sweeney & Lucinda Strub | 2016 | Chris & Mitch Spacone |
| 1999 | Ray Hocker | 2017 | Sanjay Singh |
| 2000 | Harris Done | 2018 | Kris Marciniak |
| | | 2019 | Erik Christiansen & Amy Floyd |

Bill Moore Memorial Award

| | | | |
|------|-------------------|------|----------------------|
| 1993 | John Elkin | 2005 | Tony Chavez |
| 1994 | Bill Gutzmann | 2006 | Michel Hoche-Mong |
| 1995 | Terry Stonecipher | 2007 | Paula Gibeault |
| 1996 | Robert Tallini | 2008 | Jens Schkade |
| 1997 | Donna Mitchell | 2009 | Christine Marciniak |
| 1999 | Sue Robinson | 2012 | Jim Robison |
| 2000 | John Dillon | 2013 | Brent Ellzey |
| 2001 | Doug Robinson | 2014 | Lynnette Allison |
| 2002 | Bill Barfoot | 2015 | Jon Rood |
| 2003 | Gabe Pari | 2018 | Amy Floyd |
| 2004 | Michael Taylor | 2019 | Jennifer Stonecipher |

Appendix H Special Award Winners (con't)

Galal Souki Memorial Award

| | | | |
|------|---------------------|------|-------------------|
| 1990 | Sam Moore | 2004 | Brian Hudson |
| 1991 | Tony Shumaker | 2005 | Mike Moyer |
| 1992 | Tony Chavez | 2006 | Shea Burns |
| 1993 | Dennis Chizma | 2007 | George Doganis |
| 1994 | Jeff Hendricks | 2008 | Kevin Welker |
| 1995 | Dave Turner | 2009 | Alex Rademacher |
| 1996 | Terry Stonecipher | 2010 | Katianna Pihakari |
| 1997 | Adrienne Scott | 2011 | John Black |
| 1998 | Doug Robinson | 2012 | Jen Imai |
| 1999 | Paula Gibeault | 2013 | Sarkis Mazmanian |
| 2000 | Brad Boli | 2014 | Raquel Salas |
| 2001 | Doug Whited | 2018 | John Dillon |
| 2002 | Mike & Linda Masano | 2019 | Andres Bautista |
| 2003 | Michael Taylor | | |

Outstanding, Tenacious and Persevering Worker of the Year

| | | | |
|------|---|------|-----------------------------------|
| 1993 | Ron Melitsoff | 2007 | Michel Hoche-Mong |
| 1994 | Nancy Peterson and Judy Teeter | 2008 | Tom Hobbs and Vivian Millar |
| 1995 | Bob Ward | 2009 | Don Shreyer |
| 1996 | Michael O'Sullivan | 2010 | Sean Torres and Wesley Skelton |
| 1997 | Matt Sweeney, Lucinda Strub and Art Jury | 2011 | Dan Brink |
| 1998 | Wayne Almquist | 2012 | Chris Spacone |
| 1999 | Scott & Toni Dicks | 2013 | Jon Rood |
| 2000 | Jay Deacon | 2014 | Mike & Paula Gibeault |
| 2001 | Dean Chambers and Alvin Brown | 2015 | Lee Sorenson and Randy Graves |
| 2002 | Pat & Denise McMahon | 2016 | Jeff Hendricks |
| 2003 | Dave Belcher | 2017 | Frank Goode |
| 2004 | Carl Schmid | 2018 | Marti Silvola |
| 2005 | Carolyn Reed | 2019 | Ryan Bakeman |
| 2006 | Peter & Marion Millar and Brent Ellzey | | |

Appendix H
Special Award Winners (con't)

Rallycross Supporter of the Year

| | | | |
|------|-----------------|------|-----------------------------------|
| 2007 | Lucy Ryan | 2014 | Bill Martin and Eric Martin |
| 2008 | Dustin Wall | 2015 | Lon Peterson |
| 2009 | Krystle Minette | 2016 | Mathew Mendoza |
| 2010 | Chris Walker | 2017 | Donnie Smith & Kurt Northrop |
| 2011 | Thomas Bloess | 2018 | Lisa Strom |
| 2012 | Doug Whited | 2019 | James Veatch III & Bob Maselli |
| 2013 | Jayson Woodruff | | |

Appendix I
2020 CRS Officers

| | |
|--------------------------|--|
| Director | John Dillon <Director@CaliforniaRallySeries.com> |
| Secretary / Treasurer | Mike Gibeault <Secretary@CaliforniaRallySeries.com> |
| Webmaster | Eddie Fiorelli <Webmaster@CaliforniaRallySeries.com> |
| Press Liaison | Erik Christiansen <Press@CaliforniaRallySeries.com> |
| Competitor Liaison | Amy Floyd <Competitors@CaliforniaRallySeries.com> |
| Class Compliance Officer | Donnie Smith <CCO@CaliforniaRallySeries.com> |
| Membership | Kurt Northrup (South) & Lisa Strom (North) <Membership@CaliforniaRallySeries.com> |

Equipment Manager

Paula Gibeault
<Equipment@CaliforniaRallySeries.com>

Rallycross Liaison

Sanjay Singh
<RallyCross@CaliforniaRallySeries.com>