

California Rally Series
2022 Rule Book
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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 J of these rules.

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 J of these rules.

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 J.

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:

CRS Rally events are encouraged to recognize the top 1/3 of the starters in each CRS class (both driver and co-driver, to finishers only), whether the competitors are CRS members or not. The table below shows minimum places recognized (for example, with trophies). For multiple event weekends the events may be combined into a single trophy (if given) for the weekend.

Starters	Places
1 - 4	1
5 - 7	2
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.

Two CRS RX events on the same day or weekend, that are more than 300 driving miles apart, can both be on the CRS RX calendar, however competitors can only count CRS points from one or the other venue for that weekend.

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 (2021, 2023 etc) by ballot, to be in effect for the following two years. As a result these rules may change for 2022 but not for 2023. 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. 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 must be retained. However the stock intake manifold may be modified. The stock carburetor may be rejettied. The choke mechanism may be removed or fixed open.
- 4.3 The exhaust manifold is free. The rest of the exhaust system is free, except that a 1 foot long section must have a cross sectional area less than that at the exit of the stock exhaust header. The exhaust system 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: the rear axle assembly and brakes are produced by the same manufacturer, mount in the stock location, and no suspension components are altered. 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
2020-21	Flynn Baglin	Zach Pfeil
	Kenny Niernberg	

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
2020-21	Dave Brown Taig Miller	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)
2020-21	Peter Guagenti	Brandon Panek

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
2020-21	Tim Wickberg	Matthew Trott

SxS Production Turbo

Year	Drivers	Co-Drivers
2017	Brent Lee	John Dillon
2019	Stephan Verdier	Erica Sacks
2020-21	Travis Fienhage	

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
2020-21	Alex Ramos	Andres Bautista

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
2020-21	Bent Blakely

Mod 2wd

2017	Eric Martin
2018	D'John Keith
2019	D'John Keith
2020-21	Grover Davis

Prep 4wd

2017	Donnie Smith
2018	Richard Schreiber
2019	James Veatch III
2020-21	Justin Sudberry

Prep 2wd

2017	Sarkis Mazmanian
2018	Omar Cardenas
2019	Alex Ramos
2020-21	Nigel Mott

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
2020-21	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
2020-21	Dwight Wood

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
2020-21	Tim Wickberg	Matthew Trott

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
		2020-21	Chris Spacone

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	2020-21	Alex Ramos

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	2020-21	Brian Hamblin

Appendix H

Special Award Winners (con't)

Rallycross Supporter of the Year

2007	Lucy Ryan	2015	Lon Peterson
2008	Dustin Wall	2016	Mathew Mendoza
2009	Krystle Minette	2017	Donnie Smith & Kurt Northrop
2010	Chris Walker	2018	Lisa Strom
2011	Thomas Bloess	2019	James Veatch III & Bob Maselli
2012	Doug Whited	2020-21	Nigel Mott
2013	Jayson Woodruff		
2014	Bill Martin and Eric Martin		

Appendix I 2022 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>

Appendix J

BOG Structure and Operation Rules

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, Press Liaison, Web Master and Class Compliance Officer. The responsibilities of the officers are detailed as follows:

Director:

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

Equipment Manager:

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

Secretary/Treasurer:

The Secretary will be responsible for recording the minutes of the BOG meetings, tabulating votes and updating the rule book as required. The Secretary will be responsible for tabulating the CRS Rally and Rallysprint standings. The Secretary will also be responsible for generating emails to all CRS members as needed. The Treasurer will be responsible for billing sponsors, dispensing funds to pay for subscriptions, decals, trophies, etc. The treasurer will also maintain a budget which will be presented to the BOG as needed.

Membership Officer (MO):

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

Competitor Liaison:

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

Rallycross Liaison:

The Rallycross Liaison will be the competitor contact for those seeking information on the CRS Rallycross Championship. The Rallycross Liaison will be responsible for:

- Making calendar decisions throughout the year and informing the BOG & webmaster of changes.
- Administering class arbitration at events.
- Determining the appropriate CRS classes for all CRS members at events that do not support CRS classes.
- Tabulating the Rallycross Championship Standings and furnishing those standings to the Webmaster.
- Obtaining digital photos for year end awards.

Webmaster:

The Webmaster will maintain the CRS website, keeping it current with news, series standings, photos etc.

Press Liaison:

The Press Liaison will actively seek to promote the CRS and will be the single point of contact for the press. The Press Liaison will distribute the writing assignments for articles about events among those interested. These articles will be targeted for publication on the CRS Web Site and periodicals that cover CRS events. In addition the Press Liaison will issue quarterly Press Releases to various periodicals with Rally and RX calendars and championship standings. Nominations for Press Liaison will be solicited from the CRS membership and the BOG will select from those nominated.

Class Compliance Officer :

The CCO (Class Compliance Officer) will be responsible for the administration of the CRS Performance Stock Class as well as determining eligibility for the other CRS classes. The CCO will be the contact person for questions and rules. The CCO will be responsible for the policing of the classes at events, and will furnish the organizers with a list of approved P-Stock competitors prior to the drivers' meeting. The CCO will survey the Stock Classes competitors to consider amendments to the rules. The CCO will also administrate the voting on proposed changes to the rules.

BOG Operation:

The BOG shall make decisions on Calendar approval, amendments to these rules, amounts of fees, and any other items deemed appropriate by the Director. The BOG shall also be responsible for appointing people to fill the jobs of Equipment Manager, Secretary, Press Liaison, Rally Membership Officer, Treasurer, Rallycross Liaison, Webmaster and Sponsor Liaison. The BOG email Group will also serve as an informal forum for the organizers to discuss items related to the organization of rallies. For voting purposes each Rally event shall have the same number of votes as the event's weighting factor (1, 2 or 3), with a limit of 3 BOG votes per competitive weekend. Rallysprint organizers will have one vote for each event organized. Rallycross organizers will have one vote for each CRS points event organized. Any officers that are not organizers will have one BOG vote. Each event will have a single point of contact for the purposes of BOG email polls.

The single point of contact for each event will designate who from his event shall be on the BOG mailing list and who will have voting privileges at meetings. If an event is dropped from the calendar, for whatever reason, that event's organizer will lose his BOG Voting privileges for that event at that point. A quorum of at least 50% of the possible votes must be present to make any decisions on rules.

BOG Email Voting

In order to complete an email BOG vote, either a majority of the possible votes must be cast or a minimum of 3 working days (not Sat, Sun or holidays) must have expired.

BOG Meeting Agenda

The preliminary Agenda for the year end BOG meeting shall be distributed to the BOG members at least 4 weeks prior to the meeting.

BOG Meeting Proxies

To establish a proxy for the yearly BOG meeting, the organizer or officer will be required to notify either the director or the secretary prior to the meeting. Any one individual will be limited to holding only one other BOG member's proxy.

Championship Related BOG voting

While all BOG members are welcome to participate in the discussion of any issue, for voting purposes the BOG will partition issues into four categories: "Rally Only", "Rallycross Only" and "Common". The Rally Only and Rallycross Only categories will be for those issues that only relate to that specific championship (e.g., CRS-2 rules would only relate to Rally). Issues that have crossover interest (such as budget and membership items) will be handled as "Common". The table below details which members of the BOG will vote on which issues.

BOG Position	Rally Only	Rallycross Only	Common
Director, Webmaster, Secretary/Treasurer	X	X	X
Sponsor Liaison, Press Liaison	X	X	X
Competitor Liaison & Class Compliance Officer	X	X	X
Equipment Manager, Membership Officer	X		X
Rally Organizers	X		X
Rallycross Liaison, Rallycross Organizers		X	X

Rally Event Review

The CRS BOG shall review an existing CRS Rally event for inclusion in the championship if:

- There is a new organizer or
- There are all new stage roads or
- Both the published stage mileage and the winning time are less than their respective thresholds..

Downgrading Event Weighting

If an event, for whatever reason, is unable to execute the level of event that was initially planned, the organizer can request the BOG to downgrade the weighting as long as there is at least 8 weeks before the event.

Expenditure of Funds

Expenditures of less than \$100 can be approved by either the Director or the Treasurer. Expenditures of more than \$100 need the approval of the Common BOG.