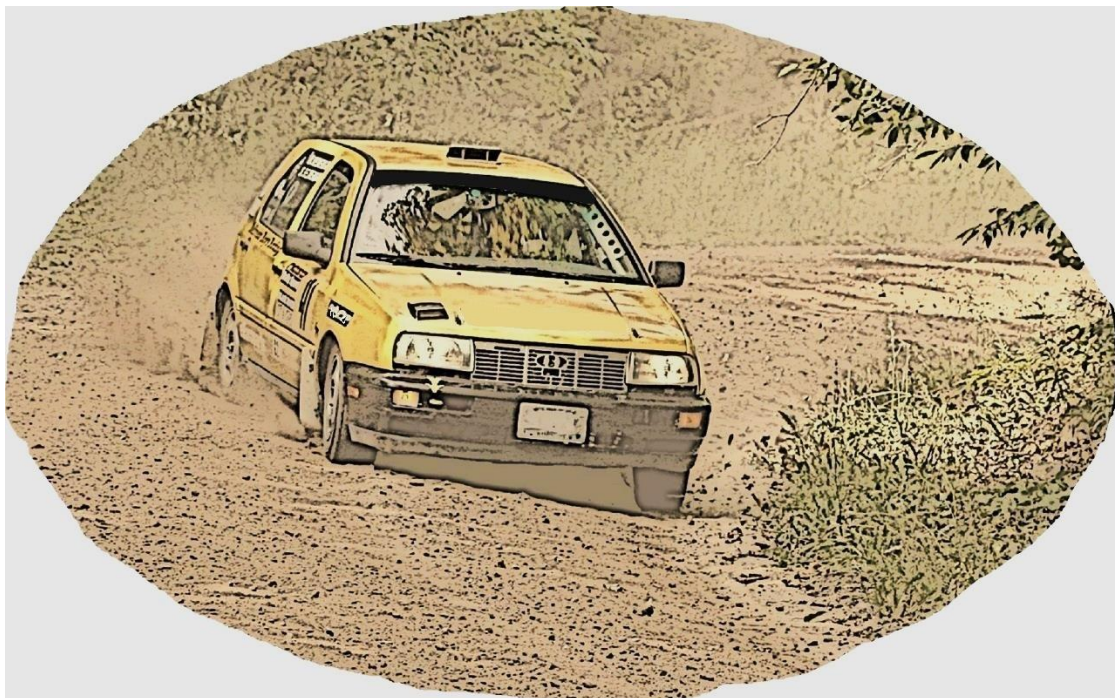




# Team O'Neil SCCA RallySprint Supplemental Rules

May 9, 2015



Rev 2 3/3/2015

Welcome to the Team O'Neil SCCA RallySprint, a historical event. This will be the first SCCA RallySprint in the country. The SCCA recognized that currently there is a large gap in competition opportunities between RallyCross and stage rally. To fill that gap, the SCCA has embarked on a pilot program called RallySprint. RallySprint will provide intermediate steps between RallyCross and stage rally. The incremental steps provide competition opportunities with increased challenge and speed. The safety requirements and financial investments in equipment increase incrementally as well. Safety for competitors and teams, volunteers and spectators is of the utmost importance.

New England Region SCCA has taken on the challenge of organizing the first SCCA RallySprint in the country. Many of the organizing team and army of volunteers are NER members. Our goal is to provide "affordable seat time" in a safe environment to practice and learn advanced rally-type skills.

As a pilot event, many of the procedures and rules have been created with safety and procedural soundness in mind. After the event, all aspects of the operation will be reviewed and changes will be made or suggested for future events. Constructive comments and criticism will be appreciated to improve the quality of future events.

Welcome,  
Scott Beliveau  
Chairman

## 1. Event Description:

### Name: Team O'Neil SCCA RallySprint

Location: Team O'Neil Rally School, 178 Miller Rd, Dalton, NH

Event Date: Saturday May 9, 2015

Sanction: this event is sanctioned by the Sports Car Club of America (SCCA), and hosted by the New England Region (NER).

Insurance: this event is insured through the Sports Car Club of America (SCCA).

\*This RallySprint is not part of any series or championship.

**2. Purpose:** The Team O'Neil SCCA RallySprint is designed to provide affordable seat time to New England's aspiring rally community. The RallySprint will also give new volunteer workers a chance to learn a position and experienced workers will have an opportunity to try new positions.

**3. Supplemental Rules:** This SCCA RallySprint is a pilot event. As such, many of the members involved in the organization of it are taking on new roles. If there are hiccups along the way, be patient with us. There is a revision number and date on the cover page. These Supps may be updated prior to the event. The revision number and date will be your verification that you are looking at the most recent edition. *Revisions will be in italics.*

**4. Entry:** Entry will only be accepted on-line through MotorsportsReg.com. ([link here](#)) Entry will be considered complete when all required entry forms and materials are submitted and payment in full is received.

### 4.1 Entry Schedule and fees:

12:00 AM	Wed, March 4, 2015	Early registration opens	\$160/team SCCA members \$180/team non-members
11:59 PM	Wed, April 22, 2015	Early registration closes	
12:00 AM	Thur, April 23, 2015	Late registration opens	\$185/team SCCA members \$205/team non-members
11:59 PM	Fri, May 1, 2015	Late registration closes	
		Weekend Membership – required if not an SCCA member	\$10 per person

**4.2 Payment:** Entry fees will be collected electronically through MotorsportsReg.com . Credit cards for all entries received to date will be charged on 4/23. Entries received after 4/22 will be charged on the day of registration.

**4.3 Refunds:** Withdrawals before 4/23 will have no penalty. Withdrawals from 4/23 to 5/9 will receive a 75% refund. Once a team starts the event, there will be no refund.

**4.4 SCCA Membership:** an SCCA membership affords teams the best entry fee. Either driver or co-driver, or both may be current SCCA members to receive the member pricing.

**4.5 Non-SCCA entrants:** Non-members (anyone that will be in a competition vehicle) must purchase a weekend membership for \$10 per person. This is in addition to the team entry fee.

**4.6 License:** Any person driving in the RallySprint must possess a valid driver's license from their home state. No other competition license is required.

### 4.7 Number of Entrants:

**4.7.1**The event will be limited to 30 teams. A team consists of a driver and a co-driver. A team is not officially entered until all required entry forms and materials are submitted and payment in full is received. A "wait list" will be maintained in the case of withdrawals.

**4.7.2** Because of the road configurations that will be used, it will be possible for two teams or drivers to use the same vehicle. Each team or driver must register separately.

### 4.8 Entry Paperwork:

4.8.1 for an entry to be considered complete, the following must be submitted:

- fees: entry, weekend membership – submitted on-line
- required driver, co-driver and crew information –submitted on-line
- rally vehicle information

4.8.2 Other: drivers may send electronic verification of driver’s license, or be prepared to show at registration.

4.8.3 Waivers: all team members and crew must sign the required waivers upon entering the property.

**5. Organizing Committee:**

Chairman:	Scott Beliveau	<a href="mailto:beliveau@aavid.com">beliveau@aavid.com</a>	603.455.279
Registrar:	Kathy Moody	<a href="mailto:rallykat158@yahoo.com">rallykat158@yahoo.com</a>	603-616-1195
Safety Steward:	Scott Beliveau		
Control Captain:	Matt Kennedy	<a href="mailto:rallye44@comcast.net">rallye44@comcast.net</a>	603-355-7920
Spectator Captain:	James Kramlich	<a href="mailto:jrkramlich@maine.rr.com">jrkramlich@maine.rr.com</a>	
Communication Chief:	Roger Borlase	<a href="mailto:rborlase@gmail.com">rborlase@gmail.com</a>	978-509-7550
Scrutineer:	Don Taylor	<a href="mailto:shelbyeast@aol.com">shelbyeast@aol.com</a>	603.543.7456
Sweep Captain:	Ryan Connary	<a href="mailto:ryan.connary@gmail.com">ryan.connary@gmail.com</a>	207-749-9413

**6. Day of Event Schedule: May 9, 2015**

- 7:00 AM – gates at Team O’Neil open, main entrance
- 7:05 - 8:30 AM - Registration and scrutineering open (early is best!)
- 8:30 - 9:00 AM – Competitors’ Meeting
- 9:00 – 9:30 AM – Recce for Brook Stage
- 9:30 AM 12:30 PM – morning stages
- 12:30-1:0 PM – Service/lunch
- 1:00-1:30 PM – Recce Long Way Home stages
- 1:30-4:30 PM - Afternoon stages
- ~5:00 PM – awards and departure

**7. Timing:** stage timing will be in minutes and hundredths

**8. Special Stages:** There will be two distinct stages, run multiple times. One stage will be used in the morning; the second stage will be used in the afternoon.

- 8.1 Morning stage: length is 2.2 miles
- 8.2 Afternoon Stage: length is 2.7 miles

**9. Competition Classes:**

7.1 AWD Open: Vehicles are AWD with supercharged or turbocharged engines. These vehicles would normally Compete in Rally America "Open" and NASA "Open AWD Heavy" classes. The appropriate restrictors must be used (34mm).

7.2 AWD Limited: Vehicles are AWD, normally aspirated with maximum displacement of 2650cc for overhead cam engines and 3313cc for pushrod engines. These vehicles would normally run in Rally America "Open Light" and NASA "Open AWD Light" classes.

7.3 2WD Open: Vehicles are 2wd, normally aspirated over 3080cc, supercharged or turbocharged. These vehicles would normally run in Rally America "Group 5" and NASA "Open 2wd Heavy" classes.

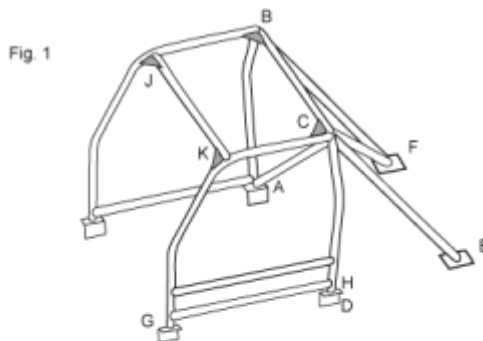
7.4 2WD Limited: Vehicles are 2wd, normally aspirated with maximum displacement of 3080cc. These vehicles would normally be run in Rally America "Group 2" and NASA "Open 2wd Light" classes.

**10. Log Books:** All cars entering this event must be log booked through Rally America or NASA *RallySport*. If log booked through another organization, you must contact the Chief Scrutineer for approval.

**10.1 Issuing of Log Book:** Due to the compressed schedule for this event, there will be no inspection sessions to issue log books.

**11. Required Vehicle Safety Equipment:** The following are the minimum safety requirements for the vehicle. It is expected that safety equipment is installed in a manner consistent with manufacturers' intent.

**11.1 Cages:** In the instance that a vehicle is older, but still log booked, all cages, regardless of log book must have diagonal bars and 2 door bars. See diagrams below. For questions regarding cages, contact the scrutineer.



**LEGEND**

A, B, C & D Main Hoop

B, F & C, E Rear Bars

C, A Diagonal Lateral Bar

C, F Diagonal Rear Bar

G, H Side Sill Bar

J, K Front Gussets

B, C Rear Gussets



**11.2 Padding:** Any portion of the roll cage which could come into contact with the driver or co-driver's helmet during competition, including all bars in the plane of the roof and forward of the main hoop, shall be covered with energy absorbing material compliant with either the SFI 45.1 specification or FIA Standard 8857-2001 Type A.

**11.3 Seats:** Driver and co-driver seats shall be firmly mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. Seats must be intended by their manufacturer to be for competition use.

**11.4 Harnesses:** All vehicles shall be equipped with a five-, six- or seven-point occupant restraint (harness) system meeting the specifications below for both the driver and co-driver. All harness systems shall be capable of releasing with only one latch. These harnesses shall be worn at all times while driving or co-driving. B. Harnesses shall meet the requirements of FIA Standard 8853/98 and/or be SFI 16.1 or SFI 16.5 licensed and shall be labeled accordingly.

**11.5 Emergency Triangle:** each vehicle will carry a minimum of 1 safety triangle within reach. 3 triangles are suggested.

**11.6 Fire extinguishers:** One fire extinguisher with a minimum UL rating of 10 BC or two each with a minimum rating of 5 BC must be installed inside the passenger compartment. One fire extinguisher must be located within easy reach of the driver or co-driver when seated. Extinguisher brackets must be metal.

**12. Scrutineering:** Vehicle and personal safety equipment must be inspected and approved before any vehicle or person may begin competition. A "Tech Form" is included in the Appendix to assist teams be properly prepared.

**13. Required Personal Safety Equipment:** The following items are required for all drivers and co-drivers:

**13.1 Helmets:** All drivers and co-drivers competing must wear helmets that meet one of the following standards:

13.1.1 Snell SA2005, SA2010 or SA2015

13.1.2 Snell SAH2010

13.1.3 SFI Spec 31.1/2005 or newer

13.1.4 FIA 8860-2004

13.1.5 FIA 8860-2010

13.1.6. British Standard 6658-85 Type A/FR, including all amendments will be valid for 10 years from the date of manufacture. If no manufacturing date sticker exists, the helmet will be considered expired.

**13.2 Head and Neck Restraint Device:** Head and neck restraint systems are required for all competitors. These systems shall be mounted per the manufacturer's recommendations. The head and neck restraint system must meet at least one of the following:

13.2.1 Certified to FIA 8858-2002.

13.2.2. Certified to FIA 8858-2010.

13.2.3. SFI 38.1 licensed. SFI 38.1 licensing requires a SFI 38.1 conformance label that is less than five years old.

\*See notice regarding counterfeit safety equipment in the appendices.

**13.3 Driving suit:** All drivers and co-drivers competing must wear driving suits that conform to one of the following standards:

13.3.1 FIA 8856-2000

13.3.2 FIA 1986 or

13.3.3 SFI 3-2A/5.

13.3.4 SFI 3-2A/1 driving suits are also permitted if worn with approved fire resistant underwear.

#### **14. Stage and Transit Notes:**

14.1 Jemba style stage notes will be provided for the stages, included in entry fee. They will be prepared by Team O'Neil. Transit notes will be of tulip format. For those not familiar with Jemba style notes, an internet search of "Jemba stage notes" will return several resources. (P-sport is a good one)

14.2 Transit notes will be in tulip format.

**15. Recce:** There will be one pass recce for each stage. Recce may be done in the competition car. Recce will be parade style, with approximately 30 seconds between cars. Max speed during recce is 30 MPH. This is not a practice run.

**16. Car numbers:** Each competitor may choose his/her car number. In the case of duplicate numbers, an SCCA membership will provide priority in choice. If neither entrant is an SCCA member, the first entrant registered will have priority.

16.1 Car numbers are not supplied by the event and are the responsibility of the entrants.

16.2 Numbers: Car numbers should be 8" tall and 1.25" brush width minimum.

#### **17. Service:**

**17.1 General:** The service area will be crowded. Please keep your area as compact as possible.

17.1.1: Ground cover: a tarp should be placed down under the vehicle before performing any work.

17.1.2 Trash: This is carry in – carry out. Do not leave garbage around, including cigarette butts.

#### **17.2 Fueling:**

17.2.1 Teams should bring enough fuel to run the day. There is no fuel availability on the Team O'Neil site and there is not time to leave to get fuel.

17.2.2 All fueling will take place in the assigned fuel depot area (consistent with stage rally rules).

17.2.3 A team member must be standing by with fire extinguisher in hand during fueling. (consistent with stage rally rules).

**17.3 Repairs:** Jack stands must be placed under the vehicle when more than one wheel is in the air. Jack stands are to be used any time a person is to work under a jacked vehicle.

**17.4 Service vehicles:** Only one service vehicle per team will be allowed in the service area. All other vehicles shall be parked in the parking area behind the office/garage.

**18. Sweep:** There will be two sweep vehicles. One will be stationed at stage start. The second will be stationed at a stage midpoint. In the case of an incident, a sweep vehicle may be dispatched to clear the road. Disabled vehicles will be dealt with as necessary, when time allows.

**19. Food and beverages:**

18.1 Food: Teams should bring their own food for the day. There is no food service on the Team O’Neil site and there is not time to leave to get food.

18.2 Beverages: Teams should bring their own beverages for the day. There is no consumption of alcoholic beverages before or during the rallysprint.

**20. Spectating:** All persons attending the RallySprint will follow instructions of the marshals. Team members and crew members have no special viewing privileges and must spectate only in approved areas.

**21. Lodging:**

**22. Results:** Final results will be posted to the NER.org and teamoneil.com web pages.

**23. Awards:** Awards will be presented to the top team in each class as a minimum.

**Appendices:**

Incident procedure: (coming soon)

Radio frequencies for event: (coming soon)

Tech sheet: (coming soon)

Counterfeit safety equipment. (coming soon)

Stage maps: (coming soon)

Revision History of Supps:

3/3/15 – Rev 2, 10. NASA RallySport logbook; 4.7.2 Shared car; 6. Competitors’ meeting.