

2026 New England Region Supplemental *RallyCross* Regulations

Preface: These Supplemental Rules and Regulations are intended to further define/clarify gray areas or cover areas not addressed by the current SCCA *RallyCross* Rules. These Supplemental Regs will be revised as needed, sometimes on an event-to-event basis.

Event sanction exceptions shall be posted on the NER website, linked to the event as event supplemental regulations.

Section I. – Event specific regulations:

1. Trophies. Undersubscribed classes may be combined for the purpose of awarding event trophies. In such instances, championship scoring will be done using official classes.
2. Multiple entry driver. No driver may enter more than one class per event.
3. Number of drivers per vehicle. A maximum of 3 drivers per vehicle.
4. “Two Stuff” policy. At snow events where vehicles may frequently become stuck by leaving the marked course, each driver will be permitted one incident requiring extraction. A second extraction will result in the driver being disqualified from subsequent runs that day. Any missed runs will be scored as a DNS and will receive maximum times. The driver is NOT excused from work duties at the event.

Section II – General Rules

1. Vehicle Classes

- 1.1 The following Rally classes are considered NER championship classes:
 - 1.1.1 Stock classes (interpretation=bone stock):
 - 1.1.1.1 Front wheel drive (SF, Stock Front)
 - 1.1.1.2 Rear wheel drive (SR, Stock Rear)
 - 1.1.1.3 All wheel drive (SA, Stock All wheel and 4 wheel)
 - 1.1.2 Prepared classes (interpretation=bolt on items):
 - 1.1.2.1 Front wheel drive (PF, Prepared Front)
 - 1.1.2.2 Rear wheel drive (PR, Prepared Rear)
 - 1.1.2.3 All wheel drive (PA, Prepared All wheel and 4 wheel)
 - 1.1.3 Modified classes:
 - 1.1.3.1 Front wheel drive (MF, Modified Front)
 - 1.1.3.2 Rear wheel drive (MR, Modified Rear)
 - 1.1.3.3 All wheel drive (M4, Modified All wheel and 4 wheel)
- 1.2 EX – Exhibition Class
 - 1.2.1 Open Class and FIA cars may be placed into a special class called “Exhibition” at the event organizer’s discretion. This class will not be awarded championship points. Furthermore, it will be up to an event organizer to determine if awards will be given in this class.
 - 1.2.2 Vehicles with special circumstances will be placed in Exhibition class.

2. Number and class markings

- 2.1 Permanent numbers should be no smaller than 6” in height. Official graphics packages from other sanctioning organizations are acceptable.
- 2.2 A two-letter Class Designation must be visible on both sides of the car. ie. SF, PF, MF, SA PA, MA, SR, PR, MR, C2, C4. If the car is running in multiple classes, the most restrictive class should be used.

2026 New England Region Supplemental *RallyCross* Regulations

3. Tires, studs

(Note: This is an NER Supplemental Rule. If NER hosts a National or divisional-level event, stud use is governed by the National RallyCross Rules)

- 3.1 DOT tires must have the "extreme service rating" (mountain+snowflake) at events designated as "Winter". The Chairman has the discretion to remove this designation at the driver's meeting or mid-day break.
- 3.2 Studded tires are permitted in all classes at all events unless a site owner specifies studs not be used.
- 3.3 No self-drilled tires, homemade studs or specialty ice racing type cleats allowed.
- 3.4 Oversized studs are not permitted. Stud size must be the length specified for the tire by the tire manufacturer.
- 3.5 The tire must have had a stud hole from the manufacturer and the stud must be installed into that hole only.
- 3.6 Stud must be shaped like a top-hat, ie. no bolts or screws from the inside.
- 3.7 Studs must be no longer than the longest DOT stud that is standard for that particular tire and the body of the stud must be flush to the tire surface.
- 3.8 It is the vehicle owner's responsibility to know and obey public laws which apply to studded tire usage seasons, with regard to traveling on studded tires to and from an event.

4. Added items – clarifications

- 4.1 Stock Classes
 - 4.1.1 Any air filter may be used, but it must fit in the stock location.
 - 4.1.2 Weight reduction: not allowed beyond floor mats, stereo equipment, hub caps, trim rings, spare tires, and tools.
 - 4.1.3 Front and rear bumper covers and associated cushion material may be removed.
 - 4.1.4 Underbody protection: skid plates and mud flaps are acceptable in stock class.
 - 4.1.5 Safety devices:
 - 4.1.5.1 A roll cage, harnesses, hoops, fire extinguishers are encouraged and are not considered performance assisting modifications.
 - 4.1.5.2 In vehicles with cages, padding must be added to roll bars to prevent injury.

5. Exhaust and Sound Regulations

- 5.1 Exhaust: These sound regulations will apply at all NER RallyCross events.
 - 5.1.1 The exhaust must comply with the following noise regulations.
 - 5.1.1.1 All vehicles participating in NER RallyCross events will be required to meet a sound limit of 90dBA measured at 75 feet or equivalent level at alternate distance, i.e. 94dBA at 50 feet. This may be measured from any side of the vehicle at any time.
 - 5.1.1.2 An alternate sound check may be done in the pits as follows: the allowable level is 105 db, using "A" scale, measured 18" from either side of the exhaust tip at a 45 degree angle and at the same height of the exhaust exit. The throttle shall be held at 50% of redline, released to idle, then returned to 50% throttle. The area within a 50' arc, bounded by 45 degrees from either side of the centerline of the exhaust pipe will be on

2026 New England Region Supplemental *RallyCross* Regulations

- level ground and clear of man-made obstructions. On turbocharged vehicles, the anti-lag system, if installed, should be turned off.
- 5.1.1.3 In the case that a particular venue has more stringent sound requirements, they will be listed on the entry form and all vehicles competing will be required to comply.
- 5.1.2 Sound measurements;
- 5.1.2.1 Sound checks may be made at the time of tech inspection or during timed runs. Competitors are expected to comply at all times during an event.
 - 5.1.2.2 Accidental operation of the horn during measurements will not be considered as a violation.
 - 5.1.2.3 Deliberate attempts to mask or increase sound levels (for another competitor) during measurements will be considered as a violation, i.e. intentional horn blasting in or around the measurement area.
- 5.1.3 Violations, Damage and repair:
- 5.1.3.1 After the first sound violation, the competitor will be required to demonstrate that an effort has been made to reduce sound levels before being allowed to make another run. This determination will be made by the event chair, tech official, or a designee. If the second run is still in excess of the allowed sound limit, the competitor will not be allowed to make any additional runs at that event and the competitor will be required to again demonstrate that improvements have been made before being allowed to participate at future events.
 - 5.1.3.2 Vehicles losing exhaust system parts during the event must make repairs prior to continuing in the event. A car will not be allowed to continue if the main pipe must be removed, leaving only the downpipe in place. The car may be allowed to continue provided that the pipe and muffler are still secure and the car does not exceed the noise limit. Approval of a tech inspector is required to continue.
 - 5.1.3.3 In either case of 5.1.3.1 or .2, testing shall be done in accordance with 5.1.1
 - 5.1.3.4 Exposure to fumes may be a consideration in allowing a vehicle with damaged exhaust to continue. This is at the discretion of the event officials.

6. Safety Requirements

6.1 Helmets:

- 6.1.1 Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2025, SA2020, SA2015, SA2010, SAH2010, M2025, M2020, M2015, M2010, K2025, K2020, K2015, K2010, EA2016), SFI standards (31.1/2020, 31.1/2015, 31.1/2010 41.1/2020, 41.1/2015, 41.1/2010), FIA standards (8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010)
- 6.1.2 An annual sticker may be issued at any time during the season for a helmet.
- 6.1.3 A helmet must not have cracks, dents, or chips that would jeopardize its performance.

2026 New England Region Supplemental *RallyCross* Regulations

- 6.2 Seat belts: All occupants of a vehicle must wear a seatbelt. This may be a production seat belt or a competition belt or harness.
- 6.3 High center of gravity vehicles will be allowed or disallowed at the discretion of the event organizing committee.
- 6.4 The tech committee may refuse entry to any vehicle deemed unsafe for competition.
- 6.5 All loose items within the vehicle shall be removed before competition. This includes items such as radar detectors, gps units, garage door openers. Interior-mounted cameras must be securely attached to a solid mounting point.
- 6.6 No motorbikes, golf carts, quads, go-carts or the like are to be utilized by any individual at the RallyCross facility with the following exception.
 - 6.6.1 The use of these vehicles is permitted for organizers, SS, and other officials as approved by the Event Chair for official duties only.
- 6.7 No smoking is allowed anywhere except in the paddock where it will not disturb non-smokers. This includes registration, grid, on-course, workers meeting, and awards. Organizers may ask people to move their paddock location if it is disturbing their neighbors.

7. The Course

7.1 Course Inspection

7.1.1 Course Walk. Competitors will be allowed to walk the course before the drivers' meeting. Contestants should arrive early enough to register, prepare their vehicle, get through tech and walk the course before the drivers' meeting. Time to walk the course during lunch breaks may be available.

7.1.2 Drive-through/Parade Lap. In some instances, a drive-through or parade lap may be utilized in place of, or in addition to a course walk. This will be announced at the event.

7.2 Changes to the Course

7.2.1 Due to the inherent course deterioration on "loose" surfaces, the course may be changed at any time to address safety concerns.

7.2.1.1 All attempts will be made to make course changes in between runs.

7.2.1.2 If an immediate change is required, reasonable attempts will be made to mitigate any effects in the interest of keeping the course fair for all competitors.

7.2.2 Changes to the course may be done for competitor challenge and enjoyment in order different "stages" during the day. Drivers should not expect the same course to exist from run to run and should follow the cones, not by existing tire tracks.

8. Typical event schedule

7:00-8:30 AM.....Registration and sign in
7:15-8:30 AM.....Tech inspection
8:45.....Contestants' meeting
9:00.....Workers to positions; drivers to cars, RallyX start
Noon (approx.).....30 minute lunch break
4:00 (approx.).....RallyX finish, equipment pick-up
4:30 (approx.).....Awards and departure

2026 New England Region Supplemental *RallyCross* Regulations

9. Protests

9.1 Protests at an event

- 9.1.1 A competitor has the right to question the classification of a car based on the use of items that may improve the performance of the car.
- 9.1.2 The protest shall be given in writing to a member of the event organizational staff. It should include the specifics, including the car number(s) involved, reason for protest, and expected result.
- 9.1.3 Once the last run of the day is completed, no questioning of the classification will be entertained for that event. The protest must be brought forth as early as possible in the event.
- 9.1.4 For protests raised at an event, a committee of 5 people shall hear and decide on the protest. The committee shall consist of 4 regular competitors, one from each of the 4 main classes that are not of the class under protest. Each must be an NER member. The fifth member of the panel will be from the event organizing committee.
- 9.1.5 A majority ruling by the panel (3 votes) is required to sustain the protest.
- 9.1.6 Any verdict rendered will be considered for addition or revision to these Supplemental Regs.
- 9.1.7 A competitor, if not satisfied by the panel's ruling, may submit a formal protest to the NER Rally Board for further review. This protest must be in written or email form. The protest must be received and acknowledged by a member of the NER Rally Board within 14 days of the event. Rally Board members are those listed in Pit Talk or on the NER website.

10. Event Scoring

- 10.1 The times for all runs of the day will be added together cumulatively in determining a driver's final time for the day.
- 10.2 Penalties
 - 10.2.1 Any vertical cone or course marker that is knocked over or displaced from its original position, by contact from the vehicle, will cause a penalty of two second per cone/marker to be added to the final course time for that run.
 - 10.2.2 A 10 second penalty will be given for each missed gate. This is called an "off course penalty". A gate is defined as a pair of cones placed opposite each other on the track, or a single cone with a directional cone to indicate a specific way around that cone. If a gate or a pointer cone is placed at the beginning of slalom then the car must go through the slalom on alternating sides of the cones. If no gate is at the beginning then the driver can decide which way to drive through the slalom.
 - 10.2.3 DNF. A vehicle which does not complete a run will receive a time equal to the slowest time recorded by another car in that class for that run plus 30 seconds.
 - 10.2.3.1 OFF. Any vehicle requiring outside assistance (including driver/passenger of that car having to step outside the car) to continue their run or is unable to quickly (stopped for no more than 10 seconds) resume their run after coming to a stop on course will automatically be scored as a DNF for that run.
 - 10.2.4 Red flag.
 - 10.2.4.1 A vehicle may be red flagged while on course for a situation that poses a safety risk.

2026 New England Region Supplemental *RallyCross* Regulations

10.2.4.1.1 A flat tire on course will be reason to red flag a vehicle.

10.2.4.1.2 An open window adjacent to an occupant is reason for a red flag one time. On the second occurrence, a DNF will be scored for that run. Windows may be open 1" for ventilation.

10.2.4.2 A vehicle that is red flagged for safety issues will have 10 minutes from the time it leaves the course to affect repairs and return for a re-run. Alternately, the driver may complete his/her runs in another vehicle legal for that class.

10.2.4.3 Before a re-run is granted, a member of the tech team must approve the repair.

10.2.4.4 A vehicle that is not repaired and ready to run within the 10 minute time limit will be given a DNF time for that run.

10.2.4.5 Secondary vehicles stopped because of a red flag incident caused by another vehicle will be given a re-run with no penalty.

10.3 Disqualification

10.3.1 The Event Operating Committee reserves the right to disqualify a competitor for any reason deemed necessary. In the event of a disqualification, the competitor's scores will be removed from the event and they will be asked to leave the premises.

10.3.1.1 Unsportsmanlike conduct will be grounds for disqualification.

10.3.1.2 Avoiding work duties. All competitors are expected to show up for their work duties. Competitor will be provided one verbal warning per event. A subsequent incident will result in disqualification and expulsion from the event. Competitors that depart an event prior to completing their final work duties without organizer approval will have their times removed from scoring and will be denied entry to a future event.

11. New England Region RallyCross Championship Scoring

11.1 Driver eligibility for NER RallyCross Championship: In order for a driver to be considered for the annual championship, he/she must:

11.1.1 Be a full member in good standing of the New England Region of SCCA.

11.1.2 If an individual becomes a full member during the year, their previous 2 events will be counted in the championship scoring calculations.

11.1.3 Compete in the minimum prescribed number of events in the same class. The minimum number of events required will be 50% plus one, in the case of an even number of events, or 50% rounded up to the nearest whole event, in the case of an odd number of events.

11.1.4 Shall work in a position other than corner worker for at least two events during the year. This position may include, but is not limited to organizer, registrar, safety steward, tech inspector, equipment set-up, timing set-up, timing and scoring, equipment take-down, timing take-down, annual score keeper.

11.2 Championship points awarded. In each of the eight championship classes, points will be awarded after each event towards an annual series championship. Based on finish position within your class, points will be awarded per event as follows:

2026 New England Region Supplemental RallyCross Regulations

<u>Place</u>	<u>Points</u>	<u>Place</u>	<u>Points</u>	<u>Place</u>	<u>Points</u>
1 st	= 30	11 th	= 16	21 st	= 6
2 nd	= 27	12 th	= 15	22 nd	= 5
3 rd	= 25	13 th	= 14	23 rd	= 4
4 th	= 23	14 th	= 13	24 th	= 3
5 th	= 22	15 th	= 12	25 th	= 2
6 th	= 21	16 st	= 11	26 th and below	= 1
7 th	= 20	17 nd	= 10	DNS	= 1
8 th	= 19	18 rd	= 9	DQ	= 0
9 th	= 18	19 th	= 8		
10 th	= 17	20 th	= 7		

11.3 Depending on the number of events per year, approximately 80% will be counted for the annual championship. See the chart below for the number of events counted towards the championship per year, based on the total number of events offered. Each individual's highest scores will count, per below.

<u># of events per year</u>	<u># of events counted</u>
1	1
2	2
3	3
4	4
5	5
6	6
7	6
8	7
9	7
10	8
11	8
12	9
13	10
14	11
15	12

11.4 Championship Tie Breaker method.

If, after final scoring calculations for the year end championship have been made, including dropped events, there is a tie, the tie will be broken using the following method. The individual involved in the tie that has the most number of first place finishes will be declared the champion. If the people involved have the same number of wins, then the highest number of 2nd place finishes shall be the determining factor. This process shall continue until the tie is broken.

12. The NER RallyCross Operations Committee

12.1 The operation of NER RallyCross will be overseen by a committee of participants.

12.2 The RallyCross Chairperson(s) will choose members of the committee.

12.3 The members of the NER RX Operations Committee will be listed on the RallyX info page of the www.ner.org website.

2026 New England Region Supplemental *RallyCross* Regulations

13. NER RallyCross Tow Fund

13.1 The NER RallyBoard will set aside \$2.00 from every entry in the events preceding the SCCA RallyCross National Championship. The purpose of this fund is to aid NER members in competing at the National level.

13.1.1 Eligibility

13.1.1.1 Applicant must be a member of the New England Region of the SCCA in good standing at least six months prior to the date of the National RallyCross Championship

13.1.1.2 Applicant must have participated in a minimum of four NER RallyCross events within the past twelve months.

13.1.1.2.1 A minimum of two events must be as a competitor.

13.1.1.2.2 Two events may be as a non-competitive worker.

13.1.1.3 Official NER "triangle" logo (min. 3.75") must be displayed on both sides of the competing vehicle. Triangle may be obtained from NER Merchandise.

13.1.1.4 Apply via email prior to the National RallyCross Championship (rallyboard@ner.org or rallyxreg@ner.org)

13.1.2 Payment of the total fund amount will be divided equally among all eligible applicants. Payment will be issued within 30 days after the National RallyCross Championship.

13.1.3 Money from events in the calendar year following the National RallyCross Championship shall be set aside for the next year's Championship.

Revision History

03/02 Original Supplemental rules posted
01/04 Rev 1 issued. Changes based on previous year's issues. scb
01/13/05 Rev 2. Many changes, based on previous year's issues and new National RallyCross Rules. scb
1/20/05 Rev 3. Scoring updates, cages, padding, harness. Scb
1/12/06 Rev 4 based on new 2006 National rules. Scb
1/18/06 Rev 5 based on feedback at NER meeting. Scb
1/23/07 Rev 6, based on competitors' feedback Sect II.3. Also Sect I, II.5.1.1
1/015/08 Rev 7, based on RX Board, scoring prog changes. SCB
1/20/09 Rev 8 based on competitor's feedback CMR
2/13/09 Rev 9 based on Ops Committee discussion. Sects 3.2, 5.5, 8.2.4.b, 9.1.4, 9.4 CMR
1/6/10 Rev 10 based on Ops Committee discussion. Sects 1.1.2.2, 8.2.2, 8.2.3, 9.2 CMR
12/15/10 Rev 11 Sects 4.2, 7, 10.2.3.1 CMR
1/12/11 Rev 12 Sects 1, 4.1, 4.2, 6.1.1, 13 CMR
12/19/13 Rev 13 Sects 4, 6.6, 10.3
1/10/15 Rev 14 Sect 1 CMR
1/12/17 Rev 15 Sects 3.2, 3.3, 6.1.1, 10.2.2 CMR
1/8/18 Rev 16 Sects 3, 6.6, 13.1.1.2 CMR
1/5/19 Rev 17 Sects 2, 3 CMR
1/4/20 Rev 18 Sect 3 CMR
2/4/21 Rev 19 Sect 13 CMR
1/9/22 Rev 20 Sects 6.1.1, 13.1.1 CMR
12/6/22 Rev 21 Sect 4.1.3 CMR
1/10/26 Rev 22 Sects 6.11, 6.7 CMR