

CALIFORNIA RALLY SERIES
2013 RULES and RALLY HANDBOOK
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Check Out: www.CaliforniaRallySeries.com

WELCOME TO PERFORMANCE RALLYING !

To a rally driver it's an all out, day or night race on an unknown dirt road, trying by sheer concentration to blend a high-strung, production based race car and the road into an unbeatable stage time.

To a co-driver it's the thrill of the world's greatest amusement park ride, combined with the challenge of performing with great mental accuracy under the most physically demanding conditions.

For the spectator it's a view of the most exciting and demanding of motor sports. Around the world, rallying is wildly popular, attracting huge crowds that line the roads at every event in the FIA World Rally Championship.

In a performance rally, each team consists of a driver and co-driver (navigator). The cars start at one or two-minute intervals and race at top speed against the clock over competition stages. Connecting the stages are "transits" on public roads where cars must obey the posted speed limits. The teams achieving the fastest combined times on the competition stages win. Drivers stay on existing roads, and never blaze their own trails. Stages can combine into some 100 miles in a two-day rally.

Great news for those who want to participate are rallycross events, basically autocrosses on unpaved surfaces. Entry requirements and entry fees are minimal, making them an excellent place to get started in rallying.

WHO ORGANIZES RALLIES? WHAT TYPES ARE THERE?

National Auto Sport Association (NASA), Rally America and the United States Auto Club (USAC) are the sanctioning and insuring bodies for the majority of performance rallies in the United States. The California Rally Series (CRS) has regional championships in various classes and includes events organized by these bodies.

"Stage rally" requirements for cars and trucks are a co-driver and fully prepared vehicle (roll cage, safety harnesses, etc.). Teams use a "routebook" with mileages to follow the course and usually use turn-by-turn stage or pace notes as well. They range from simple "coefficient 1" local events of less than 30 stage miles, to longer "coefficient 2" rallies with 30 miles to under 65 miles, to "coefficient 3" events with at least 65 miles of stage road. Larger rallies such as those in one of the national championships usually include 100-150 miles of stages over two days.

"Rallysprints" are coefficient 1 events that only require a driver and are often held on closed stadium courses. "Rallycross" events also require only a driver and these autocrosses-on-dirt give the other members of a rally team a chance to compete in the team car! In fact, rallycross competition allows almost any vehicle - license, insurance, and roll cage are not required!



Bill Holmes & Sean Gallagher - 2012 CRS-5 Rally Champions

WHAT ARE THE CHAMPIONSHIPS?

At the *national* level there are events located across the country, from snowy Michigan terrain to Southwest desert foothills, and on forest roads from Maine to Oregon. The Rally America Championship series encompasses seven events. NASA sanctions the NASA National Rally Championship (NNRC) which is comprised of eight events, in two Divisions, Atlantic and Pacific.

At the *regional* level, USAC supports the “Bilstein Southwest RallyCup Series.” NASA’s local regional championship consists of the CRS rallies it sanctions.

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

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

WHAT VEHICLES RUN? IN WHAT CLASSES?

For stage rallies and most ralliesprints, vehicles must be street-licensed, and meet certain minimum liability insurance limits. A wide variety of cars and trucks compete, although sports sedans tend to dominate.

Rally America & USAC recognize eight classes. In the three “production” classes, vehicles conform very closely to stock specifications. Production Class cars are typically two-wheel drive. Production GT and Super Production cars are usually turbocharged and four-wheel drive, but the latter class allows certain modifications. In contrast, the four “open” classes allow extensive modifications. There are two open classes for two-wheel drive: Group 2, for smaller engines (normally aspirated), and Group 5, for bigger engines up to 5100 cc adjusted displacement. The fastest class is Open Class, where turbocharged four-wheel drive cars predominate (5100 cc limit). Open Light is a regional class for normally aspirated four-wheel drive cars. The Historic class is for vintage rally cars.

The NNRC recognizes four classes. The NNRC Open All Wheel Drive (AWD) class corresponds to RA Open, Open Light, and Super Production classes. The NNRC Open Two Wheel Drive (2WD) contains both RA Group 2 and Group 5 vehicles. NNRC Production AWD includes RA Production GT, and NNRC Production 2WD matches RA Production Class.



Aaron Ekinaka
2012 Rally 4wd Rallycross Champion



Michel Hoche-Mong - 2012 CRS-2 Rally Champion

California Rally Series classes overlap with the classes above since CRS points are earned at events sanctioned by both USAC and NASA. However, there are some important differences, especially in the “stock” class. The four “open” classes in CRS (CRS-2, CRS-5, CRS Open Lite and Open 4WD) have few limitations and are similar to the open classes in USAC and NASA rules.

CRS also has a “stock” class which restricts vehicle preparation thereby limiting the cost of vehicle preparation. Performance Stock Class is self-policing and self-governing. Performance Stock Class requires cars to be two-wheel drive, with normally aspirated four cylinder engines and a maximum value of \$4000.

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



Keith Jackson & Marra Estep - 2012 Open 4WD Rally Champions



**Danny Downey
2012 Street Stock 2wd Rallycross Champion**

WHAT ARE THE EXPENSES? THE AWARDS AND PRIZE FUNDS?

Racing is expensive – there’s no getting around it! Given that fact, it is still possible to get more seat time for your dollar behind the wheel of a rally car than in most other forms of motorsport. It’s real racing, but in a car you could actually drive to work (and some people do!). You can get in a lot of “sideways time” just taking an afternoon off to go testing or practicing – something you certainly can’t do in a regular “race car” (just be sure to block the practice road from civilian traffic!). And you may find that having two people on a team means two people are splitting the costs, which can be a big help. So what are the expenses?

The best way to go rallying cheaply and immediately is to buy someone else’s rally car! You will pay 50 cents on the dollar for all of the modifications and you will have a ready vehicle, logbook and all, at the next event. You should seriously consider this option before deciding to go to the trouble and expense of building a car – even if it’s just for your first year or two while you “learn the ropes.”

To prepare a basic rally car or truck yourself for rallies and ralliesprints, you can expect to spend a certain amount on vehicle preparation and additional money on purchasing equipment for both the car and its occupants. Basic safety equipment for the car includes a roll cage (typically \$800 to \$1500 – these come prefabricated for bolting or welding in, or can be fully custom-built). Some reinforcing of suspension parts is a good idea, for a tough suspension is essential. Expect to spend \$200 to \$800 for springs, and \$400 to \$1500 (or more) for shocks. The car will need two or more fire extinguishers (around \$50 unless you opt for a full fire system), and racing seats (begin at \$150 each). Racing harnesses, five to seven point, start at \$70 per person and must be replaced or rewbed every five years to meet safety requirements. A hundredths-reading odometer can often be bought used for \$200 or less; new models usually run \$250 – \$500. A top-end navigator light costs around \$40 although cheaper substitutes can be found. Driving lights are another item you may be able to find used. New driving lights start at around \$100 each and may require special wiring or prefabricated harnesses (\$40-\$80 for two lights, typically).

Two other items generally considered indispensable are a skid plate or plates, which may be fabricated for \$80 to \$150, and rally tires, which generally cost at least \$130 each. You may need to upgrade wheels if you are bending or breaking them. There are a variety of small items that need to be added to your car as well (tool box, battery box, tire tie-down method, D.O.T. triangles, etc) – but these can cost a little or a lot depending on your ingenuity and “connections” with other rallyists!

These are the basic items to build a beginner car; you then may choose to add performance modifications such as computer chips or other engine upgrades, a limited slip differential, brake bias control, etc. depending on what is allowed in your class.

Sometimes you can find used equipment for driver and co-driver as well – or borrow these items until you can afford them. Helmets have certain certification requirements shown by their label and start at about \$180. Driving suits start at \$90 and run the gamut from a plain color to completely custom designed, and from treated cotton single-layer suits requiring fire-retardant underwear, to double or triple layer in various materials. Again, certification labels show the capabilities of these suits in protecting you from fire. You may choose to add driving gloves and shoes and other personal equipment, although they are not required. Head and neck restraints such as HANS devices are required and start at about \$700. It is important to check the current certification requirements for the sanctioning bodies.

Entry fees generally run from \$30 to \$50 for rallycross events. Coefficient 1 rallies and rallysprints may cost \$200 to \$400. Coefficient 2 and 3 rally entry fees range from \$275 to \$600. NASA events require an annual membership (\$45) and a rally license (\$50). USAC regional events do not require an annual membership, but do require a Rally License (\$125). CRS membership (\$30) is not required at events unless you wish to earn CRS championship points.

Other expenses you must anticipate include racing gas for higher performance engines, and possibly a bit higher insurance fees to meet liability minimums for both the rally car and designated service vehicle. Most rallyists choose to buy or borrow a trailer to tow their car to events. Motels and food are part of a rally weekend's expenses, and can vary widely according to your budget and tastes.

After adding up these expenses, can you expect to cover them by winning money or getting sponsors?

The simple answer is: NO! Very few rallies have any money left in their budgets for prize funds, as they try to keep entry fees as low as possible. You can expect a trophy to the top third of the starters of any CRS rally in each class, however. In addition, the year-end Awards Banquet presents up to five of the top finishers in each class with top-quality photo award plaques for the Rally, Moto and Rallycross Championships. The Rallysprint winners are also honored if that championship takes place in a given year. There are several other year-end awards given, including Rookie of the Year, Outstanding Worker, and Rallycross Supporter.

Sponsors are difficult to obtain, but not impossible. The best chance for sponsorship is in your own community. You may find businesses that are willing to give you services, such as tire changing and balancing, in trade for placing their name on the side of your car. While many rallyists manage to find a bit more sponsorship, even some cash, it is important not to enter the sport with this expectation (alas, this isn't Britain or Europe in that respect!). Better to plan your rally season within your budget and run what you can afford. Any prize money or sponsor help will get you to more events or allow you to move up to the next level.

HOW DO I GET INVOLVED?

Rallycross is the easiest way to get involved as a driver. Many people are happy to make a rallycross championship their ultimate goal as it fits their time and budget better than full-scale rallying.

Often prospective rallyists get into the sport by volunteering to help at a rally as a control worker. The advantage of this is that you gain an understanding of the timing system, get to know the organizers and competitors, and may find a rally car or bike for sale sooner. You will also begin to appreciate what works and what doesn't in car and bike preparation, and may even learn from others' mistakes in driving/riding and co-driving!

Watch for the rally schools held several times a year. They cover all aspects of the sport. Most even give you hands-on driving or co-driving experience and help you move out of the novice category. Plus, they're a lot of fun!

A beginning point for many drivers, surprising as it may seem, is co-driving. Although it's not easy, it is worth learning at a rally school or by running with an experienced driver who gives you pointers. Especially if you run with a fast driver, you will be far better prepared when it's your turn to drive. Rally driving techniques are unlike those in other motorsports. Co-driving is also a cheaper way to get into competition!

Of course, nearly half the competitors in the sport are co-drivers by choice! They enjoy the challenges of "the hot seat" and the fact that they can rally much more frequently than driver/car-owners. A good co-driver will be sought after and can move up to national-level competition more easily than a driver.

Before you tackle working, driving/riding, or co-driving, you may also choose to volunteer to help on a team's service crew. This is an excellent way to get to various events and learn about the sport.

It is important to develop friends and mentors in rallying. The great news is: rallyists are extraordinarily helpful to each other and especially to newcomers. They are truly "impassioned enthusiasts" eager to share the excitement and rewards of their sport, and you will have no trouble getting information whenever you need it. Check the list of CRS organizers on the calendar and the CRS officers in the back of this rulebook for a starting point. You will also find a lot of helpful information on the web – events have their own websites - or you can go to one of the excellent general rally websites. These include:

California Rally Series **www.CaliforniaRallySeries.com**

Special Stage **www.specialstage.com**

Rally Racing News **www.rallyracingnews.com**

So make your plans and join the fun! Good luck in your rally career!

VEHICLE ELIGIBILITY

All vehicles on rally events are required to be street legal and licensed for use on the street. Most CRS rallies are sanctioned by NASA or USAC. For these rallies all cars must have a vehicle Log Book. Other sanctioning bodies may not require log books or all of the items listed below. Check with the appropriate sanctioning body for events you intend to run. The list below is intended as an example of some of the car and truck requirements for NASA and USAC events. Complete details can be obtained from the sanctioning body's website.

- 1) A Hazardous Material Spill Kit.
- 2) Mud flaps on all driven and rear wheels.
- 3) Roll cage meeting current NASA, Rally America or FIA specifications.
- 4) 5, 6, or 7 point harness meeting requirements (including age).
- 5) Laminated safety glass front windshield.
- 6) Batteries inside the driver's compartment must be equipped with leakproof caps and be enclosed in a non-conductive "marine type" battery box.
- 7) Hood pins.
- 8) Two tow hooks (eyes), painted red or yellow, must be mounted to the vehicle, one front and one rear.
- 9) First aid kit meeting specifications.
- 10) 3 or more DOT reflective triangles.
- 11) Two Halon or dry chemical fire extinguishers with a total rating of at least 20 B:C. Cars with on-board systems must carry a removable minimum 10 B:C extinguisher as part of the required capacity.
- 12) Tow rope.
- 13) A fireproof bulkhead is required between the driver's compartment and the gas tank, fuel pumps, fuel fillers and filters.
- 14) Power door locks are prohibited.
- 15) Plastic sunroofs prohibited, metal sunroofs must be fixed shut.
- 16) Helmets with current dates on a "SNELL SA" sticker ("SNELL M" stickers are not acceptable, except at rallycross events), or meeting other listed standards.
- 17) Driving suits meeting listed standards (ex., SFI 3-2A/1 driving suit with Nomex underwear, or SFI 3-2A/5).
- 18) Approved head and neck restraint systems (ex., HANS devices).
- 19) Seats that are not hinged-back and meet listed standards.

CRS CHARTER

The California Rally Series (CRS) is an “association” as opposed to a “profit” based organization, formed by the event organizers and the officers of the series. The CRS has three major goals:

1. Support event organizers.
2. Provide championships that give meaningful year-end awards for local competitors.
3. Promote the sport of Performance Rallying.

The role of supporting event organizers includes loaning organizers funds to pay up front expenses, as well as providing clocks, sign boards, radios and other equipment for organizers to use.

The role of providing meaningful championships has focused on the CRS Rally, Rallysprint and Rallycross Championships. In addition this role has resulted in the formation of popular competitor-driven rally classes like Performance Stock.

The role of promoting the sport has resulted in the addition of “how to get involved” materials in the front of the rule book as well as on the CRS website. CRS has also been active in promoting rallying at various car shows and other events, in recognizing volunteers, and in supporting rally schools.

CRS BOG OPERATION

The CRS is governed by a Board of Governors (BOG) which consists of the organizer from each CRS event (Rallies, Rallysprints and Rallycrosses). Membership on the BOG will begin once the event has been accepted onto the CRS calendar and continue for the remainder of the year the event occurs in. In addition to the organizers there will be a number of other members including: the Director, Equipment Manager, Secretary/Treasurer, Membership Officer, Competitor Liaison, Rallycross Liaison, Press Liaison, Sponsor Liaison, Webmaster and the Stock Class Chairman. The responsibilities of the officers are detailed in Appendix L of these rules on the CRS website.

BOG Operation:

The BOG shall make decisions on Calendar approval, amendments to these rules, amounts of fees, and any other items deemed appropriate by the Director. The BOG shall also be responsible for appointing people to fill the jobs of Equipment Manager, Secretary/Treasurer, Press Liaison, Membership Officer, Rallycross Liaison, Webmaster and Sponsor Liaison. The BOG will also serve as an informal forum for the organizers to discuss items related to the organization of rallies. For the details of BOG operation see Appendix L of these rules on the CRS website.

EVENT REQUIREMENTS and SUPPORT

Rally Event Eligibility: There will be certain minimum requirements which must be met if an event is to be considered for inclusion into the CRS Rally Championship. These requirements have been established to develop credibility in the eyes of the competitors, and thereby promote rallying in general (and the CRS specifically). An event will be considered a “new rally” if it has a new organizer and new stage roads or has not been run for two or more years. A “new rally” will only be allowed to count as either one single points event or one double points event in the CRS Rally Championship for that weekend. To be considered for inclusion in the championship as a triple points event or multiple events the rally must first have been executed successfully. Rally organizers will be limited to no more than three CRS rallies per weekend with a total of no more than six coefficients. Review of existing events is covered in Appendix L on the CRS website.

When establishing the rally calendar one objective will be to have at least three empty weekends between CRS Rally events. Having only two empty weekends between CRS Rally events will only be allowed with the approval of all the events involved. There will not be any additions to the CRS Rally calendar after Jan 1. Any changes to the schedule published in this book must be approved by the CRS BOG.

CRS Event Class Trophies / Awards: As a minimum, CRS Rally events will award trophies/awards to the top 1/3 of the starters (see table below) in each CRS class (to finishers only), whether the competitors are CRS members or not. Trophies will be for both drivers and co-drivers. For multiple event weekends the events may be combined into a single trophy for the weekend.

Starters	Minimum Trophies	Starters	Minimum Trophies
1 - 4	1	11 - 13	4
5 - 7	2	14 and more	5
8 - 10	3		

Organizer Support: The CRS will loan any CRS organizer the funds required to pay the sanction and insurance fees. This loan is to be repaid to the treasurer prior to the event. The CRS maintains the following equipment and materials for use by event organizers free of charge: clocks (freezable Timewise clocks plus large start display clocks), rallycross timing system, green flags, family radios, sign boards, worker vests, clipboards, an EZ-Up, 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, 2013 will buy a membership effective until Dec. 31, 2014 (1 year & 3 months); while joining on Sept. 26, 2013 will buy a membership effective until Dec. 31, 2013 (3 months). Competitors will begin accruing CRS championship points only after paying their annual membership fee.

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, mailings) 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.

Dusty Times:

CRS members (either Full or Associate) can elect to subscribe to Dusty Times for a special discounted CRS subscription rate of \$15 (normal subscription rate is \$25).

HOW TO JOIN

To join as either a full or associate member go to the CRS website and fill out the online membership application. You can then pay either by PayPal or by check. If you have any questions about membership you can contact the Membership Officer by email or phone.

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

CRS RALLY CHAMPIONSHIP

Rally Championship Classes:

The five CRS classes will be recognized at all rally events (Open 4WD, CRS-2, CRS-5, CRS Open Lite and Performance Stock). The SCC is responsible for the determination of vehicle eligibility for the Performance Stock Class. The SCC will furnish a list of qualified Performance Stock Class vehicles to the organizer prior to the start.

Coef 1 Rally Co-Driver Requirements: To avoid confusion relating to co-driver requirements, any Coef. 1 event advertised as a ralliesprint that is included in the Rally (not Rallysprint) Championship which will require co-drivers, must so state in the event announcement. If there is no such statement (“CO-DRIVERS REQUIRED”) co-drivers’ points will not be awarded in the Rally Championship, regardless of what happens at the event.

Points, event weighting, dropping events and ties: The Rally Championship will use the systems for awarding points, event weighting, dropping events and resolving ties described in “Common Championship Info”.

CRS RALLYSPRINT CHAMPIONSHIP

Rallysprints are held on short, closed courses where co-drivers may or may not be required. Either Rallysprints or Coefficient 1 Rallies can be included in the Rallysprint Championship. Any year that there are four or more qualified events on the calendar at the beginning of the year, there will be a CRS Rallysprint Championship for drivers. The organizers of Rallysprint events on the CRS calendar will have the choice of placing their event in either the Rally or the Rallysprint Championship, but not both. Competitors must be CRS members prior to the event to accrue CRS Rallysprint Championship points. The Rallysprint Championship will use the systems for awarding points, dropping events and resolving ties described in “Common Championship Info”. The Rallysprint Championship is for drivers only. No Co-Driver points will be awarded even if Co-Drivers are required by the event. Each Rallysprint event will have 200 organizer points available to split among the organizers (who did not compete in the event), with no person receiving more than 100 points. Organizer points will only be valid after a person has received points as a competitor. Rallysprints will award CRS points for drivers only in the same classes as the Rally Championship. While organizers may allow competitors to enter in more than one class, only one class will be scored for CRS Rallysprint Championship points at an event (to be declared before the event).



Thomas Bloess - 2012 Street Mod 4wd Rallycross Champion

CRS RALLYCROSS CHAMPIONSHIP

Rallycross events are those events which do not have route instructions, do not require a co-driver, and do not require a roll cage. Any year that there are four or more rallycross events on the calendar at the beginning of the year, there will be a CRS Rallycross Championship for that year.

Rallycross Calendar:

The rallycross organizers will be limited to a maximum of three events per venue that will be included in the championship. The Rallycross Liaison will be the single point of contact for establishing and revising the championship calendar, which will be maintained on the CRS website.

An initial calendar for the Rallycross Championship will be published in this rulebook. The following rules apply to changes:

An event may be added provided that 1) the organizer provides at least six weeks lead time and 2) the organizer has previously completed a successful event at that venue. The event may be listed as non-points on the website in the case of insufficient lead time.

In the case of a date change, the organizer must provide notice at least three weeks in advance, or the event will lose its status as a championship event.

In the case of possible cancellation or postponement due to unforeseen circumstances such as poor course conditions, the organizer must give notice at least ten days before the event date. An advisory will then be posted on the CRS website. The organizer will follow with a final decision at least two days from the event. This will be posted on the CRS website. Subsequent rescheduling on the championship calendar will allow at least three weeks lead time.

Rallycross Points:

The Rallycross Championship will use the systems for awarding points, counting events, and resolving ties described in “Common Championship Info” (page 27). There will be no organizer points awarded, because it is possible for an organizer to compete in his own event if he wants to. To be eligible for a year end award a competitor must have been a CRS member and started at least two events. For purposes of computing CRS Rallycross Championship points all runs will be counted. If a rallycross organizer should tabulate his results differently the Rallycross Pointskeeper will retabulate the results as necessary. The CRS Rallycross championship will be limited to a maximum of three events per venue.

Rallycross Classes:

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



**Chris Walker
2012 Street Stock 4wd Rallycross Champion**

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

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

Rally 2wd & Rally 4wd:

Cars running tires that do not qualify for the "Street" classes will be placed in either the Rally 2wd or Rally 4wd class.

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

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

CRS Overall RX Championship:

The CRS will give year-end awards to the top 3 in the CRS Overall RX Championship. The overall CRS RX Championship will award points in all classes recognized by each CRS RX event, giving the top CRS member in each class 100 points. Those who DNF will be awarded 10 points. All other CRS finishers will be awarded points based on their percentile within the CRS members in the class (relative to the 100 and 10 point boundaries). So a class with 3 CRS member finishers would receive 100, 70 and 40 points for first, second and third. A class with 9 CRS member finishers would receive 100, 90, 80 etc for first, second, third etc.



Randy Gallman - 2012 Street Modified 2wd Rallycross Champion

2013 CRS Rally Championship Calendar

May 4 Sat	High Desert Trails Rally (3) Kris & Christine Marciniak	Ridgecrest, CA rally@highdeserttrails.com
June 7-9 Fri-Sun	Idaho Rally (3, 2) Dick Rockrohr	Boise, ID buellracer1@yahoo.com
July 20-21 Sat & Sun	Mendocino Rally (2, 3) Jim Robison	Ukiah, CA Jim@mendocinorally.com
Aug. 24 Sat	Gorman Ridge Rally (3) Ray & Donna Hocker	Frazier Park, CA rayhocker@verizon.net
Oct 4-5 Fri & Sat	Prescott Rally (2, 3) Michael Taylor	Prescott, AZ chairman@prescotttrally.com



Schools

Sat, Feb 16	Ridgecrest Rally School Ray & Donna Hocker	Ridgecrest, CA rayhocker@verizon.net
Sat, March 3	Widget Recce Workshop John Dillon	Thousand Oaks, CA recce.jpmd@xoxy.net
May 17 & 18 Fri & Sat	Santa Rosa Rally School Paul Eklund	Santa Rosa, CA pauleklund@msn.com

2013 CRS Rallycross Championship

Feb 17	Ridgecrest	Ray Hocker rayhocker@verizon.net
March 17	Glen Helen 1	Jayson Woodruff woodrufj@jaycomservices.com
May 5	HDT RX	Kris & Chrisitne Marciniak RX@HighDesertTrails.com
May 19	Santa Rosa	Jon Burke up2mntns@gmail.com
Sept 8	Glen Helen 4	Jayson Woodruff woodrufj@jaycomservices.com
Dec 8	Glen Helen 7	Jayson Woodruff woodrufj@jaycomservices.com

Check www.CaliforniaRallySeries.com for current CRS Rallycross info.

Competitors will be given at least six weeks notice of any additional points events.



Eric Martin
2012 Rally 2wd Rallycross Champion

COMMON CHAMPIONSHIP INFO

The following paragraphs relate to more than one of the preceding championships.

Speed Factors:

Raw Speed Factors: Speed factors are referenced to the fastest driver on each stage. For Raw Speed Factors the fastest driver is given a 1.00 and all others are calculated from that time ($\text{StageSpeedFactor} = \text{ET} / \text{FastTime}$). A driver's Event Speed Factor is determined by dropping his worst two and his 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 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 all CRS Speed Factors from previous years will be adjusted downward by .01 per year with a maximum reduction of .05. So for 2013, any speed factor earned in 2012 will be unchanged, those earned in 2011 will be reduced by .01 and those earned in 2010 will be reduced by .02, and so on. The largest of the resulting annual speed factors will then be the starting speed factors for 2013. If a driver moves from a 4wd car to a 2wd car his speed factor for that event will be reduced by .05. While CRS Speed Factors are intended to help develop the start order other factors may influence the final start order.

Claims: Any claims will be handled per the competition rules under which the event runs.

Event Points:

CRS points will be awarded to all CRS members who start the first stage of the rally. For championship purposes points will be awarded based on the CRS competitor's finishing position in his/her class relative to other CRS competitors in the class. For instance, since non-CRS members will not receive points, the top finishing CRS member in a class will receive winning points regardless of any non-CRS competitors who finished ahead of him/her.

The organizers of the event will have 400 points to distribute amongst themselves, with no organizer getting more than 100 points (prior to weighting). No competitor can receive more than a total of 500 organizer's points in a given year. Organizer points will be assigned at the time the CRS standings are first tabulated for that event. Organizers can not get points as a competitor at their own event. Organizers that are not eligible for year end awards (because they have not yet competed in that class during that year), will be identified in the standings.

Place	Points	Place	Points	Place	Points
1 st	100	6 th	50	11 th	25
2 nd	88	7 th	43	12 th	23
3 rd	77	8 th	37	13 th	22
4 th	67	9 th	32	14 th and on	21
5 th	58	10 th	28	Start first stage	10

Event Weighting:

To properly reward the competitors who do well on the longer, more demanding events, these events will receive heavier weighting. For example, 1st in class in a double points event awards 200 points, in a triple points event 300 points. Events with 10 to 30 stage miles and less than 30 minutes of hot stage time will be single points events. Events with 65 or more stage miles or 60 minutes of hot stage time will be triple points events. Those in between will be double points events. For purposes of determining “stage miles” the distance from the Start control to the Stop control will be used. For longer events, the event organizer will be free to choose which portions of the overall event will be counted as separate CRS events.

Totaling Points:

Since it is desirable to allow competitors to drop their worst events, the following system for dropping events will be used.

total events	count	total events	count	Total events	count
in series	best	in series	best	in series	best
1	1	6,7	4	12,13	7
2,3	2	8,9	5	14,15	8
4,5	3	10,11	6		

Tie Breaking:

In the event of a tie at an event, all competitors tied for a position will be given the points for the tied position. The next placing competitor will be awarded points appropriate for the number of places below the tie. Example: A three way tie for second will give all the tied teams 2nd place points (88), and the next placing team will get 5th place points (58).

In the event of a tie for a year-end ranking the tie will be broken by comparing the total points accumulated in triple points events at which both competitors started in the class in question. All events started will be counted (no events will be dropped). If this does not resolve the tie the same method will be applied to the double points events. If a tie still exists the same method will be applied to the single points events. If the above method fails, the tie will remain.

2012 Special Awards



Eddie Fiorelli
2012 Zimmerman Award



Chris Spacone
2012 Worker of the Year



Doug Whited
2012 RX Supporter of the Year



Jen Imai
2012 Galal Souki Award



Jim Robison
2012 Bill Moore Award

YEAR-END AWARDS

Class Awards:

There will be year-end awards (e.g., trophies) for the top competitors in each of the classes. Rallycross competitors must start a minimum of two events to be eligible for a year-end award. For all Championships, trophies will be awarded as follows:

Trophies	Competitors	Trophies	Competitors
5	15 or more	2	4 or 5
4	10 thru 14	1	1 thru 3
3	6 thru 9		

Rookie of the Year:

To be a candidate a driver or co-driver must begin the year having never finished a Rally in that role. The Driver Rookie of the Year will be the qualifying driver who finishes in the highest percentile 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, and is presented by Chad DiMarco of Sube Sports.

The Galal Souki Memorial Award:

The Galal Souki award, selected by the Stock Classes Chairman, was created to recognize CRS GT and 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.



Sarkis Mazmanian
2012 Performance Stock Class Rally Champion

Appendix A
PERFORMANCE STOCK CLASS RULES

1 GENERAL INFORMATION

1.1 The CRS Performance Stock Class was created to provide a lower cost form of competition by using basically stock engines and low cost cars. The following rules have been made to limit the effectiveness of expensive horsepower/drivetrain modifications and should be maintained as such to keep the class a “drivers class”. By keeping certain items “stock” and other modifications limited, dominance of the class by one particular type of car will not occur. This concept is referred to as the “Spirit of the Class”, and may be applied by the Stock Class Committee in cases where the following rules may not apply.

1.2 In general, THE CARS ARE TO BE STOCK IN ALL ASPECTS EXCEPT THOSE ITEMS SPECIFICALLY MENTIONED IN THESE RULES!

1.2.1 Optional equipment will be allowed only when the specific option was available on the body style as delivered in the U.S. from the factory, except as modified in section 5.2 of these rules.

1.2.2 Dealer-installed options are not allowable. (Many examples of these types of modifications exist and do not fall within the “Spirit of the Class”).

1.3 These rules are modified every other year (2011, 2013 etc) by ballot, to be in effect for the following two years. As a result these rules may change for 2014 but not for 2015. Voting will be restricted to those competitors who ran in Performance Stock since the previous vote on Stock Class rules.

2 VEHICLE ELIGIBILITY

2.1 All cars and trucks competing in the Performance Stock Class will be limited to a market value (for the basic car) of not more than \$4,000. Vehicles in this class are limited to 4 cylinders or less or two rotors. The number of valves or ports must remain stock.

2.2 Vehicles equipped with turbochargers, superchargers or four wheel drive will not be allowed in Performance Stock Class.

2.3 If the value of the car is in question, it will be checked via the current wholesale Blue Book with no additions or deductions for optional equipment or mileage (or general market value). The first year that the engine-body-induction system combination was offered for sale by the manufacturer will be used to determine the value of the vehicle.

3 UPDATING AND BACKDATING

3.1 A model is defined as a specific body style, i.e. Mitsubishi Galant or VW Golf. When within a model line a turbo or 4 wheel drive option exists, all parts unique to the turbo / 4 wheel drive cars may not be used on a Performance Stock Class vehicle. Example: Brakes on a Mitsubishi Eclipse GSX may not be used on a GS.

3.2 Other than the restrictions of 3.1, any part may be updated or backdated freely within a given body style, provided that the part was available from the factory on a production car sold in the U.S. Example: Parts from a 93-95 VW Golf (Golf III) may not be used on a 85-92 VW Golf. However, parts from a '91 Golf II may be used on an '85 Golf II.

3.3 Engine updating and backdating is allowed with the following provisions and must comply with Section 4. In addition updating and backdating may cause the basic value of the car to change (see section 2.3).

3.3.1 The combination of body, engine, induction system and exhaust manifold must have been available in the U.S. from the factory.

3.4 Fasteners, including but not limited to nuts, bolts, studs and locking devices, nylocks, cotter pins are unrestricted as long as they remain made from a ferrous material.

4 ENGINE

4.1 Internal parts are free with the exception that the stock block must be retained in the stock location.

4.2 The stock induction system meaning the intake manifold, carburetor, or fuel injection system and exhaust manifold must be retained. However the stock intake and exhaust manifolds may be modified. The stock carburetor may be rejected. The choke mechanism may be removed or fixed open.

4.3 The rest of the exhaust system is free, but must include a suitable muffler.

- 4.4 The air filter and housing is free.
- 4.5 The ignition system must be of stock design with the following exception. Breaker points may be replaced by an electronic trigger that remains in the distributor and does not include an MSD style ignition system.
- 4.6 Stock ECUs can be reprogrammed (EEPROM replacement) and/or re-flashed.
- 4.7 Motor mounts are unrestricted as long as they remain in the stock location.
- 4.8 Engine oil coolers, transmission coolers, and radiators may be added or upgraded.
- 4.9 Fuel pumps and pressure regulators are unrestricted.
- 4.10 Four cylinder, piston type engines equipped with carburetors and fewer than 4 valves per cylinder will be allowed the following modifications:

- 4.10.1 The exhaust manifold is free.

- 4.10.2 The stock carburetor may be replaced with an aftermarket carburetor (on the stock intake manifold), provided that the total cross sectional area of the throttle body bore at the interface with the intake manifold is less than 2.85 square inches. Any carburetor with a 32mm primary bore and a 36 mm secondary bore will meet this requirement. Likewise any carburetor with two 34 mm bores (or less) will also meet this requirement. Competitors utilizing an aftermarket carburetor will be required to provide documentation demonstrating compliance with this requirement to the Stock Class Chairman the first time the car is entered in competition.

5 DRIVETRAIN

- 5.1 Clutch and flywheel are free.
- 5.2 The transmission shall be stock for the body style. Ratios available in any year of the same body style may be used.
- 5.3 Any differential ratio may be used. The differential itself may be open, welded, locked, or limited slip.
- 5.4 Brake lines may be rerouted and rubber hoses may be replaced with Aeroquip-type material.
- 5.5 The rear axle assembly, meaning the housing, differential and axles is free providing: brakes of the same type and size are retained. Example: a '68-'73 Datsun 510 equipped with a R160 rear differential may use the larger R180 differential as long as it mounts in the stock location and no suspension components are altered.

6 SUSPENSION

6.1 Strengthening of stock parts and mounting points is allowed, however modification of the original part in the process is not allowed. As an example, a suspension arm may have additional material welded onto it, but it may not be lengthened or shortened in the process. Wheel mounting bolts may be changed to wheel mounting studs.

6.2 Limit straps may be added.

6.3 Springs and shock absorbers are free in the stock location.

6.4 Adjustable competition struts in the stock mounting location may be used. The spring perch height and diameter may differ from the stock dimensions.

6.5 Sway bar size is free in the stock location, or may be removed.

6.6 Strut mounting holes may be slotted and/or offset bushings may be used to modify camber. Control arms may NOT be modified (except reinforcing).

6.7 Suspension bushing material is free in the stock location.

6.8 Brake pad and shoe materials are free, using the stock caliper or drum assembly as equipped by the manufacturer. Modification or removal of brake backing plates is allowed.

6.9 Flexible brake lines are free.

6.10 Wheels and tires are free.

7 BODY-EXTERIOR

7.1 Underpanning and structural reinforcing are allowed.

7.2 The stock hood latches and trunk latches may be modified or replaced. Hood vents may be added. Hood scoops are not allowed.

7.3 Fenders may be cut to remove a maximum of one inch from the outer edge around the wheel well to allow for tire clearance. Fender flares may be added over the stock fenders.

7.4 Gas tanks are free as long as they meet safety requirements. Fuel lines may be rerouted and rubber hoses may be replaced with Aeroquip-type material.

7.5 Electrics are free (alternator size, battery location, lights, etc.).

7.6 The material, construction and mounting method of bumpers are free (both front and rear bumpers are required by state law).

7.7 Roof vents are allowed.

8 BODY-INTERIOR

8.1 Door panel upholstery material may be substituted or modified for clearance of roll cage bar door bars. Sheet aluminum or carbon fiber are not acceptable replacements.

8.2 Impact foam may be added into the front doors. Removal of any door material is not allowed.

8.3 The steering wheel is free.

8.4 The front seats are free.

8.5 The following items may be removed: center console, rear seat, rear deck cover, headliner, pillar trim, carpets, associated padding, sound deadening material, radio, speakers and air conditioning. Heater must remain operational through stock plumbing.

8.6 The dashboard may be modified to accommodate safety and rally equipment only.

9 ELIGIBILITY

9.1 Prior to each CRS Rally, all competitors in Performance Stock class are required to present their vehicles for inspection. The inspection may be a group or individual activity as dictated by the Stock Class Chairman.

9.1.1 A group class inspection will be supervised by the Stock Class Chairman. Questions of class compliance will be handled on the spot by vote of the class competitors present and the Stock Class Chairman. A simple majority will carry.

9.1.2 An individual inspection may be suggested by the Stock Class Chairman in which each competitor is personally responsible for the inspection of all cars in the class. Similarly, each competitor's car must be available during the prescribed inspection time frame. Such inspections will require the competitors to fill out and/or sign a form indicating that they accept the legality of all cars competing in the class. This form will also allow the questioning of any item on any car. Inquiries will be investigated by the Stock Class Chairman. Any discrepancies to the rules will be voted on by the competitors as overseen by the Stock Class Chairman. All inquiries must be submitted by the deadline, and all inquiries should be processed prior to the start of the rally.

9.2 The Stock Class Chairman is responsible for coordinating the Performance Stock Class tech inspection.

9.3 The burden of proof of eligibility is on the competitor. A shop manual, presented by the competitor, will be used during inquiries. Lack of shop manual will result in forfeiture of inquiry.



Alex Rademacher & Jeana Yi - 2012 CRS GT Class Champions

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

9.5 If a competitor wishes to file a claim concerning rule 9.1 above, he should contact the Stock Class Chairman (SCC). The SCC will form a claims committee including himself and two other people who are not competing in the class at that event.

9.6 Competitors who miss the mandatory Stock Class meeting but still desire to participate in Performance Stock or CRS GT must contact all competitors in the desired class and secure their signatures as acknowledgment of their acceptance of this competitor and their vehicle as eligible for competition. The Stock Class Chairman will have a form available for this purpose and completed forms must be returned to the SCC prior to the first vehicle leaving the first MTC or start.

Appendix B CRS OPEN LITE CLASS RULES

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

Appendix C

OPEN 4WD, CRS-2 & CRS-5 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 of no greater than 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

1975	Hendrik Blok	Steve Ruiz
1976	Hendrik Blok	Erick Hauge
1977	Hendrik Blok	Erick Hauge
1978	Hendrik Blok	Rod Sorenson
1979	Rod Millen	Mark Howard
1980	Rod Millen	Grant Whittaker
1981	Frank Jacob	Wes Gaede
1982	Ken Smith	Dennis Sheean
1983	Richey Watanabe	Randy Hensley
1984	Richey Watanabe	Howard Watanabe
1985	Scott Child	Jim Love
1986	Lon Peterson	Jim Love
1987	Bill Holmes	Jim Rogers
1988	Lon Peterson	Jim Love
1989	Lon Peterson and Jeff Griffin (Tie)	Camille Griffin
1990	Lon Peterson	Jim Love
1991	Lon Peterson	Jim Love
1992	Jeff Griffin	Chris Griffin

Appendix D
PREVIOUS RALLY CHAMPIONS (cont'd)

STOCK GT CLASS

YEAR	DRIVERS	CO-DRIVERS
1988	Mike Blore	Gary Dunklau
1989	Ken Smith	Mark Williams
1990	Gary Luke	Mark Williams
1991	Tony Tavares	Carlos Tavares
1992	Roger Hull	Rob Cherry

STOCK CLASS

YEAR	DRIVERS	CO-DRIVERS
1978	Mike Gibeault	Tim Cox
1979	Mike Gibeault	Gale Tyler
1980	Kris Mellon	Damon Trimble
1981	Mike Gibeault	Lynnette Allison
1982	Tom Sullivan	Jay Mathes
1983	Mike Whitman	Rob Cherry
1984	Mike Whitman	Rob Cherry
1985	Mike Whitman	Lynnette Allison
1986	Ray Hocker	Bill Moore
1987	Topi Hynynen	Ray Thurm
1988	Roger Hull	Jim Jacobson
1989	Eric Wilson	Jim Jacobson
1990	Anton Musev	Lisa Scheer
1991	Jeff Hendricks	Ev Hendricks
1992	Jeff Hendricks	Larry Scott
1993	Tony Shumaker	Larry Scott
1994	Steve Scott	Bob Scott
1995	Mike Marcy	Steve Scott
1996	Terry Stonecipher	Michelle Gibeault
1997	Dennis Chizma	Claire Marie
1998	Steve Bender	Craig McHugh
1999	Nick Taylor	Pete Morris
2000	Nick Taylor	Josh Armbruster

Appendix D
PREVIOUS RALLY CHAMPIONS (cont'd)

Open 2wd

YEAR	DRIVERS	CO-DRIVERS
1993	Ron Wood	Kelly Walsh
1994	Lon Peterson	Bill Gutzmann
1995	Bill Malik	Roine Anderson
1996	Bill Malik	Farina O'Sullivan
1997	Bill Malik	Farina O'Sullivan
1998	Carl Jardevall	Ole Holter
1999	Frank Paredes	William Staley
2000	Jim Gillaspay	Mick Kilpatrick
2001	Richard Byford	Paul Timmerman
2002	Bill Malik	Ryan Cavalier
2003	Dave Coleman	Amar Sehmi
2004	Jim Pierce	Adrian Lengsfeld
2005	Cable Rhodes	Jennifer Imai

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

Appendix D
PREVIOUS RALLY CHAMPIONS (cont'd)

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

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



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

Performance Stock Class

YEAR	DRIVERS	CO-DRIVERS
1994	Jeff Hendricks	Noble Jones
1995	Dennis Chizma	John Moore
1996	Robert Tallini	Steve Scott
1997	Terry Stonecipher	Chrissy Beavis
1998	Doug Robinson	Shane Polhamus
1999	Mark Brown	Craig McHugh
2000	Brad Boli	Gary Garman
2001	Tony Chavez	Doug Robinson
2002	Terry Stonecipher	Jeff Bruett
2003	Ian Hudson	Brian Hudson
2004	Mike Masano	Linda Masano
2005	Michael Taylor	Steven Taylor
2006	George Doganis	Tom Smith
2007	George Doganis	Tom Smith
2008	Kristopher Marciniak	Christine Marciniak
2009	John Black	John Stewart
2010	Alex Rademacher	John Stewart
2011	Jen Imai	Terry Stonecipher
2012	Sarkis Mazmanian	Lori Stone

Appendix E
PREVIOUS RALLYSPRINT CHAMPIONS

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

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
		2001	Steve Jasik
		2002	Gabe Pari
Group 2 / 5		Stock Class	
1999	Dennis Chizma	1999	Bill Feyling
2000	William Prince		
CRS GT Class			
2001	Bruce Brown		
2002	George Scott		

Appendix G
PREVIOUS RALLYCROSS CHAMPIONS (con't)

Rally 4wd		Rally 2wd	
2004	Jack Maranto	2004	Jacques Levy
2005	Jack Maranto	2005	Mark Anton
2006	Jack Maranto	2006	Mark Anton
2007	Keith Jackson	2007	Mark Anton
2008	Walter Park	2008	Jack Szanto
2009	Kevin Mount (South) Tucker Heiner (North)	2009	John Black (South) Alex Rademacher (North)
2010	Andrew Holman	2010	Dave Peters
2011	John Chabot (South) Alex Rademacher (North)	2011	Kris Marciniak (South) Omar Cardenas (North)
2012	Aaron Ekinaka	2012	Eric Martin
Street Modified 4wd		Street Modified 2wd	
2003	Martti Silvola	2003	Jim Wright
2004	Michel Hoche-Mong	2004	D' John Keith
2005	J Farina	2005	John Black
2006	Isamu Kakitani	2006	John Black
2007	Phil Stewart-Jones	2007	Robert Miller
2008	Louie Minette	2008	Robert Miller
2009	Dave Haws (South) Dave Haws (North)	2009	Steve Lechuga (South) Burney Storms (North)
2010	Bill Martin	2010	Steve Lechuga
2011	Jon Rea (South) Alex Miro (North)	2012	Randy Gallman
2012	Thomas Bloess		
Street Stock 4wd		Street Stock 2wd	
2001	Robert Brinkhurst	2000	Ian Hudson
2002	Robert Brinkhurst	2001	Eric Anderson (O2) Gabe Pari (U2)
2003	David Wilhelmly	2002	Chris Wilson
2004	Mark Anton	2003	Kengo Takahashi
2005	Harry Allen	2004	Eli Gilbert
2006	Matthew Meyer	2005	Eli Gilbert
2007	Nathan Hall	2006	Terry Miller
2008	Dave Haws	2007	Eli Gilbert
2009	Bill Martin (South) John Stewart (North)	2008	John Black
2010	Brian Dreger (tie) John Black (tie)	2009	David Clark (South) David Clark (North)
2011	Leelyn Pritchard (South)	2010	Eric Martin
2012	Chris Walker	2011	Brent Herculinsky (South)
		2012	Danny Downey

Appendix H SPECIAL AWARDS

ROOKIES OF THE YEAR

1992	Rhys Millen	Trisha Devreugd
1993	Mitch McCullough	Scott Webb
1994	Cable Rhodes	Michael Taylor
1995	Bob Pendergrass	Jon Weigley
1996	Terry Stonecipher	Michelle Gibeault
1997	Doug Robinson	Sue Robinson
1998	Steve Bender	Craig McHugh
1999	Nick Taylor	Josh Armbruster
2000	Sean Otto	Jason Lane
2001	Stephan Verdier	Alan Walker
2002	Dan Brink	
2003	Piers O'Hanlon	Neil Smith
2004	Jon Rood	Piers O'Hanlon
2005	Blake Yoon	Vartan Davtyan
2006	Jennifer Imai	
2007	John Rea	
2008	Shawn Hudspeth	Jennifer Hudspeth
	John Black	Brent Ellzey
2009	Chris Palermo	Kimberley Palermo
		Richard Burden
2010	Gaylord Van Brocklin	Steve Secviar
2011	Kris-Jon Lyssand	Jeana Yi
2012	Ray Piloto	Victoria Rosner

KENNETH ZIMMERMAN MEMORIAL AWARD

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

Appendix H
SPECIAL AWARDS (cont'd)

GALAL SOUKI MEMORIAL AWARD

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

BILL MOORE MEMORIAL AWARD

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

OUTSTANDING, TENACIOUS and PERSEVERING WORKER

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

RALLYCROSS SUPPORTER OF THE YEAR

2007	Lucy Ryan	2010	Chris Walker
2008	Dustin Wall	2011	Thomas Bloess
2009	Krystle Minette	2012	Doug Whited

Appendix I 2012 Rally Award Winners Open 4wd

Place	Driver	Place	Co-Driver
1	Keith Jackson	1	Marra Estep
2	Cem Akdeniz	2	Mustafa Samli
		3	Logan Mineer

CRS - 5

Place	Driver	Place	Co-Driver
1	Bill Holmes	1	Sean Gallagher

CRS - 2

Place	Driver	Place	Co-Driver
1	Michel Hoche-Mong	1	Brent Ellzey
2	Chuck Wilson	2	Christine Marciniak
3	Kristopher Marciniak	3	Alex Orozco
4	Brent Herculinsky	4	Tom Smith

CRS GT

Place	Driver	Place	Co-Driver
1	Alex Rademacher	1	Jeana Yi
2	Paul Willemsen	2	Travis Bos
3	Ray Piloto	3	Reza Yazdani

Performance Stock

Place	Driver	Place	Co-Driver
1	Sarkis Mazmanian	1	Lori Stone
2	John Black	2	Michael Mazmanian
3	Chris Rosner	3	Victoria Rosner

Appendix I (con't)
2012 Rallycross Award Winners

Rally 4wd

- 1 Aaron Ekinaka
- 2 Andrew Holman
- 3 Jon Rea
- 4 Albert Goad

Street Modified 4wd

- 1 Tom Bloess
- 2 John Black
- 3 Nathan Atchison

Street Stock 4wd

- 1 Chris Walker

Rally 2wd

- 1 Eric Martin
- 2 Brent Herculinsky
- 3 Kris Marciniak
- 4 Bill Holmes
- 5 Tony Chavez

Street Modified 2wd

- 1 Randy Gallman
- 2 Bill Martin
- 3 Arto Ylikangas
- 4 Bee Thao

Street Stock 2wd

- 1 Danny Downey
- 2 John Black
- 3 Carol Janes

Appendix J

2013 OFFICERS

Director	Michel Hoche-Mong	(408) 269-2360 <Director@CaliforniaRallySeries.com>
Secretary / Treasurer	Mike Gibeault	(760) 375-8704 <Secretary@CaliforniaRallySeries.com>
Webmaster	Eddie Fiorelli	(626) 476-7996 <Webmaster@CaliforniaRallySeries.com>
Sponsor Liaison	Donna Hocker	(760) 446-4097 <Sponsors@CaliforniaRallySeries.com>
Press Liaison	Erik Christiansen	(310) 422-1248 <Press@CaliforniaRallySeries.com>
Competitor Liaison	Thomas Smith	(562) 537-9961 <Competitors@CaliforniaRallySeries.com>
Membership	Christine Marciniak	(949) 680-9635 <Membership@CaliforniaRallySeries.com>
Equipment Manager	Paula Gibeault	(760) 375-8704 <Equipment@CaliforniaRallySeries.com>
Stock Class Chairman	Brent Ellzey	(928) 273-2064 <StockClass@CaliforniaRallySeries.com>
Rallycross Liaison	Steve McNaughton	(949) 973-0636 <RallyCross@CaliforniaRallySeries.com>

Appendix K SANCTIONING BODIES

National Auto Sport Association (NASA)
P.O.Box 1388
Ridgecrest, CA 93556
Phone: (760) 446-4002
FAX: (760) 874-7977
Web Site: www.NASArallysport.com
Email: DonnaHocker@verizon.net



Rally America
300 Cornerstone Drive, Suite 315
Williston, VT 05495
FAX: (802) 879-8121
www.rally-america.com
Email: jbniday@rally-america.com



Sports Car Club of America (SCCA)
P.O.Box 19400
Topeka, KS 66619-0400
Phone: (800) 770-2055,
FAX: (785) 232-7228
Web Site: www.SCCA.com



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The Best Rally Coverage in the U.S.!!