

CALIFORNIA RALLY SERIES RULES and RALLY HANDBOOK 2005

TABLE OF CONTENTS

GETTING STARTED IN RALLYING	2
CRS CHARTER	10
CRS ORGANIZATION and ADMINISTRATION	10
STRUCTURE OF EVENTS	14
CRS MEMBERSHIP	17
VEHICLE ELIGIBILITY	18
CHAMPIONSHIPS (Seeding, Classes Points, Weighting, Totaling and Ties)	19
2005 CRS SERIES CALENDARS	22
YEAR END AWARDS	25

APPENDIXES

A) PERFORMANCE STOCK CLASS RULES	26
B) CRS GT CLASS RULES	34
C) OPEN 4WD & OPEN 2WD CLASS RULES	35
D) PREVIOUS RALLY CHAMPIONS	35
E) PREVIOUS RALLYCROSS CHAMPIONS	38
F) SPECIAL AWARD WINNERS	39
G) 2004 RALLY AWARD WINNERS	41
H) 2004 RALLYSPRINT AWARD WINNERS	42
I) 2004 RALLYCROSS AWARD WINNERS	42
J) 2005 CRS OFFICERS	43

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?

Rally America (RA) and the National Auto Sport Association (NASA) sanction and insure the majority of performance rallies in the United States. Other sanctioning bodies are the United States Automobile Club (USAC) and the Sports Car Club of America (SCCA) for selected events. The California Rally Series (CRS) has regional championships in various classes and includes events organized by all of these bodies.

Stage rallies require a co-driver and fully prepared vehicle (rollcage, safety harnesses, etc.) and use a "routebook" with highly accurate mileages to define the course. They range from simple "coefficient 1" local events of 10 miles or less, to longer "coefficient 2" rallies with 10-30 miles of stage roads to "coefficient 3" events with 30-65 miles. 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 rollcage are not required!



Jim Pierce & Adrian Lengsfeld - 2004 Open 2wd 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 Washington State. The Rally America Championship series encompasses eight events. NASA and USAC sanction the United States Rally Championship (USRC) which is comprised of four events.

At the regional level, Rally America supports championships in three regions across the country. The top three teams, in each class, in each region will be invited to the Regional Cup Championship Event.

The Western States Rally Championship includes events across the western United States. Its goal is to foster head-to-head competition in existing classes at existing coefficient 3 events, at a level between the two national series and local championships such as the CRS.

The California Rally Series, formed in 1975, has three 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 Rallysprint Championship” consists of rallysprint events, also for fully prepared cars. The “CRS Rallycross Championship” includes Rallycross events only, for both prepared and street vehicles. An event may count toward only one of the three championships.

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 (RA) recognizes seven classes. In Production and Production GT, vehicles conform very closely to stock specifications. Production Class cars have a maximum of 2650 cc adjusted displacement. “PGT” cars are usually turbocharged and all-wheel drive, with no upper displacement limit. In contrast, the three open classes allow extensive modifications. There are two open classes for two-wheel drive: Group 2, with a maximum 2400 cc adjusted displacement (no turbos or rotaries), and Group 5, for all engines up to 5100 cc adjusted displacement. The fastest class is Open Class, where turbocharged four-wheel drive cars predominate (5100 cc limit). The Group N class is for “homologated” cars meeting FIA (world rally coordinating body) specifications. The historic class is for vintage rally cars.

The USRC also recognizes seven classes nearly identical to RA’s classes except in name. The USRC’s Open 4wd, Group N, Super Stock and Stock correspond to RA’s Open, Group N, PGT, and Production, respectively. The USRC’s Open 2wd contains both RA Group 2 and Group 5 vehicles. In addition USRC recognises a ‘spec’ type class for specific production prepared 4wd turbo cars and a class for production prepared sport utility vehicles.

California Rally Series classes overlap with the classes above since CRS points are earned at events sanctioned by both RA and NASA. However, there are some important differences. The two open classes in CRS only stipulate the drive-train configuration (Open 2WD or Open 4WD) – otherwise there are no limitations. CRS Open 2wd includes vehicles that fall into both RA Group 2 and Group 5.

CRS also has two “stock” classes which restrict vehicle preparation thereby limiting the cost of vehicle preparation. Both Stock Classes are 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. CRS GT Class is for four-wheel drive, usually forced-induction vehicles prepared with the same restrictions as Performance Stock class cars except for two important differences. First, there is no price limit for the basic vehicle, and second, there is a requirement for a 32 mm inlet restrictor for all turbo or supercharged cars.

In the CRS Rallycross Championship, four Modified car classes (4WD and 2WD, with and without rally tires) are recognized. In addition there are two unique street car classes, for cars without performance modifications that are not running rally tires. These classes are Street Stock 4wd and Street Stock 2wd. Some Rallycross events also add “custom” classes based on the local entry.



Vartan Samuelian - 2004 Open 4WD Champion



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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 or six point, start at \$70 per person and must be replaced or rewebbed 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. It is important to check the current certification requirements for the sanctioning bodies.

Entry fees generally run from \$20 to \$40 for Rallycross events. Coefficient 1 rallies and ralliesprints may cost \$100 to \$150. Coefficient 2 and 3 rally entry fees range from \$200 to \$350. NASA events require an annual membership (\$40 annually) and either a Regional Rally license (\$50) or a National/Regional Rally license (\$150). RA events do not require an annual membership, but do require a Rally License (\$115). If you want to compete for a RA Championship there is an additional fee of \$25 for a Regional Championship or \$95 for the National Championship. 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. The Ramada Express International is the notable exception, with a handsome prize fund spread throughout many classes. 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 the top four or five finishers in each class with top-quality photo award plaques for the Rally Championship, and trophies for Rallysprint and Rallycross top finishers. There are also several other year-end awards given.

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.



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HOW DO I GET INVOLVED?

Many 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 for sale sooner. You will also begin to appreciate what works and what doesn't in car preparation, and may even learn from others' mistakes in driving 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 beginner seed (Seed 8). 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 either working, driving, 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. Also plan on contacting the Chief Tech Inspector (for car prep advice) and your local rally steward. You will also find a lot of helpful information on the web – most events now have their own website or you can go to one of the excellent general rally websites. These include:

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

Western States Rally Championship **www.wsrally.com**

Ben's Rally Page **www.bensrallypage.com**

Special Stage Forums **www.specialstage.com**

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

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

CRS CHARTER

The California Rally Series (CRS) is a “non profit” 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 with 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 and CRS GT.

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 ORGANIZATION AND ADMINISTRATION

The CRS is governed by a Board of Governors (BOG) which consists of the organizers from each CRS event. 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, plus the following year. In addition to the organizers there will be a number of other members: the Director, Equipment Manager, Secretary, Membership Chairman, Treasurer, Competitor Liaison, Rallycross Liaison, Press Liaison, Sponsor Liaison, Webmaster and the Stock Class Chairman. The responsibilities of the officers are detailed as follows:

DIRECTOR:

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

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EQUIPMENT MANAGER:

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

SECRETARY:

The Secretary will be responsible for recording the minutes of the BOG meetings as well as updating the rule book as required. The Secretary will be responsible for tabulating the CRS Rally and Rallysprint standings. The Secretary will also be responsible for generating mailings to all CRS members as needed.

MEMBERSHIP CHAIRMAN (MC):

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

TREASURER:

The treasurer will be responsible for dispensing funds to pay for subscriptions, decals, trophies, etc.

COMPETITOR LIAISON:

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

RALLYCROSS LIAISON:

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

WEBMASTER:

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

SPONSOR LIAISON:

The Sponsor Liaison will be responsible for acquiring sponsors (including ad copy) for ads in the rulebook. The Sponsor Liaison may also choose to develop additional sponsors for CRS (WEB page, contingency etc).

PRESS LIAISON:

The Press Liaison will actively seek to promote the CRS and will be the single point of contact for the press. The Press Liaison will distribute the writing assignments for articles about events among those interested. These articles will be targeted for publication in DUSTY TIMES and other periodicals that cover CRS events. Nominations for Press Liaison will be solicited from the CRS membership and the BOG will select from those nominated.

STOCK CLASS CHAIRMAN:

The SCC (Stock Class Chairman) will be responsible for the administration of the CRS Stock Classes (Performance Stock and CRS GT). The SCC will be the contact person for questions and rules. The SCC will be responsible for the policing of the classes at events, and will furnish the organizers with a list of approved Stock and GT Class competitors prior to the drivers' meeting. The SCC will call meetings of Stock Classes competitors to consider amendments to the rules as necessary. The SCC shall be selected by a vote of the active Stock and GT Class competitors. It is recommended, but not required, that the SCC be someone not competing in Performance Stock or CRS GT Class.

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 Manager, Secretary, Press Liaison, Membership Chairman, Treasurer, 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 voting purposes each Rally event shall have the same number of votes as the event's weighting factor (1, 2 or 3), with a limit of 3 BOG votes per competitive weekend. Rallysprint organizers will have one vote. Rallycross organizers will have one vote per venue. Any officers that are not organizers will have one BOG vote. Each event will have a single point of contact for the purposes of BOG phone or email polls. The single point of contact for each event will designate who from his event shall be on the BOG mailing list and who will have voting privileges at meetings. A quorum of at least 50% of the possible votes must be present to make any decisions on rules.

STRUCTURE OF EVENTS

There will be certain minimum requirements which must be met if an event is to be considered for inclusion into the CRS. These requirements have been established to develop credibility in the eyes of the competitors, and thereby promote rallying in general (and the CRS specifically). To be considered for inclusion in the CRS Rally Championship a coefficient 2 or 3 event must first have executed a successful event. There will not be any additions to the CRS calendar after Jan 1.

CLASSES – RALLY CHAMPIONSHIP:

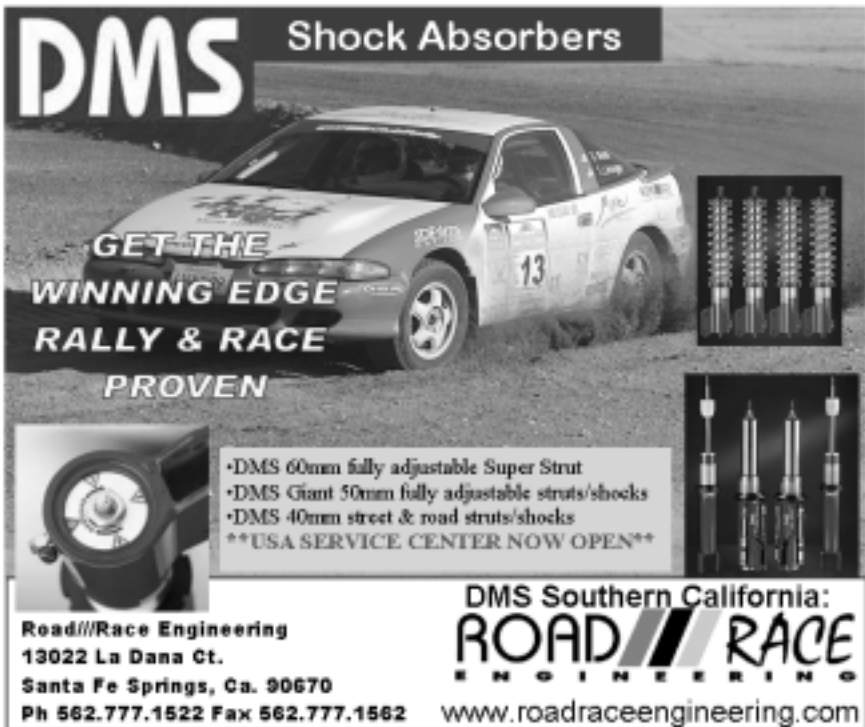
The four CRS classes will be recognised at all rally events (Open 4WD, Open 2wd, CRS GT and Performance Stock). The SCC is responsible for the determination of vehicle eligibility for the Stock Classes. The SCC will furnish a list of qualified CRS GT and Performance Stock Class vehicles to the organizer prior to the start.

CLAIMS:

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

TROPHIES / AWARDS:

As a minimum, CRS Rally events will award trophies/awards to the top 1/3 of the starters (limited to top 5) in each CRS class (for finishers only). Trophies will be



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for both drivers and co-drivers. For multiple event weekends the events may be combined into a single trophy for the weekend.

RALLYSPRINTS (Driver-Only vs Co-Driver Events):

Rallysprints are sometimes held on short courses where co-drivers may not be required. To avoid confusion relating to co-driver requirements, any Coef. 1 event advertised as a rallysprint that is included in the Rally (not Rallysprint) Championship which will require co-drivers must so state in the event announcement. If there is no such statement (“CO-DRIVERS REQUIRED”) co-drivers’ points will not be awarded in the Rally Championship, regardless of what happens at the event. The Rallysprint Championship does not award points for co-drivers, even if they are required.

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: mailing list (address labels), clocks (hundredths-reading freezable plus start display clocks), Rallycross timing system, wrist watches, green flags, radios, sign boards, worker vests, banner ribbon, EZ-Up, and a portable public address system. The CRS will rent equipment to non-CRS organizers for 10% of the replacement cost of the particular item. Equipment that uses batteries will be supplied for rental with new batteries installed. CRS mailing labels will be made available to rally related businesses for \$1 per label or for \$20 per set for organizers of non-CRS events.

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CRS MEMBERSHIP

COMPETITOR MEMBERSHIP

CRS membership costs \$45 a calendar year (which includes a year's subscription to DUSTY TIMES) or \$30 a calendar year without DUSTY TIMES. CRS membership also includes two CRS decals, and entry forms 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 Oct. 1 and Dec. 31. For example, joining CRS on Oct. 1, 2005 will buy a membership effective until Dec. 31, 2006 (1 year & 3 months); while joining on Sept. 30, 2005 will buy a membership effective until Dec. 31, 2005 (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 but will not be competing. Associate members will receive all of the event mailings but they do not receive championship points. The fee for joining CRS as an associate member is \$25 per calendar year with DUSTY TIMES or \$10 a calendar year without DUSTY TIMES. The three month overlap as described above applies for associate members as well. If an associate member should decide at a later date to become a competitor he/she may change status by merely paying the \$20 difference.

HOW TO JOIN

To join as either a full or associate member, contact the Membership Chairman by Email or phone and request an application, or use the one in the centerfold of this rulebook, or download one from www.CaliforniaRallySeries.com.

Jim & Lourn Wright, Membership Chairmen
(951) 245-4404
TLRJIM@Hotmail.com

VEHICLE ELIGIBILITY

All cars on rally events are required to be street legal and licensed for use on the street. Most CRS rallies are sanctioned by NASA or Rally America. 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 requirements for NASA and Rally America events. Complete details can be obtained from the sanctioning body's website.

- 1) a single switch is required which can extinguish all forward-facing driving lights and dip to low beam all headlights
- 2) mud flaps on all driven and rear wheels
- 3) roll cage meeting current NASA, Rally America or FIA specifications
- 4) 5 or 6 point harness meeting SFI spec 16.1 (no older than 5 years)
- 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, painted red or yellow, must be mounted to the vehicle, one front and one rear
- 9) first aid kit
- 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. An approved fuel cell may be used in the passenger compartment.
- 14) power door locks are prohibited
- 15) plastic sunroofs prohibited, metal sunroofs must be fixed shut
- 16) helmets with 1990 or newer "SNELL SA" sticker ("SNELL M" stickers are not acceptable, except at RallyCross events), with the following info: name, date of birth, blood type, allergies, last tetanus shot date
- 17) Either a SFI 3-2A/1 driving suit with nomex underwear, or a SFI 3-2A/5 driving suit or any 3 layer driving suit is required.

CRS RALLYSPRINT CHAMPIONSHIP

Any year that there are four or more Rallysprint 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 same system for awarding points, dropping events and resolving ties as the Rally Championship. 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 (Open 4wd, Open 2wd, CRS GT and Performance Stock). 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).

CRS RALLYCROSS CHAMPIONSHIP

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. For the purposes of this championship, Rallycross events will be those events which do not have route instructions, do not require a co-driver, and do not require a roll cage. The Rallycross Championship will use the same system for awarding points, and resolving ties as the Rally Championship. 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 2 events. Rallycross organizers will be limited to a maximum of three events per venue that will be included in the championship. Competitors will drop their worst event at any venue that has two or three championship events, as shown in the table below.

Number of Events at a Given Venue	Count Best
1	1
2	1
3	2

Rallycross championship points will be awarded in Rally 4wd, Rally 2wd, Street Modified 4wd, Street Modified 2wd, Street Stock 4wd and Street Stock 2wd classes. The two Street Stock Classes are for cars that have limited performance modifica-

tions, and do not use rally tires. Street Stock 2wd will be for two-wheel drive cars. Street Stock 4wd will be for four-wheel drive cars. For Street Stock the exhaust system does not need to be stock behind the catalytic converter. Replacement air filter elements are allowed and computer chip upgrades are allowed. There is no price limit for any of the Street Stock Classes. Cars that have been modified beyond the limits detailed above and are running “street” tires will be placed in either Street Modified 4wd or Street Modified 2wd. Any tires with non-circumferential sipes wider than .22” will not be allowed in any of the Street Stock or Street Modified Classes. Any cars running tires that do not qualify for the “Street” classes will be placed in either Rally 4wd or Rally 2wd class. 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).

CRS RALLY CHAMPIONSHIP

RALLY CLASSES:

Each Rally Championship competitor will have the possibility of accumulating points in eight categories (driver or co-driver in Open 4wd, Open 2wd, CRS GT and Performance Stock Classes). Driver’s points cannot be added to co-driver’s points or vice versa. In other words all classes are tabulated independently. Organizer’s points will be counted in only one class, which the organizer chooses at the time of his/her event.

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 competitor’s finishing position in his/her class (Open 4wd, Open 2wd, CRS GT or Performance Stock).

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 that are not eligible for year end awards (because they have not competed in that class), will be identified in the standings.

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

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. In general the CRS weighting will follow the coefficient level. In some cases the event may receive a higher weighting than the coefficient, but in no cases will it be less. Coefficient 1 events where the winning car's stage time is at least 40 minutes but less than 80 minutes will be scored as double points events. Coefficient 1 or 2 events which have 80 minutes or more of stage time for the winning car will be scored as triple points events.

TOTALING POINTS:

Since it is desirable to allow competitors to drop their worst events, the following system for dropping events has been adopted for use by the CRS.

total number of events in series	count best
4	3
5	4
6,7	5
8	6
9,10	7
11	8
12, 13	9
14	10

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.

2005 CRS Rally Championship Calendar

Sat, March 5	Seed 9 Rally Sprint (1) Scott Bottomley	Goodsprings, NV ralmeister@cox.net
Sat, April 2	Desert Storm Rally (2) Chris Powell	Ehrenberg, AZ desertstormrally@gmail.com
May 6-7	Rim of the World Rally (2, 3) Ray and Donna Hocker	Lancaster, CA ray@rallyusa.com
June 10	Carrera International Rally (3) Tony Chavez	Ensenada, Baja California tchavez85@aol.com
July 16	Treeline Rally (3) Pete Morris	West Covina, CA rallytaff@earthlink.net
Aug. 20	Gorman Ridge Rally (3) Ray and Donna Hocker	Frazier Park, CA ray@rallyusa.com
Oct. 7-8 (tent.)	Prescott Rally (2, 3) Michael Taylor	Prescott, AZ taylor@northlink.com
Dec. 2-4	Ramada Express Rally (2, 3, 1) Roger Allison, Ray Hocker	Laughlin, NV ray@rallyusa.com roger@rallyusa.com

2005 CRS Rally Schools

Sat, Feb. 26	Ridgecrest Rally School Ray and Donna Hocker	Ridgecrest, CA ray@rallyusa.com
Sat. - Sun. Sept. 23 - 24	Thunderhill Two-Day Rally School Skylar Stein	Willows, CA rallyx@sbcglobal.net

CRS wishes to thank Subaru Western Region for their continuing support

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2005 CRS Rallycross Championship Calendar

Sun, Feb. 27	Ridgecrest Rallycross Ray Hocker	Ridgecrest, CA ray@rallyusa.com
Sat, April 9	Las Vegas Region Rallycross I Brittania Barth	Jean, NV btflybrat@yahoo.com
Sun, April 17	Thunderhill Rallycross I Skylar Stein	Willows, CA rallyx@sbcglobal.net
Sat., April 23	RallyAir Rallycross II George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat, May 14	Thunderhill Rallycross II Skylar Stein	Willows, CA rallyx@sbcglobal.net
Sat., May 28	SoCal Rallycross I George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat, June 25	Thunderhill Rallycross III Skylar Stein	Willows, CA rallyx@sbcglobal.net
Sat., July 9	SoCal Rallycross III George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat., August 27	RallyAir Rallycross IV George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat., Sept. 10	RallyAir Rallycross V George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat, Oct. 1 (Night event)	Las Vegas Region Rallycross III Brittania Barth	Jean, NV btflybrat@yahoo.com
Sat., Oct. 22	SoCal Rallycross V George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat, Oct. 29	Las Vegas Region Rallycross IV Brittania Barth	Jean, NV btflybrat@yahoo.com
Sat., Dec. 4	GCRALLYX FINAL George Scott - Gravel Crew	Laughlin, NV gerallyx@aol.com

Non-Championship Rallycross events:

Sat., March 26	RallyAir Rallycross I George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat., March 26	What Happens in Jean Doesn't Happen in LV RX Brittania Barth	Jean, NV btflybrat@yahoo.com
Sat, April 30	Las Vegas Region Rallycross II Brittania Barth	Jean, NV btflybrat@yahoo.com
Sat., June 25	SoCal Rallycross II George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat., July 30	RallyAir Rallycross III George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat., August 13	SoCal Rallycross IV George Scott - Gravel Crew	Corona, CA gerallyx@aol.com
Sat/Sun, Oct. 8, 9	Thunderhill Rallycross IV, V Skylar Stein	Willows, CA rallyx@sbcglobal.net



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YEAR-END AWARDS

CLASS AWARDS:

There will be year-end awards (eg., trophies) for the top competitors in each of the classes. For the Rally Championship trophies will be given five deep in classes with 15 or more competitors and four deep for classes with fewer than 15 competitors. For the Rallysprint and Rallycross Championships, year end awards will be given to the top 1/3 of the CRS competitors in each class, with a maximum of 5 trophies. Rallycross competitors must start a minimum of two events to be eligible for a year end award.

ROOKIE OF THE YEAR:

To be a candidate a driver must begin the year having never finished a Rally as a driver. The rookie of the year will be the qualifying driver who finishes in the highest percentile in his class. The co-driver award will go to the first year co-driver who accrued the most points with the driver who won Rookie of the Year.

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 was created to recognize GT and 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, which 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.

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.



Mike & Linda Masano - 2004 Performance Stock Class Champions

APPENDIX A PERFORMANCE STOCK CLASS RULES

1 GENERAL INFORMATION

1.1 The CRS Stock Classes (Performance Stock and CRS GT) were 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 (2001, 2003, etc) by ballot after a Stock Classes meeting, to be in effect for the following year. As a result these rules will change for 2004 but not for 2005. Current competitors in the class will be eligible to vote.

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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 following exceptions:

4.1.1 Stock block must be retained in the stock location.

4.1.2 Dome-topped pistons are not allowed unless they were stock on the specific body.

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

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

4.4 The air filter and housing is free.

4.5 The ignition system must be of stock design with the following exception. Breaker points may be replaced by an electronic trigger that remains in the distributor and does not include an MSD style ignition system.

4.6 Motor mounts are unrestricted as long as they remain in the stock location.

4.7 Engine oil coolers, transmission coolers, and radiators may be added or upgraded.

4.8 Fuel pumps and pressure regulators are unrestricted.

4.9 Four cylinder, piston type engines equipped with carburetors and fewer than 4 valves per cylinder will be allowed the following modifications:

4.9.1 The exhaust manifold is free.

4.9.2 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 Stock transmission ratios available in any year of the same body style may be used.

5.5 Brake lines may be rerouted and rubber hoses may be replaced with aeroquip type material.

2005



PRESENTED BY:  SCOTT ROOFING

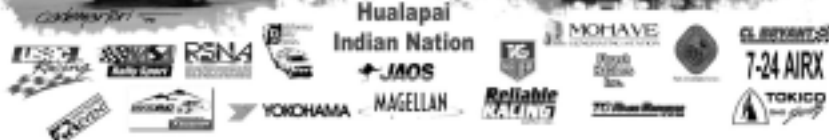
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5.6 The rear axle assembly, meaning the housing, differential and axles is free providing: brakes of the same type and size are retained. Example: a '68-'73 Datsun 510 equipped with a R160 rear differential may use the larger R180 differential as long 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 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.

6.8 Flexible brake lines are free.

6.9 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 The steering wheel is free.

8.3 The front seats are free.

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

8.5 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 and GT classes 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. As 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 GT and 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



Bruce & Pat Brown - 2004 CRS GT Class Champions

manual will result in forfeiture of inquiry.

9.4 Competitors found to be in violation of the above rules will be placed in Open 2wd or Open 4wd 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 Failure to attend the Stock Class inspection will result in being moved to Open 2wd (for Performance Stock Class cars) or Open 4wd (for GT cars).

For more information on these rules or clarifications, please contact:

Michael Taylor, Stock Class Chairman
<taylor@northlink.com>
(928)445-0626

APPENDIX B CRS GT CLASS RULES

1. GT Class vehicles will meet all of the requirements of Appendix A, Performance Stock Class Rules, with the following exceptions:

1.1 Turbochargers, superchargers and four wheel drive will be allowed.

1.2 There will be no maximum dollar limit on the value of the car.

1.3 All turbocharged or supercharged vehicles will be equipped with a 32mm air inlet restrictor.

APPENDIX C OPEN 4WD & OPEN 2WD CLASS RULES

Open class cars are divided into two classes based on the whether the vehicle is built to be capable of operating in four-wheel drive mode. Swapping between the two classes is not allowed. Two-wheel drive cars that were not designed to operate in four-wheel drive can not compete in Open 4wd. Any car designed to be capable of four-wheel drive can not compete in Open 2wd.

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 (con't)

STOCK GT CLASS

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

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

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

Open 2wd

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

CRS GT Class

2001	Bruce Brown	Bob Moe
2002	Bruce Brown	Pat Brown
2003	Dan Brink	Tina Lininger
2004	Bruce Brown	Pat Brown

Performance Stock Class

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

APPENDIX E

PREVIOUS RALLYCROSS CHAMPIONS

Open 4wd

1999	Doug Robinson
2000	Leon Styles

Rally 4wd

2004	Jack Maranto
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Group 2 / 5

1999	Dennis Chizma
2000	William Prince

Street Modified 4wd

2003	Martti Silvola
2004	Michel Hoche-Mong

CRS GT Class

2001	Bruce Brown
2002	George Scott

Street Stock 4wd

2001	Robert Brinkhurst
2002	Robert Brinkhurst
2003	David Wilhelmy
2004	Mark Anton

Performance Stock

1999	Dan Edmunds
2000	Doug Whited
2001	Steve Jasik
2002	Gabe Pari

Rally 2wd

2004	Jacques Levy
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Stock Class

1999	Bill Feyling
------	--------------

Street Modified 2wd

2003	Jim Wright
2004	D'John Keith

Street Stock O2 2wd

2001	Eric Anderson
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Street Stock 2wd

2000	Ian Hudson
2002	Chris Wilson
2003	Kengo Takahashi
2004	Eli Gilbert

Street Stock U2 2wd

2001	Gabe Pari
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APPENDIX F
SPECIAL AWARDS

ROOKIE 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

KENNETH ZIMMERMAN MEMORIAL AWARD

1982	Tim Fontaine & Frank Jacob	1992	Sam Moore
1983	Ken Adams	1993	Bill & Kay Gutzmann
1984	Roger Allison	1994	Randy Hensley
1985	Mike Gibeault	1995	Ron Wood
1986	Clint Huring	1996	Lon Peterson
1987	Lynnette Allison	1997	Paula Gibeault
1989	Nancy Peterson & Sheryl Love	1998	Matt Sweeney & Lucinda Strub
1990	Michael O'Sullivan	1999	Ray Hocker
1991	John Elkin	2000	Harris Done
		2001	Mike Gibeault
		2002	Doug & Sue Robinson
		2003	John Dillon
		2004	Pat & Denise McMahan

Rally Start Display Clocks

by

MaxMetrics

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APPENDIX F
SPECIAL AWARDS (con't)

GALAL SOUKI MEMORIAL AWARD

1990	Sam Moore	1998	Doug Robinson
1991	Tony Shumaker	1999	Paula Gibeault
1992	Tony Chavez	2000	Brad Boli
1993	Dennis Chizma	2001	Doug Whited
1994	Jeff Hendricks	2002	Mike & Linda Masano
1995	Dave Turner	2003	Michael Taylor
1996	Terry Stonecipher	2004	Brian Hudson
1997	Adrienne Scott		

BILL MOORE MEMORIAL AWARD

1993	John Elkin	2000	John Dillon
1994	Bill Gutzmann	2001	Doug Robinson
1995	Terry Stonecipher	2002	Bill Barfoot
1996	Robert Tallini	2003	Gabe Pari
1997	Donna Mitchell	2004	Michael Taylor
1999	Sue Robinson		

OUTSTANDING, TENACIOUS, PERSEVERING WORKER

1993	Ron Melitsoff	1999	Scott & Toni Dicks
1994	Nancy Peterson & Judy Teeter	2000	Jay Deacon
1995	Bob Ward	2001	Dean Chambers & Alvin Brown
1996	Michael O'Sullivan	2002	Pat & Denise McMahon
1997	Matt Sweeney, Lucinda Strub & Art Jury	2003	Dave Belcher
1998	Wayne Almquist	2004	Carl Schmid

APPENDIX G
2004 Rally Award Winners

Open 4wd Class

Place	Driver	Points	Place	Co-Driver	Points
1	Vartan Samuelian	1330	1	Alex Gelsomino	1450
2	Randy Dowell	1090	2	John Dillon	1430
3	Peter Workum	950	3	Jonathan Schiller	620
4	George Plsek	930	4	Scott Rader	410
5	Bob Pendergrass	530			

Open 2wd Class

Place	Driver	Points	Place	Co-Driver	Points
1	Jim Pierce	1300	1	Adrian Lengsfeld	1300
2	Dean Burnett	1220	2	Guido Hamacher	880
3	John Rood	1000	3	Lourna Barnett	870
4	Jim Wright	870	4	Piers O'Hanlon	740
5	John Hsu	730	5	Rex Lair	680

CRS GT Class

Place	Driver	Points	Place	Co-Driver	Points
1	Bruce Brown	1370	1	Pat Brown	1440
2	Stephan Verdier	1000	2	Martin Plumeri	650
3	Chris Wilson	650	3	Tina Brink	500
4	Scott Clark	610	4	Abel Villesca	500

Performance Stock Class

Place	Driver	Points	Place	Co-Driver	Points
1	Mike Masano	1530	1	Linda Masano	1610
2	Michael Taylor	1295	2	Ole Holter	1180
3	Craig Hollingsworth	1110	3	Nick Hudson	1170
4	Brian Hudson	930	4	Steven Taylor	1115
5	Tony Chavez	870	5	Jonathan Schiller	850

APPENDIX H
2004 Rallysprint Award Winners

Open 4wd

1 Steve Winter	200
2 Leon Styles	100
3 Tony Chavez	90
George Plsek	90

CRS GT

1 Robert Brinkhurst	190
2 Bruce Brown	170
3 Scott Clark	140

Open 2wd

1 Scott Harvey	210
2 Jon Rood	205
3 Jim Wright	180
4 Brad Morris	170

Performance Stock

1 Marco Pasten	260
2 Don Shreyer	160
3 Tim Moser	110
4 Patrick Rodi	100
Mike Masano	100

APPENDIX I
2004 Rallycross Award Winners

Rally 4wd

1 Jack Maranto	370
2 Lorelei Brose	365
3 Mark Gardner	290
Bristol Keele	290

Rally 2wd

1 Jacques Levy	400
2 Greg Montgomery	200
3 Joshua Milos	100
Jim Wright	100

Street Modified 4wd

1 Michel Hoche-Mong	400
2 Craig Pearson	360
3 Skyler Stein	190

Street Modified 2wd

1 D'John Keith	300
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Street Stock 4wd

1 Mark Anton	460
2 Harry Allen	390
3 Kevin Mount	140
4 Gabe Pari	100
Russ Tinnell	100

Street Stock 2wd

1 Eli Gilbert	480
2 Justin Smith	360
3 Don Shreyer	180

APPENDIX J
2005 OFFICERS

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