



AMERICAN RALLY
ASSOCIATION®

2025 ORGANIZERS MEETING

AGENDA

09:00 – 09:15	Welcome – Year Two & Meeting Two
09:15 – 10:00	2025 Season Updates Recap
10:00 – 12:00	Promotion – 2026 Plans & Opportunities
12:00 – 13:00	Lunch
13:00 – 14:00	Rally Corps
14:00 – 14:30	2026 Rules Updates
14:30 – 16:00	2026 Procedural Considerations
16:00 – 17:00	Open Topics

Welcome

PRESERVING AND PROMOTING THE SPORT OF STAGE RALLY IN AMERICA



We are called by passion and prepared through decades of hands-on experience to shepherd our sport - and share the joy it brings.

Everything we do is dedicated to transparently advancing American stage rally, growing the sport to build a stable, sustainable and inclusive platform for the future.

It is our duty to provide a dynamic strategic vision, financial protection, wise governance and organization, and the necessary operational standards and support to ensure ARA events are executed safely and professionally.

VISION: THE FUTURE STATE
OUR MISSION WILL CREATE

ARA AMERICAN RALLY
ASSOCIATION

STRENGTH AND STABILITY

Within 10 years, stage rallying will be on a solid footing in the United States. The highest levels of ARA competition will be on par with other professional sports properties and the best national rally championships in other regions around the world.

The increase in the quality and scale of our presence will attract new interest in the sport, and the accompanying resources will foster a sustainable ecosystem of organizers, promoters, schools and teams, enhancing the approachability and inclusiveness of rally for grassroots competitors in the U.S. and fans everywhere.

SEASON RECAP



STRUCTURE BETWEEN USAC AND RALLY FORWARD AS ARA



- Competition & Safety
- Insurance
- Licensing & Registration Systems (executed by ARA)
- Tracking, Safety & Scoring Systems (executed by ARA)
- People & Tools to Enforce Rules & Safety

Competition Director: JB Niday and Liam O'Donnell

Tech Director: Doug Nagy

Sr. Stewards: Justin Pritchard, Alan Perry,

Michael Hordijk & Mark Williams

All Event Stewards

Safety Delegate: Lee Sorenson

Safety Committee Members



- Series Management
- Marketing & Media
- Business: Sponsorship & Income Opportunities
- Series Direction & Growth
- Staff & Equipment to Support Events & Sponsors

Series Manager: Preston Osborn

Business Manager: Marni Nagy

Marketing Manager: Scott McKee

Series Logistics: Seth Achilles

Series Registrar

Scoring & Tracking Personnel

At Event Marketing Staff

2025 PROMOTER OBJECTIVES

ORIGINAL GOALS

- ✓ • **Make things Easier:** Have improved processes and presence to make it easier for Organizers and competitors to work with us and for fans to follow us
- ✓ • **Improve and Expand:** Increased the presence of ARA brand at events and online with ARA equipment, more event activation and better understanding of audience to direct growth
- ✓ • **Listen & Learn for 2026:** Actively engaged in conversations to pinpoint stakeholder needs, tangible goals and an expanded vision for 2026 to take ARA to the next level

NATIONAL SURVEYS: COMPETITOR SENTIMENT

Event Survey Question "How do you feel about the:"

LAYOUT OF THE STAGES

OVERALL SCHEDULE

PRE-EVENT COMMUNICATION

DURING EVENT COMMUNICATION

SAFETY

SCRUTINEERING

IMPOUND

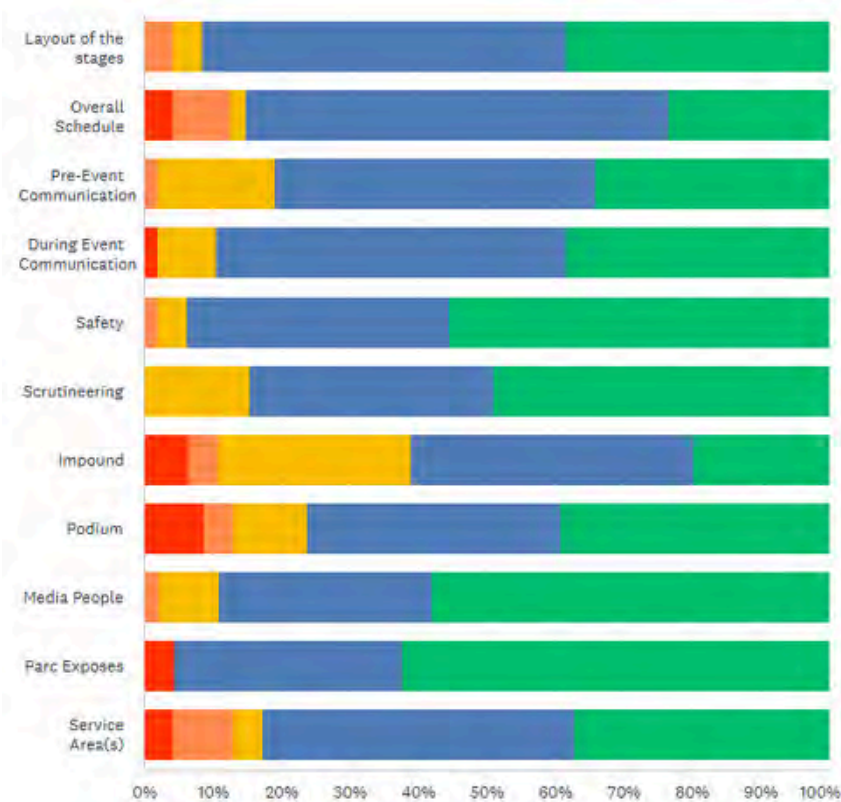
PODIUM

MEDIA PEOPLE

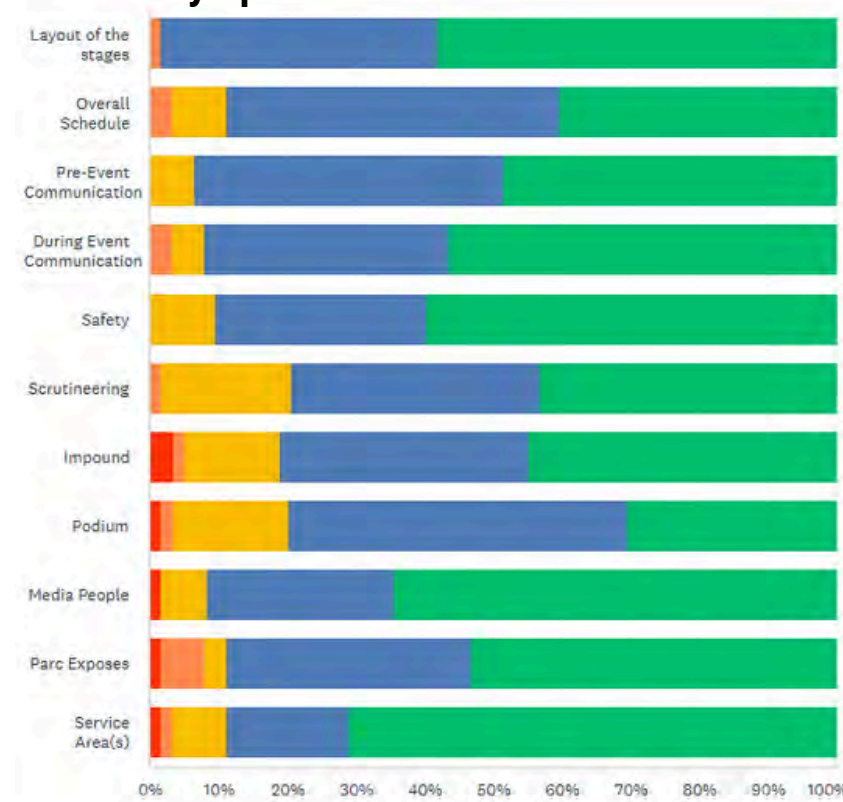
PARC EXPOSES

SERVICE AREA(S)

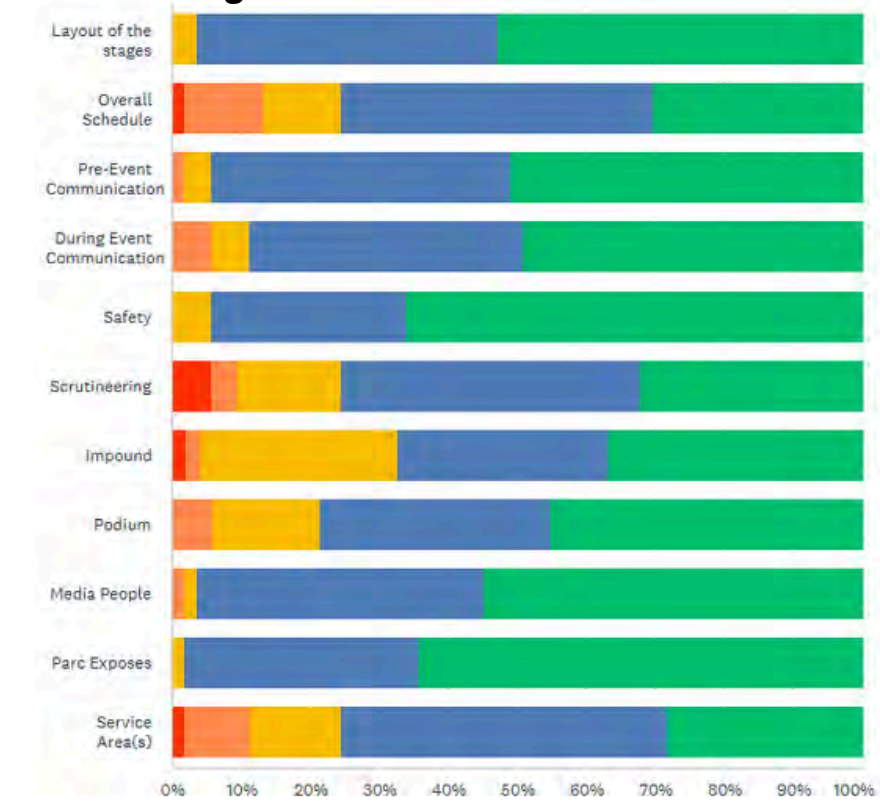
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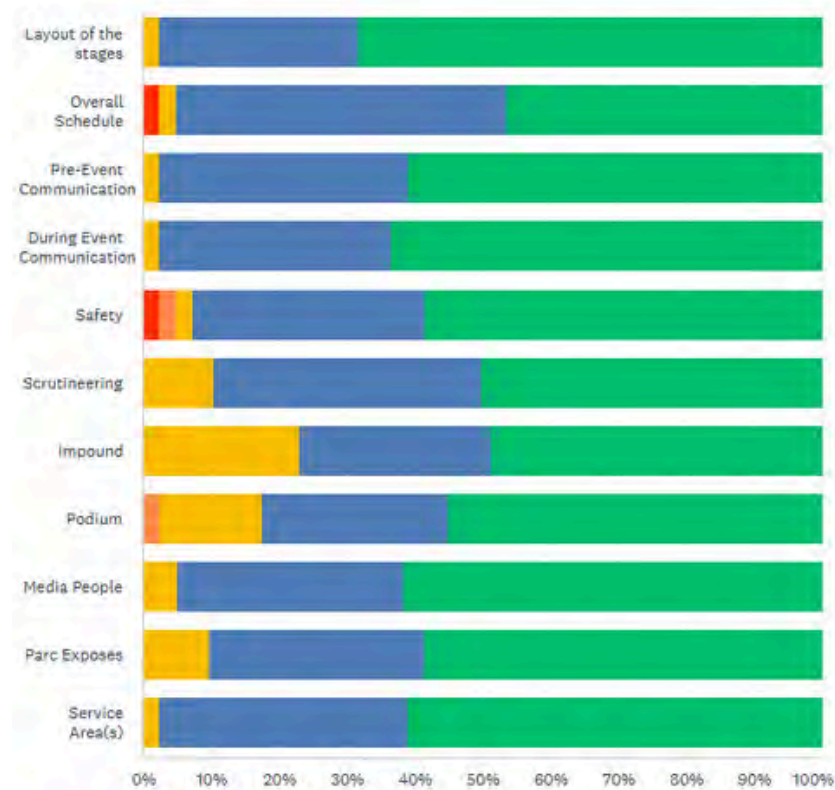
Olympus



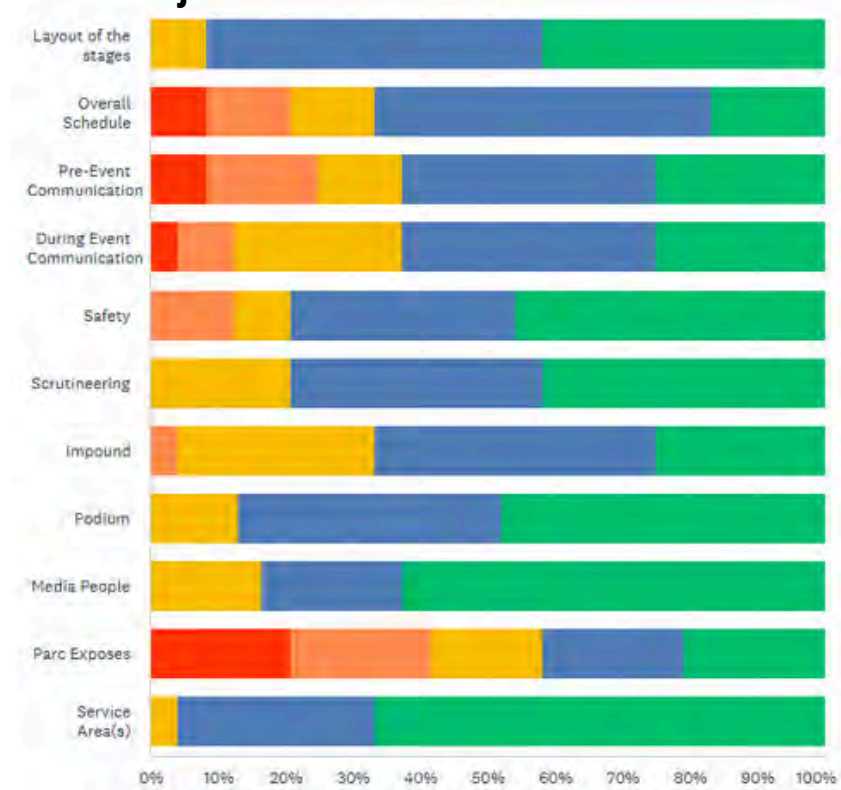
Oregon Trail



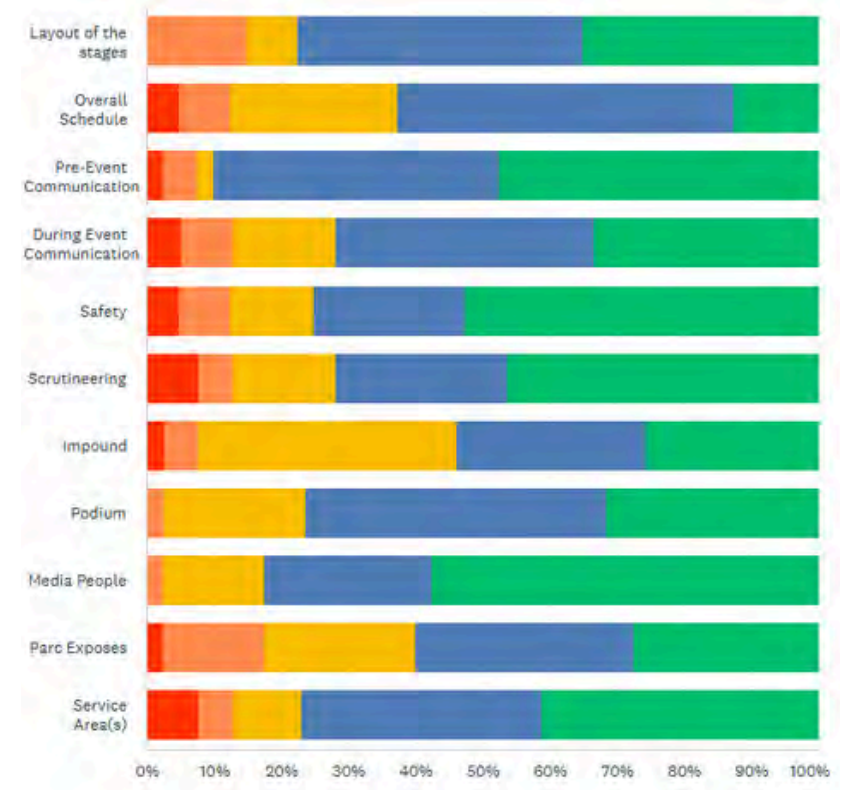
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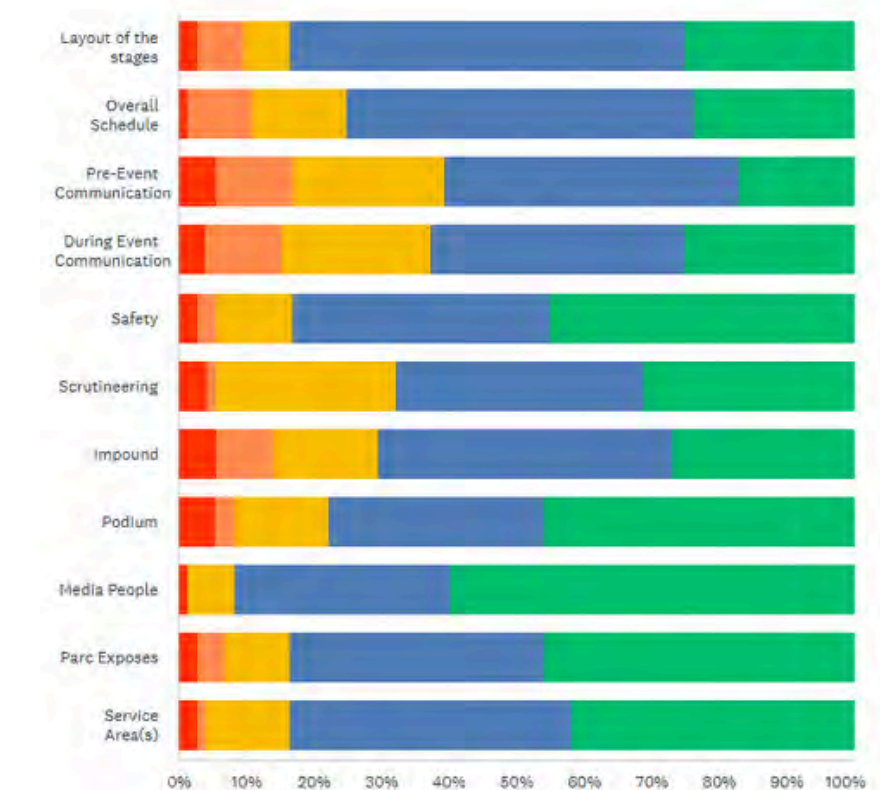
Ojibwe



Overmountain



LSPR



*This question was not asked on the 2025 SnoDrift survey



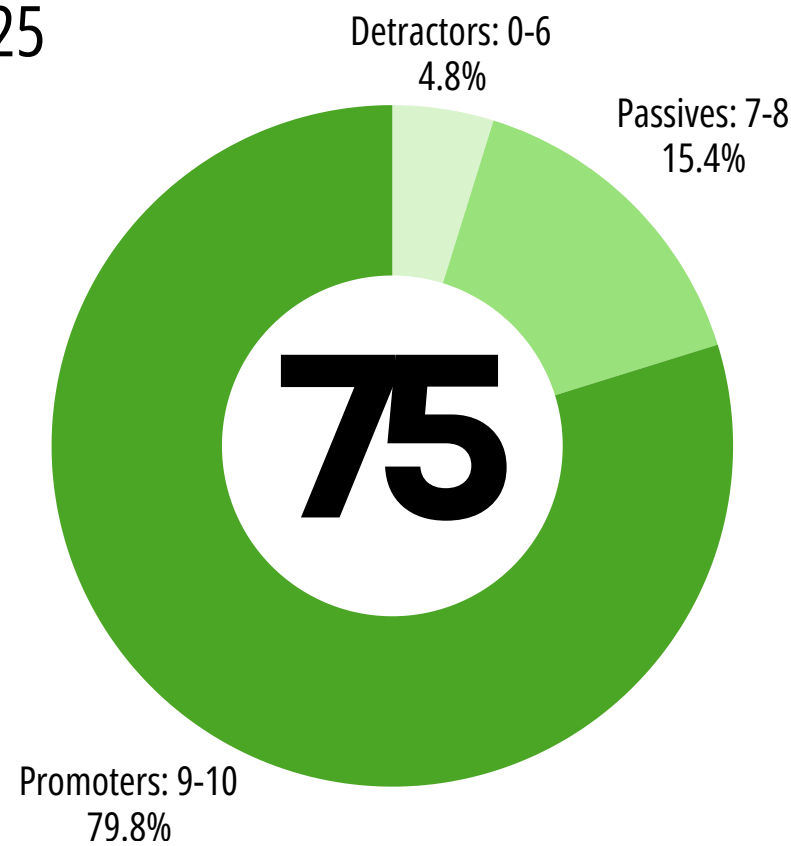
NATIONAL SURVEYS: OTHER DATA

Using the data from all 8 National Events, there are a few interesting data points

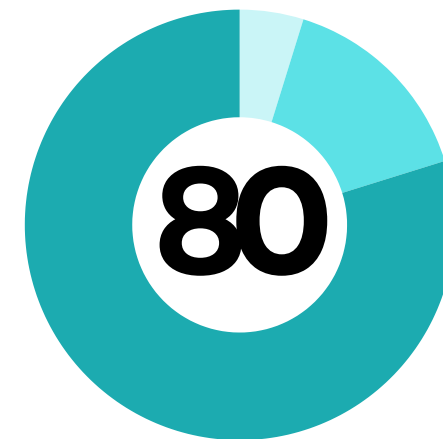


Net Promoter Score

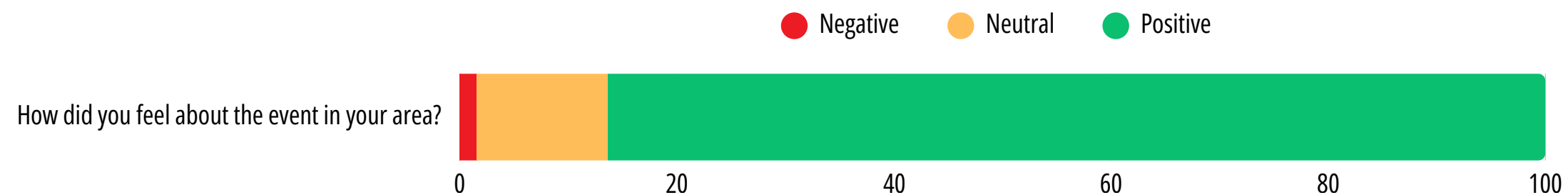
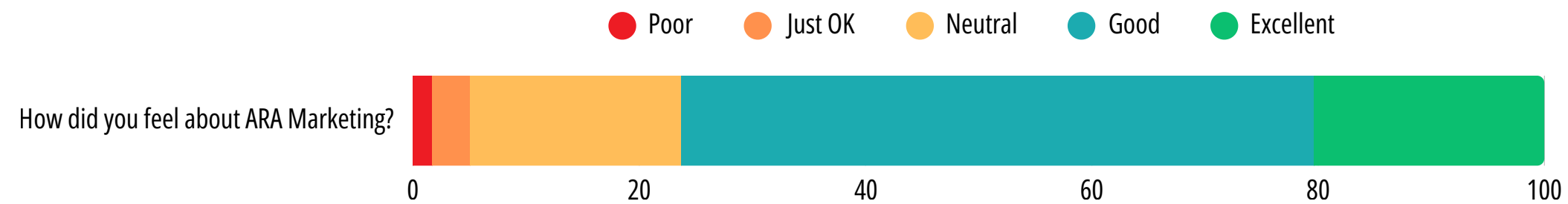
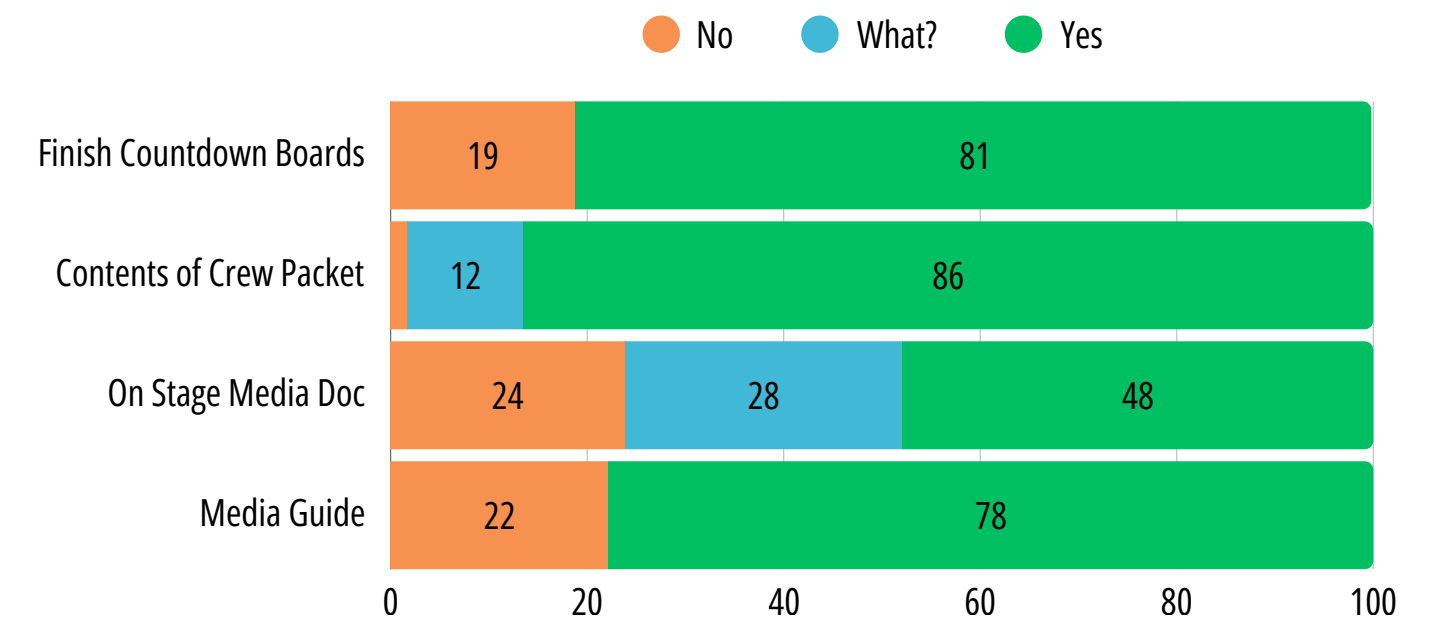
2025



2024



Was it Helpful?



EVENT SURVEYS: “ANYTHING YOU WANT US TO CHANGE?”

Used data from National event surveys and analyzed the 1200+ responses with Microsoft Copilot
492 volunteers, 405 competitors, 103 Media, 575 Spectators, 70 Event Officials and Other

This is what the people want us to work on

1. Spectator Experience & Access

- Requests for more spectator areas, larger viewing zones, and better sightlines.
- Complaints about crowded spots, lack of accessibility, and unsafe conditions.
- Suggestions for maps, signage, and GPS coordinates for easier navigation.
- Desire for food trucks, vendors, and amenities at spectator locations.
- Calls for shuttle services or better parking management.

2. Communication & Information

- Need for better pre-event communication for volunteers and spectators.
- Requests for real-time updates on delays, cancellations, and schedules.
- Issues with unclear instructions for volunteers and stage captains.
- Suggestions for loudspeakers, social media updates, and apps for live info.

3. Event Scheduling & Timing

- Frustration with delays and late finishes, especially Saturday stages.
- Suggestions to start earlier, avoid night stages, and compact the schedule.
- Complaints about tight transit times and short service windows.
- Requests for longer services and more time between stages.

4. Safety & Crowd Control

- Concerns about unruly spectators, drinking, and crossing hot stages.
- Calls for more marshals, law enforcement presence, and stricter enforcement.
- Suggestions for better signage and barriers to keep people safe.
- Issues with stage cancellations due to crowd behavior.

5. Volunteer Coordination & Support

- Need for clearer roles and responsibilities for marshals and captains.
- Requests for training sessions or pre-event meetings.
- Complaints about lack of meals, merch access, and parking for volunteers.
- Suggestions for better communication channels (WhatsApp groups, emails).

6. Stage & Road Conditions

- Complaints about rough stages, large rocks, and car-breaking terrain.
- Suggestions to remove certain stages (e.g., Two Mile Creek, Flat Rock).
- Requests for more technical roads, fewer transits, and better maintenance.
- Safety concerns about high-speed sections and inadequate chicanes.
- Requests for more porta potties placed in more convenient locations.

NATIONAL SURVEYS: VOLUNTEERS

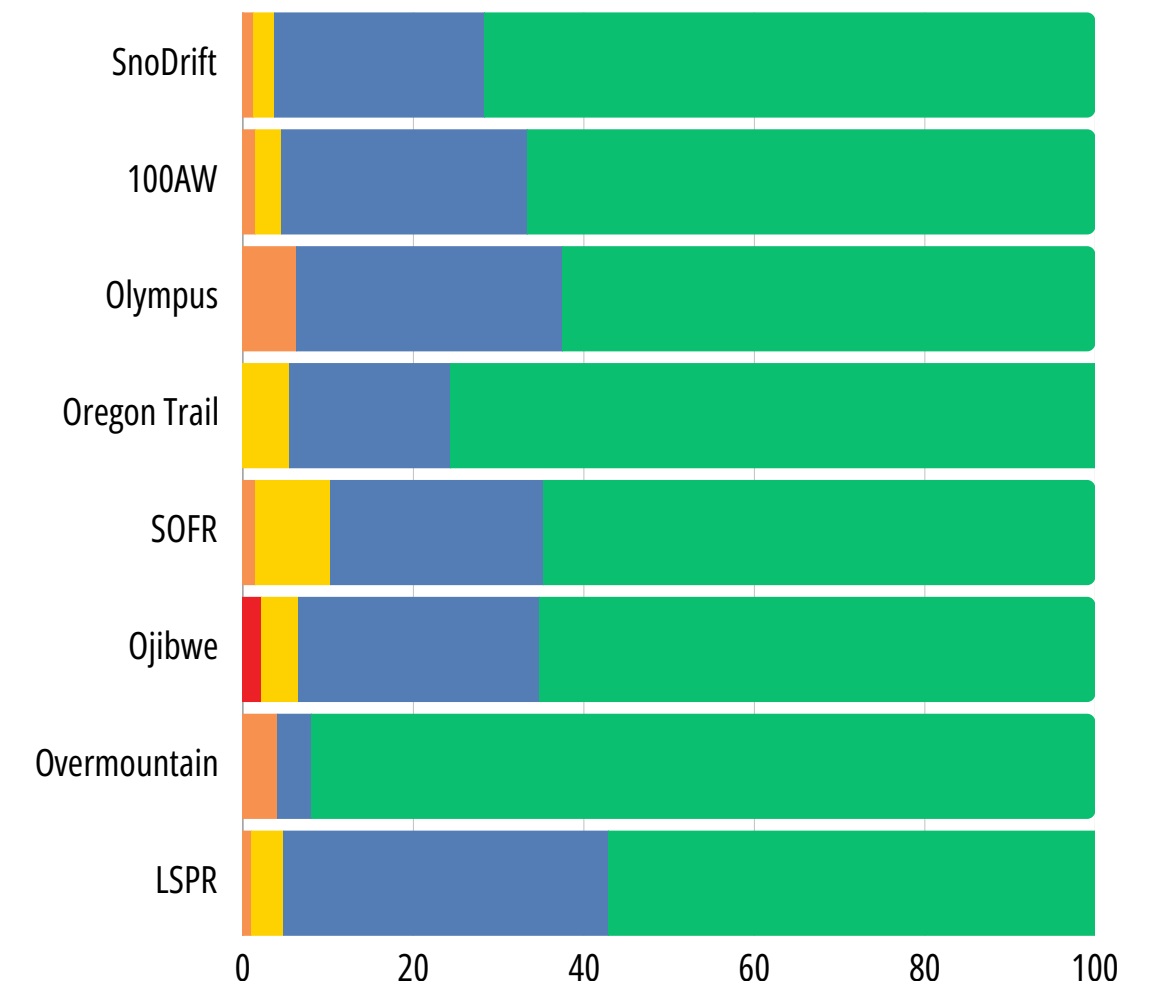
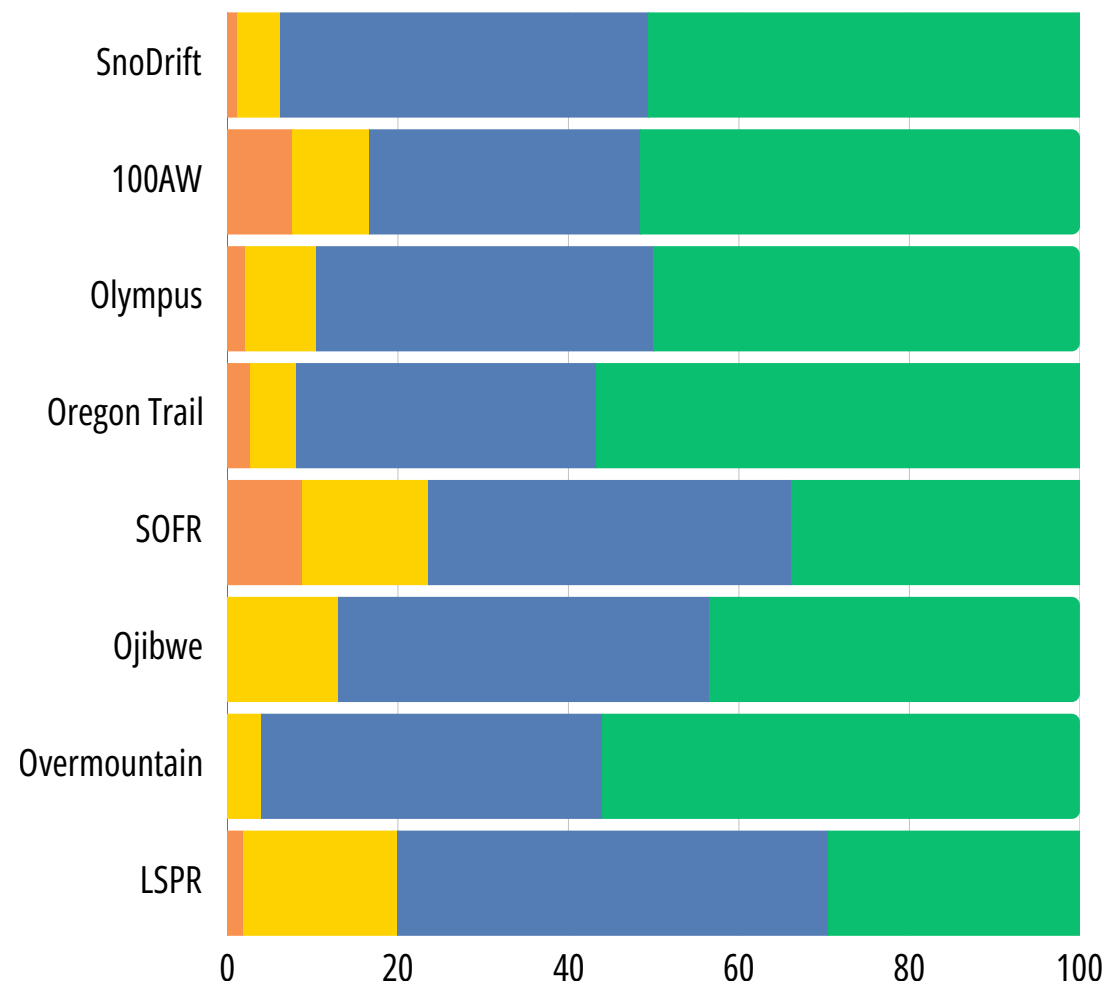
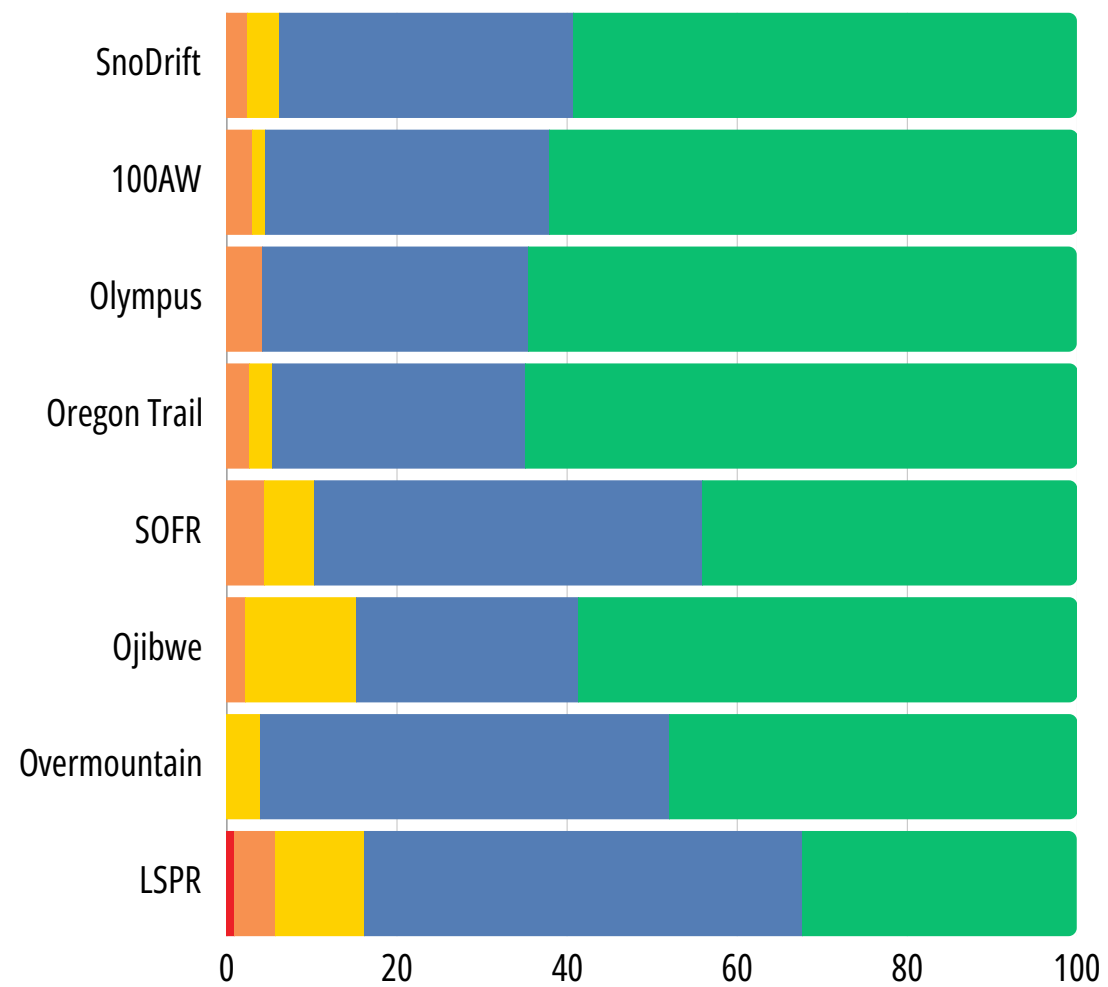
Event Survey Question:

Is this data helpful? Are these the right questions?

My Assignment went smoothly:

I was given adequate training::

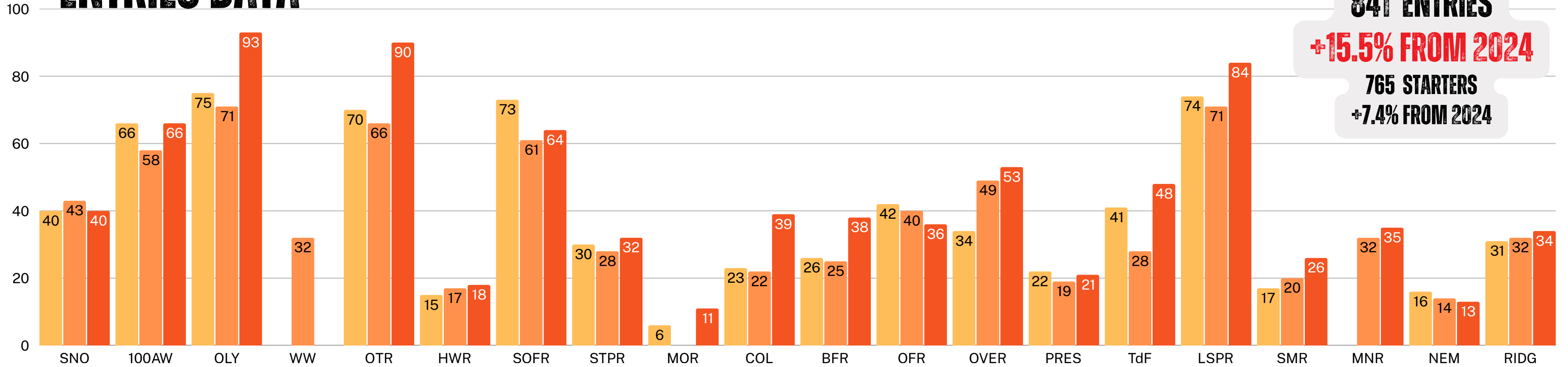
I felt that the event appreciated my volunteering:



■ Strongly Disagree
 ■ Disagree
 ■ Neutral
 ■ Agree
 ■ Strongly Agree

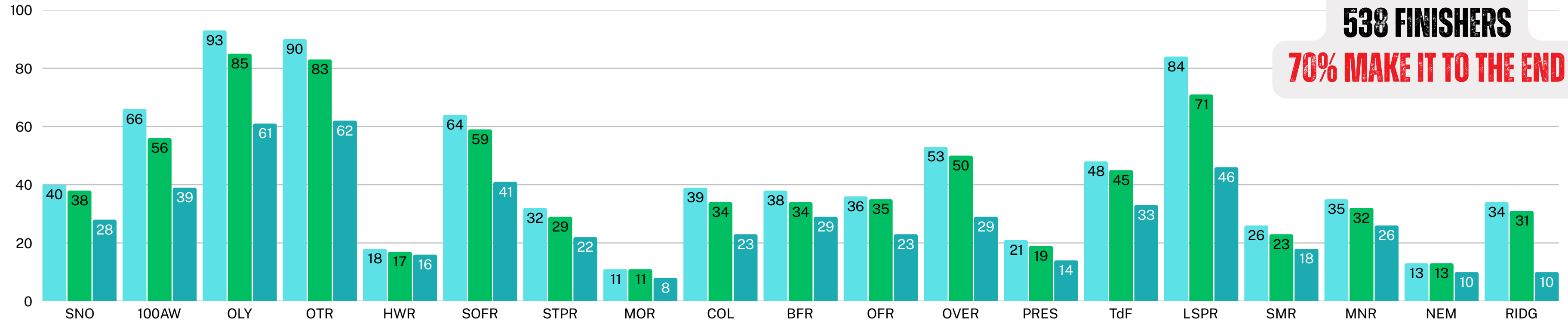
ENTRIES DATA

● 2023 ● 2024 ● 2025



841 ENTRIES
+15.5% FROM 2024
765 STARTERS
+7.4% FROM 2024

● Entries ● Starters ● Finishers



841 ENTRIES
765 STARTERS
538 FINISHERS
70% MAKE IT TO THE END

WITHDRAWS: ADDITIONAL DATA ON ENTRY DATES - \$\$ -

An analysis of entry dates / entry fees / refund amounts / withdraws - was hoping there would be a clearer correlation between # of withdraws and one of these factors.

Sno	Entries	Regular	Close of Competition	Competition Start	Note	Regional	Regional	National	National	Withhold \$ (bet Reg	Withhold \$ (bet	Total
	Open	Entries				Regular	Late	Regular	Late	and close)	close and MTC)	
	1/3	1/19	1/30	2/7		\$1,100	\$1,350	\$1,500	\$1,750	\$150	No Refund	2
100AW	2/3	-	2/28	3/14	No Late Period	\$900		\$1,400	-	\$0	\$150	10
Oly	3/3	-	4/6	4/12	No Late Period	\$850	-	\$1,475	-	After 3/23 \$200	No Refund	7
OTR	3/30	4/30	5/11	5/16		\$900	\$975	\$1,400	\$1,500	\$250	No Refund	7
HWR	4/4	5/3	5/10	5/17		\$675	\$725	-	-	After 4/27 \$100	No Refund	1
SOFR	5/5	5/16	6/6	6/12		\$975	\$1,375	\$1,575	\$1,975	\$200	No Refund	5
STPR	5/26	6/21	7/4	7/10		\$1,200	\$1,400	-	-	\$300	No Refund	1
MOR	6/25		7/5	7/12	No Late Period	\$450	-	-	-	\$0	\$100	0
COL	6/17	7/5	7/12	7/19		\$1,100	\$1,500	-	-	\$600	No Refund	5
BFR	6/23	7/18	8/1	8/8		\$500	\$750	-	-	\$0	No Refund	4
OFR	7/15	7/28	8/17	8/21		\$975	\$1,375	\$1,575	\$1,975	After 8/3 \$250	No Refund	1
OVR	8/7	8/30	9/7	9/19		\$1,200	\$1,300	\$1,600	\$1,700	\$500	No Refund	3
PRES	8/4	8/22	9/7	9/12		\$1,000	\$1,300	-	-	\$350	No Refund	2
TdF	9/6	-	9/28	10/4	No Late Period	\$650	-	-	-	After 9/15 \$250	No Refund	3
LSPR	9/3	9/15	10/12	10/17		\$950	\$1,250	\$1,450	\$1,650	After 9/29 \$100	No Refund	13
SMR	10/8	-	11/3	11/8	No Late Period	\$800	-	-	-	\$0	\$100	3
MNR	10/12	-	11/10	11/15	No Late Period	\$550	-	-	-	After 11/1 \$150	No Refund	3
NEM	11/6	11/21	11/30	12/6		\$600	\$750	-	-	After 11/16 \$100	No Refund	
RIDG	10/24	11/16	11/30	12/6		\$1,100	\$1,400	-	-	\$400	No Refund	

* If there is a date here it is because it differs from Regular/Close dates in Supps

WITHDRAWS: REASONS

A question was asked about why people were withdrawing.
Below is a list of all the actual reasons given

Rally Withdrawal / Issue Messages – Categorized

1. Mechanical / Car Not Ready / Safety Issues (27 items)

- Our roll cage did not make spec and would like refund
- Clutch went unfixably bad :(
- Unfortunately, we are experiencing problems with our BMW E36 M3 engine...
- Unable to attend due to vehicle problems.
- Sorry, we have to withdraw due to car not meeting safety requirements by deadline
- Fuel tank puncture - great event!
- Not be able to make it due to car issues
- Our car won't be ready after Olympus rally.
- DNS requested- mechanical
- Car needs a few mechanical adjustments and won't be ready
- Car can not continue to race
- Car cage is no longer legal
- Comp Car is overheating during recce and cannot solve issue.
- The car I was going to drive will not be ready for the event.
- Unfortunately we have ECU issues that won't be resolved for the event.
- ECU issues so we will be withdrawing
- Hello. Got screwed over by a shop on some critical parts...
- Car won't be race ready in time.
- Car is down and will not be back up in time for event unfortunately.
- Broke the car today...
- We crashed during testing and will not be starting.
- We damaged the car in practice...
- Multiple issues popping up...
- Unfortunately won't be able to have the car ready on time for Olympus this year
- Car will not be ready.
- Unfortunate car issue. Thank you all for the work you do

2. Injury / Illness (Driver, Co-driver, or Family Medical) (5 items)

- My Navi... broke his collarbone...
- My co-driver tested positive for Covid...
- Sorry for the late withdrawal, having shoulder issues
- Due to lower back issues I will not be able to compete...
- Car xxx... wife was rear ended... taking time off

3. Family, Personal, or Work Commitments (11 items)

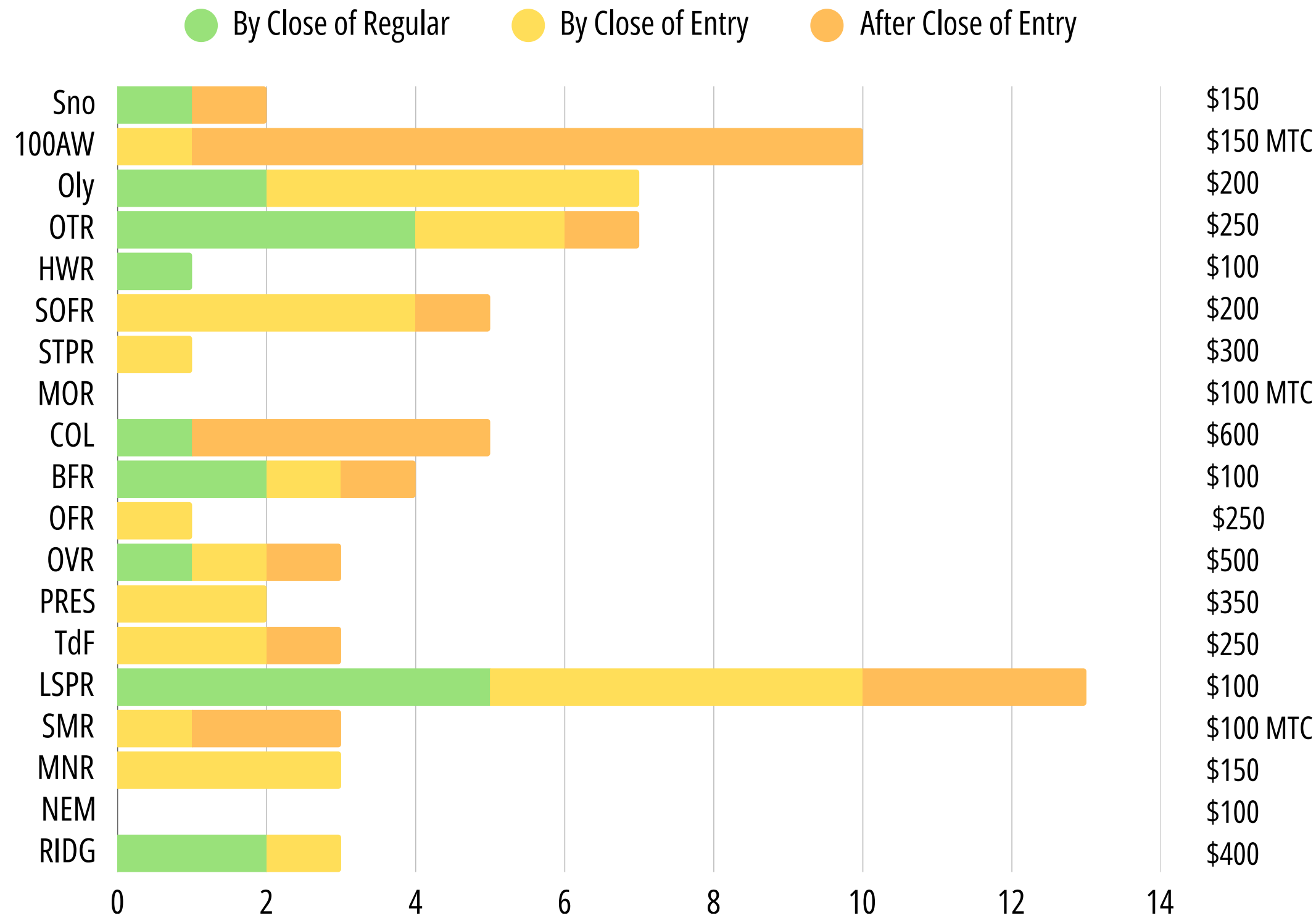
- Please withdraw xxx... family commitment
- Family matters
- Unfortunately had a family emergency at home...
- Sorry, a last-minute wedding... I love my wife
- xxx has a conflict and can not attend the event
- Work is the worst
- Work has escalated...
- Won't be able to make this one, hoping to make it out next year
- Sorry, can't make this year
- :(Next Year
- Sorry to miss it! :(

4. Misc / Administrative / Refund Requests / General Messages (27 items)

- Withdrawing from event
- Please cancel my registration thanks
- Due to still being on wait list...
- I need to withdraw from event
- I submitted an inquiry... re-sending...
- Texted Nicky
- Bummed to be missing it
- Thanks for all your hard work
- Thanks
- Thanks
- Thank you for everything.
- Thank you. Rally on!
- :(
- Could you please refund our entry fee?
- Hopefully can refund the testing slot and all
- Any chance of a full refund would be so helpful
- And 11 with no comment

WITHDRAWS: TIMING VS AMOUNT WITHHELD

Withdraw Date:



The data here is about money

Encourage you to put in supps:

- No refund after close of entries
- Amount to Withhold after Regular Entry Closes (or Date you decide) should be representative of the costs (\$300?)

This doesn't mean you can't give back 100% of an entry, it just means you aren't obligated to.

CHANGES IMPLEMENTED FOR 2025: SPORTING RULES

These are the changes that went into effect for this year

- Mileage intervals for service and refuel
 - More flexibility for event organizers.
- RCR 6.4: Big Changes
 - Stewards leading the penalties
 - Currently discussion protests vs appeals for 6.4 penalties
- Tire Fitting Zones: defined and added to rules (4.10 and 5.11)
- Start Order Adjustment flexibility for Competition Director

Any feedback or concerns?

CHANGES IMPLEMENTED FOR 2025: PROCEDURAL

These are the updates we discussed and encouraged for this year

- Recce Feedback
 - Make sure recce is achievable in one day.
- Countdown Finish Boards
 - Well received by competitors
- Tug N Go
 - Enforcement of the rules, but procedural change
 - Any complaints received?
- Extrication Resources
- Transiting a Stage
 - Issuing times

Any feedback or concerns?

CHANGES IMPLEMENTED FOR 2025: TECHNICAL RULES

These are the changes that went into effect for this year

- RC2 Class Expansion
 - Adding regional homologations
 - JRD ARC2 car
- Rear Windshield Banner
 - Staying same/similar for 2026, but options to change for future.
- Undergarments
 - Not requiring FIA yet, but educating competitors.
- Carbon Roofs
 - Allowing OEM carbon roofs, such as GR Corolla
- Helmet Accessories
 - Restrictions targeting cameras.

Any feedback or concerns?

PROMOTION





2026

DEC 6-7, 25	SR	Ridge Rally - CA
DEC 6, 25	R	Nemadji Forest Rally - MN
FEB 6-7	N	Sno*Drift Rally - MI
FEB TBD	SP	RallyRanch Classic RallySprint - TX
MAR 13-14	N	Rally in the 100 Acre Wood - MO
MAR 27-28	R	Prescott Rally - AZ
APR 17-19	N	Olympus Rally - WA
MAY 16-17	SR	Oregon Trail Rally - OR
MAY 16	R	Headwaters Rally - MN
MAY TBD	SP	Rally Austin RallySprint - TX
JUN 11-13	N	Southern Ohio Forest Rally - OH
JULY 9-11	SR	Susquehannock Trail Performance Rally - PA
JULY 11	R	Missouri Ozark Rally - MO
JUL 18-19	N	Rally Colorado - CO
JUL 25-26	SR	Boone Forest Rally - KY
AUG 27-29	N	Ojibwe Forest Rally - MN
SEP 18-19	N	Overmountain Rally Tennessee - TN
OCT 3	R	Tour de Forest - WA
OCT 9-10	N	Lake Superior Performance Rally - MI
OCT TBD	SP	Lost Pines RallySprint - TX
NOV 7	R	Show Me Rally - MO
NOV TBD	SP	Mike Nagle RallySprint - OR
DEC TBD	SP	Do it for Dale RallySprint - TX



WHAT DOES THAT MEAN FOR THE SERIES & YOU?



SUBARU

Continued Series Support
 Subaru Entry Discounts
 Safety Delegate Vehicle
 Subaru Prize Fund
 Subaru Volunteer Swag



Non-Automotive Industry
 Brand are Aligned on Values
 Continuing as Sponsor
 Dropping “Presented by”
 Activation at Expose & Service



Respected Motorsport Sponsor
 Contingency Program
 Privateer Cup
 Tire Service



Multiple Brands - Different Price Points - Trial of OnSite Tire Service

CONTINGENCY

An est. **\$103,480** has been awarded

- \$33,800 in Subaru Entry Discounts
- \$9250 in Subaru Prize Funds
- \$24,090 in FREE Pirelli Tires
- \$19,208 in Hoosier Tires*
- \$4000 in TRF Prizes
- \$13,132 in Michelin Tires**
- TBD in VP Fuel - Hard to Quantify

*Estimated Hoosier: 28 Winners, average 2 tires per @ \$343
 **Estimated Michelin: 10 Winners for total of 28 tires @ \$469

EVENTS/VOLUNTEERS

- AO Coolers for Key Volunteers
- Kubota Caution Tape
- Subaru Bags and Swag
- Kubota Keychains



SUBARU

Unawarded Subaru Discounts & Prize Money was added to the **Year End Subaru Prize Fund** and totaled:

\$ 20950

1ST PLACE = 1/2 2ND PLACE = 1/3 3RD PLACE = 1/6

2025 GRANT PROGRAM SUMMARY

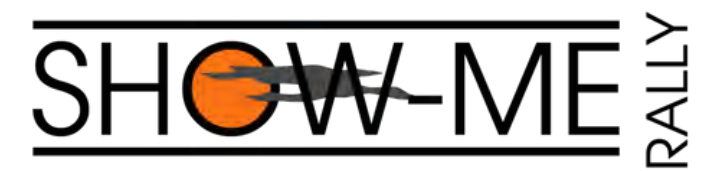
Directed Donations (The Donor specified the Event)

- Sno*Drift - \$5000
- LSPR - \$5000
- Ojibwe - \$1500
- Colorado - \$3000
- Ridge - \$500
- Roadrunner Cup - \$500

\$27,000
AWARDED

General Donations (Directed toward RallySafe at Regionals)

- STPR - \$3000
- Prescott - \$3000
- Show Me - \$3000
- Ridge - \$2500



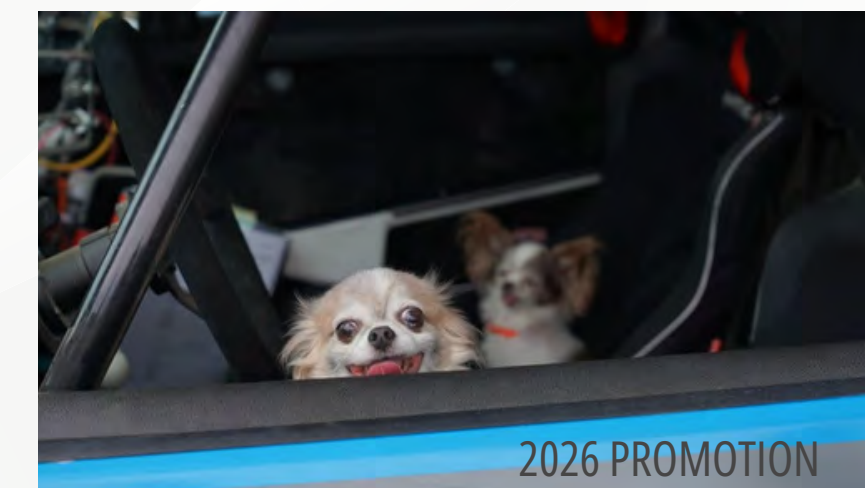
MARKETING & SALES STRATEGY

First Principles

- First, Do No Harm
- Listen & Learn – Transparency & Consensus
- Rising Tide Approach – Tangible Benefits for All
- Work w/Limited Resources – Triage, Prioritize & Test

Upgrade “The Show”

- Continue to improve the professionalism & visual presentation of ARA content (in-person & remote)



MARKETING & SALES STRATEGY

Strategic Audience Growth

- Grow remote fanbase & engage them to develop passion
 - Owned Media (social, streaming, website & app)
 - Earned Media/Editorial Coverage (PR)
- Organize, Motivate and Mobilize Existing Volunteers
 - Rally Corps
- Convert most avid fans to volunteers
 - Rally Corps recruitment drives, CRM & on-site

Leverage Expanding & Highly Engaged Audiences with Sponsors--AND SHARE THE WEALTH

- Collaborate with events on all sponsorship inventory to initiate & grow relationships
- Choose partnerships carefully to maximize marketing reach

Lather-Rinse-Repeat

EXPANDING AUDIENCES

Media Investments Fuel Growth...

- Refreshed Website
 - 240k sessions (Up 13% YOY) & 130k unique visitors (Up 9%)
 - 59% organic search, 31% from direct link or web-address
 - 30% outside U.S.
- Content Creation & Social Media
 - Differentiated original content & increased cadence
 - Audience growth while maintaining high engagement
- Earned Media
 - Dedicated media relations effort gaining momentum
- CRM
 - 571k emails across 75 campaigns
 - 49.8% open rate (0.13% unsubscribe)
 - 10,000+ database
 - WIP physical mailing

And The Best is Yet to Come.

- Streaming on the horizon
 - H1: continue tests, proving tech & format
 - H2: At least 2 events w/advertised livestream, incl. on-stage footage, studio segments & post-production recaps
- Mobile App
 - Rollout in 2026
- Continued expansion of Social Media in 2026
 - Near-live stage & event recaps
- Continued expansion of Earned Media outreach
- CRM
 - Add Physical Mailing in 2026

STREAMING

- ARA is planning to do more streaming with building toward a streaming or livestreaming program for 2027.
 - As of now minimal requests from event to support the efforts, but open to coordination or how we can support your sponsors.
- If your event is planning to do livestreaming, coordinate with ARA so we may be able to share resources and combine efforts
 - Some contracts carry requirements for logo appearances at national events.
- We have supported some testing/programs at events, especially regionals since we have more flexibility and less visibility

ANNUAL ENTRY PROPOSAL - 2027

- Purpose of the proposal
 - Collect some amount of entries fees up front to distribute to national events
 - Build expectations on who to expect for National events
 - Ease the initial entry opening push to take stress off competitors
 - Make competitors feel like they are committed to the program
- How do we set price?
 - Average National Entry: \$1500
 - Average Late Entry: \$1750
 - Can you set a price in November/December?
 - No expectation of discount for early commitment, but shouldn't be more expensive
- Ideally;
 - Oversize service spot included
 - Licenses for driver/codriver, crew, etc
 - Select 5-8 events pre-season to reserve entry
 - Team entry? With changing drivers

PLANS & OPPORTUNITIES



MEDIA

Changes we made for 2025:

- Blue and Red, introduced Green VIPs
- **Online registration system:** Worked better - was more organized and media lists could be viewed in “realtime” by registrants and events
- **Enforce registration deadline:** worked, but had to reopen almost every event for a longtimer that didn't catch the deadline
- **Path for amateurs** - trialed “red vest zones”, thank you to those events that provided these locations
- **Media parking:** several Nationals reserved parking, it was much appreciated!!
- **Media packets** with better documentation - well received, added extra work to event officials. Now that they are made, it will only be updates for 2026.
- **“Press Room”** Tent at Expose and Service - turned into dedicated internet only. Didn't have staff to man.
- **Media Spiffs** - appreciated - awarded a small token to a photographer at each event

Did not implement:

- Limit Qty of media at events
- Planned interview locations

Changes for 2026:

- Possible - bring back a 3rd color vest - only for ARA Media and Event Media Coordinators
- Possible - Annual Vests for established professional media that attend entire series
- Better coordination of media guide creation



MEDIA QUICK REFERENCE



- 1 Get an ARA Media License: www.rallylicense.com
- 2 Sign the Speedwaiver: <https://usac.speedwaiver.com/ajmrz>
(It should get texted to you during license process - if not follow the link above (Yes, there are 2 waivers))
- 3 Fill out the Media App for the events you want to attend
They will open in 3 batches throughout the year

UNRESTRICTED:
Shooting for ARA, the Event or Series Sponsor

UNRESTRICTED:
Known Media

RESTRICTED:
New to ARA

UNRESTRICTED Media:

- Full access to course
- Can drive on stage ahead of course cars
- Must be in place before 00

RESTRICTED Media:

- Access to all Expos and Spectator Areas
- Access to service parks

TIMELINE:

- 3X per year - events get added to media application
- -1-2 Weeks before event, email with event details sent to all registered media
- -1 Week before event - approved media list posted to ARA Site

Expected Practices:

- Have a movement plan and be prepared to share it with us
- Be on Telegram to get important information
- Attend the media briefing
- Respect the Marshalls - they are in charge
- Check in with start captain if you drive into a stage - and tell them where you are going to be positioned (sheet of paper with your details, vest numbers, car description and your expected location is ideal)
- **Safety** is the number one goal - act accordingly
- **DO NOT MOVE** on stage between 00 and Green Light
- **DO NOT CROSS A HOT STAGE**

At Event Check-In:

- Hours & Location announced in media briefing
- Pickup Media Vest - the number will be noted
- Pickup event wristband
- Pickup other event items (TBD): lanyard, car pass etc.
- One person in your group can pickup all items, however vest number assigned must be worn by that person

When Leaving:

- During event - give vest to Scoring or Race Control
- End of Event - Vest goes into bin at podium
- Link to share images will be put in chat & greatly appreciated

DRONES

To Be Approved to fly a drone at an event you need:

- Drone Pilots license - provide copy
- Liability insurance with minimum \$500K coverage & ARA/USAC listed as additional insured
- Approval from ARA which will depend on type/usage/history of operator

Drone Rules (see full policy for all details):

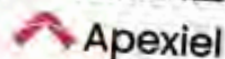
- Do not fly over crowds
 - Do not impede competitors and other media
 - Some events have specific "no-fly" zones
- Anyone found flying a drone without approval will be removed from event and fined \$1000*

Content Sharing

ARA, and especially the events, thank you for any content you share with us. There are 2 ways to share content with ARA: via Apexiel or through a Dropbox file request that will be posted in the telegram chat. Photo credit is given to all creators.

Media Bookings

We have partnered with Apexiel to make it easier to connect media with Competitors. It is optional to participate.



MEDIA

STAGE:

Where you are going:

Stage instruction or mileage/side of road/landmark

Make/Model/Color of Vehicle:
& where you will park it

When/how do you plan to leave:

Main contact name/number:

Name	Vest Number



SAFETY QUICK GUIDE

*Rally Stages are extremely dangerous.
By being on stage, you are taking the responsibility for your life into your own hands.
Competition cars will be extremely fast and unpredictable.*



On Stage Conduct:

- No Speeding - Only drive course direction
- No Substance Abuse
- Beware wild animals, ticks, poison ivy - we have them all
- Pack in - Pack out: Scout rules on trash
- Respect the marshalls
- Be predictable
- Be considerate of spectators
- Communicate your plan with stage workers

CAUTION CAUTION CAUTION

YELLOW MAY BE OK - Review the area behind yellow tape, it may be ok but use discretion

CAUTION CAUTION CAUTION

RED IS DANGEROUS - never stand behind red tape
Red tape areas are those identified as extremely high risk

To reiterate:

- Be in position by 00 car and stay there
- 00 communicates with 0 car - anyone that looks iffy will be double checked as zero goes by. If you have not followed 00 instructions the stage could get canceled.
- If you are the reason a stage is canceled your vest will be pulled.

On Stage MANDATORY SAFETY RULES:

- No standing on OUTSIDE OF CORNERS
- No standing in IMPACT ZONES (runoffs, tight corners, after jumps, etc.)
- Do not stand ON RACING SURFACE at any time
- STAY ON YOUR FEET - do not sit, kneel or lay down
- HAVE AN ESCAPE ROUTE - berm, tree, know where to go
- DO NOT MOVE on stage between 00 and Green Light
- Be IN POSITION BY 00 car and then stay there
- 0 car has the ability to cancel a stage for safety concerns - don't be that guy that gets a stage thrown
- **DO NOT CROSS A HOT STAGE**
- No walking down a hot stage to exit
- Movement needs to happen far away from road if leaving early
- No FLASH DIRECTLY AT CARS - drivers have told us this is distracting

COURSE VEHICLES



10+ min: Zero Car

Travels 90% Race Pace
Final Checks.

Can cancel stage for safety issues
Race Cars on course soon

30+ min: Double Zero Car

Travels Swiftly
Final Course Checks &
Media/Worker Positions

Be in place by this car

60+ min: Triple Zero Car

Travels Slow

Checks course, stops to fix any problems. Closes course to public. Course is still ok to traverse in stage (direction by unrestricted media



Last Car: Green Light

After last sweep vehicle

Course is "open to public" after this car passes.

Stages that have events may not see "Green Light" until after the 2nd pass.

-5 min: Safety Sweep

Travels Quickly

Directly after last competitor
Course is still HOT

AT NATIONALS

We expect to bring the same activation equipment in 2026

- Motorcoach for VIPs and Series Executives
- Race Control Trailer
- Drive Over Podium Trailer
- Box Truck with Activation Equipment/Merch

VIP Program at Nationals

- Anticipate it continuing for 2026
- Looking to shift from Kubota-centric to Open Reservations
- Plan to run 2 full days

Hospitality

Exploring an at event catering program for Nationals, very early planning

MERCHANDISE



We have merged with Rally Superstore

- Still working out final details
- Extra equipment
- More man power
- Transport between events
- Opportunity to sell event merchandise if you need help
- Open to selling Team merch

Things we saw:

- Merch can be a moneymaker if your event is established in area
- People are smaller than they used to be - sold more Larges and Mediums this year

EVENT REPORTS

Need to complete most of them.

Will be setting up appointment times so we can meet to finish these together.

Watch this space for a **sign up link**.

Want to emphasize that the quantity of responses to event survey directly impacts the quality of data for report.



SERIES ECONOMIC IMPACT

Big Support for Small Communities

Be a part of Rally in supporting the towns we race in. Unlike a static motorsports venue, we are out in the community. We gather on their main streets, eat in their restaurants, buy their bake sale goods and race on their dirt roads. Through that partnership our rallies are welcomed back year after year.



\$19.8M
Local Impact
2025



EVENT SUPPORT

MOVING INTO 2026, WE ARE LOOKING INTO MORE WAYS TO SUPPORT YOUR EVENT

In the plans

- Spectator poster / map
- Media Guide
- Travel Guide
- Post Event Reporting
- Brand Guide

Available on request

- Spectator guide assistance
- Sponsorship proposals
- Website assistance
- Print materials

In the works

- Map creation
- Social reporting
- VIP Program updates
- Open to suggestions

...to help accomplish this we are bringing on Chris Heikkuri part time & will be scheduling pre & post event meetings where we work through these together

IN THE PLANS

IN ADDITION, PRE EVENT PLANNING MEETINGS TO RUN THROUGH MANY OF THESE ITEMS AND A POST EVENT MEETING TO FINALIZE REPORTING

Spectator poster / map

- Creation and printing of a poster with event graphics on the front and a spectating overview on the back - event map with spectating points, QR codes to digital spec guide, live scoring, entry list, and event survey, event sponsors, general schedule

Media Guide

- Already creating these, but addition of pre-event checklist of info needed well in advance of event

Travel Guide

- General info release months ahead of the event with general information to help travel planning - where to stay, airports/car rental/etc, general schedule and area map, what to expect

Post Event Reporting

- Modified process for 2026 with inclusion in pre event planning meeting including a detailed list of information that will be needed to finalize post event

Brand Guide

- Work with your event to create a branding one pager - event logos, colors, fonts (if relevant), taglines, history, etc



ADDITIONAL OPTIONS

**NOT EVERY EVENT NEEDS OR A MAY WANT THESE, BUT THEY WILL BE AVAILABLE.
WORKING OUT A FINAL PLAN OF HOW MANY OF THESE WE CAN DO PER EVENT.**

Spectator Guides

- Different levels of assistance can be available - recommended outline of included material, pre built template, or assistance building the whole guide

Sponsorship Proposals

- Multiple levels as well - framework of what to include in proposal, pre built template, or work with you to build out the whole proposal
- Working on a guide to help customize proposals based on intended sponsor
- Supplying ARA marketing info for inclusion in event decks

Website Assistance

- Content recommendations, site review with constructive feedback, or basic site creation

Print Materials

- Templates or designing of event printables - Media/Service/Recce stickers, volunteer name badges, sponsor signage, and more
- Can either connect you with one of our print partners, or just provide files for your local printer



IN THE WORKS

We are also looking into more ways to help, and working on finding methods to do so

- Event map creation - common program that makes it easier
- Social reporting - looking into ways we can help you leverage your social presence
- VIP Program - better ways to include event

?? IS THERE ANYTHING ELSE YOU WOULD LIKE US TO LOOK INTO ??





RALLY

**REAL CARS
REAL ROADS
REAL PEOPLE**

Rally is the **most authentic motorsport** in the world, offering **unique opportunities to capture content** and engage a huge following of dedicated fans in the **most sought after demographic**.

It is a race against the clock on real roads specifically chosen to challenge **production-based cars**. Driver and co-driver must work together and conquer **snow, sand, gravel or dirt** through hundreds of corners to be fastest.

” ARA ADDS HIGH-PERFORMANCE EXCITEMENT TO OUR BRAND, UNDERSCORING OUR PRODUCT REPUTATION FOR ADVENTURE-READY CAPABILITY AND DURABILITY. ~ SUBARU MOTORSPORTS USA

” YOU WOULD BE HARD PRESSED TO FIND A MOTORSPORTS SERIES ANYWHERE IN THE WORLD THAT WILL GIVE YOU A BETTER BANG FOR YOUR BUCK. ~ TRAVIS PASTRANA

” STAGE RALLY IS THE MOST FUN YOU CAN HAVE BEHIND THE WHEEL OF A CAR. ~ ROAD & TRACK

ARA is the largest rally series in the U.S., based on every metric, and the **only U.S. National Championship**.

We have a massive audience with **hundreds of competitors, thousands of in-person fans and millions of online followers**.

ARA just celebrated 50 years of Rally in the USA. We are **supported by factory teams and privateers** and sanctioned by USAC.

ARA IS... 13 MARKETS
ARA IS... 900+ COMPETITORS
ARA IS... 3000+ VOLUNTEERS
ARA IS... MILLIONS OF FOLLOWERS
ARA IS... RALLY IN THE U.S.

FULL OF CHARACTER(S)

BEHIND THE NUMBERS

More than just spectators

The eight National Championship events bring much more than the fans. Each event averages 50 starters, 52 media creators, 145 crew and 280 volunteers. The ARA calendar also includes 12 Regionals and four RallySprints.

3200+ volunteers over the 2024 events. **Real people** who are dedicated to the sport and **love the outdoors**.

A diverse cast of characters as **brand ambassadors**.

5305 License Holders IN 2023

AVERAGE AGE
 MEDIA: 36
 DRIVERS: 42
 CO-DRIVERS: 39

1 IN 5 CO-DRIVERS **ARE WOMEN**
 1 IN 10 CREW
 1 IN 20 DRIVERS

98% ENTER FOR THE CHALLENGE OF STAGE RALLY

of DRIVERS in 2023: **508** ARA vs **37** INDIAN vs **177** IMSA vs **301** FORMULA DRIFT

THE SERIES

2026: 23 Events in 13 States

- Year Round
- Multi-Surface, Multi-Environment
- 900+ Competitors
- 8 National Events
- 4 Super Regional Events
- 6 Regional Events
- 5 RallySprints
- 3 Affiliated Private Rally Schools
- Thousands of Spectators & Millions of Views
- Dynamic content set in America's most dramatic landscapes

2026

FEBRUARY MICHIGAN | MARCH MISSOURI | APRIL WASHINGTON | JUNE ILLINOIS | JULY COLORADO | AUGUST MINNESOTA | SEPTEMBER TENNESSEE | OCTOBER MICHIGAN

Deck Elements are Available

SINGLE SERVICE AREA

- How does a single service area help?
 - Organizers
 - One space to plan
 - Less hoops to jump through
 - Strengthen ties with the community
 - Competitors
 - One space to set up and able to leave overnight
 - More time to work on the cars for repairs
 - Preferred to have one high quality space, even with more transits
 - ARA
 - Able to use activation space more efficiently
 - More engagement with sponsors and fans
 - Lessens equipment movement for trucks/trailers

If it is not feasible, how can you leverage or highlight one service area vs multiple.

RALLYSPRINTS AND RALLYCROSS AS A FUNNEL

- How can we use RallySprints or Rallycross to build competitors, volunteers, and spectators?
 - Tangible examples
 - Rally Ready RallySprints
 - PNW Rallycross group
 - California Rallycross group

Does it make sense to advertise at related events?

What are we doing to recruit these groups outside of the time leading up to the event

WHAT ARE WE DOING TO HELP EVENTS LOWER COSTS

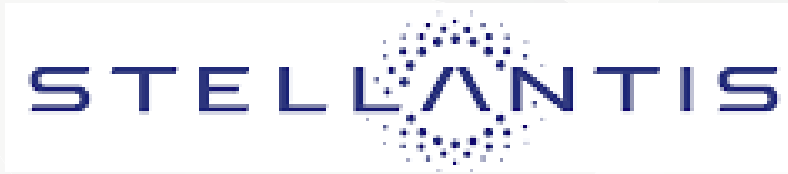
- Providing supplies such as
 - caution tape
 - volunteer vests
 - What other supplies are helpful?
- Course Car and other event decals
- Rally Forward paying for tracking and scoring team
- Direct sponsorship to events
- Looking into larger buys for lessening per unit cost
 - Brainstorm what makes sense on a series level

YEAR END TROPHIES

- Ken Block “Rookie of the Year”
- Pirelli Privateer Cup
- Stellantis Cup



8 Manufacturers Engaged



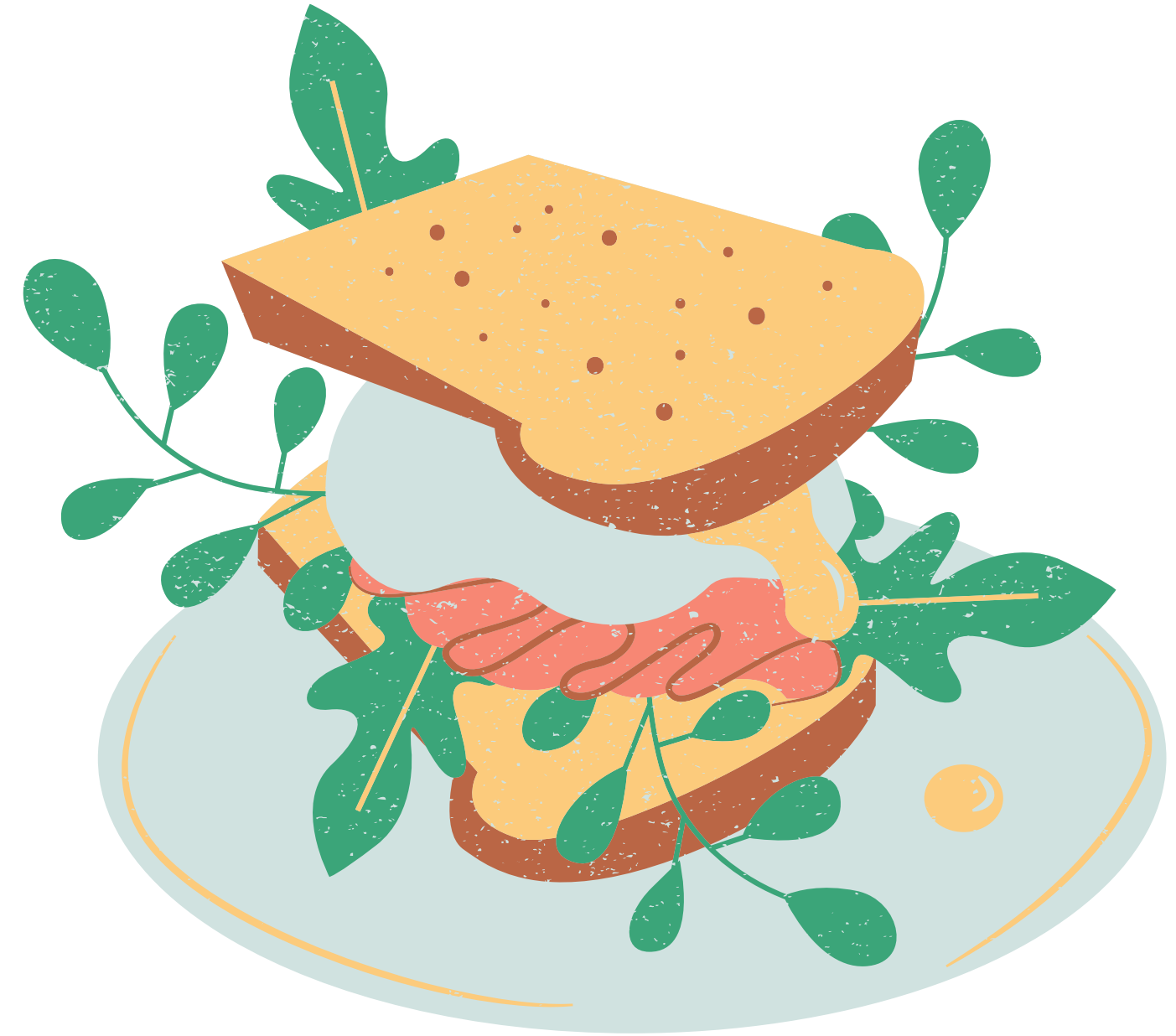
“NON-RALLY CARS”

- ARA has several proposals for “non-rally cars” to be a part of competition
 - STRYKERS
 - Proposal in the works for 2026-2027
 - Will be run as a separate spec series, not scored with the rally cars
 - Class 11
 - EV
 - Exhibition



LUNCH

12:30 - 13:30

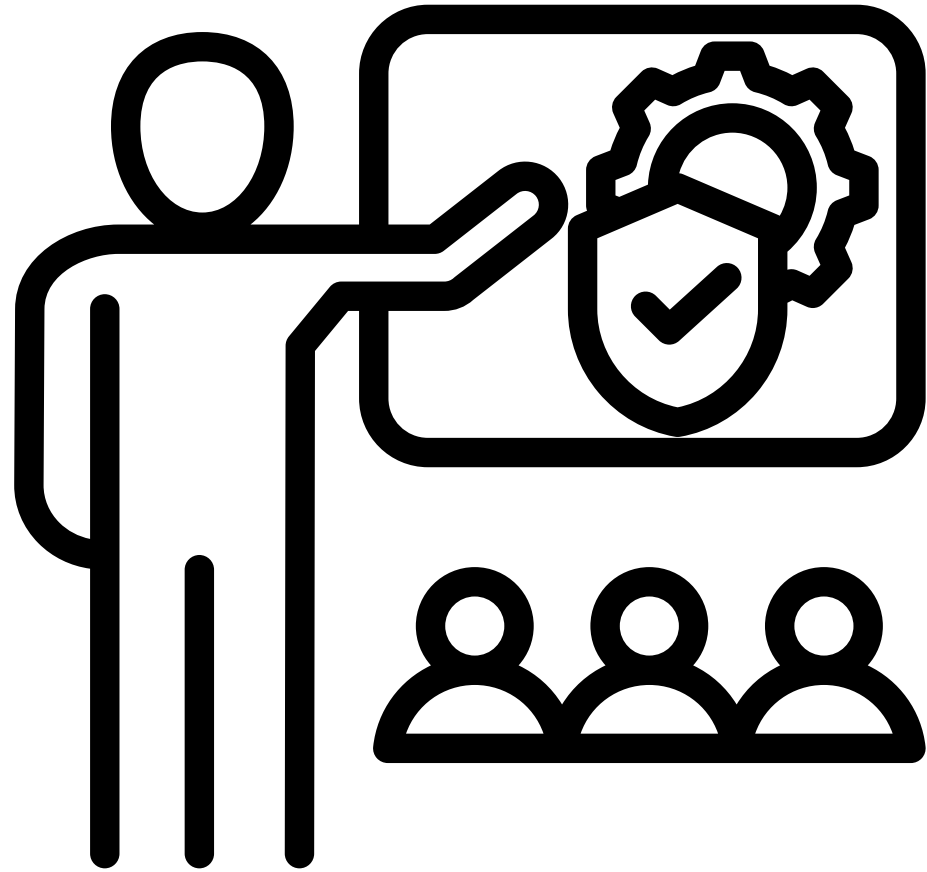


RALLY CORPS



ARA - 2024 SURVEY

The survey showed us that people wanted more Training and Standardization



TRAINING



STANDARDIZATION



MEDIA

RALLY CORPS

Strengthening our Community

New for 2026, ARA is establishing a National volunteer organization known as **Rally Corps**.



Rally Corps will help recruit, train, organize, incentivize, and empower thousands of the most avid rally fans--those who travel hours to attend and support ARA events and who are both loyalists to and evangelists for our sport.

- Regional chapters & University Rally Club affiliations
- Member portal
- Online training platform
- Official member training/ logbook/passport
- Dedicated social media presence
- Official merchandise (exclusive incentive items & gear for purchase)
- Dedicated member communications & recruitment drives





Rally Corps Caveat

- Rally Corps is meant to be additive, not a replacement for or distraction from existing volunteer groups & their efforts
- Integration w/Rally Master Pro & Rally Data 2 will ensure no interruptions to or complications of the existing volunteer process
- **Gain master database and tracking**



Rally Corps Launch Tasks & Status

- Develop concept, brief organizers & other stakeholders - Complete
- Design and trademark logo & wordmark - In progress
- Develop Website Portal - In progress
 - Developer & design firm engaged
 - Rally Master Pro & Rally Data2 engaged to ensure full integration
- Announce publicly (PR, social, web) - Dec/Jan
- Open call for existing training materials - Dec/Jan
- Develop library of resources - Q1
- Select LMS and develop curriculum - H1



2026 RULES UPDATES



TECHNICAL RULE UPDATES

- Housekeeping:
 - Sunset SA2015
 - Clarify Lexan window openings
- RallySafe Units
 - Requiring it to be in vision range of both crew
 - Ensure use is required when elected by the event
- Rear Window Numbers
 - Adding numbers to the rear window
- L2WD engine size - 2.0L
- Lithium Battery regulations
 - Requiring a battery management system (usually internal to the battery)

SPORTING UPDATES

- Adopting a Code of Conduct
 - Will share draft
- Require teams to allow event to move their vehicle in case of reusing a stage
- Terminology tightening
 - Intention to limit things like inquiry or protest filings
- Clarify recce passengers
 - National = accredited media or force majeure only
 - Regional = a bit more flexible
 - Competition or other license in all cases
- Either ATC or Start at the top of route book page for Stage Start

SPORTING UPDATES CONT'

- Considering changes to the extra minute for the seeded draw cars
 - Does the gap stay preserved for the seeded cars, rather than start position?
- Clarify responsibility for car preparation is on the entrant
- Super Special RAR penalties
 - Decrease to lateness or similar?
- Clarify when refueling rules are to be enforced

TEST DAYS

Standalone or included in full events

Need to further clarify and enforce safety procedures for test days

Examples of possible requirements:

- Do Novice restrictions apply?
- Mandated technical inspection
- Safety Plan (includes minimum staffing description and EMS)
- Required gear (full gear... also for passengers)
- Waiver (drivers, crew, and volunteers)
- Driver must have competition license, Co-Driver must have competition, crew, media, or official's license

PROCEDURAL CONSIDERATIONS



EVENT LEVEL GUIDELINES & EXPECTATIONS

- National
 - 110+ stage miles or around 2 hours for winning time
 - Stages only used twice (with Power Stage exception)
 - Power Stage
 - High spectator engagement such as super specials or ceremonial start
 - High level organizer team with depth
 - Quality service area
 - Vendor activation opportunities for series and teams
 - Consideration for the “show”
- Regional
 - 30+ stage miles
 - More compact format (maybe one day option)
 - More concerns over costs to competitors
 - Very broad variations
- Super Regional
 - 90+ stage miles or around 1.5 hours for winning time
 - Stages only used twice (with some exceptions)
 - Consideration for spectator engagement such as super specials or ceremonial start
 - Higher level organizer team with depth
 - Quality service area
- RallySprint
 - No mileage minimums
 - Prioritize minimal transits and compact area.
 - More concerns over costs to competitors
 - More flexibility in format over standard rallies.
 - Codriver optional depending on stage length and format
 - Refer to RallySprint exceptions rule book

COURSE CARS

Possible requirements for 2027:

- Decals - standard covered by ARA: 000,00,0, safety sweep
 - Others available for printing by Rally.Build for about \$20 per set
- Flashing lights on 0, 00, 000, and safety sweep
 - Be careful of radio interference
- Siren on 0
 - ARA considering supplying as part of national/regional kit; limitations?
- Course car checklist example on Sportity.
 - How is your event handling the roles?
- Course car failures
 - Roughly one every event
 - Contingency planning
 - Should course cars go through scrutineering (with different checklist)?

SAFETY SWEEP

- The priority is to maintain control and safety net at the back of the pack
 - Shouldn't be assisting competitors unless emergency response is in action
- Remember; their role is to stay behind last competing vehicle, unless they come upon an emergency
 - If they come upon a car, assess if they are continuing or not; shouldn't take more than 30 seconds
 - If they are not continuing, collect time card, call it in over net, and continue on.
 - If they are trying to continue, call net to advise and determine amount of time to wait; unlikely to allow more than two minutes or waiting.

GREEN LIGHT

- Why is it important?
 - Important role for volunteers, media, and spectators to understand the stage is clear and open
- Up to the event and expected movement as to whether it is used in-between running or only on the final
 - If it is not used after first running, need a plan for allowing media movement or be clear if there are restrictions
- Does not have to be a sweep truck, can be a standard vehicle
- Strongly prefer to have an actual green light on top of the vehicle for clear understanding.
 - Available for under \$20 on Amazon

FIA STYLE ZERO CAR SCHEDULE AND ALTERNATIVES TO TIGHTENING GAPS IN THE FIELD



Presented by Andrew Frick, the
Overmountain Rally TN and
Sandblast CoC



The Fast 0

Fast 0: What is it

- Course car that travels the course like all other course cars
- Goal is to minimize the time that a stage is dormant before the first competitor. Thus improving the safety of the event.
- Should be timed to FINISH the stage 5 minutes before the first competitor finishes the stage
- Main responsibilities are to test the timing teams, verify the safety systems are intact, throw the stage if an issue is encountered after the first car starts

Fast 0: What it isn't

- Responsible for declaring the stage ready to race
- An uncontrolled course car that is just a free racer
- A caged rally car, your timing controls speed

What does the WRC do?

- Safety delegate declares the stage ready to race
- All subsequent course cars are primarily gap fillers to prevent spectators from moving
- Often 00 and 0 are caged rally cars with competitive driver / co-drivers and full safety gear
- All course cars run on a fixed interval from the entire event ie: -60, -45, -30, -15

WRC also does this



Operational Considerations

- Pick your speed for the 0 car. Bogey, 90% of Bogey, etc
 - This controls how fast 0 should be driving
- Work backward from the finish time for first car
 - Example:
 - First Car 11:10:00 start, Last years winning stage time was 7:20
 - First Car due at the finish at 11:17:20
 - Bogey is 15 minutes for the stage, we want 0 car to run a bogey time. So 0 car needs to start at $11:17 - 5:00 - 15:00 = 10:57$ or $10:56$
 - Adjust the 0 car speed to match your driver, Can also be adjusted per stage

Operational Considerations

- Put a call in time on the course car schedule for 0 car 5 minutes before the first car is going to start.

1	000	SD	00	0	0 Call	First Car
30	-60	-50	-40	-11	-5	
40	9:00	9:10	9:20	9:49	9:55	10:00
22	9:42	9:52	10:02	10:31	10:37	10:42
25	9:45	9:55	10:05	10:34	10:40	10:45

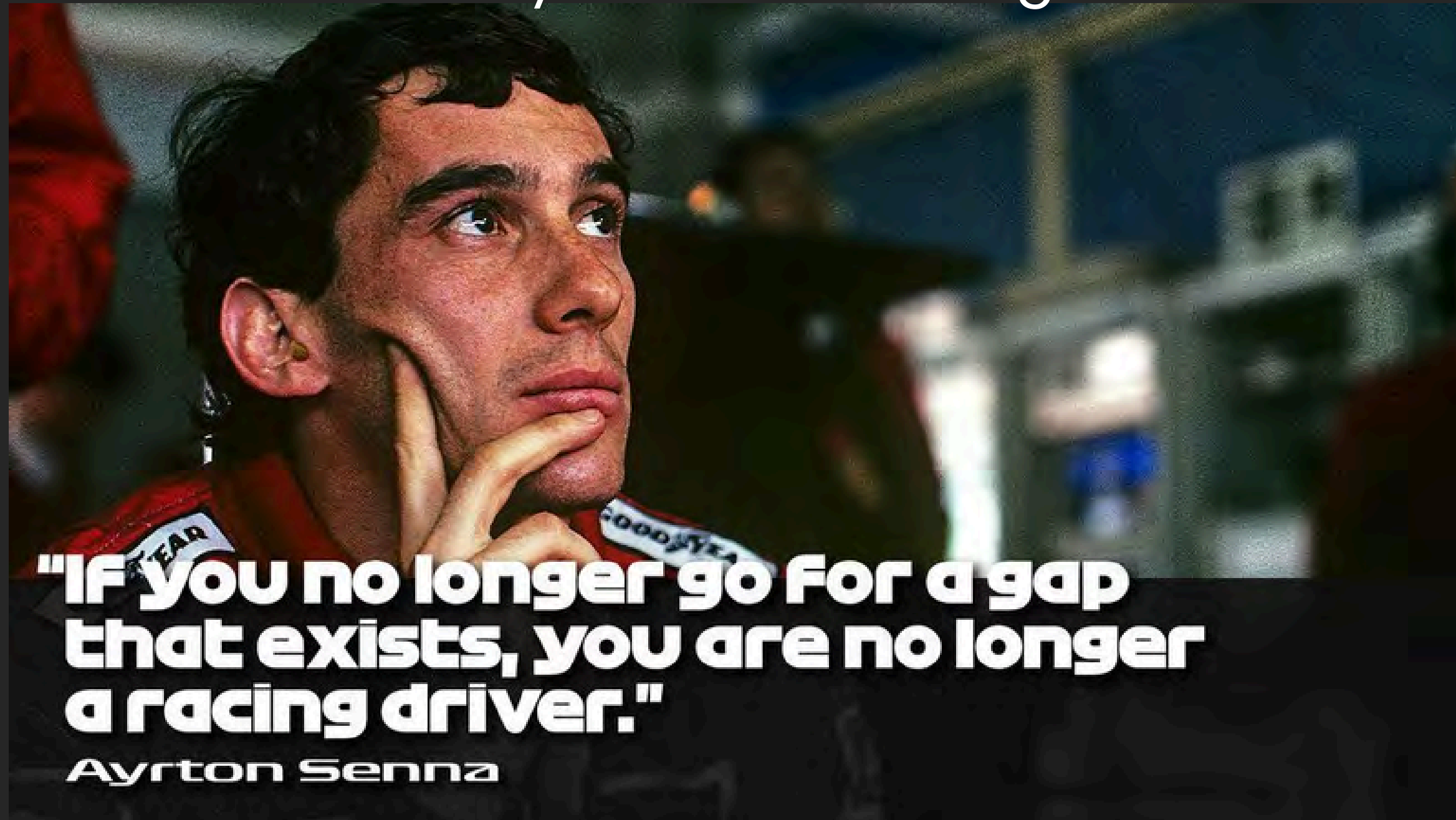
- Good 0 car co-drivers will start calling net on their minute and giving a status update.
 - This call is the CoC final go-nogo to start the stage
- Double check your calculations by asking the zero car if the speed felt good and checking RallySafe times after the first stage

Operational Considerations

- 00 now become the most important course car. They are the car the declares the stage ready to race
- Consider adding an S car or advance car that is front of 000 for the first run of stage that may need help getting setup
- This also allows you to push 00 farther ahead if you think they need more time to solve issues
- For long stages or if 00 is delayed you can start 0 before 00 finishes but you should not start the first competitor before 00 has finished

Extra Minutes Sanction Exemption

Rally Combiner Thing



"If you no longer go for a gap that exists, you are no longer a racing driver."

Ayrton Senna

Scenario

- 80 Car rally typical gaps 4 cars at 2 min, 76 cars at 1 min. Train length ~83 minutes
- Rally has developed a 30-minute gap between car 59 and 60
- Front of the rally is on time
- What do you do to with this gap?

Traditional Solution

- Hold the rally at the next control
 - Force the last 20 cars to transit any stages until this hold can occur
 - You are likely affecting multiple stages at the same time as car 1 has started the next stage before car 60 was scheduled to start the previous stage
- What does this require from the event
 - New Course cartiming
 - Lots of communication of where to do the hold and for how long
 - Competitors having to walk cards into controls
 - Confusion from spectators because the rally behind
 - Loss of stage miles for competitors at the back
 - Waving into controls
 - Can't be implemented on a stage that has already started



Rally Combiner Thing

- Alternate Solution:
 - Spread out the 30 minutes between other racers in the field without affecting the front of the rally
 - By inserting minutes in the middle of the field you close the gap AND keep the rally on time
- New Gaps as follows:
 - Cars 1-4: 2 minute gap
 - Cars 5-29: 1 minute gap
 - Cars 29-59: 2 minute gap
 - Cars 60-80: 1 minute gap

Rally Combiner Thing

- Operationally How does it work
 - One radio call to one start control
 - Gap goes away, Rally stays on time
- Advantages of this solution
 - Kicks the can of delaying the rally down the road
 - Can be expanded to deal with much more complex issues
 - Great for racer / sponsor / fan satisfaction, everything appears normal
 - Lots of small gaps are less noticeable than holding the whole rally

Rally Combiner Thing

- Thing to consider
 - Only implement in an emergency
 - Have a plan to get rid of the extra gaps. May effect how you handle your regroup / end of day procedures
 - Your rally train just got longer so if you have a schedule that catches itself, you have made that more likely
 - Get your Steward to approve the change before implementing it

Example – Overmountain 2025

- SS4 – SOS 14:59 – Blocked stage
 - 4 cars behind the incident on the stage
 - 2 cars at the start line
- SS5 – Started at 14:17
- Rally is now in 3 parts
 - Group 1 – Top of the field who thinks the rally is basically on time and is
 - Group 2– On the stage after clearing SOS
 - Group 3 – Stuck at the start line for SS4
- What's the solution?

Rally Combiner Thing

- What did we do
 - Waited until we figured out what was happening with the SOS
 - Called SS5 start and switched to 4 minute gaps at 15:30
 - Sent the competitors at the start on the alternate transit
 - Everyone but the SOS car ran SS5 largest gap was 8 minutes
- What could have been better
 - Decided earlier would have led to smaller gaps no large gap
 - Rally Safe had more nuance for the SOS blocked stage vs medical

Rally Combiner Thing

- What makes it possible
 - Alternate route – that are timed
 - Less radio traffic
 - Having a guess of where the people that stuck on the stage are
- How to clean it up – Think ahead
 - Regroup / End the day
 - Using it again on the next stage with a broader number of competitors.
Move farther up the field and spread it out more evenly at the next stage.

ROUTE PLANNING

- Plan well in advance, loop in ARA
- Maximum Section Distances and Remote Refuels
- Length of Days
- Control Locations: Prioritize Quality vs. Max Stage Distances
- # of Control Crews and Volunteers
- Have Alternate routes pre-planned and in the route book
- Have a Dust Minute plan
- Simplify when possible!

THINK DIFFERENTLY ABOUT SUPER SPECIALS

- When do you place in the itinerary?
 - It is its own thing - allow for variable timing
- End of a day - need a longer regroup before
- We have seen a “relax” of procedures during these - Okay to relax some operations but not safety procedures. Still need net, course cars, sweep etc...
- Big promotion opportunities for event and series

Example



2025 Southern Ohio Forest Rally
Drivers Bulletin #3
4 June 2025
16:30

1. Thursday SS #1 and SS #2 Control Procedures.

Stage 1 & 2 are considered super special stages to entertain the spectators, and will have the following changes to normal procedures:

- All cars will start on 30 second intervals.
- To facilitate 30 second start intervals, 2 cars will check into TCO on the same minute following the start order.
- Although indicated in the Route Book, there will be no controls for ATC SS1. Teams must be at each of the locations marked ATC SS1 in the Route Book by their calculated times, but there will be no check in at these locations. Marshals will direct them to the start and a start time assigned somewhere in that vicinity.
- This same process will be used to start SS #2. The first car on SS #2 will start 1 minute after the last car starts on SS #1.



MEDIA ZONES

- What are media zones?
 - Locations outside of the stages that give media the opportunity for interviews and content
 - Can be part of another control (such as a regroup), but needs to be cordoned off
 - If it is a standalone, it would need an entry and exit control
- Why?
 - As the series and events are growing, there is an increasing request from media and competitors for interviews throughout the day.
 - This allows competitors to tell more of the story of your event.
 - May be an opportunity for local media, since they don't need to go out to stages.
- Expectations
 - Easily accessible by media (parking), but controlled
 - This is more a thought experiment at this point.
 - Look at your itinerary and layouts and see if you can easily accommodate as a trial
 - It should help prevent media stopping cars where you do not want them



RALLYSAFE AS A TOOL

- A powerful resource outside of the weekend of the event
 - Can be used for planning, historical data, and debriefs
 - Look at crash “hot spots”
 - See top speeds and where
 - Timing calculations (available on SneakAttack too)

The screenshot displays two panels from the RallySafe software. The left panel, titled 'Hazard History - 711', shows a summary for Stage SS3 Far Point 1 with a 'No Hazard' status. It lists the driver as John Farrow (USA) and Michael Farrow (USA) in a Ford. The G-Force X,Y,Z is 0, 0.9, 0.1. Below this is a table of hazard history entries.

Timestamp	Status	G-Force	Distance	GPS	Sent By
14:49:29	No Hazard	1 g	9.7	Good	Self
14:49:30	OK	10 g	9.7	Good	Self
14:49:25	OK, Road Blocked	10 g	9.7	Good	Self
14:49:24	OK	10 g	9.7	Good	Self
14:49:23	Unconfirmed SOS	10 g	9.7	Good	Self
14:49:21	OK	10 g	9.7	Good	Self

The right panel, titled 'Hazards', shows a list of hazards with columns for Vehicle, Stage / Distance, Current Status, Hazard Time, SOS Time, and OK Time. It includes a 'Play Alert Sounds' toggle and a 'Select Stage' dropdown menu.

Vehicle	Stage / Distance	Current Status	Hazard Time	SOS Time	OK Time
534	4.9	NO HAZARD	1 mo. ago		1 mo. ago
887	1 g	SS3 / 10.2mi	14:53:22	1 mo. ago	
69	2 g	SS3 / 1.9mi	14:50:55	1 mo. ago	
59	1 g	SS2 / 19.4mi	14:49:44	1 mo. ago	
711	10 g	SS3 / 9.7mi			14:49:30
91	1 g	SS2 / 1.4mi	14:48:45	1 mo. ago	
59	1 g	SS2 / 11.1mi	14:39:52	1 mo. ago	

RALLYSAFE EQUIPMENT

- RallySafe tablets
 - Android rollout expected in 2026
 - Will possibly sunset our Windows tablets to Android OS based
 - Option to use personal phone with app by end of 2026
 - Means less equipment for the series and events
- V2 radios/dongle
 - Will be repairable in the US
 - Replaceable USB cable with option of USB-A or USB-C
 - Most common failure point of the radios
- Identified possible issues with Proximity to ham radios/antennas in 2025
 - Make sure the tablets are at least five feet away from HT style radios and further from mobiles, especially if on higher power.

TEST SESSIONS ON EVENT

- More and more teams asking for testing at National events
 - Becoming an expectation
 - Both private and “open”
- Consider test session rules and safety procedures discussed earlier
 - Checking safety gear and car basics
- With large fields, separate, scheduled sessions is preferred to make it easier on everyone
 - Having 1-2 hour blocks seems preferred by teams
- Can be an additional source of revenue for an event
 - Average across the nationals is \$265 per testing block
 - 120 sold sessions in five events (\$6300 average per event)
- media procedures during

SOS SIGN PROPOSAL FOR MARSHALS

- Against general marshals being issued SOS signs
 - Much more likely to be used incorrectly than make a difference in emergency response
- Can teach marshals or event volunteers crossed arm technique (SOS) to be used in emergency
 - ONLY to be used at the scene of an incident, if the crew is unable to display signage
 - May still carry same concerns as issuing SOS signs
 - Less likely to be used incorrectly, since it isn't as simple as holding a sign.
 - Must be in a very visible location, possibly on the road surface.
 - Priority is stopping the next car



RED FLAG PROPOSAL FOR RADIO OPERATORS

- Proposed compromise is issuing red flags to HAMs or HAM positions
 - Should ONLY be shown if requested by Net Control
 - We already put more trust in the HAM radio operators
 - Can be targeted response to stop cars or signify transiting of the stage
 - Gives distinction between competitor SOS signs and event personnel issued response
- Can teach marshals or event volunteers crossed arm technique (SOS) to be used in emergency
 - May still carry same concerns as issuing SOS signs

CLERK OF THE COURSE CONCEPTS

- Role of CoC:
 - The CoC leads the organizing team and is the official responsible for conducting the event in accordance with the regulations as well as the safe running of the event. They control the event making effective decisions throughout the build-up and competition till results are declared final, using all the resources at their disposal through senior officials, marshals, ARA officials, and other volunteers.
- The CoC is a big role and we recognize that; how can the workload be lessened or spread out
 - Assistant or deputy clerks
 - Are they assisting with clerical duties like inquiries, bulletins, etc?
 - Are they assisting with pre-event work such as route design?
 - Where else do the CoCs need assistance, whether from ARA or event organizers?

EVENT VS ARA ROLES

- We are all working toward the common goal of executing high quality events
 - ARA will provide help, expertise, assistance, etc. but rely on the organizers to operate the events
- Overview of roles:
 - ARA has a duty of oversight and supervision of all sanctioned events
 - GCRs state: ARA Officials; Those, when present at an ARA sanctioned event, who will be designated as an official and may have a supervisory role during the competition. These officials may have additional specific duties and authority at an event as outlined in these GCRs and/or the Rally Regulations.
- Competition and safety is the event organizer's responsibility
 - Scoring, timing, and tracking are services provided by ARA, but “work” for the event CoC.

CONSISTENCY OF RECCE PENALTIES

- Recce penalties are not being applied consistently across the series.
- The purpose of the recce rules and subsequent penalties is to work with organizers to manage local relationships and ensure safer roads during recce.
- ARA's role is to provide the tools or data for the event to make reasoned decisions and enforce compliance.
 - These tools/data are under the direction of the CoC.
 - While ARA can provide support, it is the organizer's responsibility since it is an application of the rules.

DANGER DOTS, CAUTIONS, AND VC USE

- Part of a larger discussion tomorrow with CoCs and Safety Delegates
- Several crashes have happened at Danger Dots, so locations appear to be picked appropriately
- Confusion from competitors on what they mean, so ARA needs to work on better messaging.
- Locations should be identified by CoCs with the reinforcement and review of the safety delegates and/or USAC.

INSURANCE LANDSCAPE

- Positive efforts made by events for 2024/2025
 - Spectator diagrams
 - Start Line diagrams
 - Safety Delegate
- Process for insurance application will be similar for 2026
- Consolidation of insurance companies continue to create uncertainty
 - May born other requirements such as wristbands being more stringent.
- What does this mean for us?
 - New insurance company in 2025, expected to continue in 2026
 - Continuing education by the ARA staff

THANK YOU

