

Milwaukee Region SCCA RallyCross Supplemental Regulations

GENERAL INFORMATION

Milwaukee Region SCCA RallyCross events will be conducted in accordance with the most recently published SCCA RallyCross Rules available at SCCA.com

All events will follow their applicable event schedule as posted on MotorsportReg.com. In the event of a schedule change or cancellation all registered competitors will receive email notification. Please ensure you are receiving our emails as this is our primary method of communication.

A guided course walk will be conducted immediately following the drivers meeting. All drivers are welcome to join, but all drivers who have completed less than ten (10) RallyCross or equivalent events and any driver who has had an on-track incident in the past three (3) events MUST attend the guided track walk. Failure to join the track walk when required will result in disqualification without refund.

VEHICLE ELIGIBILITY

Cars, drivers, and surfaces with certain characteristics have proven to be more prone to rollover incidents. In general, vehicles that are lifted, taller than they are wide, short in length, front-engine, and front-wheel drive have experienced more issues. Cars using tires with extreme grip levels and/or in combination with extremely grippy surfaces also pose a higher risk. Drivers are advised to adjust their vehicle, within their class limitations, to make it as low and wide as possible. However, consideration must also be made as to the protection of underbody elements. The use of wheel spacers, skid plates, etc. may be of assistance in this regard.

Cars which fall under the Stock, Prepared, and Modified categories which have a front axle track width that is narrower than its height are not allowed to compete without an exception approved by the event steward.

- Front track width is the distance between the center lines of the two front tires, as measured at the front of the tires.

- The height of the vehicle is measured from the ground to the highest point of its roofline or roof rack (if equipped).
- Measurements will be taken with the vehicle in its intended competition setup (i.e. same wheels and tires, ride height, etc)

Exceptions to this restriction may be granted on a case by case basis. Criteria that will be taken into consideration when reviewing a request for an exception may include the following:

- Cars with a pronounced rear weight bias
- Cars with a low center of gravity
- Cars with a long wheelbase
- Cars with low-grip tires
- Cars with a low speed potential
- Drivers with considerable relevant experience, particularly in the proposed car
- Surface conditions that are relatively smooth and with low grip

Cars with ARA or NASA logbooks, and driven by experienced drivers, will be given particular consideration for exception. Drivers of such vehicles are encouraged to contact the event steward for review.

ON-TRACK INCIDENTS

In the event of a rollover or other major incident, the driver is disqualified for the rest of the event without refund.

Debeads

Debeading a tire means that the tire's bead has been pulled from the wheel causing it to deflate.

Driving the vehicle into rutted or uneven ground with the wheels turned such that the sidewall is driven face first into it is the most common cause of debeading a tire. This is often preceded by an early apex and failing to slow the car properly for the chosen line. The risk of tire debeading can also be reduced by using relatively high tire pressures, tires with stiffer sidewalls, and narrower wheels that are still appropriate for the chosen tire size.

Tire debeads also highlight certain driver behavior that can lead to a more serious incident. While there

may be equipment considerations, they ultimately represent a failure to drive the vehicle as equipped in a manner that is appropriate for the surface at the time. All drivers who are having a problem with debanding tires are advised to reach out to more experienced drivers for advice on avoiding this issue.

Drivers are advised to inspect the beads on their tires and monitor their tire pressures throughout the day as the buildup of dirt and debris can compromise the bead and increase the chance of debanding while on course. When repairing a deband, you **MUST** inspect and clean the beads for buildup and be aware that the tire's seal may be severely compromised.

Drivers are further advised that steel wheels have proven to present multiple issues in a RallyCross environment, including sudden failure. Their use is strongly discouraged.

In the event of a deband:

- Corner workers will red flag any car with a deband whenever possible.
- The driver must safely come to a stop off the course. Corner workers will direct them back to the paddock.
- Once the vehicle has been directed off the course, they will be given up to five minutes after the last car in their run group starts their final run to present themselves to the starting line to finish their remaining runs.
- Any debanded tire/wheel that was repaired on site must be placed on the rear of the vehicle and must be inspected and cleared by the Safety Steward prior to the next run.
- **A deband will result in a DNF for that run**, regardless of whether the car was red flagged or not and whether the car crossed the finish line or not.
- **Any driver who has experienced a second deband will be disqualified for the remainder of the day's event without refund.** The driver remains welcomed to ride along with other drivers.

Unsafe Driving

Drivers and/or vehicles which are found to be exhibiting concerning behavior on course may be disqualified. Concerning behavior may include erratic driving, lifting multiple wheels, extended course deviations, and other such incidents at the

discretion of a safety steward, event chairperson, or program director.

TIMING & SCORING

In the event that a driver misses one of their runs due to operational error not under their control, that driver will be scored their previous run time adjusted by the percentage of the average time difference of the rest of that driver's class for that run as compared to their previous run. For example, if a driver only took three runs out of four and the rest of the class averaged a 10% reduction in their fourth run times as compared to their third runs, the driver will be scored a time equal to his or her third run minus 10%.

Live timing results can be found at RXtiming.com

CHAMPIONSHIP POINTS

The Milwaukee Region SCCA RallyCross season will comprise five (5) championships:

- Overall AWD
- Overall 2WD
- Stock AWD
- Stock 2WD
- Overall UTV

Points will be awarded for each event based on overall finishing position in each respective championship. Points will be awarded as follows:

- 1st – 10 pts
- 2nd – 8 pts
- 3rd – 6 pts
- 4th – 5 pts
- 5th – 4 pts
- 6th – 3 pts
- 7th – 2 pts
- 8th – 1 pt

Drivers will accumulate points based on their best results from 70% of the total number of events held (cancelled events will not be included) rounded to the nearest integer. For example:

- Best 4 of 5 events
- Best 4 of 6 events
- Best 5 of 7 events

Best 6 of 8 events

Best 6 of 9 events

In the case of a tie, the driver with the most first-place finishes will break the tie. If the tie persists, the driver with the fewest cone penalties for the year will be considered the champion.

All championships are open to **Milwaukee Region SCCA members only***, and they must attend at least 50% of the total number of events held rounded to the nearest integer. Non-SCCA members will be assigned points but will not be eligible for year-end awards. Working an event without competing is considered attending the event. If a competitor becomes an SCCA member before the last scheduled event of the championship, they will become eligible for year-end awards without penalty.

*Dual-region membership is available for our neighboring competitors. Contact Membership & Licensing at membership@scca.com for more details.