

Milwaukee Region SCCA RallyCross Supplemental Regulations

Updated 2/2/2024

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.

BASIC EVENT GUIDELINES AND SAFETY

A guided course walk will be conducted immediately prior to the drivers meeting. All drivers are encouraged to join, but all drivers who have completed less than three (3) RallyCross or equivalent events and any driver who has had more than one debead, a rollover, or other major incident 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.

All entrants are required to work in the heat/position they are assigned. Failure to comply with your work assignment will result in having all runs for the day DQ'd.

Speeding, reckless driving, etc at the event site and on the adjacent and surrounding roads and/or parking lots are prohibited. Anyone failing to obey this rule will have all runs for the day DQ'd and could be banned from some or all future events at the RallyCross Chairman's discretion.

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.

Vehicles that are taller than they are wide must be reviewed by the event's Safety Director on a case-by-case basis. Lifted vehicles are strongly discouraged.

- Width is the distance between the outer edges of the tires, as measured at the center of the tires at ground level.
- Height 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 debearing 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 debearing 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 debears 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 debearing 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 debearing while on course. When repairing a debear, 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 debear:

- Corner workers will red flag any car with a debear whenever possible.
- The driver must safely come to a stop off the course. Corner workers will direct them back to the paddock.
- Any debear 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 competitor who debears on course which results in a red flag will be given a rerun. This will only be allowed once per event and the timing is subject to the end of session rules in the Timing & Scoring section.
- **A second debear 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 third debear 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 the safety stewards and RallyCross chairman.

TIMING & SCORING

Live timing results can be found at RXtiming.com.

Vehicle Numbers

All competition vehicles must display their registered race number prominently on both sides of the car with numerals that are at least 6" tall and in a color that has a high contrast to their background. Two-driver cars are reminded to ensure that they have changed their numbers along with each driver swap as runs will be scored against the number displayed.

Penalties

Cone position will be marked with a landscaping flag or outlined with a box, depending on the surface. A cone will be considered displaced if it is no longer covering or touching the flag or if it is not touching any part of the box. There is no penalty for displacing "pointer" (non-upright) cones.

2 seconds for each upright cone knocked down or displaced, including upright cones after the finish within 50 feet of the finish line and any upright cones knocked down or displaced by anything ejected from the vehicle's wheels.

10 seconds for each missed gate.

DNFs and DNSs will be scored as the driver's slowest run of that session plus ten seconds. If a driver completes at least one run in the first session but no runs in any subsequent session, the driver will be given a score of the slowest run in the class during that session plus ten seconds.

Misplaced Cones

If a driver comes upon a misplaced cone (e.g. a downed cone or a gate), the driver may stop on course near the misplaced cone to point it out to the corner worker. If the course worker confirms the misplaced cone, the driver will be allowed a re-run. The driver will then proceed down the course at a reduced speed (not

competition pace) to the finish line and proceed to the start line for a re-run. Any penalties assessed on the original run will not carry over to the re-run.

Run Order

Generally, events will not enforce a strict grid/run order. However, in no case will a driver be allowed to take more than one run back-to-back. If, due to mechanical breakdown, debeat, failure to switch drivers, or for any other reason a driver gets to the end of the session with multiple runs left they will be scored DNFs for the remaining runs. A session will be deemed to have concluded two minutes after the last eligible car has completed their run. The session will be held open for up to five minutes after the previous car has completed their run for a driver experiencing an issue forcing a delay if timing & scoring is notified of their intent to present themselves to the start line within two minutes of the last car finishing.

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%.

REGIONAL CHAMPIONSHIP

Season points are awarded to members that have Milwaukee Region as their region of record and co-members with dual membership. 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.

To qualify for the season title in a given class, members must have entered a minimum number of events. The number of events used shall be based on the following:

- 5 event season = 4 best events
- 6 event season = 4 best events
- 7 event season = 5 best events
- 8 event season = 5 best events
- 9 event season = 6 best events

The first-place position for each class receives 100 points. The remaining entrants all have their times divided by the winners to get their awarded point total.

Example: Winner has time of 55.000 seconds. Second place has time of 57.250 seconds.

$$\begin{aligned} &55.000 \text{ (winning time)} / 57.250 \text{ (2nd place time)} = \\ &\quad .961 \times 100 \text{ (point scale)} = \\ &\quad \text{2nd place receives 96.1 points} \end{aligned}$$

The best events for each entrant will counts towards the respective class title, with the total number of events counted being the number of events held that season minus one.

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.

INQUIRIES and PROTESTS

An inquiry is an informal verbal question communicated to an event steward, typically prior to deciding to lodge a formal protest. A protest must be given in writing or digitally and must identify what person, vehicle, or action is being protested, the rule that may have been violated, and a requested remedy. A Protest Committee will be determined ad-hoc by the Event Chairman, and the process will follow that identified for National events in the SCCA RallyCross rulebook.

Inquiries and Protests must be brought no longer than 15 minutes after event completion or before the trophy presentation begins (whichever occurs first). Inquiries and protests related to the class eligibility of a vehicle for any item that is visible and has not changed during the event must be brought prior to the first competition lap for any class of the day.