Supplementary Regulations

All 2026 Central Kentucky Region RallyCross events will be run as a sanctioned SCCA Regional RallyCross event under the published 2026 SCCA RallyCross Rules with the following exceptions listed below.

ENTRY REQUIREMENTS

Registration

Registration will be through Motorsports.reg . If walkup registration is available, it will be noted in the event advertising. Walkup registrations will be charged an additional $10 inconvenience fee.

Event Waiver

All drivers, passengers, spectators, or crew must sign the event waiver when entering the racing facilities.

Competitor Membership Requirements

All competitors must be SCCA Members. SCCA Weekend Memberships will be available at registration for $25.00 which can be applied towards full membership.

Competitor Licensing

A competitor must possess a valid driver's license or driving permit and present it at registration. Permit or restricted licenses are permitted according to SCCA National RallyCross rules. If a driving permit requires a parent or licensed driver, the parent or an approved instructor must be present in the vehicle during all parade and competition runs. A competitor must be a minimum of 16 years old and those under 18 must have an SCCA minor waiver.

Passenger Membership Requirements

Each occupant of a competition vehicle must be an SCCA member. If the occupant is a passenger and they are not a member, they must fill out the SCCA Trial membership form. This form is available from the registrar and there is no fee for the Trial membership.

The passenger must wear a helmet that fits correctly and meets the requirements listed in the Helmet below. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger. Passengers must be at least 12 years old and 57" tall with a properly sized helmet. Minors require an additional minor waiver.

Competitor Entries Per Car

For Central Kentucky Region RallyCross races there will be a maximum of two drivers per car per run group. The same car can be used in another run group (for example running in a class higher) but there can only be two co-drivers in a run group.

Competitor Entry Cap

Some races may have the number of entries capped. If so, this will be indicated in the advertisement page section of the registration for the event, and in social media postings. These events will have a waiting list that will create a first come first serve list of entrants interested in registering if someone should cancel prior to the registration cut off.

Photographers

Photographers on the course **MUST** be SCCA members either full, weekend, or trial. Photographers must present the safety steward in charge with proof of this membership on the day of the event. Photographers may enter the course area only upon receiving approval from a Safety Steward who is working with the active run group.

Each photographer in the course area must be accompanied by a spotter.

- The spotter may not be a course worker at the location of the photographer.
- Minors are not permitted to be photographers or spotters on course.

Photographers who are not members are allowed to photograph outside of hot areas only.

Drones for photography are not allowed without prior authorization WITHOUT EXCEPTION.

- Drone operators must possess and have proof of FAA certification
- Drone operators are required to purchase a $10M liability insurance naming SCCA and the facilities

VEHICLES

Vehicle Classes

Western Ohio will offer all the currently available classes listed in the 2026 RallyCross Rules for Regional races with the following exceptions.

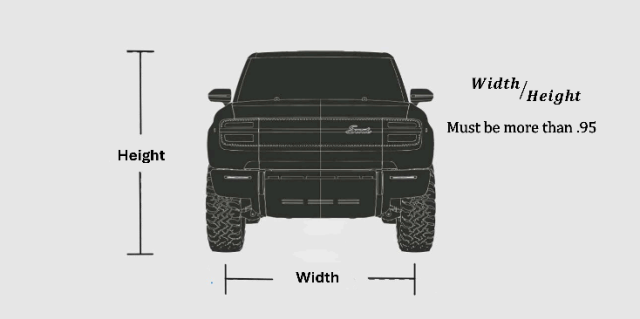
- Constructor (C2 & C4) classes will not be provided.

Unsafe Vehicle Restrictions

Rollovers are a very real possibility in RallyCross and are more prevalent with certain types of vehicles and poor vehicle conditions. To combat this possibility and allow us to run safe events that can be ensured the following restrictions are put into place.

Height vs. Width Restriction

Competitor vehicles must be at least 95% as wide as they are tall. Width is the track width of the vehicle measured from the center of the tire to the center of the tire, and height is measured from the ground to the highest point on the roof. The width must be 95% of the height measured at the highest point of the roof on both axles.



The ratio may be adjusted through lowering the vehicle or by using higher offset wheels but not through the use of wheel spacers.

Permitted trucks, CUVs, and SUVs must be stock ride height or lower while meeting the Height vs. Width requirement. “Lifted” vehicles (body, blocks, springs) will not be allowed to compete. Most "unibody" or car based CUVs, SUV, Vans, Trucks are allowable as long as the ride height hasn't been modified.

Vehicles that appear to pose a rollover risk may be disqualified at any time prior to or during the event at the discretion of a safety steward, event chair, or program director.

Tire Restrictions

To reduce the risk of unnecessary damage to the racing surface through the use of overly aggressive tires, the following restrictions will be enforced.

- Studded tires (including tires with DOT studs) are not permitted.
- Deep lug mud/swamp tires are not permitted.
  - Factory installed style UTV or truck tires (generally no more than 1” tread depth) are allowed but no deep mud specific tires will be allowed.
  - Judgment of tire suitability will be made by race officials.

VEHICLE & DRIVER SAFETY (SCCA Rules Section 3.2)

Technical Inspection

All preregistered competitors must complete and present their dated Self Tech form during the tech inspection time of the event so tech inspectors can review and spot check vehicles.

- Tech Form for All Car Classes

- Tech Form for UTV Classes

Competitor vehicles will be inspected to verify that they are in proper working order and safe for competition use. Generally, vehicles safe for highway use are acceptable.

No vehicle will be allowed to participate without the safety/tech inspection sticker displayed on the driver's side edge of the windshield/roll cage.

Vehicles with major fluid leaks will not be permitted.

A tech inspector, event chairperson, or RallyCross director reserves the right to refuse any vehicle or safety equipment that does not meet these requirements.

Helmets & Safety Gear

All vehicle occupants must wear an approved helmet during competition runs. Helmets must be Snell rated 2010 or newer (M2010, K2010, or SA2010) or equivalent (FIA 2010 or SFI 2010 or newer).

Vehicles equipped with roll cages, high-level safety equipment, or specially constructed vehicles must use personal and vehicle safety equipment for the preparation level of the vehicle (i.e. fully-caged competition vehicles will still need roll cage padding, helmet, head and neck restraints, etc).

Loaner Helmets

Central Kentucky Region may or may not have loaner helmets available on site. Please inquire ahead of the event for confirmation

Drivers Window/Nets/Arm Restraints

Section 3.2.D. of the 2024 SCCA RallyCross Rules requires that the driver's window may not be down more than one inch (1") during course runs unless the vehicle is equipped with a window net or the driver is using arm restraints, and the same restrictions apply to a passenger if present. A driver who commences a run in violation of Section 3.2.D. shall be red flagged and be scored as a DNF for that run

EVENT OPERATIONS

Event Check-In

Competitors must be prepared to present their valid driver's license and may be required to provide a valid SCCA Membership Card or proof of Weekend Membership purchased for the weekend when checking in or registering at the event venue.

Run Procedure

Traditional events will have two sessions of competition: a morning session and an afternoon session, with a break for lunch and course changes. These sessions will ideally be on different courses for the morning and afternoon sessions. Special events may change the format of this and will list that in the rules for the event.

Run Groups

Competitors will be separated into run groups based on the number of drivers checked-in for the event. Run groups will be composed of complete car classes and roughly equal number of drivers.

Number of Runs

The number of runs will be decided on the day of the event by the event steward/chief. The total number of runs may change during the day based on track, weather, and equipment conditions.

Two-Driver Cars Run Order

We suggest in order to keep the event moving efficiently that two-driver cars will take their runs in the following order: 1st driver takes half of their runs, followed by 2nd driver taking all of their runs, followed by the 1st driver taking the remainder of their runs.

- **Drivers are responsible for assuring they have the correct competition number displayed, *if the incorrect number is displayed, they will forfeit their time and take a DNF time for that run.***

Parade Laps

All competitors will be given a slow speed parade lap where all competitors will be let on course at once at the start of their morning and afternoon run group. A parade lap will not be scored as a competition run, but any cones hit during a parade lap will be counted in a competitor's score. Missed gates will not be counted.

Parade laps are intended to be a slow reconnaissance lap to familiarize yourself with the course layout. These are not full speed laps It is the driver's responsibility to maintain a safe distance to the preceding car during a parade lap and maintain control of their vehicle.

Under certain conditions, a parade lap may be given mid competition for major course changes.

Red Flags

A vehicle may be red flagged on course if it is suffering a mechanical failure, a tire de-bead, or if it is catching another vehicle on course. If your vehicle is red flagged on course, bring it to a stop in a safe controlled manner and await instructions from the corner worker. Competitors who were on course at the time of the red flag who were not the cause of the flag will receive a rerun.

Mechanical Failures

A competitor who brings out a red flag for a mechanical breakdown on course will be assessed a DNF for that run. They may attempt to repair their vehicle before the end of the run group and make up remaining runs. If the vehicle cannot be repaired before he end of the run group, all remaining runs for that session will be scored as DNFs.

- The competitor may choose to co-drive with someone else for vehicles not able to be repaired.

Tire De-Beads

An entrant who de-beads (flat tire) on course which results in a red flag will be allowed to attempt a fix in order to return to the current run group. If the issue is fixed before the end of the run group, a rerun will be given. This will only be allowed once per event. If the issue cannot be fixed prior to the ending of the run group that run and all remaining runs will be scored as a DNF. Any additional de-beads during the day will be scored as DNFs.

TIMING & SCORING

Timing Method

Our events will be electronically timed with pneumatic hose triggers or electronic eyes at start and finish. Times are reported and recorded to the thousandth of a second. If there is a failure in the timing process, which prevents the accurate recording of a competitor's time, a rerun will be granted. Alternate timing methods may be implemented in the event of a systematic timing failure, at the discretion of the event chairperson.

Scoring

Each driver will be scored on the total accumulated time of each of their runs including penalties.

Penalties

- A 2 second penalty will be charged for each upright cone knocked down or displaced from its box including cones after the finish
- A 10 second penalty will be charged for missing a gate or driving around a cone the wrong way
- A DNF (did not finish) penalty is the slowest time of the class plus 10 seconds, and may be given for the following reasons:
  - If a competitor fails to start a run
  - If a competitor fails to finish a run
  - If a competitor misses more than 2 gates
  - If a competitor fails to show up for their work assignment
- Drivers are responsible for ensuring they receive the correct number of runs. Any runs not taken will be forfeited and scored as DNF times

Competition/Scoring Number Selection

Competitors will choose a one, two or three-digit number at registration to be used for scoring the driver and vehicle. All 100 numbers (101-199) are reserved for second drivers in a co-driven car. Competitor numbering will be reserved for the year in the registration system. When you sign up the system will automatically reserve the number you select for the year

Competition Number Display

Numbers are required to be clearly displayed on each side of the car. Compliant numbers must be applied to receive a tech sticker. Numbers should be at least 6" high and of a contrasting color. Class

letterings are also required and should be approximately 3" high and of a contrasting color. **Compliant numbers must be applied to receive a tech sticker.**

2 Driver Car Numbering

If two entrants compete in the same vehicle and in the same class each entrant must submit a separate entry form. The first entrant must have a two-digit number. The second entrant must have the first entrant's number plus 100 (e.g. 1st entrant #98, 2nd entrant #198). Numbers 101 through 199 are reserved for second entrants only. 2-driver cars should have a fast and effective method for changing numbers. Incorrect numbers/letters may not be scored and will not be eligible for re-runs.

Awards

Trophies/Awards will be awarded in each class based on the chart below.

Number of Competitors	Trophy Positions
1-3	1st
4-6	1st-2nd
7-9	1st-3rd
10-15	1st-4th
16+	1st-5th

Protests

All competitor protests must be made verbally to the event steward/chief for decision.

Vehicle classing protests must be made prior to the start of competition, all other protests must be made prior to the posting of final results/awards.

EVENT SCHEDULING

Event Day Schedule (*estimated times)

8:00 - 9:00	Competitor Arrival/Course Set-up
8:30 - 9:30	Registration Check-In
8:30 - 9:30	Tech Inspection
9:00 - 9:30	Course Open for Walking
9:00 - 9:30	Novice Meeting & Walk
9:30 - 9:45	Mandatory Driver's Meeting
10:00 - 1:00	Morning Competition Session
1:00 - 2:00	Lunch Break 45 min.
2:00 - 5:00	Afternoon Competition Session
5:00 - 6:00	Clean up & Awards Presentation

Event Postponement

Events may be rescheduled due to inclement weather or other extenuating circumstances, if an alternate date is available. Snow and/or rain may not be considered inclement weather. All effort will be made to notify participants as soon as possible in the event of a delay, cancellation, or reschedule.

ENTRANTS AS WORKERS

Work Assignments

ALL COMPETITORS are required to work during the event. If you are not running, you are working your assignment. You will receive a work assignment during the drivers meeting and/or before the start of your work session. If you fail to show up for your first work assignment you will be given a DNF penalty for the first of your runs in the run group of the work assignment that you miss. Failure to fulfill your work assignment twice will result in disqualification from the event and potentially future events as well.

Course Worker 101

