



Where to Buy RallyCross Tires

I own a small assortment of stage rally tires that I use on my Prepared FWD class Sentra SE-R at SCCA RallyCross events, and sometimes competitors ask me where they can buy some for their cars. My answer is usually, “Do you have a minute?”



A sight that's like Christmas for a RallyCrosser.

Who Should Read This?

The RallyCross Stock category only allows DOT street tires, so the conversation comes to a full stop at snow tires if you compete in Stock. Unless your region runs a rare hybrid paved/unpaved course or a weirdly abrasive surface, your best bet in Stock is a set of snow tires in good condition. They have soft tread and chunky tread blocks that work well in this sport, and you can buy them from any tire store. This article mainly applies to Prepared and Modified category drivers.

Why Stage Rally Tires?

Snow tires work fine on any RallyCross car, but stepping up to dedicated rally tires will benefit you in a few ways. In my opinion, the most valuable feature is reinforced sidewalls. Stiffer sidewalls prevent punctures in stage rally, but they also help prevent de-beads in SCCA RallyCross. Snow tires tend to have soft sidewalls that contribute to tire deflection in hard cornering. The other major plus is that rally tires can be purchased in different compounds and tread designs to maximize grip for varying temperatures and conditions.

The Basics

- The most popular diameter is 15 inches. Stage rally is populated by a lot of Subarus and similar, and the size of choice is what gets stocked and sold. Rally is a small market, and SCCA RallyCross is but a subset of that. The next most common sizes are 14-inch and 16-inch. Others are available if you search really, really hard.
- Downsizing wheels is allowed in Prepared and Modified, along with alternate brakes. If you have a modification path that allows the switch to a more common tire size, do it.
- Rally tires are generally not cheap or the easiest to find. I know that's a bit of sting, but the market for these tires isn't substantial compared to even autocross tires. Most of these get imported from overseas by the container load and sold within the rally community. They are very seasonal in demand, and suit a very specific purpose. It can be difficult for a large outfit like Tire Rack to justify keeping a wide inventory of rally tires if they can't move them.
- Retreads are a thing, and not as bad as you imagine. Retreads are common in the commercial truck industry, and they are also a way to get cheaper rally rubber. Brands like MaxSport, Indy Sport, and Black

