

# Reno Region Sports Car Club of America

## 2007 Solo Supplemental Regulations

### 1. Introduction

All Reno Region Solo events are held under the SCCA Solo Rules. These supplemental regulations govern Reno Regional Events only. Changes to these rules may be made for special events as needed. Advance changes must be approved by a majority vote of the Board of Directors.

### 2. Solo Rules Amendments

Solo Rules are amended as follows:

#### 2.1. Safety Inspections (Solo Rule 3.3.3)

The following is added to Solo Rule 3.3.3:

##### 2.1.1. Annual Safety Inspection (Solo Rule 3.3.3.A)

Annual Safety Inspection will be offered for vehicles of competitors that have competed in at least one full season of Solo events. The Chief of Tech, Safety Steward or Solo Director may exclude any vehicle from the Annual Safety Inspection program. Upon successful completion of the annual safety inspection a Reno Region Solo Annual Tech sticker shall be affixed to any part of the upper left side of the vehicle, including, but not limited to, a roll bar, the upper left corner of the windshield. An annual sticker shall also be affixed to the left side of the driver's helmet.

#### 2.2. Mufflers (Solo Rule 3.5)

The following is added to Solo Rule 3.5:

##### 2.2.1. Maximum Sound Level

The maximum sound level shall be 95dB at 75 feet from the estimated "loudest" part of the course as measured by a decibel meter using an averaging setting. Any vehicle measuring over 95dB but under 100dB shall be warned and not allowed to compete in later events unless corrections are made. Any car measuring 100dB or over will be immediately banned until corrected to meet limits.

#### 2.3. Vehicle Identification (Solo Rule 3.7)

The following is added to Solo Rule 3.7:

##### 2.3.1. Alternative Car Numbers

Any driver competing in a Reno Region SCCA Solo event must display numbers and class letters complying with the SCCA standards. Drivers may use alternative numbers provided at registration if made available by the event staff.

##### 2.3.2. Permanent Numbers

Members may apply to the Chief of Registration for permanent numbers. Permanent numbers will be recorded in the regional log book maintained by the Chief of Registration. Past users of a number in a particular class will be given priority for registering that number, other numbers are registered on a first-come first-serve basis. Numbers unused after two seasons will be purged from the log book.

#### 2.4. Event Entry (Solo Rule 4.2)

The following supplements Solo Rule 4.2:

##### 2.4.1. Reno Region Entry (Solo Rule 4.2.A)

The normal Reno Region hosted event single day entry fee shall be \$25 for full members and \$35 for non-members or persons holding a temporary SCCA membership.

**2.4.2. Non-Member Refunds**

\$10 of each non-member entry fee of an entrant's first two event days (\$20 maximum) may be applied to SCCA membership fees.

**2.4.3. Special Events Entry Fees**

Entry fees for special events may vary at the discretion of the event chairperson with approval of the Solo Director. Special events are described as events with banquets and special awards; (for example the North/South Challenge).

**2.4.4. Run No Points Entry Fees**

The RNP fee, for competitors who wish to drive a second time will be \$10. Reno SCCA officials may cap RNP entrants if necessary in order to complete each event within an acceptable timeframe. (See Run No Points below.)

**2.4.5. Free Entry to Events**

For out of area events, the driver of the timing bus to and from the event will be given free entry to the event. The event chairperson and one co-chairperson will be given free entry to the event they organize.

**2.5. Car/Driver Limits (Solo Rule 4.4.B)**

The following is added to Solo Rule 4.4.B:

**2.5.1. Additional Drivers**

At the discretion of the Event Chairperson, vehicles with more than two drivers may be allowed to compete if it is determined there will be no significant impact on event operation or fairness of competition. Cars will be limited to two (2) drivers per run group, with additional drivers running opposite the primary drivers. The Event Chairperson will make an effort to consult with affected participants regarding the fairness of competitors running out of class before allowing more than two drivers per vehicle.

**2.6. Conflict of Interest (Solo Rule 4.10)**

The following is added to Solo Rule 4.10:

**2.6.1. Use of Bicycles**

Use of bicycles are allowed on course during "walking of the course" for regional events.

**2.6.2. Passengers**

Passengers will be allowed at all times during regional events.

**2.7. Order of Running (Solo Rule 6.8)**

The following amends Solo Rule 6.8:

**2.7.1. Multi Driver Cars**

Drivers of multi driver cars may take no more than two consecutive runs. The grid master shall sequence multi driver cars to the starter to ensure that all the drivers of multi driver cars have finished the current heat (run number) before starting any other drivers on the next heat. To accomplish this, multi driver cars will be started first, and run twice per heat.

**2.7.2. Ladies Classes (Solo Rule 6.8.E)**

The ladies class may be run in the same run groups as their appropriate open classes.

**2.8. Course Markers (Pylons) (Solo Rule 7.9.1)**

The following amends Solo Rule 7.9.1:

**2.8.1. Pylon Boxes**

Replace the description of the 2 inch/2-line pylon boxes with: A line must circumscribe the pylon. The line shall be used to describe the entire edge of the pylon base as accurately as possible and will be the penalty limit.

**2.9. Official Results (Solo Rule 7.10)**

The following replaces Solo Rule 7.10

**2.9.1. Event Results Publishing**

Official Event Results will be published in the next regular newsletter following the event and posted on the Reno SCCA website.

**2.10. Lodging a Protest (Solo Rule 8.2)**

The following replaces Solo Rule 8.2:

**2.10.1. Lodging a Protest**

Protests must be filed verbally to the Event Chairperson or Solo Director within one hour of the completion of the run group in which the protested driver competed in.

**2.10.2. Protest Fee**

A \$25 fee must accompany protests. If the protest committee upholds the protest, the \$25 fee will be returned.

**2.11. Protest Committee (Solo Rule 8.4)**

The following replaces Solo Rule 8.4:

**2.11.1. Protest Committee**

The Event Chairperson and/or Solo Director will select a protest committee, composed of three SCCA members, if needed. A decision will be made at the event.

**2.12. Awards (Solo Rule 11)**

The following replaces Solo Rule 11:

**2.12.1. Points Championships**

**A. Championship Awards Eligibility**

SCCA members of record by July 31st of each calendar year, who compete in more than 50% of the Reno Region’s Solo events in their respective class, will be eligible for annual class championship awards

**B. Class Championships**

Points towards the Class Championships will be awarded for each event as follows:

1 <sup>st</sup> Place	10 points
2 <sup>nd</sup> Place	8 points
3 <sup>rd</sup> Place	6 points
4 <sup>th</sup> Place	5 points
5 <sup>th</sup> Place	4 points
6 <sup>th</sup> Place	3 points
7 <sup>th</sup> Place	2 points
8 <sup>th</sup> Place	1 point

Non-member drivers will count toward earning points. Street tire eligible drivers may apply the street tire handicap modifier within their class to improve their results (see the street tire class rules below).

At the end of the season, Class Championship awards for each points class will be awarded based on point totals after dropped events are considered (see Event Drops, Tie Breakers, and Trophy Count below).

**C. PAX Championship**

The PAX Championship is equalized by PAX groups and national PAX/RTP factor multipliers. The latest available national PAX factors will be used to equalize raw times across all Solo classes. Additionally, the street tire modifier will be used to equalize eligible drivers that run on street tires (see street tire rules below). Ladies competing for a Ladies' PAX Championship must run in a ladies-designated class to be eligible.

Points towards the PAX Championships will be awarded for each event as follows:

1 <sup>st</sup> Place through 29 <sup>th</sup> Place	30 points through 2 points
30 <sup>th</sup> Place and up	1 point

At the end of the season, PAX Championship awards for Open and Ladies PAX will be awarded based on point totals after dropped events are considered (see Event Drops, Tie Breakers, and Trophy Count below).

**D. Event Drops**

Each driver will not count their lowest event scores when determining their final championship points total. Drivers will receive one (1) drop for every four (4) events on the event schedule.

**E. Tie Breakers**

In the event that at the end of the season, after drops are applied, two drivers have the same point totals for a points championship, the winner will be decided by who has the most 1<sup>st</sup> place, then 2<sup>nd</sup> place, then 3<sup>rd</sup> place (and so on) finishes. If after all non-dropped event places are considered and the drivers are still tied, the winner will be determined by averaging the best run times for all non-dropped events that both drivers competed in, with the win going to the driver with the lowest average time.

**F. Trophy Count**

The number of points championship trophies will be based upon the total number of qualified entrants at the end of the years as follows:

1-2 qualified entrants	1 <sup>st</sup> place trophy
3-4 qualified entrants	1 <sup>st</sup> and 2 <sup>nd</sup> place trophies
5-7 qualified entrants	1 <sup>st</sup> – 3 <sup>rd</sup> place trophies
8 or more qualified entrants	1 <sup>st</sup> – 4 <sup>th</sup> place trophies

**2.12.2. Novice Championship**

**A. Novice Eligibility**

Drivers eligible for the Novice program that have not bumped to a points class are eligible for the Novice Championship. (See the Novice Class section below).

**B. Novice Points**

Novice drivers will accumulate 5 points for each event they participate in. Additionally, the fastest Novice at a particular event will receive 5 bonus points (total of 10 for the event).

**C. Novice Award**

The top scoring male and female Novice drivers will be awarded the Men's Novice Champion, and Ladies Novice Champion awards. As the Novice Championship is intended to be primarily an attendance award, there are no drops factored into the season totals.

### **2.12.3.Special Awards**

#### **A. Perfect Attendance**

Each driver that attends every points paying event of the season will receive the Perfect Attendance award.

#### **B. Most Improved**

The Board of Directors will select the Open and Ladies drivers that have shown the most improvement since the prior season for the Most Improved Driver awards.

#### **C. Rookie of the Year**

The Board of Directors will select the Open and Ladies rookie drivers that demonstrate exceptional performance, competitiveness and service to the club for the Rookie of the Year awards. Rookies are defined as drivers that are competing in their first full season of autocross (over 50% of the points events) in a points championship class. Note that Novice drivers are not eligible for ROTY, but are not disqualified for contention in their next season.

#### **D. Distinguished Service Award**

The Board of Directors will select the person or persons who contributed the most to the club over the season for the Distinguished Service Award.

## **3. Regional Car Classifications**

### **3.1. Street Tire (T) Class**

#### **3.1.1. Street Tire Eligibility**

Drivers competing on street tires (140 tread wear rating or higher) will compete in their appropriate class handicapped by the current street tire handicap multiplier. All classes except Prepared, Modified, and Kart classes are eligible for street tire competition.

#### **3.1.2. Street Tire Handicap Multiplier**

Street tire eligible drivers may apply a .968 (two seconds per 60 seconds course run time) multiplier towards their run times. Drivers will compete with their handicapped times against the raw times of DOT race tire cars in class competition. Drivers will apply the street tire multiplier in addition to their national PAX multiplier in PAX competition, with the exception of classes that are already designated as street tire classes by national rules, as the street tire handicap is already factored into the national PAX factor.

#### **3.1.3. Street Tire Identification**

Drivers utilizing the street tire multiplier will prefix their class letters with a 'T' meeting the existing rules for class lettering.

#### **3.1.4. Switching To and From Street Tire**

Drivers may switch from DOT race tires to street tires and vice versa during the season and continue to accumulate class points. Drivers must declare their intention to run street tires during event registration by registering with the appropriate T classifier. Drivers may not switch between DOT race tires and street tires during an event.

### **3.2. Street Unlimited (SU) Class**

#### **3.2.1. Street Unlimited Purpose**

The regional SU Class is available for streetable cars prepared above and beyond the Street Modified rules.

#### **3.2.2. Street Unlimited Eligibility**

SU cars must be in a street legal configuration and registerable. The engine may have any modifications that do not make it illegal for the street. Emission control equipment may be deactivated or removed. The engine may be of a different manufacture than the chassis. Suspension, chassis bracing and weight reduction are unrestricted as long as streetability is maintained. The car may be trailered to an event but must, in good faith, be licensed and capable of being driven on the street.

#### **3.2.3. Safety Inspection**

SU vehicles must pass the standard Solo safety inspection process.

#### **3.2.4. Tires**

The prevailing street prepared rules for tires will be used for the SU class, or an SU car may run in the indexed street tire class using the prevailing street tire tread wear specifications.

#### **3.2.5. PAX**

A PAX/RTP factor will be assigned to the class using the logic that the car has the capability of being faster than ASP and SM2 but due to equipment requirements to maintain street legality, it may not be as fast as cars prepared to the fullest extent in the prepared or modified classes. Just as the national PAX/RTP for all car classes are adjusted each year based upon actual results, so may the SU PAX/RTP be adjusted, currently the SU PAX is defined as .002 over the current SM2 PAX factor.

### **3.3. Novice (N) Class**

#### **3.3.1. Novice Class Purpose**

The Novice Class is designed to allow drivers new to Solo competition to learn the sport without having to worry about the nuances of car classification rules, protests, run groups, etc. Its goal is to provide an easier, less intimidating, and more fun means for learning the sport of autocross.

#### **3.3.2. Novice Class Eligibility**

Drivers that have never competed in more than 50% of a season of autocross in any region or club are eligible for the Novice program.

#### **3.3.3. Safety Inspection**

Although car classification is not required, novice drivers' vehicles must pass the standard Solo safety inspection process.

#### **3.3.4. Novice Registration**

Novice drivers must sign up on the Novice registration form that is separate from the normal class registration forms. Prior to the first run, Novices will be assigned a run group by event officials in order to balance run group sizes. Novices must work opposite the run group they are assigned to run in.

#### **3.3.5. Novice Identification**

Vehicles running in Novice must display an 'N' and a number meeting the existing rules for class lettering. Registration may have pre-printed Novice number sheets available for Novice drivers.

**3.3.6. Drivers Meeting**

Novices will receive special instruction at the Drivers Meeting to help teach them the rules for running and working safely. Novices will be assigned their run/work groups at this time.

**3.3.7. Novice Results**

Novice runs will be timed along with all other classes. Results for the Novice class will be made available along with the results for points classes. However, Novice drivers are not eligible for points class competition, or individual event awards unless specifically stated for that event.

**3.3.8. Novice Bumping**

At any time during the season, Novices may bump to a points class, and begin competing for class and PAX championship points. Novices that bump to points classes are not eligible for year-end Novice Championship awards.

**3.4. National Preparation (P) Class**

**3.4.1. National Prep Class Purpose**

The National Prep Class is designed to provide a higher level of competition, and stricter rule set for those interested in gaining experience for National SCCA Solo competition.

**3.4.2. National Prep Eligibility**

While National Prep is open to all competitors, it is recommended for those that have interest in competing at National level events.

**3.4.3. National Prep Rules**

The National Prep Class competes under the same national and regional supplemental rules with the following exceptions and additions:

**3.4.3.1. Strike Reno SCCA Solo Rule 2.5 (Car/Driver Limits)**

National Prep contenders are expected to run no more than two drivers per car.

**3.4.3.2. Strike Reno SCCA Solo Rule 2.6 (Conflict of Interest)**

National Prep contenders are expected to follow the national rules for course walking and passengers. Violation of this rule is protestable and will be handled under the prescribed Reno SCCA protest rules.

**3.4.3.3. Strike Reno SCCA Solo Rule 3.1 (Street Tire)**

National Prep contenders are not eligible for the Street Tire PAX modifier for competition within the National Prep class.

**3.4.3.4. Best of First Three**

National Prep scoring will be based only upon the best of the first three runs. Any additional runs after the first three will be considered test-n-tune or practice runs, and will not be counted towards competition, and may not be included in the results at the discretion of Timing and Scoring.

**3.4.3.5. PAX Class**

National Prep is a PAX class. All competitors in the class will have their runs multiplied by the PAX factor for their "parent class" (see PAX Championship above). In this way, the National Prep class will allow for competition between many classes of cars within a single National Prep class.

**3.4.4. National Prep Registration**

National Prep competitors will register within the National Prep class and run in their prescribed run group similar to all other classes.

**3.4.5. National Prep Identification**

National Prep cars will be identified by a P preceding the letters of their “parent class”. For example a CSPL Miata competing in National Prep will be identified as “PCSPL”. All national and regional rules for number and class lettering apply.

**3.4.6. National Prep Scoring and Results**

National Prep will be scored as a single Open and single Ladies Points Championship class within the rules for other class points championships. National Prep drivers will be eligible for Open and Ladies PAX as well, where all their runs will count towards the PAX Championship using the same PAX factor from their parent class.

**3.5. Run No Points (RNP) Class**

**3.5.1. Run No Points Class Purpose**

The Run No Points class is offered to drivers who are not interested in competing for event or season results at a particular event.

**3.5.2. Run No Points Eligibility**

Eligible drivers include, but are not limited to drivers from other regions, drivers running a second time after completing their competitive runs, a non-classifiable car and drivers who wish to drive/work at a specific time of day.

**3.5.3. Safety Inspection**

RNP drivers’ vehicles must pass the standard Solo safety inspection process.

**3.5.4. Run No Points Registration**

RNP drivers will sign up on a separate sign up form. Drivers are required to work the opposing run group as is customary with all other run classes. Discounted RNP fees (\$10) are only eligible to drivers who have registered and previously competed on the same day. RNP drivers will be notified prior to the morning and afternoon Mandatory Driver’s Meeting which run/work group they will be placed in.

**3.5.5. Run No Points Identification**

Normal class designation should be prefixed with the letter ‘R’. Alternately, drivers may flip their class letters upside down or tape a line through their class letters to indicate RNP if they are unable to prefix their class letters. If a car does not have a normal class, it is acceptable to use the letters ‘RNP’ for class designation, but it is preferred that driver use the R prefix to prevent multiple entries with the same class/number pair.

**3.5.6. Run No Points Results**

RNP runs will be timed along with all other classes. Results for the RNP class may not always be made available along with the results for points classes. RNP drivers are not eligible for points class competition, or individual event awards unless specifically stated for that event.

**4. Event Schedule**

**4.1. Event Schedule Details**

The Event Schedule for normal regional events is as follows:

Registration	8:00 am – 12:00 pm
Morning Tech Inspection	8:00 am – 8:45 am
Morning Drivers’ Meeting	9:00 am
Morning Runs Official Start	9:15 am
Lunch	TBD
Afternoon Tech Inspection	10:00 am – 11:45 am
Afternoon Drivers’ Meeting	Not before 12:00 pm
Afternoon Runs Official Start	Not before 12:15 pm

**4.2. Registration Notes**

Registration will be open at a minimum from 8:00AM to 12:00PM except for possible closure during drivers' meetings.

**4.3. Tech Inspection Notes**

Tech inspection will be open at a minimum from 8:00AM to 8:45AM and 10:00AM to 11:45AM. Tech may be closed during drivers' meetings.

**4.4. Drivers' Meetings**

Drivers' meetings will not start before 9:00AM for the morning run groups and not before 12:00PM for the afternoon run groups. A drivers' meeting is mandatory each day for all drivers before driving.

**4.5. Official Runs**

Official runs may begin at 9:15AM for morning groups and at 12:15PM for afternoon groups.

**4.6. Changes to the Schedule**

Changes to start times may be made if circumstances warrant. Special and non-regional events may have unusual schedules; including time and run group changes.