

Reno Region 20176 Solo Supplemental Regulations

Reno Region Sports Car Club of America

Revised: 05/04/2016

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 of Reno Region.

1.3.2.R

The Reno Region does not allow refueling on grid, only in the designated pit area.

2. Solo Rules Amendments. The National Solo Rules are amended as follows:

2.1. Safety Inspections (Solo Rule 3.3.3)

2.1.1. Annual Safety Inspections

Annual Safety Inspections will be offered for vehicles of competitors who have competed in at least one full season of Solo events. The Chief of Tech, Safety Steward or Solo Director may exclude or include 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 or the corner of the windshield. An annual sticker shall also be affixed to the left side of the driver's helmet. The competitor's current Solo Rules book, or an electronic copy of the current Solo Rule book on laptop or CD, or printed copy of the cover of the current Solo Rules book downloaded from the SCCA website will be stamped and initialed to indicate successful completion of Annual Tech inspection.

2.2 Sound Limits (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 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. Novice and RNP (*run on points*) drivers may use alternative numbers provided at registration or tech.

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-served basis. Numbers unused after two seasons will be purged from the system.

2.4 Event Entry (Solo Rule 4.2). The following supplements Solo Rule 4.2:

2.4.1 Reno Region Entry Fees

The normal Reno Region-hosted event single day entry fee shall be ~~\$30~~25 for those using online registration. The deadline for using online registration will be 9:00pm of the day before the event. Onsite registration will be ~~\$35~~9.

2.4.2 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.

2.4.3 Run No Points (RNP) Class

The RNP fee, for competitors who wish to drive a second time will be \$10 (ten). Reno SCCA officials may cap RNP entrants if necessary in order to complete each event within an acceptable time frame. (*See section 3.4 Run No Points [RNP] Class*).

2.4.4 Free Entry to Events

For all events, the Event Chairperson and one Co-Chair will be given free entry. For events outside the Reno-Sparks area, the person who drives the region's timing bus to and from the event will be given free entry. Such free entries may be used at those events, or they may be in the form of an entry fee voucher - for the normal entry fee specified in section 2.4.1 - that will be good for 12 months from the date it was earned.

2.4.5 Substitute Workers

At events where entrants are required to work, and entrant may have another person cover his/her work assignment with the approval of the Event Chair or Worker Captain. The substitute must be able to perform the assignment and must be an SCCA member.

2.4.6 Wristbands. The following is added to Solo Rule 1.3.2.1:

The standard credential issued to all persons who have signed the waiver shall be a wristband. Wristbands must be worn on the left wrist for drivers and the right wrist for passengers.

2.5 Car and Driver Limits (Solo Rule 4.4.B). The following replaces Solo Rule 4.4.B:

2.5.1 Additional Drivers

A given car may be entered by no more than 2 (two) drivers in the same run group. Drivers will not be permitted to run for points in a run group other than the one scheduled for their class. Additional competitors may enter in Run No Points or in a different appropriated class for the vehicle in a different run group.

2.6 Conflict of Interest (Solo Rule 4.9). The following is added to Solo Rule 4.9:

2.6.1 Use of Bicycles

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

2.6.2 Passengers

Passengers will be allowed at all times during regional events

2.6.3 Pre-Running

Event Chairs, Course Designers, and/or the Solo Safety Steward may pre-run courses to ensure compliance with National Course Safety and Layout rules, and to verify and improve course run time and flow.

2.7 Order of Running (Solo Rule 6.8.A). The following amends Solo Rule 6.8.A:

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

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

2.8. Reruns (Solo Rule 7.4). The following replaces Solo Rule 7.4:

2.8.1. Reruns and Rerun Spacing

Reruns will be granted only for timing faults or objects on course, and will not be given because of mechanical or other failure of the competitor's car. The Reno Region gives the driver the option of going directly to the queue for the starting line or choosing the five minute delay offered in the National Solo rules book. Pylon penalties are not carried over to the rerun. A DNF on a run prior to an issue for which a rerun would have been given shall stand and no rerun given.

2.9. Course Markers (Solo Rule 7.9.1). The following amends Solo Rule 7.9.1:

2.9.1. Pylon Boxes

Replace the description of the 2-inch/2-inch-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."

2.10. Official Results (Solo Rule 7.10) The following replaces Solo Rule 7.10:

2.10.1. Event Results Publishing

Official Event Results will be posted on the Reno SCCA website.

2.11 Lodging a Protest (Solo Rule 8.2). The following replaces Solo Rule 8.2:

2.11.1 Lodging a Protest

Protests must be filed verbally to the event chairperson of Solo Director within one hour of the completion of the run group in which the protested driver competes.

2.11.2. Protest Fee

A \$25 (twenty-five) fee must accompany protests. If the protest committee upholds the protest, the \$25 fee will be returned.

2.12. Protest Committee (Solo Rule 8.4). The following replaces Solo Rule 8.4:

2.12.1. 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.

2.13. Awards (Solo Rule 11). The following replaces Solo Rule 11:

2.13.1 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 group championship awards.

B. Class Group Championships

Points towards the yearly Class Group Championships will be awarded for each even as follows:

- 1st place = 10 points
- 2nd place = 8 points
- 3rd place = 6 points
- 4th through 8th place = 5 through 1 point respectively

Out of region drivers will count toward earning points. [Drivers in the eligible classes, Street Modified and Street Prepared, Street tire eligible drivers](#) may apply the street tire handicap modifier within their class to improve their results (see section 3.1 Street Tire (T) Class Modifier). At the end of the season Class Group Championship awards for each points class grouping will be awarded based on point totals after dropped events are considered (see *Even Drops, Tie Breakers, and Trophy Count below*).

C. PAX Championships

The PAX Championship is equalized by the national PAX/RTP factor multipliers. The latest available national PAX factors will be used to equalize raw times by points class 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 Championship will be awarded for each event as follows:

- 1st through 29th place = 30 through 2 points respectively
- 30th place and higher = 1 point

At the end of the season PAX Championship awards for each PAX class 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 drop - not count - their lowest event scores when determining their final championship points total. Drivers will receive 1 (one) drop for every 4 (four) events on the event schedule, ~~with a minimum of 4 (four) drops.~~

E. Tie Breakers

In the event that at the end of the season, after drops are applied, two or more drivers have the same point totals for a points championship, the winner will be decided by who has the most 1st place, then 2nd place, then 3rd 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 in which the drivers competed, 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 trophy eligible entrants (*per 2.13.1.A.*) at the end of the year as follows:

- 1 eligible entrant = 1st place trophy
- 2 eligible entrants = 1st and 2nd place trophies
- 3 or 4 eligible entrants = 1st through 3rd place trophies
- 5 or more eligible entrants = 1st through 4th place trophies

2.13.2 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 section 3.3. Novice (N) Class).

B. Novice Points

Novice drivers will accumulate 5 points for each event in which they participate. Additionally, the fastest Novice at each 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 Championship and the Ladies Novice Championship awards. As the Novice Championship is intended to be primarily an attendance award there are no drops factored into the season totals.

2.13.3 Special Awards

A. Perfect Attendance

Each driver that participates in every points paying event of the season will receive a 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 Rookie of Year Awards. Rookies are defined as drivers who 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 this award, but are not disqualified for contention in the 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 Modifier

3.1.1 Purpose

In order to foster lower costs, higher participation, and simpler competition for drivers that wish to use true street tires for competition an additional PAX modifier is available as a handicap to level the competition between drivers competing on street tires and drivers competing on DOT R-compound tires.

3.1.2 Eligibility

Drivers competing on street tires (*see section 3.1.6 Tires*) in Street Prepared, Street Modified, and Street Unlimited classes only are eligible for the street tire class modifier. Drivers will compete in their appropriate class and their times will be handicapped using the current street tire multiplier (*see section 3.1.7 PAX*).

3.1.3 Safety Inspection

Drivers utilizing the street tire modifier must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.1.4. Identification

Drivers utilizing the street tire multiplier will prefix their class letter with a "T" meeting the existing rules for class lettering.

3.1.5. Registration

Drivers utilizing the street tire multiplier will register with the "T" prefix on their class designation in the order to alert timing and scoring of their intention to apply the multiplier in the event results.

3.1.6. Tires

Tires eligible for the street multiplier are defined as having a manufacture specified UTOQ tread wear rating of 200 for the 2016 Solo season. The street tire multiplier is available to drivers in the classes for which DOT race tires are allowed.

3.1.7 PAX

The handicap adjustment for street tire competitors will be an additional PAX factor of 0.985975 or approximately .9 seconds on a 60 second course-

3.1.8 Results

The street tire PAX factor will be applied to all times run by eligible competitors that ran on eligible street tires. It will apply to both Points Championship and PAX Championship results. Street tire modified classes will compete against their base class competitors and not be treated as a separate class: for example, cars running in ASP and TASP will both compete for the Class Group championship in which ASP is grouped, with cars running TASP applying the street tire modifier to their times.

3.1.9. Switching To and From Street Tire

Drivers may switch from DOT-R tires to street tires and vice-versa during the course of the season and continue to accumulate points; however, drivers may not switch between DOT-R tires and street tires during a single event.

3.2 Street Unlimited (SU) Class

Formatted: Space After: 6 pt

3.2.1 Purpose

The regional Street Unlimited Class is available for street-able cars prepared above and beyond the Street Modified rules.

3.2.2 Eligibility

Street Unlimited cars must be in a street legal configuration and register-able. 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 register-able and capable of being driven on the street.

3.2.3 Safety Inspection

Street Unlimited cars must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.2.4 Identification

Cars running in the Street Unlimited class will designate their class with the letters "SU" meeting the existing rules for class lettering.

3.2.5 Tires

The prevailing Street Prepared rules for tires will be used for the SU class. Street Unlimited cars are eligible to use the Street Tire Class Modifier (*see section 3.1 Street Tire (T) Class Modifier*).

3.2.6 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 SSM 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 for all car classes are adjusted each year based upon actual results so may the SU PAX be adjusted, currently the SU PAX is defined as .002 over the current SSM PAX factor.

3.2.7 Results

Street Unlimited will be scored as its own class similar to national Solo classes. Street Unlimited Ladies (SUL) will be offered as an extension of the Street Unlimited class.

3.3 Novice (N) Class

3.3.1 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 Eligibility

Drivers that have never competed in more than 50% of a season of Solo/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' cars must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.3.4 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 - or other identification - available for Novice drivers.

3.3.5 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 in which they are assigned to run.

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 Tires

Tires are unlimited in Novice Class; however it is recommended that Novice drivers run on street tires that meet the manufacture's recommendations for their vehicle.

3.3.8 PAX

There is no PAX factor associated with Novice, and drivers are not eligible for the PAX Championship.

3.3.9 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 point classes. However, Novice drivers are not eligible for points class group competition or individual event awards unless specifically stated for that event. Although there is a men's and women's Novice Award there is no explicit Novice Ladies class.

3.3.10 Bumping

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

3.4 Run No Points (RNP) Class

3.4.1 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.

3.4.2 Eligibility

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

3.4.3 Safety Inspection

Run No Points class cars must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.4.4 Identification

Normal class designation should be prefixed with the letter "R".

3.4.5 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 Drivers Meeting in which run/work group they will be placed.

3.4.6 Tires

Tires are unlimited in the Run No Points class.

3.4.7 PAX

Cars that specify their class as "R" prefixing a base class - i.e. RASP or RHS - will use the PAX factor from the specified base class. Cars that run RN (Novice), RV (Vintage), RW (Tuner) will have no PAX factor applied.

3.4.8 Results

RNP runs will be timed along with all other classes. RNP drivers may have their results scored with the appropriate PAX factors applied for reference only. 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 Championships, PAX Championships, or individual event awards unless specifically stated for that event. There is no RNP Ladies class.

3.5 Vintage (V) Class

3.5.1 Purpose

Vintage Category is intended to encourage owners of colder cars to enter Solo events by offering a level of competition below the regular classes but more formal than RNP.

3.5.2 Eligibility

To be eligible for Vintage Class the basic chassis as identified by VIN must be from model year 1979 or earlier and of like design. Vehicles must compete in street-legal, registerable trim. The addition of electronically controlled fuel injection, in vehicles that did not originally come so equipped, is disallowed. Also eligible are vehicles prepared to SCCA NORPAC Vintage Production rules that meet the age requirement above.

3.5.3 Safety Inspection

Vintage class cars must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.5.4 Identification

Vehicles running in Vintage must display a "V" and a number meeting the existing rules for class lettering.

3.5.5 Tires

Only DOT-approved tires may be used (no racing slicks).

3.5.6 PAX

Vintage class is not eligible for the PAX Championship and has no PAX factor.

3.5.7 Results

Vintage class will be scored as its own class similar to national Solo classes. Vintage in an Open class only with no Ladies class offered.

3.6 Tuner (W) Class

3.6.1 Purpose

Tuner Class is meant to provide a points class for drivers of lightly to heavily modified street cars that might otherwise find it difficult to class themselves in any of Reno Region's traditional points classes.

3.6.2 Eligibility

Tuner class is open to any make or model of automobile, model year 1980 to present, excluding SUVs, pickup trucks, Jeeps, or any vehicle deemed inappropriate for solo competition by Reno Region tech inspectors. Tuner class cars must have a current registration and be licensed for street use. Engine block must be from the same model line as the chassis. Any and all modifications to engine, drivetrain, engine management, chassis, body, interior, wheel size, or suspension is allowed as long as the modifications do not affect the car's safety or street legality. The use of nitrous oxide is prohibited. Cars must adhere to Reno Region's sound restrictions.

3.6.3 Safety Inspection

Tuner class cars must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.6.4 Identification

Vehicles running in Tuner must display a "W" and a number meeting the existing rules for class lettering.

3.6.5 Tires

~~For the 2015 solo season~~ Tuner class cars must compete on street tires with a manufacturer specified UTOQ tread wear rating of 200140 or higher. ~~Beginning with the 2016 Solo season the minimum UTOQ tread wear rating will be 200.~~

3.6.6 PAX

Tuner class cars are not eligible for the PAX Championship and have no PAX factor.

3.6.7 Results

Tuner class will be scored as its own class similar to national Solo classes. Tuner is an Open class only with no Ladies class offered.

3.7 Classic American Muscle (CAM) Classes

3.7.1 Purpose

To comply with the National Appendix-B of the National Solo Rules definition of a class for classic American muscle cars.

3.7.2 Eligibility

A. CAM T vehicles are as described in Appendix-B with the exception of model years; for Reno Region CAM T model years are 1996 and earlier.

B. CAM C vehicles are as described in Appendix-B with the exception of model years; for Reno Region CAM C model years are 1997 to current.

C. CAM S vehicles are as described in Appendix-B.

3.7.3 Safety Inspection

CAM cars must pass the normal safety inspection as prescribed by the Solo Rules and these Solo Supplemental Rules.

3.7.4 Identification

Vehicles running in CAM must display the letters "CAM T", "CAM C" or CAM S and a number meeting the existing rules for class lettering.

3.7.5 Tires

See Appendix-B of the National Solo Rules

3.7.6 PAX

CAM class vehicles will be eligible for the PAX Championship and be assigned the current PAX factor for their class.

3.7.7 Results

CAM T and C classes will be scored in their own Trophy Group 11. CAM S vehicles will be added to Trophy Group 6. CAM classes will be Open only with no Ladies classes offered.

3.8 Class Consolidation (Trophy Grouping)

3.8.1 Purpose

The purpose of class consolidation is to increase competition by grouping national classes with similar PAX factors into consolidated trophy competition groups.

3.8.2 Scoring

Entrants will continue to follow the national prep rules and use the national class designations on their cars - including the region's "T" Street Tire handicap where allowed. The consolidation will be handled by timing and scoring post the event. The currently available PAX factors will be used to equalize times within each competition group. Ladies classes will also be consolidated the same way, grouped with their respective Open classes. Novice and Run No Points will be excluded from consolidation.

3.8.3 Classes

The following Competition Groups will encapsulate the national Solo classes:

Reno Region Trophy Groups	Consolidated National Solo Classes
Group 1	HS, STF, GS, ES
Group 2	FS, DS, CS
Group 3	BS, STS, AS, STX, SS
Group 4	STR, FSP, STU, ESP
Group 5	SMF, DSP, SSR, CSP, BSP, CP, ASP
Group 6	SM, SSP, EP, DP, FP, BP, SSM, SU, CAM-S
Group 7	XP, DM, CM
Group 8	EM, FM
Group 9	BM, FSAE, AM
Group 10	JC, JB, JA, KM
Group 11	CAM-T, CAM-C
Group 12	Vintage
Group 13	Tuner

4. Event Schedule

4.1 Event Schedule Details

The Event Schedule for normal regional events is as follows:

Registration = 8:00 AM - 12:00 noon
 Morning tech inspection = ~~7:30~~8:00 AM - 8:45 AM
 Morning drivers meeting = no earlier than 8:45 AM
 Morning Runs Official Start = no earlier than 9:00 AM
 Lunch = TBD
 Afternoon tech inspection = 10:00 AM - 11:45 AM
 Afternoon drivers meeting = no earlier than 12:00 noon
 Afternoon Runs official start = no earlier than 12:15 PM

4.2 Registration

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

4.3 Tech Inspection

Tech inspection will be open at a minimum from 8:00 AM to 8:45 AM, and 10:00 AM to 11:45 AM, except for possible closure during the drivers meetings.

4.4 Drivers Meeting

Drivers meetings will not start before 8:45 AM for the morning run groups and not before 12:00 noon for the afternoon run groups. It is mandatory that all drivers attend a drivers meeting prior to driving in the event.

4.5 Official Runs

Official runs may start no earlier than 9:00 AM for the morning run groups and no earlier than 12:15 for the afternoon run groups.

4.6 Changes to the Schedule

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

5. Revising the Solo Supplemental Regulations

5.1 Annual Revisions

These Solo Supplemental Regulations are to be reviewed at least annually and revised as necessary by the Reno Region Board of Directors. Each change must be approved by a majority vote of the Board of Directors. Revisions should be completed at least 30 (thirty) days before the region's first scheduled Solo competition of the season.