

# **SUPPLEMENTAL REGULATIONS**

## **The St. Louis Region Championship Autocross Series**

“Held Under SCCA Solo Rules”

For simplicity, The St. Louis Region Autocross Series herein after referred to as “The St. Louis Region Solo Series” or “SLRSS”. For clarification, a SCCA Yearly member is a member holding a paid in full annual membership in good standing with both the SCCA and St. Louis Region and other than that of a weekend membership. During this series, all events organized by the St. Louis Region SCCA shall follow the SCCA National Solo Rules (SR), including all optional rules, except as modified by these supplementary regulations. SCCA National Solo Rules may be found at [www.scca.com/solo](http://www.scca.com/solo).

### **The St. Louis Region’s Mission Statement is:**

Provide fair, fun, competitive and safe events with excellent customer service to bring increased and sustained participation in events and developing leadership in the Solo Program.

## **1.0 Foreword**

The following Supplemental Regulations govern the operation of the St. Louis Region Solo Series (SLRSS). These rules have been formulated to ensure that the SLRSS events coincide with the St. Louis Region mission statement.

## **2.0 Series Scope**

### **2.1 Autocross Events**

The SLRSS is a program consisting of a series of autocross events held by the St. Louis Region Sports Car Club of America.

### **2.2 # of Points Events**

The SLRSS will consist of a minimum of five autocross events held by the St. Louis Region Solo Program.

### **2.3 Additional SCCA Hosted Events**

Additional events (driver’s schools, test and tune events, and others) may be held at the discretion of the Solo Advisory Committee (SAC).

### **2.4 Rules**

Each participant is responsible for knowing and following all of these rules.

## **3.0 Event Officials**

Event Officials are as described in Section 5 of the SR, except as noted below:

### **3.1 Event Chair**

- A. Per the National Solo regulations, a Chief Steward and Operating Steward shall be appointed for each solo event. For St. Louis Region events, Chief Steward and Operating Steward will be combined into one position called the Event Chair. This person shall be responsible for ensuring that the general conduct of the event is in accordance with the SR and the supplementary regulations.
- B. The Event Chair is the final arbiter of disputes and rule interpretations. This may be appealed under 4.4.

### **3.2 Safety Steward**

Actual event safety is governed by a Solo Safety Steward (SSS) who is assigned for each event. This person is responsible for overseeing the safe operation of the event. Please consult the SSS if you have any safety related questions at an event. This position is governed by the national rules.

### **4.0 Protests**

Protest procedures are the same as described in the SR, except as noted below. Protests at an event need to be lodged with the Event Chair no later than 30 minutes after the last run of the run group (heat) for that day.

#### **4.1 Impound**

There is no impound period after each heat of runs, and no Chief of Impound. Competitors may return to paddock as soon as they have completed their last run.

#### **4.2 Protest Fee**

The protest shall be accompanied by \$25 cash, non-refundable protest fee per protested item at all St. Louis SCCA Solo events.

#### **4.3 Protest Committee**

A protest committee consisting of at least three (3) members will handle the disposition of any protest. The SAC members in attendance will appoint a three (3) member Protest Committee (PC). The SAC should try to assure that there is as little conflict of interest as possible in the choices of the PC members for the protest. The PC will decide the protest on the day of the event within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within one week of the date of the event. The protest decision will be communicated to both parties of the results of the protest in writing. The names of the committee shall be posted on the website at <https://solo.stlscca.org/> The Event Chair shall not participate as a member of the committee. Participants in the same class as the protested car cannot serve on the PC.

#### **4.4 Appeals**

Appeals for removals, protests, suspensions, disputes or rule interpretations are handled by the SAC. Participants in the same class as the protested car cannot serve on the Appeals Committee. Any SAC member included as part of the appeal shall recuse themselves from the SAC prior to hearing any appeals, and shall not attempt to influence the SAC members in any way. The SAC is not obligated to accept appeals.

Appeals to the SAC must be submitted in writing within 7 days of the occurrence otherwise the decision stands. The SAC will render a final decision within 45 days of acceptance of a properly filed appeal.

### **5.0 Classes and Cars**

#### **5.1 Available Car Classes**

Participants in SLRSS events can enter in any National Classes. This includes Supplemental Class (FSAE), and Classis American Muscle (CAM-T, CAM-C, and CAM-S).

#### **5.2 JUNIOR KART CLASS**

St. Louis region will have a Junior Kart Class as necessitated by demand and posted on the

Solo Website in advance of an event when applicable. Notice will be made on MSR and Social media outlets for specific events.

## **6.0 Work Assignments**

### **6.1 Entrants as Workers**

All entrants are required to work at all assigned heats. The Chief of Workers shall assign the actual work duty before the start of the event. It is the entrant's responsibility to know the run/work order and to work their one or two heat assignments as instructed.

### **6.2 Designated Work Assignments**

Each Chief is responsible to recruit and train any additional workers they may need for the events. Each Chief must coordinate with the Chief of Workers the day prior to the event, their designated workers' assignments. Assignments may be altered to accommodate the needs of the event.

### **6.3 Run/Work Order**

The run/work order posted the morning of the event.

### **6.4 Failure to Work**

Failure of an entrant to work their assigned heat or heats will result in the entrant's time being marked as disqualified (DSQ), as decided by the Event Chair and Chief of Workers. Any extenuating circumstances needs to be presented to the Chief of Workers or Event Chair prior to competition runs but attendee must not approach the timing trailer while cars are on course.

### **6.5 Repeat Violations**

Violations of the rules by any participant(s), and/or two DSQ's to any participant will be considered un-sportsmanlike conduct and will result in suspension from competition until such time the SAC agrees that either there were extenuating circumstances or an appeal to SAC for reinstatement is made by the participant(s). In such matters, the SAC is not obligated to accept an appeal from participant(s).

## **7.0 Event Operation**

### **7.1 Unauthorized Course Changes**

The course will not be changed by unauthorized participants. Those authorized to make course changes are the Event Chair, Event Course Designer or the Event Safety Steward. Any unauthorized person found changing the course will be disqualified from the event.

### **7.2 Course Maps/Changes**

It is unlikely that a course map will be available at most local events. Course changes during the event will be avoided if possible. See the "Course Breakup Guidelines for Officials" at the end of this document.

### **7.3 Passengers**

Single passengers are allowed at any time if they have signed the proper SCCA waiver and are a SCCA Yearly or Weekend member. Minor passengers, 12 years and older, that have a properly executed minor waiver, are also allowed. Passengers must meet the conditions in the current Solo Rules. It is important that passengers, who are also competitors, allow enough time to be ready for their own runs after having been a passenger in a car preceding their run. Passengers causing delays in the operation of the event will lose their "passenger privileges". They must be properly belted in the car and wear a helmet that has passed tech.

## 7.4 Equipment/Property Damage

If an entrant should cause damage to any SLRSS equipment, (i.e. timing lights, display etc.) or to facility property during the event, the entrant shall be financially responsible for replacing the item/items damaged. The SLRSS will not be responsible for damages incurred to the entrant's vehicle or the entrant due to this occurrence or any occurrence.

## 7.5 Scores and Results

Live timing will be available on <https://solo.stlscca.org/> and if there are enough workers available an FM radio transmitted announcer will be giving unofficial updates of results regularly the day of the event. Every effort will be made to have live timing functioning during the event. Results will not be mailed to participants. Official event results and updated series points will be posted on the internet at <https://solo.stlscca.org/> generally within one week of the event.

## 7.6 Waivers

St. Louis Region SCCA operates under the insurance and guidelines of the Sports Car Club of America. Solo events are considered low risk events, but there are many requirements that we must follow to ensure we are safe and to comply with our insurance. Anyone entering ANY St. Louis SCCA Solo event site must sign an insurance release waiver or have a valid unexpired SCCA annual waiver hard card. Minors (under the age of 18) are not allowed to sign their own waiver. In order to enter, they must have a properly executed minor waiver signed by their parent(s) or guardian(s). If a participant is under 18 and their parents or legal guardians are not planning on attending the event, the parents must sign the waiver ahead of time and have it properly witnessed or notarized. A blank waiver is available for pickup at any event, or can be downloaded. Downloads available at [www.scca.com](http://www.scca.com/about/?cid=44404) (under the solo section) MS1 Waiver - <http://www.scca.com/about/?cid=44404> MS2 Minor Waiver - <http://www.scca.com/about/?cid=44404> All waivers must be printed in color.

## 8.0 Tech

With the exception of vehicles completing Annual Tech per 8.2 below, all vehicles are required to complete a Tech Inspection. Tech will check that car numbers and class are properly designated and displayed on the side of the car as per the SR. If St. Louis Region materials are used to apply your numbers, St. Louis Region has no responsibility for any damage done in the application of numbers and letters.

### 8.1 Annual Tech

St. Louis Region will use an Annual Tech system for our "seasoned members". The purpose of this system is twofold:

- Convenience to our regular member competitors; and
- To "ease up" the tech line on the morning of each event.

The procedure is simple; an SCCA member will present their car for tech, ready to compete. Numbers and class designation must be in place, the tires the car will normally compete on must be mounted on the car, the car may not be on a trailer, etc. The driver must be a St. Louis Region SCCA Current Annual member and have run at least five (5) St. Louis Region SCCA Solo events in one (1) calendar year in the current or either of the previous two (2) years to be eligible and/or have run at least five (5) events in the current year. Certain exceptions may be applied and some stipulations stated here may be waived upon request to the Chief of Tech. Chief of Tech will keep the SAC Chairman advised of any and all exceptions that are granted.

## 8.2 Annual Tech Rules

Each Entrant agrees to adhere to all SR regarding Annual Tech, plus these rules:

- A. Vehicle must be re-inspected if any modifications are made to the car after receiving an Annual Tech approval. The Event Chair, Event Safety Steward or Chief of Tech can have any car rechecked anytime during the season or have a driver's Annual Tech privilege revoked for any reason.
- B. A specially prepared Annual Tech sticker will be applied to the lower portion of the left side windshield or nearby body panel. These stickers are designed to last all season. If for some reason a sticker needs to be replaced, a new one will be furnished, at no charge, one time. In the event a sticker needs to be replaced more than once, a \$5.00 charge will apply for a new sticker.
- C. The Annual Tech program will include similar type sticker for helmets. This helmet sticker (affixed to the left side of the helmet) is expected to remain on the helmet, and will be recognized, all season.

## 8.3 Vehicle Identification (SR 3.7) & (Vehicle Identification Appendix F in the SR)

- A. All vehicles must display numbers and class letters on both sides, which must be readable by Timing & Scoring, Course, and Grid at all times. Sponsor stickers may be required. If they are, they must be on to pass tech.
- B. Only one set of numbers and class letters may be visible while the vehicle is running.
- C. Class shall be represented by the upper-case abbreviated form rather than be spelled out. Ladies classes shall be indicated by the letter "L" following the class letters. (Example: "BSPL" instead of "B Street Prepared Ladies").
- D. Numbers and class letters should be positioned next to each other. All letters and numbers must be on body panels, not on windows. All numbers and class letters must use the same typeface and the same color (except as provided in 8.3.F), and this color must provide adequate contrast to the background color.
- E. Numbers should be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a 0.75" stroke. In all cases, the height of the class letters must be between 25% and 75% of the height of the numbers. Stroke width must be at least 10% of the height.
- F. The "1" on two-driver cars and the "L" on Ladies class cars need to be easily visible.
- G. Karts may use numbers and class letters of reduced size provided that the following conditions are met:
  - a. Numbers must be displayed on the front and rear in addition to both sides;
  - b. Class letters must be on both sides;
  - c. In no case may the numbers be smaller than 6" in height with 3/4" stroke, using a high-contrast color and background.
- H. Novices may run with the letter "N" on the side of their car, after their class – ex. CSN.

## 8.4 Car Numbers

- A. Numbers 21 through 999 are allowed. Car numbers will be issued on a first-come, first-served basis in each class. If desired, drivers of the same car but in different classes (open and ladies) may use the same car number. If a second driver enters later he/she must inform the registrar of the additional driver to ensure correct number assignment. No zeroes can be used as the first number on a car (e.g. 06, 006, 016).
- B. Each driver of a two-driver car may run any available number. To easily allow for multiple co-drivers during the season, the numbers 101-199 are only available as an option to the second driver of a two-driver car. If this option is chosen, the second driver must use the same

number as the first driver plus 100 (e.g. 8 and 108, 66 and 166). These numbers cannot be made any driver's permanent number.

C. Numbers 1-20 are reserved for the previous season's Top 20 Index Drivers.

## 9.0 Interference with Workers

### 9.1 Timing and Scoring Trailer

No one may approach timing and scoring during the event except event officials acting in their official capacities. Approaching timing and scoring and/or disturbing the timing and scoring workers will result in immediate DSQ, without refund.

### 9.2 Other Workers

No one is to interfere with other workers (i.e., corner, starter, etc.) unless acting in an official capacity.

## 10.0 Series Scoring

### 10.1 Championships

There will be four (4) ongoing championships. These championships are open to any and all drivers. All entrants are scored, but year-end trophies will only be awarded to St. Louis Region SCCA annual members appearing on the St. Louis Region Membership List as of December 1 of the championship year. Stickers and placement thereof for sponsors and/or the St. Louis Region solo program may be made mandatory to win year-end trophies.

### 10.2 Class Championship

The Series Class Championship is based on the individual SCCA classes, as listed in Section 5.1 of this document, where points are awarded in class at each event, then totaled for the Series Class Championship. The number of year-end awards is based on whichever one of the following provides for the most awards: a) all drivers averaging 9600 or more points in a single class for the driver's best ½ rounded up plus two (per 10.8) SLRSS events; OR b) the average number of all entrants participating in the class for all events in the yearly series (i.e., 1 award for 2-3 average entrants in the class, 2 awards for 4-6 average entrants, 3 awards for 7-9 average entrants, and 1 additional award for every four additional entrants).

Number of Events in a Season	Number of Events that Count towards Points
1	1
2	2
3	3
4	3
5	5
6	5
7	6
8	6
9	7
10	7
11	8
12	8

### 10.3 Index Championship

The St. Louis Region Index Championship will be based on overall performances at each event graded on an index system designed to equalize the performance potential for each class. This index will be established before the first season event and will be constant throughout the season. Only the top three entrants in the season end standings will be awarded a trophy, as long as they meet 10.1. Season end point standing are based on 10.7. For this championship the SLRSS will utilize the most current PAX/RTP Index and

### 10.4 Ladies Championship

The St. Louis Region Ladies Index Championship will be calculated through the season by using the same index system as the Index Championship to allow competition between classes. All Ladies entrants will be automatically entered regardless of the actual class they are participating in. The top three entrants in the season end standings will be awarded a trophy, as long as they meet 10.1.

### 10.5 Novice Championship

The St. Louis Region Novice Index Championship will be calculated through the season by using the same index system as the Index Championship to allow competition between classes. The definition of a rookie for the purposes of this title chase is “someone who has run 5 or less Solo events before the first entry of the current year” as a novice. The “Honor System” will be used, and to become eligible, the entrant is responsible for letting registration know about their Novice status. The top three entrants in the season end standings will be awarded a trophy, as long as they meet 10.1. The most improved in driving and Solo Spirit will be awarded the Solo Rookie of the Year Award as selected by the SAC. Season end point standing are based on 10.7.

### 10.6 Qualifications for Points

Points are awarded to all participants that adhere to all rules and display proper stickers as required in these supplemental regulations or published by the SAC prior to the event.

### 10.7 Qualifications for Year-end Standings

In order to be considered for season end standings, an entrant needs valid results for that championship in  $\frac{1}{2}$  rounded up plus two of the total amount of series events held. For the all Index, Class and Novice Championships, the number of all event participations is counted and number of events counted towards point are as follows:

Number of Events in a Season	Number of Events that Count Towards Points
1	1
2	2
3	3
4	4
5	5
6	5
7	6
8	6
9	7
10	7
11	8
12	8

## **10.8 Season Points Calculations**

Total points for an entrant shall be calculated from the highest scoring ½ rounded up plus two of total season events.

## **10.9 National Tours**

If one or more National Tour and/or Divisional Championship event(s) is included in the Regional Championship(s), each day of that event will be scored as a separate event. Only those entrants that have run at least two St. Louis Region events in the current season will be considered in the point computations; this means the highest placing St. Louis driver (with at least two previous events) is the overall, or class, winner; regardless of the actual event results.

## **10.10 All DNF Runs**

Entrants who score a “Did Not Finish” or course deviation (DNF) in all runs are eligible for points. Entrants who receive a DSQ are not eligible for points in that event, and the event will not be considered when determining their event count.

## **10.11 Tie Breakers**

Ties at the end of the season will be broken by the following criteria:

- A. Head-to-head competition during the season (if in the same class), whichever driver has beaten the other more often;
- B. Head-to-head competition during the season (if not in the same class), the driver that has placed higher on the overall index, in more events, will place higher. For evaluating this tie breaking criteria, all events in the series are counted.

## **10.12 All DNF Runs Scoring**

If, at an event, a driver DNFs all their runs, the points awarded will be based on the slowest time (in class or on index), plus four seconds. In the case of Index, four seconds is added to the slowest index time (not actual time). For a single car class, 0 points will be awarded. The point structure is as follows:

## **10.13 Class Points**

Event points are based on the percentage of the class winner’s time and the other drivers in the class’ time. The class winner gets 10,000 points. To determine other driver’s points, the winner’s time is divided by the other driver’s time and multiplied by 10,000. All drivers, St. Louis Region member or not, are scored.

## **10.14 Overall Points (Driver’s Championship)**

Driver’s Championship event points are based on the percentage of the Index winner’s time and all other Index times. The Index winner gets 10,000 points. To determine other overall points, the winner’s time is divided by the other index times and multiplied by 10,000. The Ladies and Novice Championships are determined in the same way, with the highest placing individual, in each group, receiving 10,000 points for that Championship. Other drivers divide their Index time into the winner’s (Ladies or Novice) time and multiply by 10,000. All drivers are scored. Index points are calculated on a driver’s “corrected” time, including penalties. Points posted to the website may be expressed as xxx.xx (with a decimal).

## 11.0 PAX Index

The St. Louis Region Solo will follow the adopted SCCA PAX standards for the current year event scoring.

## 12.0 Cancellations of Pre-Registrations

We request that you pre-register for events. Pre-registration shall be on-line using the MotorsportReg.com website and will receive a discount as predefined by the SAC at the beginning of each season. Walk up registrations are welcome up and until the close of registration the day of the event for the regular published event fee. If you should need to cancel your entry, you will need to contact the SAC at [teamsolo@stlsolo.org](mailto:teamsolo@stlsolo.org) or through <https://solo.stlscca.org/> by 11:59CST the Friday before any Sunday event. If something comes up the day of the event after check-in, contact the Chief of Registration, and it is their or the SAC's discretion as to whether or not to issue credit to your account. Note that if any credits are issued, they are only good until the end of the season unless it is the final event of the season. In this case it will be carried forward to the following season.

## 13.0 Conduct

We value our facilities; please help us keep them clean and nice. Pick up your trash and always leave the facilities nicer than you found them, so we get invited back to play on their lot. Anyone asked by an official to pick up debris will be expected to cooperate. Offenders will be asked to leave and may be suspended from subsequent events.

### 13.1 Safe Environment

The St. Louis Region SCCA is committed to providing a safe event to competitors and adhering to the terms of our site providers, Family Arena and Worldwide Technology Motorsports Park. Actions that lead to a safety incident or put that relationship at risk and/or cause the loss of the event site will result in suspension from all St. Louis Regional event until further notice.

### 13.2 Unsportsmanlike and Personal Conduct Unbecoming

The St. Louis Region enforces the SR Section 1.3.2 K that states Unsportsmanlike Conduct: Any Driver who drives unsafely at or near the event location, or displays unsportsmanlike conduct, shall be DSQ. All participants and their guest present during events are held to a Personal Conduct standard of common decency and respect for others. Those that do not adhere to this rule will be asked to leave the facility immediately and will not be refunded. Depending on the circumstances, these behaviors may result in the driver(s) and/or guest(s) to be suspended or permanently banned from all future St. Louis Region events. Suspended participants may file an appeal under 4.4 with the SAC for reconsideration. Permanent membership revocation will invalidate subsequent point accumulations and trophy eligibility.

### 13.3 "Make it Easy, Make it Fun"

The St. Louis Region feels that the motto of "Make it Easy, Make it Fun" promotes friendly, safe and fun events. All entrants, organizers and guests are expected to help make our solo events friendly, safe and fun for all. **This means do more than is required of you.**

### 13.4 Car Numbers Pre/Post Event

Numbers/Letters/Stickers - In order to not create a negative perception about our events, it is mandated that entrants do not drive on the streets surrounding Family Arena with their event numbers/letter/stickers displayed on their cars.

### **13.5 Trash**

Trash pickup is the responsibility of each person, as trashcans may not always be available.

### **13.6 Speed Limits**

Speed limits on the streets around the event site must be strictly adhered to avoid any problem with the public and our use of the facility.

### **13.7 Social Media Policy**

The St. Louis Region SAC will vigorously enforce all aspects of the SCCA social media policy and will from time to time enact additional policies as necessary. Enforcement will range from warnings to revocation under section 13.2. The SCCA Social Media Policy extends to all St. Louis Region Members.

## **14.0 SCCA Proprietary Ownership**

The Entrant also agrees to permit the Sports Car Club of America Inc, SCCA, St. Louis Region SCCA and their assignees (including but not limited to series sponsors, promoters/organizers of the Event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all drawings, soundtracks, photographs, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Entrant further acknowledges and agrees that SCCA and St. Louis Region may freely assign or License its rights to a third party.

### **14.1 Alcohol Policy**

No open alcoholic beverages allowed on the site while event is active. Event is considered active until all property is loaded and SCCA bus / trailer has left the event.

## **15.0 Sound Measurements at St Louis Region Solo Events**

### **15.1 Loudness**

At the sole discretion of the Event Chair, if a driver's vehicle is deemed to be excessively loud, then the Event Chair or their designated representative will notify the competitor. If the Event Chair decides it could possibly jeopardize the event site the entrant will be requested to make changes to lower the sound level. If no changes can be made, or they do not lower the sound, the Event Chair will request the entrant not run the vehicle. This may not be protested. All competitors are asked to be mindful of the facility and its location in regards to the public.

## **16.0 Changes, Errors and Omissions**

These rules are subject to change at any time by the Solo Advisory Committee. In case of typographical errors or omissions, clarification may be made by the Solo Advisory Committee at any time. Clarifications may also be requested by sending an e-mail to [teamsolo@stlsolo.org](mailto:teamsolo@stlsolo.org) .

## **17.0 Registration Agreement**

By entering this event, you agree that you will adhere to the SCCA Solo Rules as well as the St. Louis Region Solo programs Supplemental Regulations. They are available for review at [www.scca.com](http://www.scca.com) and <https://solo.stlscca.org>

## **18.0 Additional Regulations for Road Course Solo Events**

### **18.1. Parade Lap**

All drivers may get a parade lap prior to the start of their heat. Co-drivers will ride together on this lap. In the case a single seat car has two-drivers, a ride in another vehicle with extra seats will be found.

### **18.2. Unsafe Driving**

If a driver runs two wheels off the paved surface, they will be given a DNF for that run. Any contact with safety barriers/walls/etc., the driver is DSQ'ed for the day.

### **18.3. Course Changes**

If any changes are made to the course due to safety issues, drivers in that heat will get another parade lap but will not receive additional reruns.

### **18.4. Road Course Solo Banned Drivers**

Due to the nature of the facility, the following drivers will not be allowed to participate in these types of events.

- A. Drivers for whom this is their first autocross event. Drivers with fewer than 5 events of experience will need permission (coordinated through the registrar) before their registration is approved.
- B. Point will not be awarded for these events.

## **19.0 Course Breakup Guidelines for Officials**

- A. While evaluating course breakup, the following should be kept in mind:
- B. Any course change will disrupt event and points.
- C. There is no such thing as a course change that is "minor" or that doesn't invalidate the course under rule 6.2
- D. If at all possible, the best solution would be to try to finish current heat before changing the course. If this occurs, class points are still valid for all heats, but Index based championships points are not awarded for event.

### **19.1 Course has to be changed DURING heat due to break up/safety during**

#### **1<sup>st</sup> heat:**

- A. Less than 3 runs: Heat 1 drivers get 3 runs at changed course. Class points awarded. If no more course changes during event, count first 3 runs for remaining heats and Index based Championship/classes eligible for points.
- B. More than 3 runs: Heat 1 drivers' class finishing position and class points will be based on the runs completed before the course change. Heat 1 drivers may take remaining runs on changed course. Index based Championships/classes have 9800 points awarded for event.

#### **During later heats:**

Whatever heat the course is changed;

- A. Less than 3 runs: That heats drivers get 3 runs minimum at changed course. Class points awarded. Index based Championship/classes points awarded 9800 for the event.
- B. More than 3 runs: That heats' drivers' class finishing position and class points will be based on the runs completed before the change. That heats drivers may take remaining runs on changed course. Index based championships have 9800 points awarded for event.
- C. Successive heats get normal runs at changed course. Class points and finishing position for successive heats determined by normal event operation.

D. Previous heats class and finishing position determined by normal operation on original course.

**19.2 Officials/Action Guidelines**

Evaluating course issue: Event Chair, Event SSS. Changing Course: Chief of Course/member of course team, Approved by Event SSS.

**19.3 Announcements**

Once a decision to change or not is made, announcers for the remainder of the day **MUST** repeat announcement of any changes multiple times per heat.