

The St. Louis Region Championship Autocross Series

SUPPLEMENTAL REGULATIONS

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.

The St. Louis Region Championship Autocross Series hereinafter referred to as The St. Louis Region Solo Series (SLRSS). A SCCA yearly member is defined as a paid in full annual membership in good standing with the SCCA 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. The SCCA National Solo Rules may be found at www.scca.com/solo.

1.0 Foreword

These Supplemental Regulations govern the operation of the 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 Number 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). Divisional and National events hosted by the region will be governed by their own supplemental regulations published at the time of registration.

2.4 Rules

Each participant is responsible for knowing and following all of these rules. The term "participant", "entrant" and "driver" are considered interchangeable for the purpose of this document and is defined as any paid individual for an event.

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.

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 the paddock as soon as they have completed their last run.

4.2 Protest Fee

A filed 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 govern 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 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 Protest Appeals

Appeals to protests are handled by the SAC. Participants in the same class as the protested car cannot serve on the Appeals Committee. Any SAC member included in any protest shall

recuse themselves from the SAC prior to hearing any appeals, and shall not attempt to influence the SAC members in any way. All SAC decisions are final.

5.0 Classes and Cars

5.1 Available Car Classes

Participants in SLRSS events may enter as any National or Supplemental Class as defined by the National Rule Book of the current year.

6.0 Work Assignments

6.1 Entrants as Workers

All entrants are required to work their 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 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 shall communicate any workers assigned to their specialty to the Chief of Workers before the event. Assignments may be altered to accommodate the needs of the event.

6.3 Run/Work Order

The run/work order will be posted no later than the morning of the event.

6.4 Failure to Work

Failure of an entrant to work their assignment may result in their disqualification. Extenuating circumstances may be presented to the Chief of Workers or Event Chair for consideration.

6.5 Repeat Violations

Repeat violators may be considered as unsportsmanlike conduct and may result in suspension from competition. An appeal may be filed with the SAC for reinstatement 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 section 19 “Course Breakup Guidelines for Officials” 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 may be available on <https://solo.stlscga.org/>. An FM radio transmitted announcer may be giving unofficial updates of results regularly the day of 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.stlscga.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 annual waiver on file with SCCA. In order to enter, minors (under the age of 18) must have a properly executed minor waiver on file with SCCA or completed the day of the event, signed also by their parent(s) or legal guardian(s). If a participant is under 18 and their parent(s) or legal guardian(s) are not in attendance, the parent(s) or legal guardian(s) must ensure they already have a current annual waiver for the minor on file with SCCA. Blank adult and minor annual waiver forms are available for pickup at any event. Digital annual waivers are also available for annual members on the SCCA website in the member portal area. Anyone within the event area must display their Annual Waiver Hard Card or designated Event Wristband conspicuously at all times during the event.

8.0 Tech

With the exception of vehicles completing Annual Tech per section 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; a participant will present a car for technical inspection. 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. A driver may be qualified for annual tech provided they meet the following requirements: 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. The Chief of Tech will provide the Event Chair with any granted exceptions.

A. 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 a 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.

8.4 Car Numbers

- A. Numbers 1 through 99 are allowed for first drivers. Car numbers will be issued on a first-come, first-served basis in each class, per event. If desired, drivers of the same car but in different classes (open and ladies) may use the same car number. No zeroes can be used as the first number on a car (e.g. 06, 006, 016).
- B. Second drivers in the same class must use the first driver's number plus 100 (e.g. add a 1)

9.0 Interference with Workers

9.1 Timing and Scoring Trailer

Only approved members may approach the timing trailer during a heat. Anyone approaching the timing trailer during a heat may be disqualified, without refund.

9.2 Other Workers

Any competitor that interferes with other workers (i.e., corner, starter, etc.) may be DSQ without refund unless acting in an official capacity.

10.0 Series Scoring

10.1 Championships

There will be four (4) season championships: Class, Index, Ladies, and Novice.

10.2 Class Championship

The Class Championship is based on the individual SCCA classes, as listed in Section 5.1 of this document, where points are awarded in each class at an event per Section 10.12, then totaled per Section 10.7 for the Class Championship. Trophies are awarded to qualified drivers, where a "qualified driver" is defined as a driver that acquired points for the class in question in at least $1/2 + 1$ events. The number of trophies presented will be equal to the number of qualified drivers minus one, with a maximum of three trophies.

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 at the beginning of the season and will utilize the most current PAX/RTP Index. **Index points are totaled per Section 10.7.**

The Top ten entrants in Index Championship season end standings will be awarded a trophy.

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.

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 “novice” for the purposes of this title chase is “someone who has run 5 or fewer Solo events before the first entry of the current year”. The “Honor System” will be used, and to become eligible, the entrant is responsible for letting registration know about their Rookie status. The top three novices in the season end standings will be awarded a trophy. The top novice will be awarded the Solo Rookie of the Year.

10.6 Qualifications for Event Points

Points are awarded to all participants that adhere to all rules as required in these supplemental regulations or covered during the drivers meeting prior to the event.

10.7 Season Points Calculations

Total points for an entrant shall be calculated from the highest scoring $\frac{1}{2}$ rounded up plus one of total season events.

10.8 National and Divisional Events Hosted by St. Louis Region

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.

10.9 All DNF or All DSQ 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.

10.10 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 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 are scored.

10.13 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).

10.14 Non-Points-Based Annual Awards

The Most Improved Driver, Spirit of Solo, Instructor of the Year, and Driver of the Year recipients will be selected by the SAC.

11.0 PAX INDEX

The current index may be found at <http://solotime.info/pax>

12.0 Cancellations of Pre-Registrations

We strongly recommend that you pre-register for events. Pre-registration shall be on-line using the MotorsportReg.com website and registries will receive a discount as predefined by the SAC at the beginning of each season. Walk up registration is available until the close of registration the day of the event in the amount of the regular published event fee. If you need to cancel your entry, contact the SAC by 11:59pm local two days prior to the event. If cancellation is required after this time, contact the Event Chair for decisions regarding whether or not to issue credit or refund to your account. Note that if any credits are issued, they are only good until the end of the following season.

13.0 Conduct

We value our facilities; your personal conduct is a direct reflection on the St. Louis SCCA organization. Be mindful that poor conduct could result in the loss of an event site.

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. Actions that could lead to a safety incident or put that relationship at risk and cause the loss of the event site will result in suspension until further notice.

13.2 Personal Conduct

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 disqualified.

All participants and their guests present during any event are also 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, this type of behavior may cause the driver and/or guest to be suspended or permanently banned from all future St. Louis Region events. Suspended participants may file an appeal with the SAC for reconsideration and reversal. The SAC is not obligated to accept appeals.

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 pitch in and help and please be polite.**

13.4 Car Numbers Pre/Post Event

Numbers, letters and Stickers - In order to not create a negative perception about our events, it is suggested that entrants do not drive on the streets surrounding the event sites with their event numbers, letters and stickers displayed on their cars.

13.5 Trash

Trash pickup is the responsibility of each person. Trash receptacles may not always be available so bring a trash bag with you. **You are required to pick up your trash. 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.**

13.6 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.

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 the event is active. Event is considered active until all property is stored.

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 with regard to the general 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 email to teamsolo@stlscga.org.

17.0 Registration Agreement

By entering this event, you agree that you will adhere to the current SCCA Solo Rules and the St. Louis Region Solo programs Supplemental Regulations.

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., and the driver will be disqualified 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. Points 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 the event and scoring.
- 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 and Index based championships points are invalidated for the event.

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

1st heat:

- A. Less than 3 runs: Heat 1 drivers get 3 runs at a changed course. Class points awarded. If no more course changes during the event, count the 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 a changed course. Index based Championships/classes have 9800 points awarded for the 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 the event.
- C. Successive heats get normal runs at a changed course. Class points and finishing position for successive heats determined by normal event operation.
- D. Previous heat class and finishing position determined by normal operation on the 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 is made to change a course, the announcers for the remainder of the day MUST repeat the announcement as frequently as possible during the heats.