



SCCA Great River Region, Inc.

Supplemental Rules for Regional Autocross Events

1. OVERVIEW

1. SCCA Great River Region, Inc (GRR) Autocross events will be conducted in compliance with all SCCA National Solo Rules except as modified by these Supplemental Rules.
2. Updated by the 2022 GRR Autocross Committee on 2/23/2021:
 - Mike Bealer
 - Eric Fredricks – Autocross Chair
 - James Glaser
 - Tim Govier
 - Jeff Wagenknecht

2. BASIC EVENT GUIDELINES AND SAFETY

1. All entrants, workers, and guests must sign a waiver and display the wrist band provided. Anyone refusing to do so will be asked to leave.
2. All competitors are required to fulfill a work assignment or find a qualified replacement.
 1. The Event Chair, Safety Stewards, Novice Coordinator, Tech Inspector(s), Registrar(s), Chief of Waivers, and Trailer Delivery for each event will be considered a work assignment for this purpose.
 - A. Persons filling these positions may perform additional duties if they desire.
 - B. In the event of a shortage of workers, “morning” work positions (Tech Inspection, Registration, Trailer Delivery) may be required to perform additional duties.
 2. If a competitor must leave an event early for any reason, they are required to give notice to event officials as soon as possible.
 3. Failure to complete a work assignment, or failure to give notice of early departure, will result in the competitor receiving a DSQ for any timed runs.
3. With the approval of the Safety Steward on duty, passengers are allowed during competition runs with the intent to improve driver skill and increase club participation.
 1. Passengers must adhere to the same safety rules as the driver and be an active SCCA member or fill out and sign a weekend membership.

2. The Event Chair reserves the right to deny anyone the privilege of being a passenger or having a passenger ride with.
4. Pre-heating of tires will not be tolerated anywhere on the event site. Those found pre-heating tires will be disqualified from competition without refund.
5. Fun runs will be allowed for registered competitors, time permitting at the end of the events.
 1. Strong enforcement of the rules will exist and over exuberant driving will not be tolerated.
 2. Cost of each run will be \$3.00 with a tech inspected vehicle.
 3. Any vehicle which will be used for fun runs during an event is required to have received a safety tech inspection prior to being used for fun runs.

3. EVENT OPERATION

1. Event registration fees are \$30.00 for SCCA members and \$45.00 for SCCA weekend members.
 1. A \$10.00 discount is available for first time novices valid for their first event via website coupon.
2. Unless otherwise publicized, each event will follow this schedule:
 - 8:00 AM – registration opens
 - 8:15 AM – tech inspection opens
 - 9:00 AM – registration closes
 - 9:15 AM – tech inspection closes
 - 9:30 AM – mandatory drivers' and workers' meeting
 - 10:00 AM – competition begins
 - 4:00 PM – target end for competition
 - Course clean-up will occur immediately after end of competition
 - Awards will be presented after the end of course clean-up
3. Late registration and tech inspection will be available at the discretion of the event chair until the start of the Drivers' Meeting.
 1. A \$5.00 late fee will be assessed for all late registrations.
4. If a competitor takes at least one (1) timed run of the course, they will be charged the appropriate entry fee. If a competitor does not or is unable to take any timed runs of the course, they will not be charged for the event.
5. A given vehicle may be entered by no more than four (4) drivers, with no more than two (2) drivers per heat.
6. All competitors are required to display numbers clearly visible on both sides of the vehicle and numbers shall be from 1 to 999 inclusive, with the exception of any retired numbers.
 1. The following numbers are retired:
 - 12 – In memory of Jeremy Holzer, GRR retired number 12 in 2010.
 - 34 – In memory of Jared Hebl, GRR retired number 34 in 2022.
 - 126 – In memory of Barry Packer, GRR retired number 126 in 2020.

2. Any competitors with SCCA membership, who participated in at least the minimum number of events during the prior calendar year to qualify for season-end points, will be automatically granted a reserved number for a particular calendar year. This number will be either that which the competitor used during the prior calendar year, or any other which is available that the competitor chooses.
3. GRR may allow any other competitors to reserve numbers at the discretion of the Autocross Committee.
4. Additional vehicle numbers at each event will be assigned as required. The driver will be given the option of choosing a number that is not already in use, otherwise, a number will be issued.
7. All entrants in single-driver classes will be bumped to a single "Bump" class.
 1. Event awards will be presented for this class based on indexed times.
 2. If only one (1) single-driver class is present at an event, the competitor will be bumped per the SCCA National Solo Rules.
 3. Season points will be accumulated in the competitor's regular class.
8. Vehicles must have their hood closed and latched anywhere in the staging area, while being driven on course, or while returning to grid.
9. When a competitor is given the go ahead to take the course and begins to roll onto the course, any stop before the finish timer without resuming and completing the lap will result in a Did Not Finish (DNF). The exception to this is if the driver is responding to a red flag or an emergency.
10. Penalties will be assessed per Section 7.9 of the SCCA National Solo Rules except for the following: The location of the course pylons will be outlined with chalk lines.
11. A RED flag will be displayed by a course worker if a hazard appears on the course. Drivers must bring their vehicle to a safe and immediate stop and wait for instructions from the course worker. A rerun will be given to a particular driver if they were not the cause for the red flag, and there has been no DNF called for same driver prior to encountering the red flag.
12. If competition has begun at a scheduled points-paying event, and the event is unable to be completed through all four (4) heats as normally planned, for reasons of weather, equipment failure, or emergencies of other types, the event results will be determined as follows.
 1. If the event has to be stopped at a point after both run groups have each run at least one (1) full heat, but before the full event is completed, then the results after the first half of the day will be used for event awards and for the purposes of calculating season points.
 2. If the event has to be stopped at a point prior to both run groups being able to each complete a full heat, then the event will no longer be considered a points-paying event.

4. SUPPLEMENTAL CLASSES

1. GRR Regional Autocross events will offer the following supplemental classes:
 1. Novice Class (N)
 - A. A Novice is defined as a competitor who is competing in their first three Autocross events.
 - B. Event awards will be presented for this class based on the "RTP/PAX" index for scoring.
 - C. Season points will be accumulated in the competitor's regular class.
 2. Pro Class (P)
 - A. Regular GRR autocross competitors who are frequent winners of season-end class awards, as well as those who regularly participate in SCCA National Solo events, are encouraged (but not required) to enter events in Pro Class. However, any non-Novice competitors are allowed to enter in Pro Class if they desire to do so.
 - B. See Appendix A for a more detailed explanation of the Pro Class format, awards, and scoring.
 3. Extreme Street Combined (XSC)
 - A. For the purposes of fostering close and friendly competition between folks who are entering into the Extreme Street Category, the Extreme Street Combined class is being offered.
 - B. This combined class will include both segments from the Extreme Street Category, Extreme Street A (XA) and Extreme Street B (XB).
 - C. Event awards will be presented for this class based on the "RTP/PAX" index for scoring.
 - D. Season points will be accumulated in Extreme Street Combined class.
2. Supplemental classes noted as using the "RTP/PAX" index will use the current year's RTP/PAX index.
3. Additional supplemental classes may be created, provided there is sufficient interest among regular members.
 1. Sufficient interest is defined as three (3) or more regularly-participating GRR members.
 2. Whenever possible, such supplemental classes will use the "RTP/PAX" index.
 3. If sufficient interest is determined prior to the start of online registration for a particular calendar year's events, the supplemental class will be made available in the same year for online registration. If sufficient interest is determined after the start of online registration for a particular calendar year's events, the supplemental class can be made available for online registration for the following year's events.

5. EVENT AWARDS

1. An award will be presented for Fastest Time of the Day (FTD)
2. An award will be presented for Fastest Indexed Time of Day (FITD)
3. Awards will be given for the top three (3) places in all classes except FTD and FITD.

6. POINTS AND SEASON AWARDS

1. Competitors will earn class points based upon their finishing time in a class. Total season points are added up to determine the class winner at the end of the year.
2. To be eligible for earning season points, competitors must be members of GRR. Members whose SCCA region of record is other than GRR are eligible to earn season points, if they are also a member paying dues to GRR. If a new member joins the club before the last event of the season is run, points begin to accumulate starting with the first event after their GRR membership goes into effect. The exception to this is that for members joining GRR during their Novice year, all points will be made retroactive including those run as a Novice. This will not reduce the points of the competitors that were already members. Persons with weekend memberships are not eligible for season points.
3. Calculations are based on a 1000-point scale, with 1000 points awarded to the winning time for a class. All other times in that class are divided into the winning time to get a decimal equivalent taken to the third decimal place.
 1. Example:
 - Driver "A" has a time of 46.500
 - Driver "B" has a time of 47.105
 - Driver "C" has a time of 49.985
 - Driver "A" receives 1000 points they won their class
 - Driver "B" receives 987 points because $46.500/47.105 = 0.987$ and $1000 \times 0.987 = 987$
 - Driver "C" receives 930 points because $46.500/49.985 = 0.930$ and $1000 \times 0.930 = 930$
4. In classes based on index time, the maximum point award will be less than 1000 points if the FTD for the class is achieved by a non-member.
5. If a competitor is "bumped" to another class for an event, they will be awarded 1000 points in their normal class.
6. To earn season points, and to be eligible for a season award in a particular calendar year, a driver must compete in a minimum number of events, as detailed below. Also listed are the number of drops which are available for the given total number of events in a calendar year.
 1. Minimum number of events for season points:
 - Six (6) event season – Compete in three (3) events
 - Seven (7) or eight (8) event season – Compete in four (4) events
 - Nine (9) or ten (10) event season – Compete in five (5) events

- Eleven (11) or twelve (12) event season – Compete in six (6) events
2. Number of drops available:
 - Six (6) to eight (8) event season – Two (2) drops
 - Nine (9) to eleven (11) event season – Three (3) drops
 - Twelve (12) event season – Four (4) drops
 3. Class places are determined based on total points of the best events of each competitor in a class.
7. Season awards will be given using a “1 for 3” format.
1. Examples:
 - 1-3 eligible competitors = 1 award
 - 4-6 eligible competitors = 2 awards
 - 7-9 eligible competitors = 3 awards
8. There are three overall autocross season awards which will be presented to individual competitors. General eligibility and scoring will be determined using Sections 6.2 and 6.6.
1. Driver of the Year – Awarded to the competitor who has accumulated the highest score of PAX points for the season.
 2. Rookie of the Year – Awarded to the rookie competitor who achieves the highest PAX position of any rookie competitors during a season. For a competitor to qualify, they must have started competing with GRR during the same season, or have competed in fewer than three (3) events with GRR in the previous season, thus meaning they qualify as a “Novice” at the start of the current season per Section 4.1.1.A.
 3. Most Improved Driver – Awarded to the competitor who gains the most PAX positions from one season to the following season. The minimum number of events as detailed in Section 6.6 applies to both seasons.
 - A. In the event of two or more competitors improving by the same number of PAX positions between one season and the next, the competitor who achieves the highest overall PAX position will be selected.

7. PROTESTS

1. Section 8 of the most current and up-to-date SCCA National Solo Rules Book applies to all point-paying GRR Autocross events.
 1. Section 8.2.2 regarding Time Limits is replaced by the following:
 - A. Protests must be resolved prior to presentation of the event awards.
 2. Section 8.4 regarding the Protest Committee is replaced by the following:
 - A. The Protest Committee will consist of the Event Chair, Chief Tech Inspector, and a member of the Autocross Committee.

- B. None of the members of the Protest Committee shall be in the same class as the protested vehicle.
- C. If insufficient Autocross Committee members are present, a Safety Steward will become a member of the committee.

8. CHANGES TO THE SUPPLEMENTAL RULES

1. Changes, additions, and/or deletions to the Supplemental Rules are allowed at any time based on a majority vote of the SCCA Great River Region Autocross Committee.
 1. Any changes considered to be significant will be announced at the first drivers' meeting after the change is made.
2. The most current and up-to-date Supplemental Rules will be posted at the region's website (sccagrr.com).



APPENDIX A – PRO CLASS FORMAT

1. PURPOSE

The Pro Class for Great River Region (GRR) is proposed as a class in which the more highly experienced and skilled drivers are encouraged to compete. Regular GRR autocross competitors who are frequent winners of season-end class awards, as well as those who regularly participate in SCCA National Solo events, are encouraged (but not required) to enter events in Pro Class. However, any non-Novice competitors are allowed to enter in Pro Class if they desire to do so.

2. TIMING AND SCORING

Since it is understood that drivers will be in different types and classes of vehicles, times used for scoring within Pro Class will be multiplied by the relevant PAX factor in the current years' RTP/PAX index.

3. FORMAT

The competition format for Pro Class is proposed as a ranked bracket elimination, with a setup (seeding) of the bracket determined by qualifying completed during the morning heat.

As is the case in a normal class, all runs taken by a Pro Class competitor will support their efforts for eligible overall season awards, including the PAX championship which awards the Driver of the Year and the Most Improved Driver.

4. MORNING HEAT – QUALIFIER

During the morning heat for Pro Class, competitors will take runs as in a normal class and heat. The fastest run from this morning heat will be used to determine the “seed” for each driver. An example of this is shown in Table 1.

No.	Run 1	Run 2	Run 3	Run 4	Time	PAX	Pax Time	Seed
43	47.260+1	45.995	44.878	45.102+1	44.878	0.814	36.531	1
27	48.311	47.146	46.123	46.109	46.109	0.814	37.533	2
24	DNF	47.242	47.254	47.166	47.166	0.818	38.582	3
2	50.573	49.965+1	49.999	50.412+1	49.999	0.782	39.099	4
129	49.630	49.550	49.167+1	48.472	48.472	0.807	39.117	5
842	50.566	50.507	50.421	50.288	50.288	0.782	39.325	6

Table 1: Example times from a morning qualifying heat for Pro Class. Bolded times are the different competitors' fastest raw times.

5. AFTERNOON HEAT – RANKED BRACKET ELIMINATION

In seed order from the morning heat qualifier, competitors will be placed into a bracket, with the following standard sizes: 4, 8, 16. The number of runs necessary to complete particular bracket will depend on the initial size of the bracket, and is detailed in Table 2.

Bracket Size	Runs Required
2	1
4	2
8	3
16	4

Table 2: A breakdown of the different bracket sizes and the number of runs required to complete the bracket.

Competitors will be assigned matchups with the highest seeds facing the lowest. As an example, for an 8-competitor bracket: 1 vs. 8, 2 vs. 7, 3 vs. 6, and 4 vs. 5.

If there are not enough competitors to completely fill the closest bracket size, bye rounds will be assigned with preference given to higher seed competitors. An example of this is shown in Table 2.

Quarter-Final Round	Matchup
1	Driver #43 (1) Bye
2	Driver #27 (2) Bye
3	Driver #24 (3) vs. Driver #842 (6)
4	Driver #2 (4) vs. Driver #129 (5)

Table 3: Example of initial “seeding” for the quarter-final round of an afternoon bracket elimination heat.

During each round, the competitor with the best PAX time will advance to the next round. Examples of this are shown in Tables 3 and 4.

Quarter-Final Round	First Competitor	Second Competitor	Advances
1	Driver #43 45.138 (raw time) 36.742 (PAX time)	Bye	Driver #43
2	Driver #27 46.682 (raw time) 37.999 (PAX time)	Bye	Driver #27
3	Driver #24 47.110 (raw time) 38.536 (PAX time)	Driver #842 51.434+1 (raw time) 41.785 (PAX time)	Driver #24
4	Driver #2 49.985 (raw time) 39.088 (PAX time)	Driver #129 47.803+1 (raw time) 40.191 (PAX time)	Driver #2

Table 4: Example of a quarter-final round of an afternoon bracket elimination heat.

Semi-Final Round	First Competitor	Second Competitor	Advances
1	Driver #43 45.315 (raw time) 36.886 (PAX time)	Driver #2 50.383 (raw time) 39.400 (PAX time)	Driver #43
2	Driver #27 46.682 (raw time) 37.999 (PAX time)	Driver #24 46.356+1 (raw time) 39.555 (PAX time)	Driver #27

Table 5: Example of a semi-final round of an afternoon bracket elimination heat.

The competitors who win their matchups in the semi-final rounds will advance to face each other in the final round, to determine 1st and 2nd place. An example of this is

shown in Table 5. The competitors who do not advance from the semi-final will then face each other in the bonus round, to determine 3rd and 4th place. An example of this is shown in Table 6.

Final Round	First Competitor	Second Competitor	Winner
1	Driver #43 44.981+1 (raw time) <i>38.243 (PAX time)</i>	Driver #27 45.861 (raw time) <i>37.311 (PAX time)</i>	Driver #27

Table 6: Example of a final round of an afternoon bracket elimination heat.

Bonus Round	First Competitor	Second Competitor	Winner
1	Driver #2 49.308 (raw time) <i>38.559 (PAX time)</i>	Driver #24 47.462 (raw time) <i>38.824 (PAX time)</i>	Driver #2

Table 7: Example of a bonus round of an afternoon bracket elimination heat.

Those competitors who are eliminated from the bracket during a particular round will be scored against each other using the times they set in that run, to determine the overall Pro Class ranking for event awards. For example, from the quarter-final round Driver #129 set a PAX time of 40.191 and Driver #842 set a PAX time of 41.785, and so Driver #129 would receive the 5th place rank and Driver #842 the 6th place rank. From this example event, the event ranking for the Pro Class competitors would be as shown in Table 7.

Rank	Driver No.	Highest Round	Raw Time	PAX	Pax Time
1	27	Final	45.861	0.814	37.311
2	43	Final	44.981+1	0.814	38.243
3	2	Semi-Final/Bonus	49.308	0.782	38.559
4	24	Semi-Final/Bonus	47.462	0.818	38.824
5	129	Quarter-Final	47.803+1	0.807	40.191
6	842	Quarter-Final	51.434+1	0.782	41.785

Table 8: Final ranking for Pro Class from the example event.

Any runs taken by Pro Class competitors beyond those required to complete their portion of the bracket will not count towards the Pro Class scoring, but will still count for overall event scoring towards Fastest Time of Day (FTD) and Fastest Index Time of Day (FITD).

If for any reason the afternoon heat is cut short, such that the Pro Class bracket is unable to complete enough runs so that the bracket itself is run through to completion, overall scoring will be completed based on the last completed round of the bracket.

6. SEASON CLASS CHAMPIONSHIP POINTS

Class results from each event will count towards a season Pro Class championship, with the same rules for minimum events to qualify and number of event drops as a normal class (see Section 6.6.1 and 6.6.2). Competitors will accumulate points in Pro Class for each event they are registered in Pro Class. For the sake of logistics, a competitor must decide on Pro Class before on-site registration is closed for a particular event.

Given the expected number of competitors likely to participate in Pro Class, points will be awarded for each event up to 10 positions, using the FIA Formula 1 scoring system used for seasons 2010-2018, detailed as shown in Table 8.

Position	Points Awarded
1	25
2	18
3	15
4	12
5	10
6	8
7	6
8	4
9	2
10	1

Table 9: Points scoring system being utilized for Pro Class.

If there is a problem during an event that would mean the afternoon bracket elimination heat could not be completed, then half-points will be awarded based on the seed position determined by the morning qualifier heat.

In the event of any ties at the end of season, final championship position will be determined by the average seed position of a particular competitor throughout the season.

