

Kansas City Region SCCA Supplemental Solo Rules

The following supplemental rules adopted February 26, 2008 shall be used in conjunction with the most recent edition of the SCCA National Solo Rule Book. These supplemental rules supersede any supplemental rules adopted by the Kansas City Region prior to February 26, 2008.

Solo Advisory Committee

Purpose:

The Solo Advisory Committee (SAC) will oversee the operation of the Kansas City Region (KCR) Solo Program, its activities and events. The SAC is elected by the general membership and serves at the discretion of the KCR Board of Directors (KCR BOD).

Duties:

1. Develop (with input from the Solo community) and manage the supplemental rules for the KCR Solo Events.
2. Appoint the KCR Solo Director (who may or may not be a member of SAC).
3. Approve the KCR Solo Director's appointees for the specialty chiefs (e.g. Safety, Equipment, Timing and Scoring, Registration, etc.).
4. Hold an "Annual Solo Meeting". It is recommended that the agenda for this meeting would include reviewing and approving the Supplemental Rules, and an open floor would be available for member comments. It is suggested this meeting could be held in the Winter/Spring before the local Autocross season starts.
5. Hold SAC meetings on a regular basis with an agenda published in advance and available for the Solo community to review. It is recommended that SAC meetings should be open to the Solo Community. A quorum for an SAC meeting is 3 SAC members.
6. Report to the KCR BOD the status and activities of the KCR Solo Program. One or more delegate(s) of the SAC should attend the monthly KCR BOD meeting (currently scheduled on the last Tuesday of the month).
7. Form a SAC Nominating committee in September/October to recruit and qualify a slate of candidates for the upcoming KCR elections SAC Ballot.
8. Manage/oversee the maintenance and/or upkeep of KCR Solo equipment.

Structure:

The SAC is comprised of 5 members, each serving 2 year terms. Each member of the SAC must be a member in good standing of the SCCA and the Kansas City Region. Three member's terms begin in odd numbered years (e.g. 2007 - 2008) and two member's terms begin in even numbered years (e.g. 2008 - 2009). Elections for the SAC members will be held at the same time as the KCR elections (e.g. ballots distributed in November, results tabulated at the December KCR general meeting). A separate, clearly

identified SAC ballot page will be distributed with a list of candidates developed with the input of SAC and/or a SAC nominating committee.

Vacancies on the SAC will be filled by the KCR BOD.

The SAC shall have a chair and secretary. The SAC should create/assign/fill other roles as necessary. The members of the SAC will elect the chair and secretary from within the SAC members. It is suggested that each SAC member serve as the liaison for several of the major specialties (e.g. equipment, registration, timing and scoring, etc.), representing that specialty's interest at SAC meetings and in votes. Thus, SAC members who are not specialty chiefs should establish an excellent rapport with their specialty chiefs so as to represent that specialty on SAC matters.

Event Supplemental Regulations

Protests:

In the event of a protest, a committee of three Solo Chiefs present at the event will preside over the protest. The Event Chair will designate the committee members with consideration given to impartiality. Protests will be handled according the Solo Protest Rules (Section 8). In general, protests will be handled by re-classing the car, if possible.

Protests must be submitted, in writing, within 30 minutes of the end of the event along with a \$25.00 protest fee.

Safety:

Kansas City Region has a strong focus on safety at each and every event. In regards to safety: In general, use common sense and consider the following:

- Paddock/ grid speed limit is 3-5 mph. That is slower than walking speed.
- No scrubbing or warming of tires anywhere on site or in the local community.
- Spinning of tires anywhere on or near the site (except on course) will be grounds for immediate ejection from the event.
- Never turn your back on a moving vehicle, especially when working the course.
- No horseplay involving a moving vehicle.
- Bicycles, skateboards, roller skates/blades, go-peds, etc. are prohibited in the grid/course area.
- Pocket bikes are prohibited at events
- All pets must be on a leash at all times.
- Use common sense, there are too many No-No's to mention.
- Spectators in grid: Competitors will be responsible for limiting the number of spectators in the grid during timed runs. At the discretion of the event Solo Safety Steward, spectators may be asked to leave the grid area if they pose a safety hazard either to themselves or to other competitors. In no event should there be so many spectators that competitors in adjacent grid spaces have difficulty

- servicing their vehicles or are in other way inconvenienced. Children (under 12 years old) and pets are prohibited from the grid area.
- All persons entering the event site, whether competitors or spectators, shall sign the SCCA waiver at the entry gate and obtain a wristband. The wristband shall be worn on either wrist for ease of identification. In the event that a wristband is obstructed by clothing or other means, an event participant (competitor or spectator) may be asked to display the wristband to an event official when asked.
 - As part of the vehicle tech procedure, the helmet will be checked for compliance with SCCA rules. Helmets that are in compliance will be indicated as such with a sticker unique to the region for ease of identification. These stickers will be valid for the balance of the season. Helmets displaying a current National Tour or Midwest Divisional sticker will be considered compliant. The presence of helmet stickers will be verified in grid just prior to proceeding to the starting line. No car will knowingly be allowed to proceed to the starting line with non-compliant helmets in use.

Sound Control Standards and Procedures Policy for SCCA Solo events at Truman Sports Complex:

In an effort to minimize impact to the surrounding community, all SCCA Solo Event competitors will be required to abide by the following set of noise limitations at all events held at the Truman Sports Complex. The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures.

Vehicle sound emission is not a constant factor that can be trimmed to barely legal levels. Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions.

The intent of the following rules is to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring station(s) will be located to monitor sound levels that may affect the adjacent residential neighborhood.

Standard

Maximum limit of 95db.

Measurement

The measuring point will be established during course set up, and approved by the event chair. Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM. The measuring point will be no more than 150 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

Sound Station(s)

A Sound Station will be established at the measuring point(s) on the course. A commercially available sound meter will be used. The meter will be mounted 3-4 feet above ground level. The meter will be positioned perpendicular to the vehicle's direction of travel. The meter will be set to "A" weighting, "Slow" Response. Most cars will be measured on most runs. The Sound Station Operator will be equipped with a clipboard & notepad to record the car number of violators.

Violations

When a vehicle exceeds 92 dBa, the sound operator will inform the Grid Chief worker. The Grid Chief worker will inform the driver that they are close to exceeding the 95 dBa limit.

- **Any run 95dBa or over will be scored a DNF.**
- When a vehicle exceeds 95 dBa, the sound operator will call timing to score the run as a "DNF". The Grid Chief will also be called so that they may inform the competitor that they have exceeded the allowed noise limit, the run has been scored as a DNF, and that they will need to take preventative measures as outlined below to continue.
- When a vehicle exceeding 95 dBa returns to grid, the Grid Chief worker will notify the driver of the car's measured sound level. The driver will be given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the Grid Chief Worker or event chair, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the Grid Chief worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Chief worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves the competitor from complying.
- **If the vehicle exceeds the limit on the "second chance run", the vehicle shall be removed from further competition and scored a DSQ.**
- No refunds will be given to entrants who violate the noise policy and subsequently receive a "DSQ" or forfeited runs.

Street Tire Regional Class:

Street Tire is a regional class, administered locally and will be superseded should the SCCA decide to implement a similar class.

The Street Tire class will be Open without a separate Ladies Class. Class designation is a "ST" following the normal class letters (e.g., ASST, CSPLST). The class is for cars using non-autocross DOT-approved tires. Purpose-built autocross or road racing ('R'-compound) tires are not allowed. Tires must have a minimum tread wear rating of 140.

The current National PAX/RTP Index values will be used to compute times for scoring. Street Touring classes are not eligible.

Class and Number Display:

It is the responsibility of each entrant to insure that the correct number and class are displayed on both sides of the vehicle prior to each run. The size and stroke of the required numbers and letters are addressed in the National Solo Rule Book. Incorrect numbers or class designation may result in errors in timing and scoring that may not be correctable. Alternatively, the run may not be scored at all. No make-up runs will be allowed to correct number and class errors.

Number of Drivers per Car per Run Group:

No more than two drivers may drive the same car in any single run group, except in the event of a mechanical DNF after the Run Group has begun. If the mechanical failure happens during a race weekend, then the exception will carry over to the next day of competition.

Work Assignments:

All entrants will share the workload. Participants indicating fewer than 5 Autocrosses participated in shall be required to work prior to making their timed runs. An entrant failing to complete his/her work assignment will be scored as "DNW" (Did Not Work). The published results will reflect a **DNW** finishing position for the entrant and no points will be awarded for the event. *When an entrant has more than one entry during an event, that entrant is required to work the corresponding work assignment for each entry.* Any entrant wishing to work a group other than his/her assigned group must make arrangements with the event chairman. Any special circumstances should be worked out with the event chairman or the Region Solo Chair.

Any entrant who receives more than one **DNW** finishing position in a calendar year **will forfeit all points and/or trophies** earned during that year, and **will be disqualified indefinitely** from entering any subsequent KCR Solo events.

Disqualification may be appealed with a written explanation presented in person at a regularly scheduled meeting of the KCR Solo Advisory Committee.

Red Flags:

When an entrant driving the course sees a **red flag** being waved by a worker, he/she must come to an immediate and controlled stop. After stopping, and when directed by the course worker, with or without any explanation from the worker(s), the entrant should quickly proceed to safely complete the course at reduced speed (not to exceed 25 MPH) in order to clear the course for the following entrants. Unless directed otherwise, when completing the course, the entrant should follow the course as indicated by the cones and

not 'cut through' the course to the finish. 'Cut throughs' will be scored a DNF. When an entrant is "**red flagged**" he/she is entitled to a re-run. A re-run will not be given if the entrant has already received a DNF during the run. Any course deviations and/or pylon penalties incurred by the entrant prior to the red flag stop are eliminated and are not counted against the re-run time. The red flag will apply to the entire course behind the incident causing the red flag, i.e., a red flag thrown at any station will result in red flags immediately being thrown at all stations on the course prior to the initiating station following radio notification. Examples: a red flag thrown at the beginning of the course will only affect from that station back to the start. A red flag thrown at the end of the course will affect the entire course.

Course Irregularities:

When an entrant driving the course encounters an **upset or displaced cone**, he/she may stop and, after gaining acknowledgment from a course worker of the errant cone, quickly proceed to safely complete the course at reduced speed (not to exceed 25 MPH) in order to clear the course for the following entrants. If acknowledged by a course worker the entrant will be granted a re-run and any pylon penalties incurred by the entrant prior to the red flag stop are eliminated and are not counted against the re-run time. However, an entrant will not be given a re-run for an errant cone he/she previously upset in the same run. A re-run will not be given if the entrant has already received a DNF during the run.

Passengers / Ride Alongs:

Adult passengers are permitted on timed runs. Minor passengers (over 12 years old) are permitted with the use of a minor waiver and permission of the minor's guardian.

In order to maintain a level competitive situation, drivers will not be permitted to ride as passengers prior to the completion of their timed runs. Violators will forfeit their timed runs and any points earned.

All passengers will have signed the waiver at the entry gate and display the wristband in accordance with KCRSCCA procedures.

Junior Karting Program Rules and Procedures for Ages 8-11

- I. Youth Stewards:
 - A. Donna Hill
 - B. Mike Hill

- II. Check-in
 - A. Registration must be completed
 - B. Tech inspection must be completed
 - C. Minor waivers must be shown to the Youth Steward at every event for each Junior driver.
 - D. This must all be done BEFORE 1 hour prior to the "first car out"

- III. Mandatory course walks
 - A. There will be two mandatory course walks
 - B. These walks will be led by the Youth Steward for the day

- IV. Driver's meeting
 - A. A Junior drivers meeting will take place approximately 10-15 minute prior the event driver's meeting
 - B. Drivers meeting topics will focus on
 - 1. Safety
 - 2. Responsibility
 - 3. Sportsmanship
 - C. Junior drivers will still be required to attend the event driver's meeting

- V. Event operation
 - A. No automobiles will be allowed to move in to, out of, or within their respective grids, or be on course while Junior karts are on course. All automobiles in grid should have their engines turned off for added safety.
 - B. Junior karts will stage in their own grid area, separate from that of the automobiles.
 - C. Taking their runs
 - 1. Junior drivers will take their runs at the beginning of the heat, before any automobile is allowed on course.
 - 2. Junior drivers will take three (3) runs consecutively, meaning as soon as they cross the finish lights for their first run, they will automatically go back to the start line and take their second run. If other Junior drivers are at the start line, the drivers will form into a line and wait for their fellow Junior drivers to take their first runs before taking their second run. The third run will operate in the same manor.
 - 3. After the Junior drivers have taken three runs and have returned safely to grid, automobiles will be allowed on course.
 - D. Double driver karts
 - 1. After the automobiles have all completed their first runs, the event will stop to allow the second Junior drivers to take their runs
 - 2. Second drivers will take their runs as per section V. C. 2.
 - E. Should the event allow for extra runs.
 - 1. Junior drivers will take their extra runs near the end of the heat.

- VI. Work assignment
 - A. A suitable work assignment will be give to each Junior Driver
 - B. When "roaming" the event site, a buddy system will be instituted

- VII. Additional information
 - A. The rules defined here are meant to be adhered to. They will be strictly enforced by the Youth Stewards. The Youth Stewards will, at their discretion, give out and administer any punishment they deem fitting and necessary for any rule

infractions. For a first minor offense, such as showing up late to the event and missing the mandatory course walk, this may just be a warning. For a major offense, such as blatant disregard for the rules of safety, this might be disqualification from the event and possibility banned from future events.

- B. Event procedures listed above are not set in stone. They are a guide to getting the Junior Karting Program going. As the need arises, changes can and will be made to ensure that the event runs smoothly, with minimal disturbance from the Junior karts and their drivers.

End of Year Trophies:

To compete in the Kansas City Region SCCA Solo series, the requirements are as follows:

To be eligible for a trophy, you must score points in at least five of the eight regional points events, or additional points events as designated by KCRSCCA SAC, of the season as a member* of the Kansas City Region SCCA. Events competed in prior to becoming a member will not contribute to a year-end points total. Also, if you compete in more than one class over the course of the season, you will only be able to count points for a class if you have run at least five events in that class.

The best **6** results out of the total of 8 or more events will be counted towards end of year points.

KCR SCCA Championship Awards will be distributed as follows:

One award for one to three eligible KCR SCCA members in a class; two awards for four to six eligible KCR SCCA members in a class; three awards for seven to nine eligible KCR SCCA members in a class; one additional award for each four additional eligible KCR SCCA members in a class.

Point Schedule:

Events with more than one competitor:

| | |
|-----|---------|
| 1st | 100 pts |
| 2nd | 90 pts |
| 3rd | 80 pts |
| 4th | 70 pts |
| 5th | 60 pts |
| 6th | 50 pts |
| 7th | 40 pts |

| | |
|----------------|--------|
| 8th | 30 pts |
| 9th | 20 pts |
| 10th | 10 pts |
| 11th and below | 5 pts |

Events with only one competitor:

| | |
|-----|--------|
| 1st | 90 pts |
|-----|--------|

A DNF on all runs will score 5 points towards the year end total. A DSQ will score no points.

- * A member of the Kansas City Region is defined as someone with a current paid national membership and a regional membership with KCR or a multi-regional membership which includes KCR. Temporary or weekend memberships are offered to allow non-SCCA member competitors to participate. Temporary members are not eligible for year end trophies. Should a participant decide in mid season to join SCCA and KCR, as many as two previously attended events prior to membership may be used to determine year end class points. The date of membership will be confirmed with the national office for purposes of determining which events will count towards the year end total.

Amendments to these Rules

The SAC is empowered and encouraged by the KCR BOD to update this document as needed and/or necessary. Revisions/updates should be presented at the KCR BOD meetings for review.