Buccaneer Region SCCA
Jacksonville 2013 Solo Championship
Supplemental Rules

Amended Friday, December 14th, 2012. In effect until revised.
To be used with current SCCA Solo rulebook

The Buccaneer Region SCCA annually stages a multi event Championship Autocross Series in the Jacksonville area. The events are run following the current SCCA Solo Rules. The supplementary rules for Jacksonville Solo Class Championship Series and PAX Championship points, scoring, and event operations are listed below.

1. Regular Event Procedures

The operating rules for these events are provided by the current SCCA Solo rule book and the Buccaneer Region Jax Solo Committee. The Event Chairman shall run the event under these rules. The Chairman is in charge of the event and his/her decisions shall be respected by all participants. As per the Solo rules, the event organizers reserve the right to refuse any entry at their discretion. Event field size may be limited. Groupings for run and work order and number of runs will be determined at the event at the discretion of the Event Chairman. An award presentation will normally take place at the close of the event.

2. Classing

A minimum of two entries are necessary to form a trophy class at an event. If only one car & driver is entered in a particular class, that entrant *may* be bumped to a higher class as per the bumping order published in the current SCCA Solo rule book. In addition to regular SCCA classes, any two or more entrants may form a special class if they so desire. Such classes will be eligible for the same trophies and award structure as the regular SCCA classes. Note: It is the responsibility of each entrant to properly class their car and indicate all additional category eligibility (Pro, Ladies, Street Tire, etc.) on the online or paper registration form. The day's competition classes and any class bumping will be posted at the start of the event. Unless there are some special circumstances car classing will not be changed after the event has begun. Incorrectly classed cars may be disqualified or reclassed at the Solo Chair and/or Event Chair's discretion.

3. PAX Classes

Jax Solo will be utilizing 3 PAX classes outside of the normal SCCA classing. All entrants within each PAX class will be using the PAX index of their respective normal open or ladies class.

Ladies Class – Females opting to run against each other will be grouped into the Ladies class.

Street Tire Class – Entrants who are running on street tires (140+ UTQ) have the option to run in the Street Tire class. Classes not eligible for the Street Tire class are classes that mandate street tires (i.e. Street Touring classes) and Stock classes. All other classes are eligible. All entrants in the street tire class receive a .02 PAX handicap. This class is recommended for all novices in lieu of a Novice pax class.

PRO Class – Entrants who are typical winners in their respective classes are highly encouraged to run in the PRO class. This PAX class is intended for the typical "hot shoes" that would rather compete against others for PAX finishes rather than class wins.

Road Tire – Jax Solo will recognize the new Road Tire pax classes as introduced by the national office.

4. Finishing Position

Each entrant's best run of the day will determine class finishing position. The Road Tire classes, PRO Class, Ladies Class, and Street Tire Class are also separately scored in parallel based on PAX indexed times. PAX scoring will only be utilized for the above four classes. The PAX factors employed will be the most currently available version and are published online.

5. Class Championship

The driver in each class with the highest point total at the end of the solo season will be awarded the Class Championship. If it happens that two drivers score equal points, the driver who most often finished

ahead of the other will be considered the Champion. If a winner still cannot be determined, the competitor with the highest finishes, (most firsts, most seconds, etc.) will be declared the winner. If the Championship still can't be determined, a special runoff event between the two contenders will be held at the earliest opportunity and the Championship will be decided by the winner of this runoff. Awards will be presented at the annual Buccaneer Region SCCA Awards Banquet to be held in December of each year.

6. Class Points

Competitors must compete in a minimum of 1 more than ½ the events held to qualify for the class championship. Points from the competitor's total events minus 3 counts toward the year end championship. In the event that a points event is canceled, the region will adjust the minimum number of required events accordingly.

In the case of a shortened points schedule, the points will be tabulated according to the amount of qualified events using the competitors' top points that the competitor finished. In the case of a rescheduled event, points will be counted, as is.

7. PAX Championship

The option for Jax Solo to have a PAX Championship is up to the Solo Chair and Registrar.

Driver must be a SCCA member by June 1 to qualify for year-end PAX Championship award, or by the discretion of the Solo Chair. The driver in with the highest point total at the end of the solo season will be awarded the Class Championship. If it happens that two drivers score equal points, the driver who most often finished ahead of the other will be considered the Champion. If a winner still cannot be determined, the competitor with the highest finishes, (most firsts, most seconds, etc.) will be declared the winner. If the Championship still can't be determined, a special runoff event between the two contenders will be held at the earliest opportunity and the Championship will be decided by the winner of this runoff. Awards will be presented at the annual Buccaneer Region SCCA Awards Banquet to be held in December of each year.

9. Protests

Occasionally a disagreement develops between competitors regarding the classification of cars, legality of equipment or modifications, adherence to event rules or conduct of entrants or event staff etc. Hopefully such disputes can be settled between the parties by referring to the rule book and or consultation with Tech specialists or other Event Officials. However if a dispute cannot be settled amicably in this way, participants have a right to file a formal protest. A protest shall be submitted in writing, before the end of the event and must list the parties and or vehicles involved and include a brief description of the issue(s) and rule(s) in question. No protest fee is required. Protests may be filed by either entrants or Event Officials. The protest will be considered by the Protest Committee which will consist of three experienced SCCA members, normally including the Chief of Tech, a Solo Safety Steward, and a third member appointed by the other two. The Event Chairman shall not serve on the Committee.

Regarding a protested car: Each competitor is responsible for classing their own car. If this classification is challenged or protested by another entrant in the class, the Protest Committee will consider the facts and make a ruling. The protested party may be asked to prove that they have legally and properly classed their car. An owner's manual, manufacturer's catalog, or other appropriate paperwork may be required to provide necessary documentation regarding legality and suitability of the car and its equipment to the class. The Protest Committee will rule on protests by the end of the event if at all possible and in any case within one week after the event unless they deem that more time for documentation is needed. The parties involved will be notified of the ruling in writing. The decision of the Protest Committee shall be determined as accurately and as fairly as possible according to the rules and will stand as final. If a protest is carried to the point that a mechanical disassembly is necessary, procedures in the Solo rule book will be followed. Hopefully good sportsmanship will prevail throughout this process. Nuisance or vindictive protests will not be considered by the Protest Committee.

ABOUT PAX: PAX (Professional Auto-X) is a handicapping system which is not officially endorsed in the SCCA rules but is used by many SCCA regions and autocross clubs. The purpose of PAX is to allow for a more direct comparison of driver skill by attempting to equalize the performance advantage of the various

car types through a handicapping formula. Each different car class is assigned an index factor. These factors have been calculated from actual Solo performance at annual national level events. To determine PAX time, multiply the actual time of a run by the PAX Index for the particular car class. This will result in a PAX indexed time which when compared to other PAX indexed times, determines the PAX finishing order. (Use the original home class, not bumped class to make PAX calculations.)

Jax Solo Supplemental Rules Addendum I

The following addendum is an addition to the Jax Solo Supplemental Rules for event operators, organizers and participants. In the 2012 season, Jax Solo experienced a number of incidents with its participants and it was decided, by group vote, to add the following addendum.

- Bad attitudes are not tolerated. Period.
- The following members have the authority to expel someone from the event at their discretion with cited justification and communication to at least one other member on the following list:
  - Solo Chairman
  - Event Chairmen
  - Solo Safety Stewards
- Work Assignments
  - All entrants must complete a work assignment.
  - If the event has enough entrants, early worker assignments will count.
  - Event chair is responsible for worker audit before the trophy ceremony.
  - In the situation that an entrant is not shown as working, 2 witnesses must vouch for the entrant for validation, preferably the fellow corner workers. Witnesses must be registered entrants.
- You break it, you bought it!
  - Timing Light: Cost + Shipping (currently $267.50)
  - Landing Light at Whitehouse OLF: $200
- FOD Walk Changes
  - Mandatory FOD Walk for All Participants at Military, Government, or active air field site
  - 2 lines: 1 for course, 1 for grid; course should have 3x more people; a "count off" will take place before the walk begins.
  - Those not physically able will either drive the suburban for cones or be in the grid line
  - Gate Workers will be responsible for gathering names, classes and numbers (at minimum car make/model/color information) of anyone attempting to leave before the FOD walk is complete.
  - Exempt from FOD walks: 2nd heat gate worker, Suburban driver, cone picker-uppers, event chair and anyone helping pack.
  - FOD walk means "If it didn't grow there, pick it up!"
- Post Event Changes
  - Event chair and helper are the last people to leave the site. The suburban and trailer will be the last to exit the event site.
  - Any immobile vehicles will be towed to the site exit.
- We're In This Together
  - Please remember that we're all in this together. Autocross is a volunteer sport and the SCCA is a not-for-profit nationwide organization. We follow a strict set of rules for both cars and event operation that has been continuously tweaked for over 65 years.
- The number one goal is safety, followed by fun. We're all here because we love our sport!