

2026 Solo Supplemental Regulations

Reno Region, Sports Car Club of America

Version: 2026 v1, revised 03/12/2026

1. Introduction

All Reno Region Solo (also known as “autocross”) events are held under the Sports Car Club of America (SCCA) Solo Rules. These Supplemental Regulations govern Reno regional events only. Changes to these rules may be made for special events as needed. Advance changes must be approved by a majority vote of the current Reno Region Board of Directors.

These Solo Supplemental Regulations are to be reviewed at least annually and revised as necessary by the Reno Region Board of Directors. Each change must be approved by a majority vote of the Board of Directors. Revisions should be completed at least 30 days before the region’s first scheduled Solo competition of the season.

2. Amendments to National Solo Rules

2.1. Alternative Car Numbers

The following is in addition to Solo Rule 3.7 “Vehicle Identification”: Any driver competing in a Reno Region SCCA Solo event must display numbers and class letters complying with the SCCA standards. Novice drivers may use alternative numbers provided at registration or tech.

2.2. Event Entry (Solo Rule 4.2 “Event Entry”)

2.2.1. Entry Fees

The normal Reno Region hosted event single day entry fee shall be \$40. Deadline for online registration will be 8:00pm the day before the event. Normal weekend membership fees apply for non-SCCA members. Online registration is strongly encouraged as events may be online-registration only except for past regular walk-on attendees.

Special event entry fees may vary at the discretion of the event chairperson with the approval of the Solo Director. Special events are described as events with banquets, special awards, or any event held jointly with another SCCA region.

2.2.2. Free Entry to Events

For all events, Reno SCCA Board of Director members and the course chair/designer of the weekend will be given free entry. For events outside the Reno-Sparks area, the person who drives the Region’s timing vehicle to and from the event will be given free entry.

2.2.3. Substitute Workers

At events where entrants are required to work, an entrant may have another person cover his/her work assignment with the approval of the Solo Director, Event Chair, or Worker Chief. The substitute must be able to perform the assignment.

Drivers over 65 years of age may have the option of a lighter work assignment. However, this option is not guaranteed if all assignments are already taken or if event attendance is low.

2.2.4. Wristbands

The standard credential issued to all persons who have signed the waiver shall be a wristband (paper). Wristbands must be worn on the left wrist for drivers and right wrist for passengers and spectators.

2.3. Car and Driver Limits (Additional Drivers)

The following replaces Solo Rule 4.4B: A given car may be entered by no more than two drivers in the same run group. Drivers will not be permitted to run for points in a run group other than the one scheduled for their class. Additional competitors may enter in a different appropriated class for the vehicle in a different run group.

2.4. Conflict of Interest

The following is added to Solo Rule 4.9 "Conflict of Interest":

2.4.1. Use of Bicycles and Electric Scooters

Use of bicycles or electric scooters is allowed on course during "walking the course" time period.

2.4.2. Passengers

Passengers will be always allowed during regional events.

2.4.3. Pre-Running

Event chairs, course designers, and Solo Safety Steward may pre-run courses to:

- Ensure compliance with National course safety and layout rules
- Verify and improve course run time and flow
- Create course maps via GPS

2.5. Order of Running

The following amends Solo Rule 6.8.A “Order of Running”:

2.5.1. Multi-Driver Cars

Drivers of multi-driver cars may take no more than two consecutive runs. Grid master(s) shall sequence multi-driver cars to the starter to ensure that all drivers of multi-driver cars have finished the current heat (run number) before starting any other drivers on the next heat. Multi-driver cars will be started first and run twice per heat.

2.5.2. Ladies Classes

The Ladies Classes will run in the same run groups as their corresponding open classes.

2.6. Reruns and Rerun Spacing

The following replaces Solo Rule 7.4 “Reruns”: Reruns will be granted only for timing faults, objects on course, and safety hazards. Reruns will NOT be given because of mechanical or other failure of the competitor’s car. The Reno Region gives the driver the option of going directly to the queue for the starting line or choosing the five-minute delay offered in the National Solo rules book. Pylon penalties are not carried over to the rerun. A “Did Not Finish” (DNF) on a run prior to an issue for which a rerun would have been given shall stand and no rerun given.

2.7. Course Markers

The following amends Solo Rule 7.8.1 “Course Markers (Pylons)”: A line must circumscribe the pylon. The line shall be used to describe the entire edge of the pylon base as accurately as possible and will be the penalty limit.

2.8. Official Results

The following replaces Solo Rule 7.9 “Official Results”: Official event results will be posted on the Reno SCCA website.

2.9. Protests

The following replaces Solo Rule 8.2 “Lodging a Protest”:

2.9.1. Lodging a Protest

Protests must be filed verbally to the event chairperson or Solo Director within one hour of the completion of the run group in which the protested driver competes.

2.9.2. Protest Fee

A \$20 fee must accompany protests. If the protest committee upholds the protest, the fee will be returned.

The following replaces Solo Rule 8.4 “Protest Committee”: The Event Chairperson and/or Solo Director will select a protest committee, composed of three SCCA members, if needed. A decision will be made at the event.

3. Awards

The following replaces Solo Rule 11 "Awards":

3.1. Points Championships

3.1.1. Championship Awards Eligibility

SCCA members of record by July 31st of each calendar year, who compete in more than half of the Reno Region's Solo events of the annual season in their respective class will be eligible for annual class group championship awards. The number of trophies awarded will depend on the number of eligible drivers in the class group (see Section 3.1.6).

3.1.2. Class Group Championships

Points towards the yearly Class Group Championships will be awarded for each even as follows:

- 1st place = 1000 points
- 2nd place onwards = $1000 - ([\text{Percent of pax time off 1}^{\text{st}} \text{ place PAX time}] * 1000)$

Example: 1st place time is 22.777 seconds, 2nd place is 22.814 seconds, 3rd place is 23.199 seconds, points will be:

- 1st place = 1000 points
- 2nd place = 998 points
- 3rd place = 981 points

Out-of-region drivers will count toward earning points. Drivers in the eligible classes, Street Modified and Street Prepared, may apply the street tire handicap modifier within their class to improve their results (see *Section 4.1 Street Tire (T) Class Modifier*). At the end of the season Class Group Championship awards for each points class grouping will be awarded based on point totals after dropped events are considered (see Sections 3.1.4, 3.1.5, and 3.1.6).

3.1.3. Overall PAX Championship

The Overall PAX Championship is equalized by the national PAX/RTP factor multipliers. The latest available national PAX factors will be used to equalize raw times by points class across all Solo classes. Additionally, the street tire modifier will be used to equalize eligible drivers that run on street tires (see Section 4.1). Both open and ladies car classes will be combined into a single overall PAX championship.

Points towards the PAX Championship will be awarded for each event as follows:

- 1st place = 1000 points
- 2nd place onwards = $1000 - ([\text{Percent of pax time off 1}^{\text{st}} \text{ place PAX time}] * 1000)$

At the end of the season PAX Championship, awards for each PAX class will be awarded based on point totals after dropped events are (see Sections 3.1.4, 3.1.5, and 3.1.6). Overall PAX Championship is eligible for trophies only; no jackets will be awarded.

3.1.4. Event Drops

Each driver will drop (not count) their lowest event scores when determining their final championship points total. Drivers will receive four drops for the season.

3.1.5. Tie Breakers

Ties will be broken by who has the most first place, then second place, then third place, then onwards, finishes. If after all non-dropped event places are considered and the drivers are still tied, the winner will be determined by averaging the best run times for all non-dropped events in which the drivers competed, with the win going to the driver with the lowest average time.

3.1.6. Trophies and Physical Awards

The number of class championship trophies will be based upon the total number of trophy-eligible entrants per class grouping at the end of the annual competition season.

Winners of Class Group Championships in groups with at least three trophy qualifying participants may be eligible for a jacket. Competitors may only ever be eligible for one jacket in their racing career in Reno Region SCCA. Jackets will not be awarded for Overall PAX Championships.

- One eligible entrant = 1st place trophy
- Two eligible entrants = 1st and 2nd place trophies
- Three or four eligible entrants = 1st through 3rd place trophies, one jacket for class group champion (limit one jacket for Reno SCCA career)
- Five or more eligible entrants = 1st through 4th place trophies, one jacket for class group champion (limit one jacket for Reno SCCA career)

3.2. Special Awards

- **Perfect Attendance** – Each driver that participated in every points-paying event of the season will receive a Perfect Attendance award.
- **Most Improved** – The Board of Directors will select the driver that have shown the most improvement since the prior season for the Most Improved Driver Award.
- **Novice of the Year** – The first-year “novice” driver who has the highest total points in the PAX championship category will be awarded the “Novice of the Year” award.
- **Most Cones Hit** – An award will be given to the driver that has accrued the most cone penalties throughout the season. If there is a tie for most cone penalties, the tie is broken by who has cone penalties in the greatest number of events.

4. Regional Car Classifications

4.1. Street Tire (T) Class Modifier

4.1.1. Purpose

In order to foster lower costs, higher participation, and simpler competition for drivers that wish to use true street tires (minimum UTOQ 200 treadwear rating) for competition, an additional PAX modifier is available as a handicap to level the competition between drivers competing on street tires and drivers competing on DOT R-compound (lower than 200TW and slicks).

4.1.2. Eligibility

Drivers competing on street tires (minimum 200TW rating) in Street Prepared and Street Modified classes are eligible for the street tire class modifier. Drivers will compete in their appropriate class and their times will be handicapped using the current street tire multiplier (see Section 4.1.6).

4.1.3. Identification

Drivers utilizing the street tire multiplier will prefix their class letter with a "T" meeting the existing rules for class lettering.

4.1.4. Registration

Drivers utilizing the street tire multiplier will register with the "T" prefix on their class designation in the order to alert timing and scoring of their intention to apply the multiplier in the event results.

4.1.5. Tires

Tires eligible for the street multiplier are defined as having a manufacture specified UTOQ treadwear rating of 200 or higher.

4.1.6. PAX

The handicap adjustment for street tire competitors will be an additional PAX factor of 0.985 or approximately 0.9 seconds on a 60 second course.

4.1.7. Results

The street tire PAX factor will be applied to all times run by eligible competitors. It will apply to both Class Points Championship and Overall PAX Championship results. Street tire modified classes will compete against their base class competitors and not be treated as a separate class. For example, cars running in ASP and TASP will both compete for the Class Group championship in which ASP is grouped, with cars running TASP applying the street tire modifier to their times.

4.1.8. Switching To and From Street Tire

Drivers may switch from DOT-R tires to street tires and vice-versa during the season and continue to accumulate points. However, drivers may not switch between DOT-R tires and street tires during a single event.

4.2. Novice (N) Supplemental Designation

4.2.1. Purpose

Novice (N) is an optional additional designation to the car's class that identifies drivers who are new or unfamiliar with the sport of autocross. Drivers identifying as novices will receive additional assistance and mentoring throughout the event day for an easier and less intimidating means for learning the sport of autocross.

4.2.2. Eligibility

First-timers, first-year, and other drivers unfamiliar with autocross are eligible for the Novice designation.

4.2.3. Identification

Vehicles running with a Novice driver must display an additional "N" at the beginning or end of the car class lettering (such as "N AS" or "AS N") and meet the existing rules for class lettering. Existing car numbering and class lettering rules apply and cannot conflict with a number-class combination that is already taken or reserved.

4.2.4. Registration

Novices will be assigned the same run group as other cars of their vehicle's class group. Novices must work in the opposite run group they drove in.

4.2.5. Drivers Meeting

Novices will receive special instruction at the Drivers Meeting to help teach them the rules for running and working safely, as well as counting cone penalties.

4.2.6. PAX

The PAX factor will be the same as the car's normal class PAX factor.

4.2.7. Results

Novice runs will be timed and scored the same as standard classed cars.

4.3. Masters / “Deathmatch” (D) Class Group

4.3.1. Purpose

Masters “Deathmatch” category is an optional class group intended to provide qualified participants a higher level of competition than their standard given class group.

4.3.2. Eligibility

Participants are only eligible if they were in the top ten of Overall PAX in any of the previous two seasons AND they have won a Group (excluding Novice) or PAX championship in any past year.

4.3.3. Identification

Vehicles running in Masters must display an additional “D” at the beginning or end of the car’s class lettering (such as (“D AS” or “AS D”), and meet the existing rules for class lettering. Existing car number and class lettering apply and cannot conflict with a number-class combination that is already taken or reserved.

4.3.4. PAX

The PAX factor will be the same as the car’s normal class PAX factor.

4.3.5. Results

Masters’ runs will be timed along with all other classes. Results for Masters will be made available along with the results for points classes. Masters are not eligible for points for any other class or group.

5. Class Consolidation (Trophy Grouping)

5.1. Purpose

The purpose of class consolidation is to increase competition by grouping national classes with similar PAX factors into consolidated trophy competition groups.

5.2. Scoring

Entrants will continue to follow the national prep rules and use the national class designations on their cars - including the region's "T" Street Tire handicap where allowed. The consolidation will be handled by timing and scoring post the event. The currently available PAX factors will be used to equalize times within each competition group.

5.3. Classes

The following Competition Groups will encapsulate the National Solo classes:

Trophy Groups	Consolidated National Solo Classes
Masters / "Deathmatch"	Top 10 Overall PAX in any of previous two seasons and; won class group or Overall PAX (any year, excludes Novice)
Group 1 Street 1	SS, AS, BS, CS
Group 2 Street 2 and Spec	DS, ES, FS, GS, HS
	CSM, CSX, SSC, HCS, HCR
Group 3 Street Touring and Street Prepared	SST, AST, BST, CST, DST, EST, GST
	SSP, CSP, DSP, ESP, FSP
Group 4 - CAM	CAM-C, CAM-T, CAM-S
Group 5 Highly Modified and Highly Prepared	XA, XB, XU, EVX
	SM, SSM, SMF
	XP, CP, DP, EP, FP
	AM, BM, CM, DM, EM, FM, FSAE, KM
Group 6	Ladies

6. Event Controls

6.1. General

6.1.1. Cancellations

Reno Region Solo events may be cancelled due to circumstances such as weather, safety, lack of staffing, and public health concerns. Attempts to communicate the cancellation will be made as soon as possible if a cancellation decision is made. An in-progress event cancellation may occur if there is a safety hazard or incident that prevents safe operation of the event. Cancelled events are refunded.

6.1.2. Registration

All drivers in the event must be registered and checked-in before Registration closes. Exceptions may be made by the Solo Director or Event Chairman if driver arrives in the time between Registration closure and the Drivers Meeting. Any late check-ins will NOT be accepted for the rest of the event once the Drivers Meeting begins. No-shows are not eligible for a refund.

6.1.3. Tech Inspection

Cars that pass tech inspection will be identified by a sticker on the upper driver's side of the windshield (upper-passenger side if car is right-hand-drive). Cars that cleared annual tech inspection must display the Reno SCCA annual tech sticker on the upper or lower driver's side of the windshield (upper/lower-passenger side if car is right-hand-drive). If a car is suspected of being mechanically unsafe during the event, the Solo Director, Event Chairman, or Solo Safety Steward may request car to no longer compete in the event until cleared by tech inspection.

6.1.4. Drivers Meeting

ALL DRIVERS at the event are required to attend the Drivers Meeting. The meeting covers site-specific key points, driver safety, and course worker safety. Novice drivers will receive supplemental instruction on counting cone penalties.

6.1.5. Course Worker Staffing

To keep entry costs low, drivers in the event are required to be course workers on the opposite run group. Any drivers that skip working the course will have their competition points disqualified for the event and may NOT be allowed to enter in future events until resolved with the Solo Team.

Early leaves may be granted to certain drivers on a case-by-case basis by the Solo Director or Event Chairman if all the conditions below are met:

- Advanced notice (preferably at least two days before the event) to Solo Director or designated Event Chairman
- A "highly regular" attendee of Reno Region Solo events
- Arrangement made to make up work assignment

Early leave may not be possible depending on workload and attendance numbers.

6.1.6. Course Safety

Drivers are expected to have a full understanding of their vehicle's functionality and must always be in full control. In the event the driver doubts to be in control or the vehicle is out of control, the driver must immediately shut down their run and bring their vehicle to a full stop. The driver may then rejoin the course to finish the run or proceed directly and safely to the finish. If the driving endangers the course workers, is not in the spirit of Solo, or is deemed unsafe by the Solo Director, Event Chairman, or a Solo Safety Steward, the driver will be given a warning or disqualified from the event without warning. If disqualified, the driver will no longer be allowed any further runs for the event.

6.2. Regional Public Safety Training Center (RPSTC)

6.2.1. Attendance Limit

The attendance limit for Reno Region Solo events at the RPSTC is 70 drivers (not including Solo Team crew such as Timing Van and Tech Inspection).

6.2.2. Event Schedule Details

The event schedule for Reno Region Solo events held at the Reno Regional Public Safety Training Center (RPSTC) is as follows:

Schedule Item	Time Frame
Registration	7:30AM – 8:45AM
Tech Inspection	7:30AM – 8:50AM
Drivers Meeting	9:00AM – 9:15AM
Official Start (First Car on Course)	No earlier than 9:15AM
Run Group Switch	15-to-20-minute break after first run group finishes
Event End	Before 3:00pm

Schedule may change unexpectedly from factors such as attendance, weather, safety hazards, etc. Event may be placed on temporary hold due technical problems, other site users passing by, or safety hazards.

6.2.3. Event Early Start

If weather temperature forecasts or other conditions present an extreme heat risk for the event day, the event may perform a one-hour early start. A minimum 48-hour notice will be given if the Solo Team decides on an early start. The early start schedule is as follows:

Schedule Item	Time Frame
Registration	7:00AM – 7:45AM
Tech Inspection	7:00AM – 7:50AM
Drivers Meeting	8:00AM – 8:15AM
Official Start (First Car on Course)	No earlier than 8:15AM
Run Group Switch	15-to-20-minute break after first run group finishes

6.2.4. Site Safety

Do NOT block fire lanes (line-painted red boxed area between concrete barriers and RPSTC building). In the event any first responder must access or pass through an area blocked or obscured by the event, the event must immediately be placed on hold to allow passage.

Sitting on or standing in front of concrete barriers around the skidpad and grid is NOT allowed. All attendees must remain behind the barriers when the course is active.

In the event a non-event participant (such as a spectator or person who has NOT signed the SCCA waiver), crosses into a “hot” area (such as skidpad, grid, or paths connected grid to skidpad), the event must immediately be put on temporary hold until the concern is cleared.