

There are several changes for the upcoming 2022 season that we'd like to update you on. If you have any questions, please email roadracing@scca.com.

- **Pro Racing Licenses No Longer Accepted at SCCA Runoffs & U.S. Majors Tour Events**

With the recent shift in Pro Racing series operations, SCCA Pro licenses will no longer be accepted at the SCCA Runoffs, Hoosier Super Tour and Conference Majors events. An SCCA Full Competition license will be required to participate in these events. SCCA Pro Racing licenses will continue to be accepted as an equivalent license at regional and vintage events as listed in Appendix C 2.8.B. Drivers who hold a SCCA Pro licenses have been notified of this upcoming change and encouraged to apply for a Full Competition license. SCCA will continue to provide administrative licensing support on behalf of the series, but all entry and license fees will go to the series.

Attention Registrars: Please check for valid licenses closely at your events. Additionally, if your MotorsportReg events are set up to verify licenses, the Pro license validation rule will need to be removed for Hoosier Super Tour and Conference Majors events, as only SCCA Full Competition licenses will be accepted.

- **Runoffs Qualification**

The BOD approved the 2022 Runoffs qualification criteria following their December meeting. There are changes to both the Majors path as well as the Divisional path. The qualification criteria can be found in GCR section 3.7.4. Here is a summary of changes:

1. *Majors Path:* The performance criteria previously suspended for 2020 and 2021 will be reinstated for 2022. Drivers must finish in the top 50% of a Conference's point standings in class or in the Super Tour point standings. If a class has fewer than 20 participants in a point standings, drivers must finish in the top 10.
2. *2 Majors + 2 Regionals Path:* Previously, only Regional events occurring in the calendar year (so after Jan. 1) were eligible in the 2 Majors + 2 Regional path. This now includes any Regional occurring after the 2021 Runoffs and two (2) weeks (Sept. 13, 2022) prior to the start of the 2022 Runoffs. Enduros are still not eligible.
3. *Canadian Provision:* There will not be a Canadian provision in the 2022 Runoffs qualification criteria.
4. *Divisional Path:* Drivers will still be required to participate in 4 event weekends in a single division in the same class and finish in the Top 3 (Top 5 for SM/SRF3) of the Division's point standings. However, now all events held in a single division between the end of the 2021 Runoffs and two (2) weeks prior to the start of the 2022 Runoffs (September 13, 2022) will count toward the 4-event weekend participation requirement, regardless of whether it's a points race. Divisions will still choose the events that count as points races in their Divisional Championship point standings. Enduros are still excluded. The reason for this change is that every divisional plan is different. Some divisions count all events while others don't. By counting all events in a division for weekend participation, we are able to bring more consistency across all divisions the Runoffs qualification path, make it

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easier for drivers, region and divisional leaders to explain, understand and administer which leads to happier members.

Additionally, drivers that have also qualified through the Majors path or are a defending National Champion in the class, will no longer be removed from the Division point standings allowing drivers finishing farther down in the points to move into the one of the Top 3 (or Top 5) finishing positions. Drivers qualifying outside of these finishing windows will not move up and will not receive an invitation to the Runoffs. Divisions are encouraged, but not required to only count points from Regional races within a division. By not awarding points at Majors events, Majors-only drivers won't score Divisional points, providing two distinctly different paths to the Runoffs.

- **Sanction & VIP Fee Reduction**

As you will recall, beginning January 1, 2021 we changed the way of counting participation for Road Racing Regional, Enduro and Vintage events. We indicated at that time we would track the revenue numbers throughout 2021 and should the audit process change positively or negatively affect the budget, fees will be adjusted accordingly for 2022. Based on our 2021 data, the 2022 Sanction Fee for Road Racing Regional, Vintage and U.S. Majors Tour (Super Tour & Conference Majors) events will decrease by \$0.75/unique entry per class per weekend.

Additionally, there will be a \$1.00/unique entry per class per weekend decrease to Volunteer Fees for VIP eligible programs.

The [2022 Program Event Fees document](#) can be found in the Member Account Portal (MAP), my.scca.com. Once logged in, hover over Member Resources in the top navigation bar, click on File Cabinet and expand the Sanction Application & Audit Form section.

- **New Road Racing Contingency Process**

The contingency program just got easier! Say goodbye to paper forms and tech signatures at the event! Beginning in 2022, all contingency claims for Conference Majors & Hoosier Super Tour events will be 100% online. Contingency will now be submitted through the competitors Member Account Portal (my.scca.com). Drivers will be required to pre-register for their contingency programs and then file a claim form after their events to receive award payments. Both steps of the process are simple and won't take much time at all to complete. To view the new contingency page, visit www.scca.com/contingency.

- **Spec MX-5 (SM5) Regional Class Change**

The Spec MX-5 (SM5) class will no longer be recognized as a GCR Regional class. The ruleset is being removed from the GCR but will be available on SCCA.com at <https://www.scca.com/pages/technical-forms-and-downloads> (scroll down to the bottom of the page).

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What does this mean? Regions no longer need to include this class at their regional events. Regions may elect to add it to their event as a regional-only class if there is a local market demand to do so, but it is no longer recognized nationally as an SCCA GCR regional class.

Part of the reason for removing SM5 from the rulebook is to eliminate confusion between it and the current Spec MX-5 Challenge Series car. SM5 is different than the current Spec MX-5 Challenge car that uses the abbreviation SMX at select SCCA events. The Spec MX-5 Challenge ruleset is owned and managed by Mazda and is not currently listed as a standalone class in the GCR. However, the Spec MX-5 Challenge car is being classified in STL. In 2022, the Spec MX-5 Challenge series class (SMX) will be showcased at the Portland and Pitt Race Super Tours as well as other select events during the season.

- **SCCA Digital Annual Waivers**

Just a reminder that SCCA Digital Annual Waivers for Adults and Minors are now available in the Member Account Portal. The process is quick taking less than five minutes to complete. For more information, read the announcement [here](#).

<https://www.scca.com/articles/2015690-scca-membership-cards-and-annual-waivers-now-available-digitally>