

# SCCA<sup>®</sup> *ProSolo*<sup>®</sup> National Rules

2007 Edition

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## FOREWORD

Effective January 31, 2007, previous editions of the SCCA<sup>®</sup> *ProSolo*<sup>®</sup> National Rules are superseded by the following SCCA<sup>®</sup> *ProSolo*<sup>®</sup> National Rules. The SCCA<sup>®</sup> reserves the right to revise these rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication on the official SCCA<sup>®</sup> website ([www.scca.com](http://www.scca.com)), but may become effective immediately in emergency situations as determined by SCCA<sup>®</sup>. Questions concerning rules clarifications should be addressed to:

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Finality of interpretation and application – The interpretation and application of the SCCA<sup>®</sup> *ProSolo*<sup>®</sup> National Rules by SCCA<sup>®</sup> *ProSolo*<sup>®</sup> Officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants, including competitors and officials, expressly agree that:

1. They are familiar with the SCCA<sup>®</sup> National Solo<sup>®</sup> Rules and the *ProSolo*<sup>®</sup> National Rules and agree to abide by them;
2. Determinations by SCCA<sup>®</sup> officials are non-litigable;
3. They will not initiate or maintain litigation of any kind against SCCA<sup>®</sup> or anyone acting in behalf of SCCA<sup>®</sup> to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination;
4. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA<sup>®</sup> for all costs of such litigation, including travel expenses and attorneys' fees.

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### **INSURANCE OR INCIDENT EMERGENCIES:**

**1-800-770-9994**

## **20.1 – PROSOLO® EVENTS**

*ProSolo*® National events are conducted under the SCCA® *National Solo*® Rules, except as amended by these *ProSolo*® National Rules, the *National Supplementary Regulations*, *ProSolo*® *Event Supplemental Regulations*, and any supplementary rules.

## **20.2 – OVERVIEW**

- A. The *ProSolo*® format features Solo® course(s) with a “drag race”-type start utilizing a light or “Christmas tree” to signal the start. The event format can either be a single course format or a dual course format utilizing mirror image courses, depending on the suitability of the site. Class finishing position is determined by adding the best time from each course for a dual course format event or the single best time for a single course format. Following the class competition are the Challenge competitions featuring the top finishers to determine the Top Eliminators of the event in various categories (open, ladies, etc.). These Challenge competitions use single elimination rounds utilizing handicapped starts or time bonuses to equalize different classes of vehicles.
- B. The *ProSolo*® National program provides a competition opportunity for all National Solo® classes, as well as selected prototype classes for broad based access to *ProSolo*® for SCCA® members. See Section 20.8 for details.

## **20.3 – PROGRAM OBJECTIVES AND STRATEGIES**

- A. Primary Objective  
The primary objective of the *ProSolo*® National program is to develop and sustain a marketable and commercially viable National Solo® program using the unique formats that feature a “drag race”-type start.
- B. Core Strategies
  1. Provide participation opportunities for multiple levels of driver/team experience and commitment (recreational, club, pro).
  2. Insure effective, efficient, and enjoyable event operations for all participants.
  3. Pursue aggressive program marketing to build awareness and acceptance within the autocross community, the motorsports marketplace, and the automotive industry.

## **20.4 – OPERATIONAL AUTHORITY AND PROGRAM OFFICIALS**

Final overall authority for the *ProSolo*® National program shall reside with the SCCA® National Office. The National Solo® General Manager will generally serve as the authoritative agent of the National Office and as the primary *ProSolo*® Official. The General Manager will name the *ProSolo*® Officials Team consisting of an Operations Manager, Chief Steward, Chief of Timing and Scoring, Chief of Compliance, and Chief of Administration. Additional positions may be created as needed.

## **20.5 – RULES INTERPRETATION**

In the event of doubt or ambiguity as to the wording and/or intent of the operating rules for the *ProSolo*® National events, the decisions of *ProSolo*® Officials shall prevail and be binding. SCCA® *ProSolo*® Officials (General Manager and National Office Solo® Department) reserve the right to revise these rules, to issue

supplements to them at any time, and to promulgate special rules in an emergency.

#### **20.6 – DRIVER ELIGIBILITY**

Entry into a *ProSolo*<sup>®</sup> National event is limited to SCCA<sup>®</sup> members meeting the requirements of Section 4.1 and Appendix H of the *SCCA*<sup>®</sup> *National Solo*<sup>®</sup> *Rules*. *ProSolo*<sup>®</sup> Officials may waive the minimum age for Formula Junior (FJ) drivers to accommodate the competition season if the driver has substantial experience and/or training AND at least one (1) parent will be significantly involved in overseeing their child's competition activities. An FJ driver should have the appropriate-age birthday within 90 days of the first (1<sup>st</sup>) event entered to be considered for waiving of the minimum age.

#### **20.7 – DRIVER CONDUCT**

Drivers must present and conduct themselves in a professional manner. All competitors and event officials must be fully clothed. Drivers judged not professional in conduct and appearance may not be allowed to compete. Any entrant, who drives in an unsafe manner at or near the event location or displays unsportsmanlike conduct, is subject to the range of penalties described in these rules in Section 20.10.P.10. Competitors making inappropriate (malicious, libelous, blatantly untrue) comments regarding the SCCA<sup>®</sup>, SCCA<sup>®</sup> staff, SCCA<sup>®</sup> field staff, SCCA<sup>®</sup> programs, or other competitors on any forums will be subject to possible disciplinary action. These are not protestable items. Judgment rests solely with *ProSolo*<sup>®</sup> Officials and their decision is final.

#### **20.8 – VEHICLE CLASSES AND PREPARATION**

##### **A. *ProSolo*<sup>®</sup> National Program Classes**

1. All of the current SCCA<sup>®</sup> National Solo<sup>®</sup> open classes in the following preparation categories: Stock, Street Touring<sup>®</sup>, Street Prepared, Street Modified, F125.
2. The following supplemental classes
  - a. Street Touring<sup>®</sup> Sport 2 (STS2)
  - b. Formula Junior as per the *SCCA*<sup>®</sup> *National Solo*<sup>®</sup> *Rules*
3. *ProSolo*<sup>®</sup> Index Classes
  - a. Ladies Classes  
Two (2) classes scored on an index.
    1. L1 – AS, BS, CS, DS, ES, FS, GS, HS, STS, STS2
    2. L2 – SS, STX, STU, F125, Street Prepared (all), Street Modified (all), Prepared (all), Modified (all)
  - b. Open Index Classes
    1. Prepared (all)
    2. Modified (all)
  - c. Open Bump Index Classes; two classes formed from open classes not meeting the *ProSolo*<sup>®</sup> minimum class size.
    1. B1 – AS, BS, CS, DS, ES, FS, GS, HS, STS, STS2
    2. B2 – SS, STX, STU, F125, Street Prepared (all), Street Modified, (all), Prepared (all), Modified (all)

##### **B. Preparation**

1. Vehicles must be prepared to the current *SCCA*<sup>®</sup> *National Solo*<sup>®</sup> *Rules* for their respective class or the published rules for any supplemental class. All vehicles must be neat and clean, inside and out, or they may not be allowed to compete.

2. *Exception:* Stock category cars are allowed additional and/or alternate radiator cooling fans. This allowance must not serve any other purpose.
- C. Minimum Class Size
1. The minimum class size is five (5) drivers. *Note:* A maximum of two (2) drivers may be entered in a single vehicle in a class.
  2. If there are less than five (5) entrants in an open class, the drivers will be placed in the appropriate Bump Index Class. If either of the Bump Index Classes does not have five (5) drivers, the Bump Index Classes will be merged into a single Bump Index Class (this also applies to the Ladies Index Classes).
  3. Entries designed only to create a full class will be accepted at the discretion of *ProSolo*<sup>®</sup> Officials. If such an entry creates a class without any premise of true competition, such an entry will not be accepted. Examples of unacceptable entries would include, but are not limited to, a rental car entry in the Prepared or Modified categories, or a tow vehicle in any category. Competitors are reminded that the minimum class size of five (5) was established to better ensure real competition and valid dial-in times for the Challenges. Entries such as those described above bypass the objective of the rule.
- D. Vehicle Entry and Changes
1. A vehicle may be entered in no more than a total of two (2) classes, including Ladies classes and any event specific classes (marque class, etc.).
  2. If the vehicle is entered in two (2) classes it must be noted on the entry form so officials may devise the run order accordingly.
  3. Drivers are allowed to change to another car in their class during an event; however, they may not return to the original car after switching.

## 20.9 – VEHICLE IDENTIFICATION AND PROGRAM SYMBOLS

Car numbers and class designation must meet Section 3.7 of the *SCCA*<sup>®</sup> *National Solo*<sup>®</sup> *Rules*. Car numbers and class designations must be neat and legible and be approved by *ProSolo*<sup>®</sup> timing and scoring officials. Incorrect and/or illegible car numbers or class designations on the car will result in a DNF (Did Not Finish) for that run. *The Tire Rack*<sup>®</sup> banner, the *SCCA*<sup>®</sup> “wire wheel” decal, two (2) *SCCA*<sup>®</sup> *Solo*<sup>®</sup> decals, two (2) *The Tire Rack*<sup>®</sup> *SCCA*<sup>®</sup> *National Solo*<sup>®</sup> decals, event sponsor decals (if applicable), and the applicable class sponsor decals) must be prominently displayed on each car as specified by *ProSolo*<sup>®</sup> Officials and these rules. All required decals are available at each *ProSolo*<sup>®</sup> *National Series* event. *Note: The Tire Rack*<sup>®</sup> banner (30” x 3.5”) is to be placed at the top of a typical “full-size” windshield and is to be the only sponsor visible on the windshield. Cars and karts without typical “full-size” windshields will need approval of *ProSolo*<sup>®</sup> officials for an alternative location.

## 20.10 – EVENT OPERATION

- A. Entry and Registration
1. Event entries may be limited due to site restrictions.
  2. In order for a driver to enter the 2007 *ProSolo*<sup>®</sup> Finale event, they must have competed in a minimum of two (2) 2007 *ProSolo*<sup>®</sup> National events (irrespective of other 2007 *ProSolo*<sup>®</sup> class entries) OR they must have been finished in a trophy position at the 2006 Finale event OR they must have finished in a trophy position for the 2006 *ProSolo*<sup>®</sup> *Series*. Finale entries will not be accepted until after the last 2007 *ProSolo*<sup>®</sup> National event has been completed. If the Finale entry cap has not been reached

by a specified date, entries will be accepted from those competing in one (1) 2007 event. See [www.scca.com](http://www.scca.com) after March 1, 2007 for further details on eligibility and entry deadlines for the Finale event.

B. Tech (Safety Inspection)

1. All vehicles are subject to inspection at any time.
2. Drivers that intend to enter more than one (1) *ProSolo*<sup>®</sup> event during the season may request a *ProSolo*<sup>®</sup> Annual Inspection. The Chief of Compliance will grant this request if in their judgment the driver has enough experience to maintain a safe vehicle throughout the season. If there are questions about the driver's experience, the request may be granted at the driver's second (2<sup>nd</sup>) *ProSolo*<sup>®</sup> event of the year for subsequent events. The copyright page of the *SCCA*<sup>®</sup> *National Solo*<sup>®</sup> *Rules* will have an annual tech sticker affixed to verify inspection of the vehicle and an event tech sticker may be given at Registration or Tech to put on the vehicle. The Chief of Compliance or Chief Steward will record any rules, infractions, safety problems, or other pertinent vehicle information in a master logbook.
3. At a minimum, vehicles will be safety inspected at their first event of the season. The vehicle may be inspected at additional events as deemed necessary by the Chief of Compliance and/or the Chief Steward.

C. Run Order

1. Each event is subdivided into three (3) Heats, plus the *Challenge* competitions.

Heat 1	Saturday morning	Sat AM
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Heat 2	Saturday afternoon	Sat PM
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Heat 3	Sunday morning	Sun AM
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<i>Challenges</i>	Sunday afternoon	Sun PM
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2. Each driver will make four (4) runs at a dual course format event and three (3) runs at a single course format during each Heat (Sat AM, Sat PM, and Sun AM) at the assigned time.
3. The run order is generally in ascending order (HS to M1); however, *ProSolo*<sup>®</sup> reserves the right to change this order to vary the run times for the classes. Specific order will be listed in the event supplementary regulations.
4. Groupings

All classes will be divided into eight Groups for the purpose of segmenting the event into running and working assignment times, unless lower than anticipated attendance requires using a lower number of groups for efficient event operations. While the exact groupings will vary to a minor degree from event to event in order to balance the size of the groups, the following is representative of typical groups. Actual groups for each event will be designated in the Event Supplemental Regulations.

*Example:*

Group 1 FJA, FJB, HS, GS, FS, ES, STS2

Group 2 L2, DS, BI-1

Group 3 CS, BS, AS

Group 4 SS, STS

Group 5 STX, FSP, ESP, DSP

Group 6 CSP, BSP, L1, BI-2

Group 7 ASP, SM, SM2, Prepared Index Class (XP and CP thru GP)

Group 8 STU, Modified (AM thru FM), F125

5. Final group assignments will be listed on the Event Supplementary Regulations and/or as a posted Driver's Notice.

D. Work Order

1. Entrants are required to work one (1) Shift in each Heat, plus the *Challenge*, if necessary. Host Region/Club members are required to work their event assignment AND the *Challenges*, except while they may be competing in a Challenge. Verification of working will be the responsibility of the Chief of Workers. Failure to report to the Chief of Workers for your work assignment will result in a penalty which could include, but is not limited to, loss of timed runs, event disqualification (DSQ), fines, and/or membership suspension. If circumstances will prevent the entrant from working at an assigned time, report to the Chief of Workers for a possible alternate assignment.
2. Any changes to the driver's work assignment must be made with the Chief of Workers.
3. Entrants will be assigned to one of four work shifts in their assigned work heat as follows:

Work Shift A	Groups 1 & 2 Running
Work Shift B	Groups 3 & 4 Running
Work Shift C	Groups 5 & 6 Running
Work Shift D	Groups 7 & 8 Running

E. Grid position

The grid positions will be as follows:

Sat AM segment Numerical order in class

Sat PM segment Finishing order after Sat AM

Sun AM segment Finishing order after Sat PM

F. Two-Driver Teams

The following are rules for a two-driver team sharing the same car in the same class.

1. Car numbers for the second (2<sup>nd</sup>) driver must be 100 plus the first (1<sup>st</sup>) driver's number (i.e. 99 & 199).
2. The first (1<sup>st</sup>) driver will grid and run in their normal Heat and order.
3. The second (2<sup>nd</sup>) driver will grid in the Second Driver Grid adjacent to the regular Grid, after the first (1<sup>st</sup>) driver has completed all of their runs for that Heat. The second (2<sup>nd</sup>) driver will be held a minimum of five (5) minutes before being directed to the stage lanes.

4. The first (1<sup>st</sup>) driver designation for the team is determined as follows:
 

Sat AM segment	Lowest car number
Sat PM segment	Best class standing between team members
Sun AM segment	Best class standing between team members
  5. All two-driver teams must have two (2) tech inspection stickers on the car. This assists the grid staff in identifying two-driver teams and determining the proper position for the car.
  6. Drivers are responsible for having the proper numbers and class designation on their car, not Timing & Scoring. This is especially true for two-driver car teams. *Failure to have the proper designations can result in a DNF for all affected runs.*
- G. Pre-grid, Grid, and Staging, Dual Course Event Format
1. Drivers report to Pre-grid to receive their grid assignment for that particular segment. This grid assignment pairs the driver with another driver for that segment. Group 1 cars and drivers will report directly to Grid. For all other Groups, cars and drivers of non-impounded vehicles (except second drivers of two-driver teams as described above) must report to Pre-grid immediately after the previous Group clears the Pre-grid, to be assigned a grid position and for possible vehicle inspection (impounded vehicles will report immediately after being released from Impound by the Chief of Compliance). Therefore, on the Pre-grid and Grid, you will be parked next to the car you will run against for the entire Heat. Failure to report to Pre-grid prior to the first (1<sup>st</sup>) cars in your Group being called to the Grid will result in the loss of one (1) run on each course for that Heat. Except in the case where there is an A Grid and B Grid then Section 20.10.G.2 applies. Failure for Group 1 vehicles and drivers to report to Grid by the time the first cars of Group 1 are directed to the stage lanes will result in the loss of one run on each course for that Heat.
  2. When a Grid A and Grid B arrangement is used, drivers of non-impounded vehicles must report to their Grid by the time the first (1<sup>st</sup>) drivers in their Grid are called to the Stage lanes or they are subject to the same penalties as above (impounded vehicles will report immediately after being released from Impound by the Chief of Compliance).
  3. All four (4) runs will be taken in sequence – drivers will not return to the Grid after being directed to the stage lane.
  4. Each Heat has a unique grid order based on car number for Saturday morning (Sat AM) and class standing for Saturday afternoon (Sat PM) and Sunday morning (Sun AM). See Section 20.10.F.4.
  5. Once a Group has been moved to the Grid, portions of that group will be directed to the staging lanes by the Grid Official.
  6. Each of the grid lanes will consist of four (4) lines – one (1) line for odd numbered grid position cars and a second (2<sup>nd</sup>) line for even numbered grid position cars; the third (3<sup>rd</sup>) and fourth (4<sup>th</sup>) lines are for the Second (2<sup>nd</sup>) Driver Grid. It is the driver's responsibility to stay paired up during runs with the driver they were paired with in Pre-grid. Failure to do so may result in loss of run(s).
  7. If there are an odd number of cars in a class, the last place car may either run solo, or may be matched against a rerun car, a media car, a demonstration run, or a car from another class.
  8. When directed to the Stage Lanes, the even numbered line will proceed to the right course stage line and the odd numbered line will proceed to the left course stage line.

9. While the cars are in the Grid (not the Stage Lanes), any adjustments may be made. This includes tire pressures, tire cleaning, cooling, suspension settings, etc. If vehicles are being refueled in the Grid Area, the engine must be OFF and another person must be standing by with a fire extinguisher. Any spillage of fuel may result in a DNF for some or all of any remaining runs in that Heat at the sole discretion of the Chief Steward.
10. While cars are in the Stage Lanes (not the Start Area), limited adjustments may be made. This includes tire pressures, shock setting, open hood for cooling, etc., but does not include tire cleaning, cooling with a water bottle, or any other adjustments/functions that could leave an after-product for succeeding cars.
11. No fueling is permitted in the stage lanes. If a vehicle requires fuel after proceeding from the grid to the stage lanes, it must be moved to the two-driver lines. Fueling is permitted in the two-driver lines only if the engine is OFF and a second person stands by with a fire extinguisher. The competitor may then, under the direction of the grid marshal, rejoin the competition for any runs in which he/she can pair up with their original grid partner without disrupting traffic in the stage lanes. The competitor will forfeit any runs for which they cannot return to their designated position in the original run order. Any spillage of fuel will result in a DNF for all remaining runs in that heat.
12. The Start Area will be defined by red cones and is approximately the last fifty (50) feet of the Stage Lane prior to the staging lights. When a vehicle completely enters the Start Area (red cone zone) AND the previous car has passed the sixty-foot (60') timing beams, tires may be warmed up by spinning the tires (burnout). Tire warm-up must be discontinued and vehicle stopped before reaching the stage lights. The Shot clock will not be delayed for warm-ups.
13. Staging Assistance will not be allowed except for open-wheeled cars since they either do not have reverse, or it is exceedingly difficult to engage. Staging assistance may be granted to closed-wheeled cars due to legitimate mechanical problems at the discretion of the Chief Steward. For cars allowed assistance, the following rules apply:
  - a. Chocking of tires will not be allowed unless approved by the Chief Steward. The assistant must stand on the outside of the stage lane.
  - b. When the shot clock horn sounds, the assistant must immediately step completely away from the car. Failure to do so or touching the car again will result in a DNF for that run. This is at the judgment of the Starter or *ProSolo*<sup>®</sup> Officials, and is not protestable.
14. It is the competitor's responsibility to notify the Grid official of the need to take a "time-out" delay. A competitor is allowed one (1) time-out per Heat (Class competition) and one (1) during *Challenge* competition with a maximum length of ten (10) minutes during class competition and two (2) minutes during *Challenge* competition. The time-out can be called from the time the competitor is directed from Grid to the Stage lanes and up to the time when they are required to enter the Stage Lane to stay properly paired. If a competitor must pull out of line in the stage lanes for mechanical problems after the initial run per Heat, they will forfeit any runs for which they cannot make it to the Start Area at the appropriate time (e.g. to run against the car with which they were gridded). Vehicles are not permitted to depart the grid area for service.
15. Overall typical layout.
  - a. Receive Grid position from Pre-grid board.

- b. Proceed to assigned Pre-grid space (matched with the same person during entire heat).
  - c. Proceed from Pre-grid to Grid when signaled by Grid Official.
  - d. Proceed from Grid to the Stage/Start area when signaled by Grid Official.
  - e. After the first (1<sup>st</sup>) run, crossover to the opposite course. After the second (2<sup>nd</sup>) run, cross over to the opposite course. After the third (3<sup>rd</sup>) run, cross over to the opposite course. After the fourth (4<sup>th</sup>) and final run, proceed to Impound. *Note:* If part of a two-driver team, the first (1<sup>st</sup>) driver proceeds to the Second (2<sup>nd</sup>) Driver Grid Lanes after all of their runs for that heat. The car will go to impound after the second (2<sup>nd</sup>) driver completes all their runs.
16. Passive or active tire warmers are not allowed in Pre-Grid, Grid, or Stage Lanes.
- H. Grid and Staging, Single Course Format Event
- 1. The procedures and rules specified in Section 20.10.G above will apply except for those items specific to a dual course format event, such as cars remaining matched, left and right lanes, etc. Those items will be replaced by the procedures indicated in the *SCCA<sup>®</sup> National Solo<sup>®</sup> Rules*, Section 6.8.D (both paragraphs) and those indicated in this section.
  - 2. Single course format events are in a development phase in 2007 and *ProSolo<sup>®</sup>* Officials reserve the right to adjust procedures as necessary for efficient event operations. Drivers are reminded that while gridding procedures are similar to those used at a traditional *Solo<sup>®</sup>* event such as a National Tour, the pace will be much faster with a car remaining in grid for approximately five to seven minutes before being directed again to the Stage Lane.
  - 3. For two-driver teams, the first (1<sup>st</sup>) driver will make all their runs in the Heat designated for their class before the second driver makes their runs. The second (2<sup>nd</sup>) driver will grid in an area designated in the event supplemental regulations.
  - 4. Specific exceptions to Sections 20.10.G (*ProSolo<sup>®</sup>*) and 6.8.D (National *Solo<sup>®</sup>*):
    - a. Tire warm up (burnout) in the Start Area may begin after the previous car has passed the yellow cones at approximately 75 feet into the course.
    - b. The Stage Lane will be designated by yellow cones and will be approximately 75 to 100 feet in length.
- I. Start Procedure
- 1. Additional instructions and coaching on the start procedures will be available at each *ProSolo<sup>®</sup>* National event at the Novice meeting on Friday night or through the Cone Clinic program.
  - 2. The stage and start lights are similar to those used in drag racing.
  - 3. A "shot clock" start system is used to determine spacing between starts. As the previous cars leave the start line, the start (shot) clock will be reset and activated to count down at one (1) second intervals from 13-20 seconds (event/course dependent) to zero (0). When it reaches zero (0), a horn will sound. Within two (2) to five (5) seconds from the sound of the horn the "Christmas tree" will be activated at the sole judgment of the starter and/or the Chief Steward. If the car is not in the stage lights at the time the tree is activated, that run will be scored a DNF. This is at the judgment of the Starter or *ProSolo<sup>®</sup>* Officials, and is not protestable. The drivers will NOT be

asked if they are ready. **If you are in the Start Area, it is the driver's responsibility to be ready to run.**

4. **If a driver pulls into an empty Stage Lane and the start clock has already started to count down, the driver has the option of waiting for the next start clock countdown; but if the driver attempts to stage after the start clock begins to count down, the driver must start when the "Christmas tree" is activated or that run will be scored a DNF.**
  5. If a situation on course, in timing, etc. interrupts the count down of the start clock, the Starter may either reset the shot clock and begin another countdown or a manual start procedure can be used when the situation is resolved. If a manual start is used, the starter will ask the driver to give a definite response as to their readiness. After the driver gives a positive response, the tree will be activated in two (2) to five (5) seconds. **Drivers are responsible for acknowledging their readiness in an easily recognizable manner.**
    - a. Dual course format: After the second (2<sup>nd</sup>) driver gives a positive response, the tree will be activated in two (2) to five (5) seconds. However, if the second (2<sup>nd</sup>) driver delays in giving a positive response, the starter *may* ask the first driver if they are still ready. This is strictly a courtesy on the part of the starter and is not required
  6. Stock category vehicles are not allowed to add any additional devices (i.e. "flappers") designed to break the lights at the start or finish. Exceptions may be made by the Chief Steward.
  7. "Flapper" Rule  
The intent of this rule is to have every vehicle stage in such a manner that the same component that breaks the stage light beam would also break the red light beam under normal acceleration during competition. The preferred component is the front tire. Any added component forward of the front tire and closer than three inches (3") to the ground must extend longitudinally and parallel to the ground for at least 18" or until it intersects the plane between the front tires; *or* be approved by the Chief Steward.
  8. A car will commence its run when the green "start" light goes on. The green light starts the timer. The timer will stop when the car breaks the light beam to the photo cell at the finish line.
  9. Starting before the green light and breaking the red light beam will activate the red "foul" light and the run will be disqualified and scored as a DNF and designated as RL (Red Light) on results. Reaction Time (RT) is defined as the time between the last yellow light and the car breaking the third beam at the starting light. A red light occurs with an RT under 0.500 seconds. **A Perfect RT is 0.500 seconds.** *Note:* RT will not be initially available at Single Course Format events.
  10. A run with a reaction time of 9.999 may be scored a red light (RL).
- J. Timing and Scoring
1. The penalty for a vehicle hitting the timing trip components is a DNF for the driver for that run. This includes both the start and finish trips.
  2. The penalty for a vehicle hitting a pylon is two (2) seconds during class and Challenge competitions.
    - a. Only upright pylons (pointer pylons/cones exempt) marked completely around the base are subject to penalty as per Section 7.9 of the *SCCA<sup>®</sup> National Solo<sup>®</sup> Rules*, except that pylons do not need to be marked with a two inch (2") wide marking.

- b. For a rerun to be granted as per Section 7.9.2 of the SCCA<sup>®</sup> *National Solo<sup>®</sup> Rules*, the pylon must be displaced enough to warrant a penalty as per Section 7.9.1 of the SCCA<sup>®</sup> *National Solo<sup>®</sup> Rules*.
  - c. In addition to the course deviation penalties described in Section 7.9.3 of the SCCA<sup>®</sup> *National Solo<sup>®</sup> Rules*, a DNF will also be assessed for crossing the centerline between the two (2) courses at a dual course format event. A DNF *may* also be assessed for hitting pylons after the finish line OR for not following the designated course exit path if included in the Event Supplementary Regulations or is posted as a Special Notice on results posting board.
3. In the event of a timing malfunction, a rerun will be granted.
  4. If a driver needs and is granted a rerun by a *ProSolo<sup>®</sup>* Official, the driver will stay in the proper running order for the remainder of the Heat and will make the rerun at the end of the runs for that Heat. A minimum of five (5) minutes must have elapsed before a competitor may begin a rerun on the course just completed. *In any case, driver must get permission from the Chief Steward or grid official prior to making a rerun. Failure to do so may result in forfeiting that run.*
  5. If an off-course (OC or DNF) occurs after or at the finish trip lights, the time for that run can still be used to calculate the dial-in time for Challenge competition. **If the finish trip light beam is broken while the front two wheels of the car are off course, the run will be scored as a DNF. Additionally, if after breaking the finish trip light beam, a driver causes the finish trip light beam to be broken again, stopping the timer for the following driver, the time for the first driver will be scored as a DNF and the second driver may be granted a rerun.**
  6. Section 6.7 of the SCCA<sup>®</sup> *National Solo<sup>®</sup> Rules* does not apply to *ProSolo<sup>®</sup>* competition.
  7. While it is the intent to run all entrants of each class together without interruption, drivers should expect occasional interruptions for reruns from other classes, second drivers, VIP/media runs, etc. These runs will be integrated into the run order as unobtrusively as possible, but such runs are necessary for administrative efficiency and promotional opportunities.
  8. Class finishing positions (except Ladies classes and the Open Index Classes) will be determined by the single fastest corrected time at a Single Course Event or for a Dual Course Format Event, combining the best corrected time from each course during the class competition, which will normally consist of two (2) runs per side per Heat.
  9. Times will be posted following the completion of each class session. This is a reminder that a protest against timing and scoring shall be made within 30 minutes of posting of provisional results for the class, per section 8.3.8 of the SCCA<sup>®</sup> *National Solo<sup>®</sup> Rules*. **Announced or displayed times are unofficial.**
  10. Ladies class (L1 – AS thru HS, STS, STS2; L2 – SS, STX, STU, ASP thru F125), Bump Index Classes (B1 and B2), Prepared Index (XP, CP thru GP) and Modified Index (AM thru FM) results will be determined by multiplying the *ProSolo<sup>®</sup>* index to each competitor's fastest corrected run (single course) or fastest combined/corrected time (dual course).

11. *ProSolo*® Index

SS	0.851	STU	0.824	EP	0.860
AS	0.830	ASP	0.858	FP	0.869
BS	0.825	BSP	0.848	GP	0.850
CS	0.815	CSP	0.841	AM	1.000
DS	0.793	DSP	0.831	BM	0.960
ES	0.801	ESP	0.830	CM	0.909
FS	0.800	FSP	0.811	DM	0.885
GS	0.790	SM	0.854	EM	0.887
HS	0.769	SM2	0.862	FM	0.889
STS	0.792	XP	0.880	F125	0.939
STS2	0.809	CP	0.840	FSAE	0.952
STX	0.804	DP	0.855		

K. Impound

All vehicles in each class will be impounded following the completion of their competition for Sat AM, Sat PM, and Sun AM until released by the Chief of Compliance, Assistant Chief of Compliance, or Chief Steward. *ProSolo*® Officials reserve the right to inspect any or all cars to verify conformance to the rules. **Drivers should be prepared to show documents of vehicle specifications and to assist the Compliance Crew in the verification of the vehicles compliance with these specifications.** Failure to present the car to Impound may result in disqualification of all runs to that point.

L. *Challenge* Competition

1. At the conclusion of class competition in Heat 3 (Sun AM), there will be *Challenge* competitions to determine the Top Eliminators for three categories of competitors:

a. *Hawk Super Challenge* – top 32 finishers in open classes.

b. *Ladies' Challenge* – top 4 to 16 finishers in the ladies classes, depending on the number of entries:

Number of entries	Number in Ladies' Challenge
5 – 17	4
18 – 30	8
Over 30	16

c. *Bonus Challenge* – 8 or 16 class competitors (depending on time) selected by a drawing from the participants not eligible for the *Hawk Super* or *Ladies' Challenges*.

2. Details on *Challenge* procedures are in Section L below.

3. In order to allow drivers in cars from different classes to compete equitably, the start lights are staggered based on the class winning times at Dual Course Format events. For Single Course Format events the differential in class winning times will be added to the finishing time of the faster car in each pairing.

4. See [www.scca.com](http://www.scca.com) for information on possible other challenges dependent on sponsorship.

M. *Hawk Super Challenge* Procedures

1. At the end of the class competition, the first place finishers in each Open class will be eligible and qualified for the *Hawk Super Challenge*. There are 32 available slots for this challenge. The appropriate number of eligible drivers will fill the remaining positions based on the closest time differentials to class winners with a cap of five (5) participants per

- class. Qualifying cars from each class will be held in Impound until staging begins for the *Hawk Super Challenge*, or until released by the Chief Steward.
2. Grid position will be determined by performance in class competition. The first (1<sup>st</sup>) and best qualifier is defined as the class winner with the largest winning margin.
  3. The second (2<sup>nd</sup>) driver of a two-driver team in a *Challenge* has a maximum of five (5) minutes from the time the first (1<sup>st</sup>) driver returns to the grid area to get ready to proceed to staging. A minimum of three (3) minutes must separate the runs of the two (2) drivers.
  4. If, for any reason, a driver can not compete in the *Super Challenge*, the slot may be filled, if the driver notifies the Chief Steward, the Chief of Timing, or the Chief of Impound within ten (10) minutes of the Challenge rankings being posted. Any competitor receiving a “bye” due to a slot not being filled will not be allowed to make practice runs. Open slots will not be filled at the *Finale* Championship event.
  5. When pairings are announced, driver and car will immediately report to the designated *Challenge* Grid to be assembled in running order by a *ProSolo*® Official.
  6. For Dual Course Format events, the starting light will be programmed to start the slower cars first, determined by combining the best **raw** time from each course for the **class winning driver** and dividing by two (2), which will result in a “dial-in” for each driver. The dial-in for Prepared and Modified will be determined in the same manner after factoring for the index. If a driver in the Ladies’ Class competition has a corrected combined time faster than the corresponding open class winning driver, then the open class dial-in will be determined by combining the best raw time from each course for that Ladies’ Class driver and dividing by two (2). If in the judgment of the Chief Steward there were extenuating circumstances, such as changing weather conditions, this provision may be waived. The time for each car begins when the starting light goes green for the slower car. The starting light for the faster car will go green at a later time based on the handicap dial-in. If during the *Super Challenge*, a driver's combined raw time, minus any handicap, is lower than the class combined dial-in time, the dial-in time will be readjusted in the next round. The improvements in combined time will be multiplied by 1.5 and then applied to the dial-in time for each side for the next round.
    - a. In the event of a timing equipment malfunction during the running of the *ProSolo*® Challenge competitions, both cars will rerun the un-scored portion of the round.
    - b. Competitors will be paired in single elimination brackets. Each driver will get one (1) run on each side of the course, unless one (1) or both drivers DNF or Red Light (RL). The cumulative times, including handicap time will determine the winner of each round.
  7. For Single Course Format events, the Challenge competitions will match up pairs of drivers in the same manner as Dual Course Format events in single elimination brackets.
    - a. The dial-in for each driver will initially be the fastest uncorrected time of the class winning driver in their class.
    - b. The slower of the two (2) paired cars, based on dial-in, will run the course first to determine the “bogey time” for that pairing. The faster car will run next and their course time will be added to the time differential

- between dial-ins. The driver with the best corrected time will move to the next round of the Challenge.
- c. In case of a timing equipment malfunction, the affected drivers will receive a rerun.
  8. Winners will advance to the next elimination round as provided for on the *ProSolo® Challenge* Bracketing Chart.
  9. "Time-out" delays as per Section 20.10.G.14. If needed, co-drivers will be allowed an additional one (1) minute allowance beyond the two (2) minute "time-out" rule. No other delays will be allowed, including delays in the later rounds as the space between runs begins to shorten.
  10. A red light by one (1) driver in a round is an automatic win for the other driver if they make a successful start (green light). A successful green light is when the competitor breaks the start beam (Section 20.10.H.8). The winning driver may complete the course they are on, **but will not be allowed to make a practice run on the other course (dual course)**. The winning driver may be penalized by the Chief Steward for reckless driving while completing the course in such a manner that endangers participants. This would include, but is not limited to, crossing over to the other course, spins, or hitting an excessive number of pylons. In the event both drivers red light in the same round, both drivers will be eliminated, except for the Semifinal and Final Rounds. During the Semifinal and Final Rounds, the driver with the slower reaction time (closer to 0.500 sec) will be declared the winner at a Dual Course Format event. At a Single Course Format event, the round will be rerun.
  11. If a driver DNFs on course, it is an automatic win for the other driver. The winning driver can complete the course they are on, but will not be allowed to make a practice run on the other course (dual course). *In the event both drivers DNF on course, both drivers are eliminated, except in the Semifinal and Final rounds. During the Semifinal and Final rounds, the driver that DNFs closest to start line is eliminated and the other driver wins the round. The Chief Steward at their discretion may also call for a rerun of the round in the Semifinal and Final rounds.*
  12. In the case of a tie after a round, the entire round will be re-run.
  13. If a portion of a round is run with incorrect dial-ins, that portion will be re-run.
  14. Vehicle Changes (*Challenge* Competition)
    - a. *Challenge* competitors must compete in an impounded vehicle that is eligible for their class that is in the same mechanical configuration in which that vehicle completed the class competition. This includes tires, chassis setup, induction, etc., with the following exceptions:
      1. Tire pressures may be adjusted.
      2. Each driver may have their own set of tires, but those tires must be impounded and there will be no extensions of the driver swap or mechanical delay time limits.
      3. Broken mechanical components may be repaired or replaced. However, repairs must be done in the Impound area under scrutiny of the Impound Crew. *Note:* This exception does not allow for any component adjustments such as shock absorber settings, anti-roll bar settings, float levels, jetting, re-programming, etc.
      4. Fuel may be added.
      5. If the Chief Steward declares a "Rain Day," tires may be changed to any eligible tires for the class AND suspension settings may be

adjusted, but suspension components may not be removed or replaced.

- b. All of the above exceptions are strictly at the discretion of the Chief Steward.

M. *Ladies' Challenge* Procedures

1. Dial-ins will be determined the same as the *Super Challenge* after factoring for the index.
2. See Section 20.10.L for procedures. Replace applicable references to *Super Challenge* with *Ladies Challenge*.

N. *Bonus Challenge*

1. Up to 16 drivers will be selected for the *Bonus Challenge* after class competition.
2. The slots will be filled from drivers randomly selected from the drivers not eligible for the *Hawk Super Challenge* or *Ladies' Challenges* that request wanting to compete in the *Bonus Challenge*. Only the first (1<sup>st</sup>) driver selected of a multi-driver/multi-class team will be eligible, therefore, only one (1) driver per car.
3. See Section 20.10.L for procedures; however, drivers will use their own "dial-in."

O. Protests

Protests will be conducted according to the current SCCA® *National Solo*® *Rules*, except as amended by these *ProSolo*® *National Rules* and the Supplementary Rules.

1. Drivers may protest drivers in another class as per these rules.
2. The protest fee is \$100.00. The time limit for submitting a protest against a car is 15 minutes after the conclusion of impound after Saturday afternoon (Sat PM). Protests (fee doubled) may be accepted later if the protestor can clearly demonstrate that evidence pertinent to the protest was not available within the time limit.
3. The Chief of Impound is the chairman of the Protest Committee. The remainder of the committee will be posted as needed.
4. If a protest cannot be resolved prior to the running of the Challenge competitions, the car/driver(s) will be allowed to run the challenge under probation. If the car is subsequently found non-compliant, that car/driver(s) results may be voided depending on the penalty assessed and the results of the *Challenge* will only be adjusted as is possible. Any driver eliminated during the *Challenge* by a driver that is later disqualified will be allowed to count an additional *Challenge* event towards overall points.
5. If a car is protested, found non-compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in the *Challenge* under probation if the car is brought into compliance.
6. If a car is protested, found compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in the *Challenge* under probation.
7. Under no circumstances will a protest or appeal be allowed to substantially delay the running of the *Challenge* competitions.
8. The Protest Committee will be in charge of accepting protests, making inspections, taking measurements, determining legality, and making a penalty determination.
9. The National *Solo*® General Manager may assess further penalties.
10. Range of Penalties

In addition to the penalties designated in the SCCA<sup>®</sup> *National Solo*<sup>®</sup> Rules, *ProSolo*<sup>®</sup> reserves the right to employ, but is not limited to, any of the following penalties:

- a. Fines
- b. Suspension from future events

P. Appeals

1. The decision of the Protest Committee may be appealed to the Chief Steward. Written notice of intent to appeal signed by the appellant, specifying the grounds for appeal and including an appeal fee of \$200.00, must be received by the Chief Steward within one (1) hour after the announcement of the Protest Committee decision. The appeal and any supporting evidence must be received by the National *Solo*<sup>®</sup> General Manager within seven days. An Appeals Committee will be named by the National *Solo*<sup>®</sup> General Manager.
2. The decision of the Appeals Committee will be final. The decision on the appeal shall be in writing and specify the disposition of the appeal fee. If the appeal is not upheld, the appeal fee will be forfeited. If the appeal is upheld, the appeal fee minus \$75.00 will be returned.

**20.11 – AWARDS**

A. Event Awards

1. Trophies will be awarded to the top finishers in *ProSolo*<sup>®</sup> National class competition based on the SCCA<sup>®</sup> *National Solo*<sup>®</sup> Rules.
2. Prize money will be awarded to the top qualifiers for the *Hawk Super Challenge* and *Ladies Challenge*; other challenges will be dependent on sponsorship. See [www.scca.com](http://www.scca.com) for more details.
3. Prize money will be awarded to the top three (3) finishers in the *Hawk Super Challenge* and the *Ladies Challenge*.
4. The amount of prize money is based on sponsorship.
5. A Rookie Award will be presented to the first time *ProSolo*<sup>®</sup> driver that qualifies highest for the *Challenges*.

B. *ProSolo*<sup>®</sup> National Championship: Class competition awards based on finishing position at the Championship Finale event with award distribution according to the SCCA<sup>®</sup> *National Solo*<sup>®</sup> Rules.

C. *Challenge Championships*:

1. *Hawk Super Challenge* Championship

1 <sup>st</sup>	\$600.00	Super Challenge Cup
2 <sup>nd</sup>	\$350.00	Trophy
3 <sup>rd</sup>	\$200.00	Trophy
2. *Ladies' Challenge* Championship

1 <sup>st</sup>	\$400.00	Ladies Challenge Cup
2 <sup>nd</sup>	\$250.00	Trophy
3 <sup>rd</sup>	\$200.00	Trophy

D. Awards

1. Prize money will be awarded to the top qualifiers for the *Hawk Super Challenge* in the following manner (must run *Challenge* to receive prize money):

Grid Position	Prize Money
1 <sup>st</sup>	\$150.00
2 <sup>nd</sup>	\$120.00
3 <sup>rd</sup>	\$ 100.00
4 <sup>th</sup>	\$ 90.00
5 <sup>th</sup>	\$ 85.00

2. Prize money will be awarded to the top qualifiers in the *Ladies' Challenge* in the following manner (must run *Challenge* to receive prize money):

Grid Position	Prize Money
1 <sup>st</sup>	\$125.00
2 <sup>nd</sup>	\$100.00
3 <sup>rd</sup>	\$ 75.00

3. Prize Money will be awarded to the top finishers in *Challenge* competition in the following manner:

	Finish Position	Prize Money
<i>Super Challenge</i>	1 <sup>st</sup>	\$400
	2 <sup>nd</sup>	\$200
	3 <sup>rd</sup>	\$100
<i>Ladies' Challenge</i>	1 <sup>st</sup>	\$200
	2 <sup>nd</sup>	\$100
	3 <sup>rd</sup>	\$ 75
<i>Bonus Challenge</i>	1st	Free regular <i>ProSolo</i> <sup>®</sup> entry

**20.12 – CHALLENGE CHART**

