



**2016 SCCA® ProSolo®**  
 Hosted by Northwestern Ohio Region  
**EVENT SPECIFIC SUPPLEMENTAL REGULATIONS**

**Work Assignment:** Shift A B C D **Position:** Course \_\_\_\_\_

<b>Sat AM, Sat PM, and Sun AM</b>		<b>Running</b>	<b>Working</b>
Shift A	Group 1	L1, L2, L3	Shift C
	Group 2	BS, ES, FS, GS	
Shift B	Group 3	AS, CS, HS, SS,	Shift D
	Group 4	DS, FSP, STS, STU, SM, SMF, SSM, SSP, B2	
Shift C	Group 5	STR, DSP	Shift A
	Group 6	STX, CSP	
Shift D	Group 7	ESP, SSR, R2	Shift B
	Group 8	ASP, BSP, KM, R1, JRA, JRB	

**Friday**

8:00am	Site open for set-up
2:00-3:00pm	Evolution Hole Shot
3:00-6:00pm (5:00pm)	ProSolo® Practice Starts (Start Ticket sales end)
3:00-7:00pm	Registration Check-In
3:00-7:00pm	Tech (Safety) Inspection
After 7:00 pm	<b>No new entries or class changes</b>
5:30-7:30pm	Welcome Party
6:00-7:30pm	Courses open for walking
6:15pm	Novice Meeting (right course)
7:15pm	Event Officials Meeting

**Saturday**

6:30am	Site open
7:00-7:45am	Late Check-In & Tech
8:45am	Shift A cars to grid
8:45am	Shift A workers check in
9am	Start of competition

**Sunday**

6:30am	Site open
7:30am	Courses closed
7:45am	Shift A cars to grid
	Shift A workers check in
8am	Start of competition
1pm <i>approx</i>	Start of challenges
3pm <i>approx</i>	Trophy Presentation

**Event Officials**

Event Chairperson	Johnny Rose	Operating Steward	Bob Bailey/Mike Eckert
Chief Steward	Jeff Jacobs/Brian Conners	Course Designer	Alex Jones
Sound Steward	Todd Kunze	Chief of Course	Chris Bickford/David Colletti
Youth Steward		<b>National Staff</b>	
Chief of Safety	Mark Sommer	General Manager	Robert Christmas
Chief of Tech	Simi Ritch	Operations Manager	Sandi Brown
Chief of Impound	Jason Thompson	Chief of T & S	Brian Rawlins
Chief of Workers	Ryan finch/ben machoukas	Chief of Compliance	
Chief of Waivers	Andrew Blasiman	Equipment Manager	Clancy Schmidt/Joe Austin



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- A. Participants in the 2016 SCCA® National ProSolo® events are required to run the title sponsor Tire Rack® windshield banner decal at the top of the windshield. Vehicles without windshields or with plastic windshields may place the decal on the front of the car in a highly visible location approved by the Chief of Compliance. Other sponsor decals/graphics besides the Tire Rack® banner, Tech sticker(s), etc. are prohibited on the windshield.
- B. Additional required event decals are SCCA® w/wheel (on the front bumper area) and 2 ProSolo® decals (one on each side).
- C. Trophies will be awarded on Sunday after the last Challenge competition and will NOT be mailed.
- D. **Class changes will NOT be allowed after 7:00pm Friday without** the approval of the Chief Steward. If a class has less than five (5) drivers checked in by the scheduled close of Registration Check-In or if an additional pre-registered driver arrives after the close of Registration Check-In, the class will NOT be eligible for their respective Challenge.
- E. Competitors at the line with the wrong number on their car, two sets of numbers, and/or incorrect class designations visible may be disqualified for that run.
- F. Competitors at the scanner with more than one barcode showing on their helmets may be disqualified for that run.
- G. The scanner worker will also check for the helmet tech sticker (Solo 2016). If the helmet does NOT have the proper sticker, you will be directed to exit the stage lane. Go directly to the Tech/Impound area to get the helmet inspected and tech sticker attached.
- H. No tire warm-ups are allowed anywhere on the site, except in the designated start area (green cones).
- I. Drivers must always operate their vehicle(s) in a safe manner, including exiting the course. Driving in an “aggressive” manner deemed unsafe and observed by an Event Official will be handled with severity by the Chief Steward. Such actions are NOT protestable.
- J. Program specific supplemental regulations are posted at the Lincoln Drivers Center. Please notice the sections regarding class fillers, grid/stage/start procedures, reruns, “time-out delays,” minimum weights, T&S procedures, etc.
- K. Check final results to make sure the manufacture is correct for your car and tire brand
- L. **Sound Measurement Procedures at SCCA National ProSolo Events**

**Rationale:** Members are asked to realize that sound level measurements are designed to help us be good neighbors to those that work or live near our events. It is not intended as a “gotcha!” to catch drivers unaware. All competitors should come to the event in good faith with appropriate equipment keeping sound levels below the limit. Intentionally pushing the “envelope” of sound levels is in poor taste and puts our sites at risk.

Exceptions to Appendix I of the Solo Rules, 3<sup>rd</sup> and 4<sup>th</sup> paragraphs:

If a vehicle exceeds 97 dBA on any run during a heat, the Sound Steward or his/her designated representative will notify that driver of any measurement over 97 dBA in Impound after his/her runs are completed for that heat. (2-driver cars are considered as 2 individual cars.)

If a vehicle exceeds 100 dBA on any run during a heat, that driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next heat. (A “time-out” per ProSolo Rules section 20.10.H.15 may be used.) If a viable remedy has been attempted in the judgment of the Sound Steward or representative, the driver will be allowed to run in his/her next heat. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Sound Steward or representative, the driver will forfeit all subsequent runs in that vehicle (unless an adequate “repair action” is completed before the next heat). If the vehicle exceeds 100 dBA again during a run in any subsequent heat, that heat will be scored DSQ (disqualified) for all runs. If a sound violation incurs a DSQ for a heat, any rerun(s) taken will also be DSQ and the sound-based DSQ will stand. The number of reruns taken will be subtracted from the next remaining heat.



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M. All class changes must be approved by the Chief Steward or their designee

Notice: Changes to 2016 ProSolo Rules, 5/23/16

Section 20.10.I.2: Add the following sentences: “There are three trip beams at the Start line, each approximately 7.75” off of the ground; the Pre-Stage beam, the Stage beam, and the Red Light beam or Guard beam. The Pre-Stage and Stage beams are 7” apart, with the Red Light beam 17” from the Stage light beam. The Pre-Stage light and beam is only advisory to the driver and the light does not need to be on when the tree is activated. The Stage light must be on when the tree is activated and until the green light comes on (see Section 20.10.I.3). If the Red Light (Guard) beam is broken, the Stage light will go off indicating a “deep stage”. If the tree is activated while the Guard beam is broken, the red light will immediately come on and the run will be scored as a DNF.

Section 20.10.I.3: Replace 4<sup>th</sup> and 5<sup>th</sup> sentence with the following: “If the car is not staged with the Stage Light on from the time the tree is activated until the green light comes on, the Red Light will illuminate and the run will be scored as a DNF. This includes the car lifting and coming out of the stage light beam upon leaving the line before the green light comes on. If a car is barely breaking the Stage beam, the driver is advised to add a “flapper” to avoid staging problems upon acceleration (See Section 20.10.I.6 & 7). In the case of bye run where only one car is staged, the red light will come on immediately for the side of the tree corresponding to the empty lane when the tree is activated by the starter, while the side of the tree corresponding to the lane with a car will operate in the normal manner.

Section 20.10.I.6: Replaced with the following: “All vehicles may add devices (flappers) to break the stage, start, and finish light beams (trips).

Section 20.10.M.6: Add the following sentences between the fifth and sixth sentence of the section: “The faster car must remain staged (Stage light on) from the time the tree is activated for the slower car until the tree reaches green for the faster car. If the faster car rolls out of the stage light or breaks the guard beam before the tree reaches green, it will result in an automatic red light.”

LIVE RESULTS [sololive.scca.com](http://sololive.scca.com) (216.58.239.33)



Download the 2016 SCCA® National Solo® Rules from here.