



2018 SCCA® Solo® National Championship

Lincoln Airpark, Lincoln, NE- September 4-7, 2018

® Solo® Rules Section 1.5 Supplementary Regulations

Held under the SCCA® Solo® Rules

CONTENTS

| | | |
|----------------------------|-----------------------|------------------------|
| A. General Information | F. Impound Procedures | K. Entrants as Workers |
| B. Registration Procedures | G. Protests & Appeals | L. Trophies |
| C. Safety | H. Course Markers | M. classes |
| D. Run Procedures | I. Timing & Scoring | N. Official Results |
| E. Tech Procedures | J. Drivers Notes | O. Sound Policy |

A. General Information

1. ENTRY REQUIREMENTS: see Solo Rules 4.2.
2. Entry Cap is 1400 entrants. This entry cap does not include the Formula Junior drivers
3. Access to Lincoln Airpark begins Friday August 31 at 8:00AM and ends Saturday September 8 at 10:00AM. Under no circumstances can anyone get access to the site earlier.
4. Quiet time must be observed 10:00PM – 7:00AM.
5. Courses will be open for walking ...once announced on the PA.
6. This event is designated as an advertised non-spectator event.
7. Please see Paddock Chief in the Check-in tent to confirm paddock parking space.
8. The Tire Rack® SCCA® Solo® National Championship schedule will be posted online at <https://www.scca.com/events/1990310-18-tire-rack-solo-nationals>
9. Changes to these supplemental Regulations, run/work order, and/or the Safety Plan will be posted at the Information tent and online. It is the responsibility of each competitor to check for and adhere to any posted changes.
10. Other site restrictions required by the site owner, such as “off-limits” areas, may be published separately or posted on-site and must be obeyed.
11. During the event, Lost and Found items may be picked up or dropped off at the Information tent
12. Scales will be available to competitors during the event. Use of scales by competitors will be restricted when they are being used by Impound during competition.
13. Leftover tire/tire shavings (OPR) and any other hazardous waste will not be abandoned at the site. The expense for disposal of abandoned tires will be billed to the owner. OPR left in Grid is assumed to be from the last competitor to use that location.
14. Do not poke holes in or otherwise damage the hard surface of the paddock and course areas for tent stakes or for any other reason. Violators may be fined and may be removed from the event.
15. Smoking is prohibited in all facilities including tents, grid, and portable facilities used for the event. This includes e-cigarettes and vaping.
16. Painting on the site surface is prohibited.
17. All motor homes must fit in the allowed paddock parking space. For more information please call the Solo® Department at 1-800-770-2055. Anyone renting a motorhome or travel trailer must have it delivered off site. SCCA Staff will not be responsible for placement of any motorhomes or travel trailers.
18. Delivery of parcels to the site is NOT available.
19. Alcoholic beverages are not permitted on the course or Grid/Impound area during competition. Alcoholic beverages are not permitted on the practice course and practice course Grid area while in operation.
20. Skateboards, hoverboards, Segway’s, bicycles, and similar conveyances may not be ridden in the Grid area.

B. Registration Procedures

1. Register online at <https://www.motorsportreg.com/events/2018-tire-rack-scca-solo-nationals-lincoln-airpark-national-828885>
2. Entries must be received by 11:59PM CST August 13, 2018 to receive the standard registration fee; all entries received after that time will be charged the late entry fee of \$300.
3. Partial refunds (\$20 is retained) are only available to competitors that have registered by 11:59PM CST August 13, 2018 (using the standard entry fee). Cancellations must be received by 11:59PM CST August 22, 2018 to receive a partial refund. Cancellation notice must be emailed to bharmer@scca.com or jmullin@scca.com.
4. Competitors may attend both awards banquets free of charge. Non-competitor dinner tickets are available for purchase at online registration or during event check-in
5. Car numbers will be issued on a first-come, first served basis. Only one- or two-digit numbers will be allowed (i.e., 1 – 99) where there is one driver in one car in one class. Where there are two drivers in one car in one class, the first driver must have a number 1 – 99; the second driver’s number will be 100 plus the first driver’s number (i.e., 30 and 130, 99 and 199). Car owners must inform Registration of the intent to run multiple classes with a single vehicle. Every effort will be made to accommodate this with the run/work order, but it is not guaranteed. The first person to register for the group of numbers (two or three digit) has the rights to the number.
6. Competitors who do not have a Solo® bar code on their helmet must request one at Check-In and affix it to the left side of their helmet prior to Tech Inspection.
7. The hours of operation for Check-In and Tech at the event:

| | |
|------------------------|--|
| Sunday, September 2 | 1:00 PM-5:00 PM |
| Monday, September 3 | 8:00 PM-11:30 AM |
| Monday, September 3 | 1:00 PM-4:00 PM |
| Tuesday, September 4 | 6:45 AM- 7:30 AM T/W competitors only |
| Tuesday, September 4 | 1:00 PM- 4:30 PM |
| Wednesday, September 5 | 10:00 AM- 12:00 PM Check-in Only (Tech closed) |
| Wednesday, September 5 | 1:00 PM-4:30 PM |
| Thursday, September 6 | 6:45 AM- 7:30 AM |

8. **There will be no class or car changes allowed at Check-in after 4:00 pm on Monday, September 3 for T/W competitors and after 4:30 pm on Wednesday, September 5 for Th/F competitors.**

C. Safety and On-Site Behavior

1. The safety program supporting the event is detailed in the event Safety Plan. A copy of this plan will be posted at the course results area and Information tent.
2. A **speed limit of 12 MPH** will be enforced for all vehicles at the event site, specifically including Paddock and Grid. Tire spins, rapid speed or direction changes, or other “abnormal/unusual” driving techniques are strictly prohibited throughout the Lincoln Airpark facility including the perimeter roads and any route between the grid spots and the courses. See Event Chair or Paddock Marshall for questions or concerns. The operation of motorized vehicles, whether gas or electric powered, such as but not limited to, golf carts, and other personal transportation vehicles, is limited to persons who can present a valid driver’s license. Top-heavy novelty vehicles, such as motorized bar stools, are not permitted. Drivers are reminded that Solo® Rules Section 9.1.C (Breach of the Rules) covers all types of reckless driving and applies to **all** forms of personal transportation.
3. Pylons, tape, signs, and/or other barriers will define “No Parking” areas near the course. Cars parked in such a manner that block or restrict defined driveways or entrances to course areas will be towed away without notice at the expense of the vehicle operator/owner.

4. All incidents involving injury and/or property damage occurring on the event site or associated with the event will be reported as soon as possible to the Event Chair, Chief Steward, and/or Chief of Safety. The event safety officials are on duty for competition days from 7:00AM until the last car runs each day. Incidents occurring after that time are to be reported to the Chief of Safety at the start of the next day's competition.
5. The non-course areas are under the authority of the Site Marshall. This person and such deputies as he/she may appoint have the responsibility to enforce safety and behavioral controls within the event boundaries as necessary, and the authority to impose penalties upon individuals and/or groups who violate the requirements herein. The Site Marshall may:
 - a. Appoint a deputy to administer the position's responsibilities while the PM is competing
 - b. Issue citations and impose penalties for infractions, including but not limited to:
 - i. Warnings
 - ii. Fines (payable immediately or greater penalties may be imposed)
 - iii. Probation
 - iv. Expulsion from the site
 - v. Disqualification from the event
6. Reporting of inappropriate behavior will **not** be done through the Protest system, but instead should go directly to the Site Marshall. Decisions of the Site Marshall can only be appealed to the National Appeals Committee.
7. **Competitors are responsible for the behavior of their guests, crew, and family members, and may be penalized accordingly. Adults will be held responsible for the behavior of their minor children.**

D. Run Procedures

1. Competition for any given class will be on two successive days, with one course run each day. Heat assignments will be made once entry density and mix is known; this will be on or about August 22, 2018. Specific run order within a heat is subject to change depending on entries. Final run order will be posted the day of competition.
2. During the days on which a car competes, the tires to be used for competition are prohibited from running on the National Test N Tune course.
3. During competition, the course will be open for walk-through only prior to the 3rd heat each day. The walk-through period will be a maximum of 45 minutes.
4. There will be two grids for each course. Drivers are to report to the designated grid according to heat assignment. If the car is not in the assigned grid position when the first car of the heat is instructed to the start line, one or more runs, depending on arrival time to the grid, may be lost to that competitor. In the case of two-driver cars, both competitors will be penalized with loss of run(s) if the car is not present in grid. Drivers will be individually penalized if they are not present and ready to proceed as directed by grid officials.
5. All cars (single or first drivers) will be assigned a Grid space number for purposes where any necessary and allowed equipment (air tank, tools, helmets, etc.) may be left during runs. Cars will run in numerical order within the class. After each run all drivers will return to their Grid location. Do not block the access lanes between spaces. Formula Junior drivers will be in a separate Grid area.
6. The Chief of Timing shall have the discretion to determine the run order within each heat, balancing the conflicting goals of running in numerical order within class, fairness to drivers of both single-driver and two-driver cars, keeping entire classes together, and facilitating efficient event operation. No competitor in a class shall take a second and subsequent runs until all drivers in that class have completed their first run unless necessitated by reruns. After the completion of each run, vehicles must return directly to the grid. Vehicles are not permitted to depart the grid area for service or any other reason during a run heat. Each run of each heat is divided into two segments. Therefore, for a three-run heat, there are six segments (1a, 1b, 2a, 2b, 3a, and 3b)
7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver in the same car. A Grid official will be specifically assigned to keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from

- the time the car returns to its assigned Grid space until the time that Grid personnel direct it to the start line for its next run.
8. Drivers must proceed from the grid to the start line when so directed by a Grid official or that run will be scored as a Did Not Start (DNS). EXCEPTION: Drivers of cars with mechanical difficulty shall have 10 minutes after the car is scheduled to start to present a car at the start line. Drivers may take one mechanical delay per run (a rerun counts as a separate run). Grid personnel will be notified of the mechanical difficulty and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and may be protested under Solo® Rules Section 9.1.F
 9. When starting a run, the driver must proceed directly from the stage line through the timing start line and onto the course via the intended route as depicted on the official course map. Failure to do so may result in a DNF (Did Not Finish) penalty.
 10. If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class heat competition, its driver(s) may finish his/her (their) runs in another vehicle which is compliant in that class, provided the original vehicle is permanently withdrawn from all further class competition for all drivers in that heat on that day. Drivers needing to finish their runs in another vehicle must obtain the approval of the Chief Steward or the Operating Steward.
 11. In the case in which a competitor is red-flagged or stops for a displaced or downed cone on the course, the competitor must thereafter continue through the remainder of the course at a reasonable pace below competition speed and will be granted a rerun if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the rerun. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable but cutting across the course or through a corner station is not).
 12. A protest of course may only be accepted up to the time at which that course is closed for walking at the beginning of each competition day

E. Tech Inspection Procedures

1. All vehicles must pass the event safety inspection (Tech) prior to any on-course participation. The inspection will be valid for both the ProSolo® Finale and Solo® Nationals. The Nationals Test N Tune course will have a separate Tech inspection. National Championship and ProSolo® Finale tech inspections will be honored by the National Test N Tune Tech officials.
2. At the request of the Event Chairman or Chief Steward, a vehicle with a mechanical concern may be re-inspected at any time by the Chief of Tech or his/her designee per Solo® Rules Sections 3.3.4 and 5.6.B (safety, delay of event, etc). The Event Chairman or Chief Steward may be notified of the mechanical concern by the Operating Steward or other officials.
3. Tech will also check event sponsor requirements and verify compliance of Solo® Rules Section 3.7, Vehicle Identification. Competitors are cautioned that color combinations such as red/black, red/blue, and white/silver do not have adequate contrast.
4. The Tire Rack® is the title sponsor of the 2018 SCCA® Solo® National program which includes the ProSolo® National Series, the Solo® National Tour, CAM Challenge, and the Solo® National Championships. Please have all required decals (available at Tech) properly affixed before Tech to minimize possible delays. The Chief of Tech is the final word. All vehicles are required to display:
 - a. **The Tire Rack® windshield decal (1)** – The Tire Rack® windshield decal is to be placed at the top of the windshield; no other decal/advertisement is to be visible on the windshield. Drivers of Prepared or Modified vehicles without windshields or with plastic windshields may place the windshield decal on/near the front which must be visible and legible from a frontal view. Only formula cars and karts may use the smaller decal.
 - b. **The Tire Rack® SCCA® Solo® National Championship event decals (2)** – The event decals are to be displayed on the upper rear portion of each front fender or the upper front portion of each

front door. Formula cars and karts should affix this decal adjacent to the number and class designation; these decals must be visible from a side view.

- c. **SCCA® w/wheel decal (1)** – The SCCA® w/wheel decal is to be placed on or near the front bumper and must be visible from a frontal view.
5. No competing sanctioning body decals are allowed to be visible.
6. Helmet bar codes (available from Check-In and used for driver identification at the Start line) are required for Tech and should be affixed to the left side of the driver's helmet.
7. Competition vehicles with weight requirements (Street Modified, Prepared, Modified, Kart, & CAM categories) will have the minimum required weight posted on the Tech sticker. Entrants should know the vehicle minimum weight beforehand to prevent delays. It is the responsibility of the entrant (not Tech or Impound) to declare the vehicle minimum weight when asked.

F. Impound Procedures

1. Vehicles will be impounded both days after competition in the assigned grid area. One driver or designated representative of each vehicle must remain near his/her vehicle during this time.
2. Street Modified, Prepared, Modified, Kart, and CAM category vehicles will be weighed when directed to the scales by impound after running. Drivers of Street Modified and Prepared cars will need to exit the vehicle when weighing. Drivers of Modified and Kart vehicles should remain seated in the vehicle. Drivers are encouraged to be aware of other vehicles to be weighed and to enter/exit the scales without unnecessary delay. Disabled vehicles (DNS, DNF, etc.) are still required to proceed to the scales promptly; drivers should notify Impound right away of your disabled status. Failure to report to the scales when directed may result in penalties.
3. Officials will check for vehicle identification and decal compliance and may ask for wheels/tires and/or other components to be removed as part of the inspection. Competitors are responsible for removal and reinstallation of components as required and must use proper tools/equipment (e.g., jack stands to support raised vehicle).
4. A vehicle under protest will remain impounded. If necessary, the vehicle will be escorted by an event official to another location as instructed.
5. **Drivers are to remain in the Grid/Impound until RELEASED. NOTE: Distribution of results is not the "official release." After Timing and Impound have agreed to the official TIME of release, Impound will signal "Grid is released." (This may be an air horn, bull horn or other similar type signal)**

G. Protest & Appeals: See Solo® Rules Section 8

H. Guidelines for Chief Stewards (CS) and the Protest Committee (PC) for Reviewing Videos

1. A provisional rerun may be granted, if needed to allow time to review the video(s). Provisional reruns should be granted as soon as possible to preserve course conditions, and competitors are not permitted to make any changes to their vehicle other than tire pressure or adding fuel. A competitor should not be given an unfair advantage by a delay.
2. The competitor should have done the following **before** presenting video(s):
 - a. Reviewed the video(s).
 - b. Verified that the run number can be determined and that the proof of error is clear.
3. CS and/or PC may obtain other video(s) from other cars or spectators which show the evidence.
4. CS and/or PC must secure a copy of video(s) to be used in case of an appeal. If competitor decides to appeal the decision, the National Appeal Committee will need to see the video(s). Give a copy to an SCCA staff member. See 8.3.8 of Solo rules (Preservation of Evidence). If no staff member is present at the site, send a copy to the National Solo Office.
5. Video evidence must be incontrovertible.
6. Event Officials will handle video evidence with care and make every effort to return them in a timely manner but cannot guarantee their safe return. Competitors should make a copy of original video

evidence before submitting. Video evidence must be submitted in a standard format which can be viewed on a laptop computer.

I. Course Markers

1. Course cones will be numbered
2. The course will be lined on both sides, weather permitting. Crossing a course line incurs no penalty.

J. Timing & Scoring

1. The total score will consist of the best-timed run from each course (inclusive of penalties) combined to create one time.
2. Scores will be posted in the designated area near each grid. See the Chief of Impound or his/her delegate to resolve concerns. THE TIMING & SCORING TRAILERS & VEHICLES ARE OFF LIMITS FOR COMPETITORS, CREW, AND SPECTATORS unless invited to enter by an event official.
3. After the completion of each heat, times will be posted as soon as possible at the Information tent.
4. One bar code must be visible per helmet. If multiple drivers are sharing a helmet, all non-relevant bar codes (except the one belonging to the driver at the stage lane) must be covered. FAILURE TO COVER EXTRA BAR CODES MAY RESULT IN DISQUALIFICATION OF THAT RUN.
5. Competitors coming to the start line with the wrong number and/or wrong class designation on their car or with two sets of numbers showing will be given a DSQ for that run.

K. Drivers' Notes

1. IT IS A COMPETITOR'S RESPONSIBILITY TO CHECK THE INFORMATION AND/OR CHECK-IN TENTS FOR CHANGES TO THE SUPPLEMENTAL REGULATIONS.
2. IT IS THE COMPETITOR'S RESPONSIBILITY TO MAKE SURE THAT RESULTS SHOW THE CORRECT CAR AND TIRE MANUFACTURER LISTED.

L. Entrants as Workers: Solo® Rules Section 6.1

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Chief of Workers for approval prior to the substitution. Failure to comply or properly perform assigned duties will result in additional work assignments or disqualification as executed by the Event Officials.
2. Early work assignments that offset a normal work assignment will be limited and must be pre-approved by the Event Chairman and Chief of Workers. Serving as a volunteer prior to the event is greatly appreciated and a key element in success of this event. However, this does not automatically offset a normal work assignment.
3. Competitors who change classes may not be scheduled to work at the same time as their class they changed to due to the need to prevent loss of critical support during the event.
4. Worker check-in will be located at the Posting tents in each grid. Workers will then report to their respective Chiefs (i.e., Timing to Chief of Timing, Impound to Chief of Impound) before the beginning of the last run of the heat prior to their assigned work heat for a brief instructional session and assignment. Failure to report on time may result in an additional work assignment after the finish of the last heat on that day. Non-compliance will result in disqualification. **Tuesday and Thursday Heat 1 worker check in is at 8:30AM. Wed and Friday Heat 1 worker check in is at 7:30 am.**

M. Trophies & Awards

1. Trophies will be awarded on Wednesday and Friday nights. **THEY WILL NOT BE MAILED.** If you leave the event early, appoint someone to receive your award.
2. The event Chairs and SEB Chair will determine the "Sportsmanship" awards based on observations and competitor input. Nominations for these awards may be submitted at the Information tent.

N. Classes

1. All Open and Ladies classes as defined by the 2018 SCCA[®] Solo[®] Rules.
2. Formula SAE (IC) will run as a Supplemental class. The best finishing driver of a 2015-2016 FSAE car (restricted aero) will be awarded a first-place trophy along with the overall winner of the class. Formula SAE Electric and Formula Hybrid cars will be allowed to participate but will run for exhibition only; Electric and Hybrid cars will be scored separately and are not eligible for trophies. All FSAE cars must also comply with all SCCA Solo safety requirements (Solo Rules section 3.3, Vehicle Safety).
3. JA and JB (8+ only) will run as Supplemental classes.
4. CAMC, CAMT, CAMS, STP, STPL, will run as Supplemental classes.

O. Official Results

1. Official results will be posted online at www.scca.com. This will include disposition of all protests and appeals.

P. Sound Policy: See SCCA[®] Solo[®] Rules Appendix I