



2019 TIRE RACK SCCA® PROSOLO®
DATE: JULY 19-21, 2019
 Hosted by: Northwest Region
EVENT SPECIFIC SUPPLEMENTAL REGULATIONS

WORK ASSIGNMENT: Shift A B C

POSITION: _____

Sat AM, Sat PM & Sun AM		Running	Working
Shift A	Group 1	JB, JA, L2, L4, L3, L1	Shift B
	Group 2	ES, AS, S4	
Shift B	Group 3	CS, BS, SSC	Shift C
	Group 4	HS, SS, STR, STU, CAM, B	
Shift C	Group 3	STS, STX, S1	Shift A
	Group 4	S2, S3, R1, R2	

Friday		Saturday	
Site and course set-up	8:00 am – 11:00 am	Site Opens	6:30 am
EVO Drivers meeting	1:30 pm – 2:00 pm	Late Event Tech	7:00 am – 7:45 am
EVO Hole Shot	2:00 pm – 3:00 pm	Late Event Check-in	7:00 am – 7:45 am
EVO Wrap up meeting	3:00 pm – 3:30 pm	Novice Meeting (Right Course)	8:00 am
Practice Start ticket sales	2:30 pm – 5:00 pm	Course closed to walking	8:30 am
Practice Starts	3:00 pm – 6:00 pm	Group 1 to A Grid, Group 2 to B Grid	8:40 am
Junior Kart Practice Starts	6:00 pm – 6:15 pm	Worker Check-in	8:40 am
Tech Inspection	3:00 pm – 7:00 pm	Saturday am competition	9:00 am – 1:00 pm <i>(approx)</i>
Event Registration & Check-in	3:00 pm – 7:00 pm	Saturday pm competition	1:20 pm – 5:30 pm <i>(approx)</i>
Course open to walking	6:15 pm		
Chiefs' Meeting	7:00 pm	Sunday	
		Site Opens	6:30 am
No Changes after 7pm		Course closed to walking	7:35 am
		Group 1 to A Grid, Group 2 to B Grid	7:40 am
		Worker Check-in	7:40 am
		Sunday am competition	8:00 am – 1:00 pm <i>(approx)</i>
		Challenge competition (Ladies, Bonus, Super)	1:30 pm <i>(approx)</i>
		Trophy Presentation	At the conclusion of the Challenges

Event Officials

Event Chairpersons	Tim Weidemann, Taylour Wargo	Chief of Impound	Brent Glad, Mike Leuty
Chief Stewards	Eric Clements	Chief of Tech	Dieter Beldi
Chief of Safety	Cal Craner	Youth Steward	Ryan Otis
Sound Steward	Tim Naugler	SCCA National Staff	
Course Designer		Senior Dir. Rally/Solo	Howard Duncan
Worker Chiefs	TBD	Administrative Manager	Kerry Gonzales
Chief of Course	Scott Dixon	Timing & Scoring Managers	Jodi Fordahl, David Rock
Chiefs of Waivers	Rafael (Adrian) Martinez	Compliance Manager	Doug Gill
		Equipment Managers	Joe Austin
			Dave Williams



Download the 2019 SCCA® National Solo® Rules from here.

1. Participants in the 2019 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.
2. Additional required event decals are SCCA® w/wheel (on the front bumper area) and 2 ProSolo® decals (one on each side).
3. Trophies will be awarded on Sunday after the conclusion of regular class competition and will NOT be mailed.
4. If any Open Class does not have the minimum of five (5) drivers entered and checked in by the close of registration on the evening before class competition begins, they will be bumped into the Bump Index Class for Super Challenge eligibility. If five (5) entered and checked in drivers do not make a start in class competition, the class will be moved into the Bump Index Class at the earliest administratively feasible point in the competition, which may be after Heat 1 runs.
5. Competitors at the scanner and/or start line with the wrong number on their car, 2 sets of numbers, the incorrect class showing, or wrong bar code on helmet will receive a warning for the first offense, a cone penalty for the second offense and may receive a DSQ for three or more offenses at the same event. The scanner worker will also check for the helmet tech sticker (Rally/Solo 2019). 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.
6. No tire warm-ups are allowed anywhere on the site, except in the designated start area (green cones).
7. 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.
8. 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.
9. Contingency winners should go to www.scca.com/forms/contingency-input-form and complete the required information in order to receive contingencies. Changing tire brands for any reason will affect contingency eligibility.
10. **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, 2nd and 3rd paragraphs:

If a vehicle exceeds 93 dBA on any run during a heat, the Sound Steward or his/her designated representative will notify that driver of any measurement over 93 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 96 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 96 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.

11. Once Day 1 competition begins, all class changes must be approved by the Chief Steward or their designee

Site Regulations: No open flames, no drugs.