



**2019 TIRE RACK SCCA® PROSOLO®**  
**DATE: AUGUST 30- SEPTEMBER 1, 2019**  
 Hosted By: SCCA/Nebraska Region  
**EVENT SPECIFIC SUPPLEMENTAL REGULATIONS**

WORK ASSIGNMENT: Shift A B C D

POSITION: \_\_\_\_\_

Sat AM, Sat PM & Sun AM		Running	Working
Shift A	Group 1	L2, L4, L3, L1, JB, JA	Shift C
	Group 2	HS, ES	
Shift B	Group 3	S4, CS, SSC	Shift D
	Group 4	STS, STX, BS	
Shift C	Group 5	AS, SS	Shift A
	Group 6	STR, STU, B, S3	
Shift D	Group 7	CAM, SSR, S2	Shift B
	Group 8	S1, R2, R1	

Friday		Saturday	
Site Gate	8:00 am	Late Event Tech	7:00 am – 7:30 am
Practice Start ticket sales	1:30 pm – 5:00 pm	Late Event Check-in	7:00 am – 7:30 am
Practice Starts	2:00 pm – 6:00 pm	Course closed to walking	7:45 am
Junior Kart Practice Starts	6:00 pm – 6:15 pm	Group 1 to A Grid, Group 2 to B Grid	8:10 am
Tech Inspection	3:00 pm – 7:00 pm	Worker Check-in	8:10 am
Event Registration & Check-in	3:00 pm – 7:00 pm	Saturday am competition	8:30 am – 1:00 pm <i>(approx)</i>
Welcome Party	5:30 pm – 7:30 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	
		Course closed to walking	7:15 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 – 3:00 pm <i>(approx)</i>
		Challenge competition (Ladies, Super)	3:30 pm <i>(approx)</i>

### Event Officials

<b>Event Chairperson</b>	SCCA	<b>Chief of Impound</b>	Josh Luster
<b>Chief Steward</b>	Jeff Jacobs	<b>Chief of Tech</b>	Tom Berry
<b>Chief Steward</b>	Paul Brown	<b>Youth Steward</b>	Andy McKee
<b>Chief of Grid</b>	Kyle Herbst	<b>SCCA National Staff</b>	
<b>Chief of Safety</b>	Cal Craner	<b>Senior Dir. Rally/Solo</b>	Howard Duncan
<b>Sound Steward</b>	Rick Cone	<b>Administrative Manager</b>	Carmen Rowlands
<b>Course Designer</b>	Sam Strano	<b>Timing &amp; Scoring Gen. Mgr</b>	Robert Christmas
<b>Chief of Course</b>	Jeff Cox	<b>Timing &amp; Scoring Manager</b>	Jodi Fordahl
<b>Chief of Course</b>	Tom Harrington	<b>Equipment Managers</b>	Clancy Schmidt
<b>Chief of Waivers</b>	Nebraska Region		Dave Williams
			Joe Austin

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](http://www.scca.com/forms/contingency-input-form) and complete the required information to 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 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.
11. Once Day 1 competition begins, all class changes must be approved by the Chief Steward or their designee

**Site Regulations:** See 2019 Solo Nationals Supplemental Rules for detailed restrictions.

[file:///C:/Users/racer/Downloads/2019\\_Solo\\_Nationals\\_Supps.pdf](file:///C:/Users/racer/Downloads/2019_Solo_Nationals_Supps.pdf)

## ***SCCA Welcoming Environment Statement***

The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts. Our Vision is to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

*Excellence – The Spirit of a Competitor*  
*Service – The Heart of a Volunteer*  
*Passion – The Attitude of an Enthusiast*  
*Team – The Art of Working Together*  
*Experience – The Act of Wowing our Community*  
*Stewardship – The Mindset of an Owner*

To that end, the SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.