



SUPPLEMENTAL REGULATIONS

2025 SCCA Solo National Championship

Lincoln Airpark, Lincoln, NE

September 1-5, 2025

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Solo® Rules Section 1.5 Supplementary regulations held under the 2025 SCCA® Solo® Rules

SCCA's Commitment to a Welcoming Environment:

SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. 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 SCCA in print or electronic media.

Online Registration at www.scca.com

Note: All times are Central (CDT)

1. GENERAL INFORMATION

- 1.1 Entry Requirement: see Solo Rules 4.2
- 1.2 Entry cap: 1400 entrants.
- 1.3 Access to Lincoln Airpark begins Friday, August 29 at 8:00am Central and ends Saturday, September 6 at 12:00pm (noon).
- 1.4 Quiet time must be observed from 10:00pm to 7:00am.
- 1.5 Courses open for walking at approximately 10:00am Monday, September 1, once announced on the PA and/or a Sportity message is sent.

- 1.6 Paddock spaces can be found by scanning the QR code at the flag to the left of the entrance gate. For paddock space questions, visit the Information area in the TREC (Tire Rack Event Center) or email solopaddock@scca.com.
- 1.7 Changes to these supplemental regulations, run/work order, and/or the safety plan will be posted on the general information channel on Sportity 25NATSGEN and on <http://www.scca.com/solonats>. It is the responsibility of each competitor to check for and adhere to any posted changes.
- 1.8 Lost and found items may be picked up or dropped off at the Information area in the TREC (Tire Rack Event Center)
- 1.9 Scales will be available to competitors during the event. Check event schedule for non-run day hours of operation. Use of the scales by competitors will be restricted when they are being used by Impound during competition.
- 1.10 Leftover tires/tire shavings (OPR) and any other hazardous waste must 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.
- 1.11 Please do not damage or alter the surface of paddock and course areas. Violators may be fined and may be removed from the event.
- 1.12 Jacks, jack stands, tent pole or anything that may damage the surface MUST have a solid flat surface between the item and the surface. Using wood or wood-like material for this purpose is strongly encouraged and must be at least 12-inch by 12-inch.
- 1.13 Vehicles are not allowed underneath any tent that is larger than 10-foot by 20-foot.
- 1.14 Smoking is prohibited in all facilities including tents, grids & portable facilities used for the event. This includes e-cigarettes and vaping.
- 1.15 Painting on the site surface is prohibited.
- 1.16 Motor homes must fit in the allowed paddock parking space. For more information, please email the Chief of Paddock at solopaddock@scca.com. 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. Site access gates close on Saturday, September 6 at 12:00pm (noon). Competitors with rented motorhomes or travel trailers still on site may be charged a late on-site fee.
- 1.17 Delivery of parcels to the site is not allowed.
- 1.18 Alcoholic beverages are not permitted on any course or in any Grid/Impound area during competition/practice.
- 1.19 Skateboards, hover boards, Segways, bicycles, scooters & similar conveyances may not be ridden in the Grid areas. All motorized conveyances are subject to site speed limits and must follow normal vehicle traffic flow routes.
- 1.20 **Paddock space will be shared with an active Lincoln Airport maintenance facility taxiway. This taxiway runs east/west from the Goodyear hangar through the paddock. The taxiway is marked off with cones and or barriers. This taxiway **MUST** remain open and unblocked 24/7. When you cross the taxiway, either by foot or vehicle, **DO NOT STOP or park in the active taxiway or the vehicle will be towed immediately.****
- 1.21 Event communication will be available via Sportity App. Once the event keywords have been established, sign up by entering them in the app. The event keywords will be published in pre-event communications. QR codes will be available on site for simple sign up.

2. REGISTRATION/CHECK-IN PROCEDURES

- 2.1 Registration is available online at <http://www.scca.com/solonats> or by visiting www.motorsportsreg.com
- 2.2 Entry Fees (Payment due at the time of registration):
 - Race Entry Fee:
 - A. Entry made before 12:01 am, July 30, 2025 is \$224.00.
 - B. Entry made after 12:01 am July 30, 2025 is \$325.00
 - C. The entry fee does not include runs on the SCCA Test n Tune course.

- 2.3 Cancellation
- 2.3.1 Cancellation of Solo Nationals Entry: Written requests for cancellation of Solo Nationals entry received by SCCA before 12:01 am, July 30, 2025 will receive a refund of entry fees less a \$50 cancellation fee.
- 2.3.2 Cancellation of Solo Nationals Entry: Written requests for cancellation of Solo Nationals entry received by SCCA after 12:01 am July 30, 2025 and before August 29, 2025, 7:00 pm will receive a refund of entry fee less a \$100 cancellation fee.
- 2.3.3 No refund will be issued to competitors who registered during the late fee period of July 30, 2025 to August 29, 2025.
- 2.4 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).
- 2.5 The first person to register for the group of numbers has the rights to the number pair; determined by the date/time of registration on Motorsportsreg.com.
- 2.6 Car owners must state that a vehicle is planned to run in multiple classes during the online registration process. Every effort will be made to accommodate this with the run/work order, but it is not guaranteed.
- 2.7 Competitors and guests may attend any on-site celebration gatherings.
- 2.8 All competitors must have a National Solo bar code visible on the left side of their helmet when they present their car at the start line. A member-specific bar code is available at check-in during the hours of operation listed below. It is the competitor's responsibility to ask for a bar code if they do not have one.
- 2.9 The hours of operation for Check-in and Tech are:
- | | |
|------------------------|--|
| Sunday, August 31 | 1:00pm-5:00pm |
| Monday, September 1 | 8:00am-11:30am & 1:00pm-4:00pm |
| Tuesday, September 2 | 6:30am-7:15am- For Tuesday/Wednesday Competitors ONLY |
| Tuesday, September 2 | 1:00pm-4:30pm |
| Wednesday, September 3 | 10:00am-12:00pm (CHECK-IN ONLY) |
| Wednesday, September 3 | 1:00pm-4:00pm |
| Thursday, September 4 | 6:30am-7:15am |
- 2.10 There will be no class or car changes allowed at Check-in after 4:00pm on Monday, September 1, for Tuesday/Wednesday competitors and after 4:00pm on Wednesday, September 3, for Thursday/Friday competitors.**

3. SAFETY AND ON-SITE BEHAVIOR

- 3.1 The safety program supporting the event is detailed in the event Safety Plan. A copy of this plan will be posted at the trailer for each course and on the general information Sportity channel 25NATSGEN
- 3.2 A speed limit of 12 MPH will be enforced for all vehicles, powered and un-powered (i.e. golf carts, ATV's, skateboards, hover boards, Segways, bicycles, scooters & similar conveyances) anywhere on site. 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 Marshal for questions or concerns.
- 3.3 The operation of motorized vehicles, whether gas or electrically 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 (Breach of the Rules) covers all types of reckless driving and applies to **all** forms of personal transportation.
- 3.4 Pylons, tape, painted markings, signs and /or barriers will define "No Parking" areas near the course. Cars parked in such a manner that blocked or restrict defined driveways or entrances to course areas will be towed away without notice at the expense of vehicle operator/owner.

- 3.5 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 Chief of Safety, Chief Steward and/or Event Chair. 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 Paddock Marshal.
- 3.6 Paddock Marshals are assigned to monitor on-site behavior and have the authority to impose penalties for unsafe or irresponsible behavior anywhere on-site. The Paddock Marshal may:
 - 3.6.1 Appoint a deputy to administer the position's responsibilities while the Paddock Marshal is competing.
 - 3.6.2 Issue citations and impose penalties for infractions, including but not limited to:
 - 3.6.2.1 Warnings
 - 3.6.2.2 Fines (Payable immediately or greater penalties may be imposed)
 - 3.6.2.3 Probation
 - 3.6.2.4 Expulsion from the site
 - 3.6.2.5 Disqualification from the event
- 3.7 Reporting of inappropriate behavior will go directly to the Paddock Marshal or on-site Event Chair. Decisions of the Paddock Marshal or Event Chair can only be appealed to the National Appeals Committee.
- 3.8 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.
- 3.9 If you cannot remove items used in paddock and/or they won't travel with you from/to home, such as but not limited to seating, storage, or shelter; they must be disposed of OFF SITE. DO NOT DROP or LEAVE any of these items in the onsite trash bins or next to them.

4. TECH PROCEDURES

- 4.1 All drivers must perform a self-tech safety inspection of their vehicle (Solo Rules 3.3.3) (Tech) using a self-tech form prior to any on-course participation. The inspection will be valid for both the ProSolo© Finale and the Solo® Nationals. The Nationals Test n Tune course will have a separate Tech inspection that will not be valid for ProSolo© Finale or Solo® Nationals competition. ProSolo© Finale and Solo® Nationals tech inspections will be honored by the Nationals Test n Tune Tech officials.
 - 4.1.1 You are not required to bring your vehicle to tech area. If you have concerns regarding decal placement or number/class letter contrast with your vehicle, you may bring the vehicle to tech area for inspection. Alternatively, you can take a photo of vehicle in question and present that to a tech inspector.
- 4.2 At the request of the Event Chairman or Chief Steward, a vehicle with 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.
- 4.3 Competitors are cautioned that color combinations such as red/black, red/blue, and white/silver do NOT have adequate color contrast and should be addressed prior to presenting to grid. If you have questions regarding compliance with 3.7, please bring vehicle to the Tech area.
- 4.4 The Tire Rack© is the title sponsor of the 2025 SCCA® Solo® National program which includes the ProSolo® National series, the Solo® National Tour, Shootout Invitational, and the Solo® National Championships. Competitors must have all required decals (available through Tech) properly affixed before they present vehicle for competition to minimize possible delays. The Chief of Tech has the final word. All vehicles are required to display:
 - 4.4.1 **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. Decals may only be in the supplied decal color of white. 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. Such decals may only be in the supplied colors of white or black. Only formula cars and

karts may use the smaller decal. The Chief of Tech may grant an exception based on body configuration.

4.4.2 **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.

4.4.3 **SCCA® decal (1)** - The SCCA® decal is to be placed on or near the front bumper and must be visible from a frontal view. Three color offerings are available, red, white or black.

4.5 No competing sanctioning body decals are allowed to be visible.

4.6 Competition vehicles with weight requirements (Street Modified, Prepared, Modified, Kart, CAM/XS categories along with CSX/CSXL class) will have the minimum required weight recorded on the Tech sticker. Entrants should know the vehicle's 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.

5. RUN PROCEDURES

5.1 Competition will be on two consecutive days, running a different course each day. Heat assignments will be made once entry density and mix is known; this will be posted no later than August 13, 2025. Specific run order within a Heat is subject to change depending on entries. Final run order will be posted the morning competition begins.

5.2 During the days that a car competes, the tires to be used for competition are prohibited from running on the National Test & Tune course prior to their competition for that day.

5.3 During competition, the course MAY be open for walk-through only prior to the 3rd Heat each day. The walk-through will be a maximum of 30 minutes.

5.4 There will be two Grids for each course. All cars (single or first drivers) will be assigned a Grid space number 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. 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 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.

5.5 After each run all drivers will return to their Grid location. Do not block the access lanes between spaces.

5.6 The Timing team will have the discretion to determine the run order within each Heat, balancing the competing goals of running in numerical order within class, fairness to drivers of both single-driver and two-driver cars, keeping classes together, and facilitating efficient event operation.

5.7 Competitors are responsible for ensuring that their car numbers are correct. Competitors who present to the scanner and/or start line with the wrong number on their car, 2 sets of numbers, the incorrect class showing, or wrong/multiple bar codes on helmet will receive a warning for their 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 2025 National Solo helmet tech sticker. If the helmet does NOT have the proper sticker, the driver will be directed to exit the stage lane and directed to the Tech/Impound area to get the helmet inspected and tech sticker attached.

5.8 No competitor in a class shall take a second or subsequent runs until all drivers in that class have completed their equivalent run unless approved by the Chief Steward based on operational necessity (ex.re-runs or mechanicals). After the completion of each run, vehicles must return directly to the Grid (exception is vehicles that detour to the scales after their final run on their way back to grid). Vehicles are not permitted to depart the Grid area for service or any other reason during a run heat.

5.9 A minimum of five (5) 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 (5) minutes 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.

- 5.10 Drivers must proceed from the Grid to the stage line when so directed by a Grid official or that run will be scored as a DSQ unless a mechanical is called before reaching the stage beam. Exception: Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is directed to leave its grid space to present at the stage line. Drivers may take one (1) mechanical delay per run (a rerun counts as a separate run). A mechanical delay may not be called once the driver is directed to start the run and has moved past stage line to start that 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.
- 5.11 When starting a run, the driver must proceed directly from the stage line through the timing start light and onto the course via the intended route as depicted on the official course map. Failure to do so may result in a Did Not Finish (DNF) penalty.
- 5.11.1 At the start line, competitors will use the National Tour stage/start lights to ensure all competitors start from the same spot.
- 5.11.1.1 From the stage line, competitors will slowly pull forward until both white stage lights on the National Tour start light box are illuminated. The red light will stay illuminated until the starter releases the competitor to begin the run.
- 5.11.1.2 The driver can begin their run when the starter illuminates the green light and the red light turns off. In addition to the green light, there will be an audible signal lasting approximately ½ second.
- 5.11.1.3 Competitors are expected to begin their run once released by the starter and when ready; there is no requirement to leave immediately upon release. A lengthy delay may result in the Starter stepping in and holding the vehicle at the start line for course safety. A hold may result in a reset of the red/green lights on the National Tour start light box.
- 5.11.1.4 See an example of the National Tour stage/start lights here:
<https://www.scca.com/downloads/63709-start-stage-light-explanation/download>
- 5.11.2 In the event that the National Tour stage/start lights are unable to be used, there will be a defined line painted on the ground that starters will use to stage vehicles. Clear instructions will be provided to ensure all vehicles are staged in the same manner.
- 5.12 If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class Heat competition, it's driver(s) may finish 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 approval from the Chief Steward or Operating Steward.
- 5.13 Red flags - In the case in which a competitor is red-flagged or stops for a displaced or downed cone or safety issue on the course, the competitor must thereafter continue through the remainder of the course quickly without hitting cones in case there are vehicles still on competition runs. 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).
- 5.14 Protest of course - A protest of the course may only be accepted up to the time at which that course is closed for walking at the beginning of each competition day.
- 5.13 Daylight provision - No car can be sent from Grid to start a run as of 30 minutes prior to officially published sunset from the National Weather Service at Lincoln Air Park. Exceptions may be made by the Chief Steward for cars that are already on a mechanical delay.
- 5.14 If a set of runs is started but not completed by all drivers in a class prior to the hard stop time, only the run sets that have been completed by all competitors of that class will be scored. EXAMPLE: All competitors of a class have completed 2 runs, but only 50% of the competitors completed their 3rd runs. All competitors of that class are then only scored on their first two runs.

6.0 IMPOUND PROCEDURES

- 6.1 Competition vehicles will be impounded per Solo Rules 6.10 to allow competitors to inspect each other's vehicles to determine if a competitor's vehicle complies with the SCCA National Solo Rules and Supplementary Regulations for the event. Car information verification may also be conducted by Impound workers.
- 6.2 Vehicles will be impounded immediately after competition in the assigned Grid positions. One driver or designated representative of each vehicle must remain near his/her vehicle during this time.
- 6.3 Street Modified, Prepared, Modified, CAM & XS (XA, XB) category vehicles will be weighed after running; drivers should look for Impound workers to direct them to the scales. Drivers of Street Modified & Prepared cars will need to exit the vehicle when weighing. Drivers of CAM, XS, Modified and Kart vehicles should remain seated in the vehicle. Drivers are encouraged to be aware of other vehicles to be weighed and 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 their disabled status. Failure to report to the scales when directed may result in penalties.
 - 6.3.1 Vehicles with two drivers will weigh after competition has been completed for both drivers.
- 6.4 Impound officials may 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 and necessary tools for removal and jack stands to support raised vehicle).
- 6.5 If competitors suspect a rule violation, a protest should be filed in accordance with the National Solo Rules, Section 8 and Section 7 in these supplemental regulations.
- 6.5 A vehicle under protest shall remain impounded. If necessary, the vehicle will be escorted by an event official to another location.
- 6.6 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 "(Class) is released."

7. PROTEST & APPEALS:

- 7.1 For complete Protest & Appeals regulations, please see Sections 8 & 10 of the SCCA Solo Rulebook.
- 7.2 Protests will be filed electronically using Sportity password: **SCCAPROTEST**. This information will be available at the Protest tent or by contacting a Chief Steward. Competitors must ensure that their on-site contact information is listed on the Protest form, so the Protest Committee is able to reach them with a decision.
- 7.3 Intent to appeal a Protest Committee's on-site ruling must be made within 60 minutes after the decision has been announced. On-site appeals will be filed electronically by using Sportity password: **SCCAPROTEST**. This information will be available at the Protest tent. Online Appeal form submission notifies the Chief of Protest and the SCCA Staff of your intent to appeal.
 - 7.3.1 If a Protest decision was delayed and you choose to appeal the decision, appeals must be made in writing within 7 days of receiving the decision notification.
- 7.4 Fees for Protests and on-site Appeals must be paid on site (Cash or check only). Fees will be collected by the Timing Team (Administrative Lead) on the course the class/competitor is currently running.
 - 7.4.1 The Protest fee is \$80 at the 2025 Solo National Championships.
 - 7.4.2 The above fee will be doubled to \$160 for protests against vehicles that are filed after the vehicle was released from Impound on its first day of competition.
 - 7.4.3 The fee to Appeal is \$50.
- 7.5 Time Limits
 - 7.5.1 A protest against a competition vehicle shall be lodged before results are stamped "final" on its final day of competition (approximately 20 minutes after class competition is completed).

- 7.5.2 A protest against the actions of a driver, entrant, or official during class competition, including a protest against Timing and Scoring, shall be lodged no later than 10 minutes after results have been stamped "provisional" for the class on the day of the suspected violation of the rules.
- 7.5.3 A protest against the actions of a driver, entrant or official outside of class competition shall be lodged not later than 30 minutes after the last class is released from impound on final day of competition.
- 7.5.4 A protest filed in an official capacity by the Chief Steward shall be lodged not later than 30 minutes after the last class is released from Impound on the final day of competition, except for a protest resulting from an Impound or Protest Committee inspection. Such protests shall be lodged within a reasonable time after discovery of the suspected violation of the rules.

8. GUIDELINES FOR CHIEF STEWARDS (CS) & PROTEST COMMITTEE (PC) FOR REVIEWING COMPETITOR VIDEOS:

- 8.1 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, and competitors are not permitted to make any changes to their vehicle other than tire pressure or adding fuel.
- 8.2 The competitor should have done the following **before** presenting video(s):
 - 8.2.1 Reviewed the video(s).
 - 8.2.2 Verified that the run number can be determined and that the proof of error is clear.
- 8.3 CS and/or PC may obtain other video(s) from other cars or spectators which show the evidence.
- 8.4 CS and/or PC must secure a copy of video(s) to be used in case of an appeal. If a 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 Solo® Rules Section 8.3.8 (preservation of Evidence). If no SCCA Staff member is present at the site, send a copy to the National Office Solo department at rallysolo@scca.com.
- 8.5 Video evidence must be incontrovertible.
- 8.6 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 the original video evidence before submitting. Video evidence must be submitted in a standard format which can be viewed on a computer.

9. COURSE MARKERS

- 9.1 Course cones will be marked and numbered, per Solo Rules Section 7.8.1.
- 9.2 The course will be lined on both sides, weather permitting. Crossing a course line incurs no penalty.

10. TIMING AND SCORING

- 10.1 The total score will consist of the best-timed run for each course (inclusive of penalties) combined to create one time.
- 10.2 Scores will be posted in the designated area near each Grid. See the Chief of Impound or his/her designee to resolve concerns. THE TIMING & SCORING TRAILERS & VEHICLES ARE OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS unless invited to enter by an event official.
- 10.3 After the completion of each heat, times will be marked PROVISIONAL on live timing (sololive.scca.com) and after 30 minutes they will be marked FINAL provided no issues have been presented requiring additional review.

11. ENTRANTS AS WORKERS: SOLO® RULES SECTION 6.1

- 11.1 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.

- 11.2 Early work assignments that offset a normal work assignment will be limited and must be preapproved by the Event Chairman and Chief of Workers. Serving as a volunteer prior to the event is greatly appreciated and a key element in the success of this event. However, this does not automatically offset a normal work assignment.
- 11.3 It is the competitor's responsibility to know when to check in. Worker check-in will be located at the Posting tents in each Grid. Upon checking in, specialty workers will report to their respective Chiefs (i.e. Grid to Chief of Grid, Safety to Chief of Safety) before the beginning of the last run of the Heat prior to their assigned work Heat for a brief instructional session and assignment. Course workers will safely report to a corner and relieve course workers from the previous heat.
- 11.4 Tuesday and Thursday Heat 1 worker check-in will begin at 7:55am. Wednesday and Friday Heat 1 worker check-in will begin at 7:40am.
 - 11.4.1 Please verify your work assignment when you check-in – Work assignments may have changed due to class changes or cancellations.

12. COMPETITION RESULTS

- 12.1 Results will be posted at the Posting tent for each course and will be available on live timing within 30 minutes of the conclusion of each session. Unofficial times marked as "Final" may be available at sololive.scca.com for a given course.

13. TROPHIES AND AWARDS

- 13.1 Trophies will be handed out while cars are impounded, approximately 20 minutes after day 2 class competition ends. Champions will be recognized on stage at Wednesday/Friday evening events at the TREC.
- 13.2 Sportsmanship Award(s) will be determined by the Event Chairs and SEB Chair based on observation and competitor input. Nominations for these awards may be submitted at the Information area in the TREC (Tire Rack Event Center). These awards will be handed out at the Wednesday and Friday night Tire Rack® Solo® Awards Celebration.

14. CLASSES

- 14.1 All Open and Ladies classes are defined by the 2025 SCCA® Solo® Rules.
- 14.2 Formula SAE (IC) will run as a Supplemental class. The best finishing driver of a 2015 or later 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).
- 14.3 CAMC/CAMCL, CAMS/CAMSL, CAMT/CAMTL, CSM/CSML, CSX/CSXL, EVX/EVXL, XA/XAL, XB/XBL, XU/XUL will run as Developmental/Exhibition classes.

15. OFFICIAL RESULTS

- 15.1 Official results will be posted online at <http://www.scca.com/solonats>. This will include disposition of all protests and appeals.

16. SOUND POLICY: SEE SCCA® SOLO® RULES APPENDIX H

- 16.1 If a driver in a vehicle exceeds 105 dBC, the Chief Steward or their designated representative will be notified by the Sound Control Steward or representative. The driver of any run producing a sound measurement over 105 dBC will be notified as soon as reasonably possible following the run by the Chief Steward, Sound Control Steward, or representative.
- 16.2 All remaining sections and contents of Appendix H apply.