

SCCA[®] *ProSolo[®] National Series* Rules

2006 Edition; Revised June 21, 2006

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FOREWORD

Effective June 21, 2006, previous editions of the SCCA® *ProSolo® National Series* Rules are superseded by the following SCCA® *ProSolo® National Series* Rules. The SCCA® reserves the right to revise these Rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication on the official SCCA® website (www.scca.com), but may become effective immediately in emergency situations as determined by SCCA®. Questions concerning Rules clarifications should be addressed to:

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Finality of interpretation and application – The interpretation and application of the SCCA® *National Solo® Rules* by SCCA® *ProSolo®* Officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants, including competitors and officials, expressly agree that:

1. They are familiar with the SCCA® *National Solo® Rules* and the *ProSolo® National Series Rules* and agree to abide by them;
2. Determinations by SCCA® officials are non-litigable;
3. They will not initiate or maintain litigation of any kind against SCCA® or anyone acting in behalf of SCCA® to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination;
4. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA® for all costs of such litigation, including travel expenses and attorneys' fees.

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INSURANCE OR INCIDENT EMERGENCIES:

1-800-770-9994

20.0 – PROSOLO® NATIONAL SERIES RULES

These rules serve as an addendum to the 2006 SCCA® *National Solo® Rules*, Section 20.

20.1 – PROSOLO® EVENTS

ProSolo® National Series events are conducted under the SCCA® *National Solo® Rules*, except as amended by these *ProSolo® National Series Rules*, the *National Series Supplementary Regulations*, *ProSolo® Event Supplemental Regulations*, and any supplementary rules.

20.2 – OVERVIEW

- A. The *ProSolo®* format features two mirror image Solo® courses with a “drag race”-type start utilizing a light or “Christmas tree” to signal the start. Class finishing position is determined by adding the best time from each course. Following the class competition are the Challenge competitions featuring the top finishers to determine the Top Eliminators of the event in various categories (open, ladies, etc.). These Challenge competitions use single elimination rounds utilizing handicapped starts to equalize different classes of vehicles.
- B. The *ProSolo® National Series* provides a competition opportunity for all *National Solo®* classes, as well as selected prototype classes for broad based access to *ProSolo®* for SCCA® members. See Section 20.8 for details.

20.3 – PROGRAM OBJECTIVES AND STRATEGIES

- A. Primary Objective
The primary objective of the *ProSolo® National Series* is to develop and sustain a marketable and commercially viable *National Solo® Series* using the unique format of mirror image Solo® courses with a “drag race”-type start.
- B. Core Strategies
 - 1. Provide participation opportunities for multiple levels of driver/team experience and commitment (recreational, club, pro).
 - 2. Insure effective, efficient, and enjoyable event operations for all participants.
 - 3. Pursue aggressive program marketing to build awareness and acceptance within the autocross community, the motorsports marketplace, and the automotive industry.

20.4 – OPERATIONAL AUTHORITY AND SERIES OFFICIALS

Final overall authority for the *ProSolo® National Series* shall reside with the SCCA® National Office. The National Solo® General Manager will generally serve as the authoritative agent of the National Office and as the primary *ProSolo®* Official. The General Manager will name *ProSolo®* Officials Team consisting of an Operations Manager, Chief Steward, Chief of Timing and Scoring, Chief of Compliance, and Chief of Administration. Additional positions may be created as needed.

20.5 – RULES INTERPRETATION

In the event of doubt or ambiguity as to the wording and/or intent of the operating rules for the *ProSolo® National Series*, the decisions of *ProSolo®* Officials shall prevail and be binding. SCCA® *ProSolo®* Officials (General Manager and National Office Solo® Department) reserve the right to revise these rules, to issue supplements to them at any time, and to promulgate special rules in an emergency.

20.6 – DRIVER ELIGIBILITY

Entry into a *ProSolo® National Series* event is limited to SCCA® members meeting the requirements of Section 4.1 and Appendix H of the *SCCA® National Solo® Rules*. *ProSolo®* Officials may waive the minimum age for Formula Junior (FJ) drivers to accommodate the competition season if the driver has substantial experience and/or training AND at least one (1) parent will be significantly involved in overseeing their child's competition activities. An FJ driver should have the appropriate-age birthday within 90 days of the first (1st) event entered to be considered for waiving of the minimum age.

20.7 – DRIVER CONDUCT

Drivers must present and conduct themselves in a professional manner. All competitors and event officials must be fully clothed. Drivers judged not professional in conduct and appearance may not be allowed to compete. Any entrant, who drives in an unsafe manner at or near the event location or displays unsportsmanlike conduct, is subject to the range of penalties described in these rules. These are not protestable items. Judgment rests solely with *ProSolo®* Officials and their decision is final.

20.8 – VEHICLE CLASSES AND PREPARATION

A. *ProSolo® National Series* Classes

1. All of the current SCCA® National Solo® open classes in the following preparation categories: Stock, Street Touring®, Street Prepared, Street Modified, F125.
2. The following supplemental classes
 - a. Street Touring® Sport 2 (STS2)
 - b. Street Touring® Ultra (STU)
 - c. Formula Junior as per the SCCA® National Solo® Rules (**not scored for points**)
3. *ProSolo®* Index Classes
 - a. Ladies Classes
 - Two (2) classes scored on an index.
 1. L1 – AS, BS, CS, DS, ES, FS, GS, HS, STS, STS2
 2. L2 – SS, STX, STU, F125, Street Prepared (all), Street Modified (all), Prepared (all), Modified (all)
 - b. Open Index Classes
 1. Prepared (all)
 2. Modified (all)

B. Preparation

1. Vehicles must be prepared to the current *SCCA® National Solo® Rules* for their respective class or the published rules for any supplemental class. All vehicles must be neat and clean, inside and out, or they may not be allowed to compete.
2. *Exception:* Stock category cars are allowed additional and/or alternate radiator cooling fans. This allowance must not serve any other purpose.

C. Minimum Class Size

1. There is no minimum class size; however, five (5) entrants in a class are required for the drivers in that class to be eligible for the Super Challenge. *Note:* A maximum of two (2) drivers may be entered in a single vehicle in a class.
2. If there are less than five (5) entrants in a class, the drivers will NOT be bumped to another class. They will receive their class points and will be

eligible for class awards, as per the SCCA® *National Solo® Rules*, based on their finishing position in their class.

3. For classes with two (2) to four (4) entrants, the winners of those classes are not eligible for the *Super Challenge*, but are automatically qualified to enter the *Bonus Challenge*. Year end points will be awarded for the *Bonus Challenge* in the same manner as the *Super Challenge*, except that qualifying points will not be awarded.
 4. An uncontested, single participant will receive his/her class points, but will not transfer automatically to the *Bonus Challenge*. He/she will still be eligible for the *Bonus Challenge* drawing.
 5. Entries designed only to create a full class will be accepted at the discretion of *ProSolo®* Officials. If such an entry creates a class without any premise of true competition, such an entry will not be accepted. Examples of unacceptable entries would include, but are not limited to, a rental car entry in the Prepared or Modified categories, or a tow vehicle in any category. Competitors are reminded that the minimum class size of five (5) was established to better ensure real competition and valid dial-in times for the Challenges. Entries such as those described above bypass the objective of the rule.
- D. Vehicle Entry and Changes
1. A vehicle may be entered in no more than two (2) classes.
 2. If the vehicle is entered in two (2) classes it must be noted on the entry form so officials may devise the run order accordingly.
 3. Drivers are allowed to change to another car in their class during an event; however, they may not return to the original car after switching.

20.9 – VEHICLE IDENTIFICATION AND SERIES SYMBOLS

Car numbers and class designation must meet Section 3.7 of the SCCA® *National Solo® Rules*. Car numbers and class designations must be neat and legible and be approved by *ProSolo®* timing and scoring officials. Incorrect and/or illegible car numbers or class designations on the car will result in a DNF (Did Not Finish) for that run. The Tire Rack® banner, the SCCA® “wire wheel” decal, two (2) SCCA® Solo® decals, two (2) The Tire Rack® SCCA® National Solo® decals, event sponsor decals (ex: ATI), and the applicable class sponsor decals (ex: Honda Street Challenge for ST and SM category cars) must be prominently displayed on each car as specified by ProSolo® Officials and these rules. All required decals are available at each ProSolo® National Series event. Note: The Tire Rack® banner (30”x3.5”) is to be placed at the top of a typical “full-size” windshield and is to be the only sponsor visible on the windshield. Cars and karts without typical “full-size” windshields will need approval of ProSolo® officials for an alternative location.

20.10 – EVENT OPERATION

- A. Entry and Registration
1. Event entries may be limited due to site restrictions.
 2. In order for a driver to enter the *ProSolo®* Finale event, they must have competed in a minimum of two (2) *ProSolo® National Series* events for that year in the class entered for the *Finale* event and meet any additional requirements of *ProSolo®*. *Finale* entries will not be accepted until after the last *ProSolo® National Series* event has been completed. See www.scca.com for further details on eligibility for the *Finale* event.
- B. Tech (Safety Inspection)
1. All vehicles are subject to inspection at any time.

2. Drivers that intend to enter more than one *ProSolo*® event during the season may request a *ProSolo*® Annual Inspection. The Chief of Compliance will grant this request if in their judgment the driver has enough experience to maintain a safe vehicle throughout the season. If there are questions about the driver's experience, the request may be granted at the driver's second (2nd) *ProSolo*® event of the year for subsequent events. The copyright page of the *Solo*® Rules will have an annual tech sticker affixed to verify inspection of the vehicle and an official annual tech sticker will be given to put on the vehicle. The Chief of Compliance or Chief Steward will record any rules, infractions, safety problems, or other pertinent vehicle information in a master logbook.
 3. At a minimum, vehicles will be safety inspected at their first event of the season. The vehicle may be inspected at additional events as deemed necessary by the Chief of Compliance and/or the Chief Steward.
- C. Run Order
1. Each event is subdivided into three (3) Heats, plus the *Challenge* competitions.

Heat 1	Saturday morning	(Sat AM)
Heat 2	Saturday afternoon	(Sat PM)
Heat 3	Sunday morning	(Sun AM)
<i>Challenges</i>	Sunday afternoon	(Sun PM)
 2. Each driver will make four (4) runs during each Heat (Sat AM, Sat PM, Sun AM) at the assigned time.
 3. The run order is generally in ascending order (HS to M1). Specific order will be listed in the event supplementary regulations.
 4. Groupings
All classes will be divided into eight Groups for the purpose of segmenting the event into running and working assignment times, unless lower than anticipated attendance requires using a lower number of groups for efficient event operations. While the exact groupings will vary to a minor degree from event to event in order to balance the size of the groups, the following is representative of typical groups. Actual groups for each event will be designated in the Event Supplemental Regulations.
Example:

Group 1	FJA, FJB, HS, GS, FS, ES, STS2
Group 2	L2, DS
Group 3	CS, BS, AS
Group 4	SS, STS
Group 5	STX, FSP, ESP, DSP
Group 6	CSP, BSP, L1
Group 7	ASP, SM, SM2, Prepared Index Class (XP and BP thru GP)
Group 8	STU, Modified (AM thru FM), F125
 5. Final group assignments will be listed on the Event Supplementary Regulations and/or as a posted Driver's Notice.
- D. Work Order
1. Entrants are required to work one (1) Shift in each Heat, plus the *Challenge*, if necessary. Host Region/Club members are also required to work during *Challenges*, except while they may be competing. Verification of working will be the responsibility of the Chief of Workers. Failure to report to the Chief of Workers for your work assignment will result in a

penalty which could include, but is not limited to, loss of timed runs, event disqualification (DSQ), fines, and/or membership suspension. If circumstances will prevent the entrant from working at an assigned time, report to the Chief of Workers for a possible alternate assignment.

2. Any changes to the driver's work assignment must be made with the Chief of Workers.
3. Entrants will be assigned to one of four work shifts in their assigned work heat as follows:

Work Shift A	Groups 1 & 2 Running
Work Shift B	Groups 3 & 4 Running
Work Shift C	Groups 5 & 6 Running
Work Shift D	Groups 7 & 8 Running

E. Grid position

The grid positions will be as follows:

Sat AM segment	Numerical order in class
Sat PM segment	Finishing order after Sat AM
Sun AM segment	Finishing order after Sat PM

F. Two-Driver Teams

The following are rules for a two-driver team sharing the same car in the same class.

1. Car numbers for the second (2nd) driver must be 100 plus the first (1st) driver's number (i.e. 99 & 199).
2. The first (1st) driver will grid and run in their normal Heat and order.
3. The second (2nd) driver will grid in the Second Driver Grid adjacent to the regular Grid, after the first (1st) driver has completed all of their runs for that Heat. The second (2nd) driver will be held a minimum of five (5) minutes before being directed to the stage lanes.
4. The first (1st) driver designation for the team is determined as follows:

Sat AM segment	Lowest car number
Sat PM segment	Best class standing between team members
Sun AM segment	Best class standing between team members
5. All two-driver teams must have two (2) tech inspection stickers on the car. This assists the grid staff in identifying two-driver teams and determining the proper position for the car.
6. Drivers are responsible for having the proper numbers and class designation on their car, not Timing & Scoring. This is especially true for two-driver car teams. *Failure to have the proper designations can result in a DNF for all affected runs.*

G. Pre-grid, Grid, and Staging

1. Drivers report to Pre-grid to receive their grid assignment for the particular segment. This grid assignment pairs the driver with another driver for that segment. Group 1 cars and drivers will report directly to Grid. For all other Groups, cars and drivers (except second drivers of two-driver teams as described above) must report to Pre-grid immediately after the previous Group clears the Pre-grid, to be assigned a grid position and for possible vehicle inspection. Therefore, on the Pre-grid and Grid, you will be parked next to the car you will run against for the entire Heat. Failure to report to Pre-grid prior to the first (1st) cars in your Group being called to the Grid will result in the loss of one (1) run on each course for that Heat. Except in the case where there is an A Grid and B Grid then Section

20.10.G.2 applies. Failure for Group 1 vehicles and drivers to report to Grid by the time the first cars of Group 1 are directed to the stage lanes will result in the loss of one run on each course for that Heat.

2. When a Grid A and Grid B arrangement is used, drivers must report to their Grid by the time the first (1st) drivers in your Grid are called to the Stage lanes or they are subject to the same penalties as above.
3. All four (4) runs will be taken in sequence – drivers will not return to the Grid after being directed to the stage lane.
4. Each Heat has a unique grid order based on car number for Saturday morning (Sat AM) and class standing for Saturday afternoon (Sat PM) and Sunday morning (Sun AM). See Section 20.10.F.4.
5. Once a Group has been moved to the Grid, portions of that group will be directed to the staging lanes by the Grid Official.
6. Each of the grid lanes will consist of four (4) lines – one (1) line for odd numbered grid position cars and a second (2nd) line for even numbered grid position cars; the third (3rd) and fourth (4th) lines are for the Second (2nd) Driver Grid. It is the driver's responsibility to stay paired up during runs with the driver they were paired with in Pre-grid. Failure to do so may result in loss of run(s).
7. If there are an odd number of cars in a class, the last place car may either run solo, or may be matched against a rerun car, a media car, a demonstration run, or a car from another class.
8. When directed to the Stage Lanes, the even numbered line will proceed to the right course stage line and the odd numbered line will proceed to the left course stage line.
9. While the cars are in the Grid (not the Stage Lanes), any adjustments may be made. This includes tire pressures, tire cleaning, cooling, suspension settings, etc. If vehicles are being refueled in the Grid Area, the engine must be OFF and another person must be standing by with a fire extinguisher. Any spillage of fuel may result in a DNF for some or all of any remaining runs in that Heat at the sole discretion of the Chief Steward.
10. While cars are in the Stage Lanes (not the Start Area), limited adjustments may be made. This includes tire pressures, shock setting, open hood for cooling, etc., but does not include tire cleaning, cooling with a water bottle, or any other adjustments/functions that could leave an after-product for succeeding cars.
11. No fueling is permitted in the stage lanes. If a vehicle requires fuel after proceeding from the grid to the stage lanes, it must be moved to the two-driver lines. Fueling is permitted in the two-driver lines only if the engine is OFF and a second person stands by with a fire extinguisher. The competitor may then, under the direction of the grid marshal, rejoin the competition for any runs in which he/she can pair up with their original grid partner without disrupting traffic in the stage lanes. The competitor will forfeit any runs for which they cannot return to their designated position in the original run order. Any spillage of fuel will result in a DNF for all remaining runs in that heat.
12. The Start Area will be defined by red cones and is approximately the last fifty (50) feet of the Stage Lane prior to the staging lights. When a vehicle completely enters the Start Area (red cone zone) AND the previous car has passed the sixty-foot (60') timing beams, tires may be warmed up by spinning the tires (burnout). Tire warm up must be discontinued and vehicle stopped before reaching the stage lights. The Shot clock will not be delayed for warm-ups.

13. Staging Assistance will not be allowed except for open-wheeled cars since they either do not have reverse, or it is exceedingly difficult to engage. Staging assistance may be granted to closed-wheeled cars due to legitimate mechanical problems at the discretion of the Chief Steward. For cars allowed assistance, the following rules apply:
 - a. Chocking of tires will not be allowed unless approved by the Chief Steward. The assistant must stand on the outside of the stage lane.
 - b. When the shot clock horn sounds, the assistant must immediately step completely away from the car. Failure to do so or touching the car again will result in a DNF for that run. This is at the judgment of the Starter or *ProSolo*® Officials, and is not protestable.
 14. It is the competitor's responsibility to notify the Grid official of the need to take a "time-out" delay. A competitor is allowed one (1) "time-out" per Heat (Class competition) and one (1) during *Challenge* competition with a maximum length of ten (10) minutes during class competition and two (2) minutes during *Challenge* competition. The "time-out" can be called from the time the competitor is directed from Grid to the Stage lanes and up to the time when they are required to enter the Stage Lane to stay properly paired. If a competitor must pull out of line in the stage lanes for mechanical problems after the initial run per Heat, they will forfeit any runs for which they cannot make it to the Start Area at the appropriate time (e.g. to run against the car with which they were gridded). Vehicles are not permitted to depart the grid area for service.
 15. Overall typical layout.
 - a. Receive Grid position from Pre-grid board.
 - b. Proceed to assigned Pre-grid space (matched with the same person during entire heat).
 - c. Proceed from Pre-grid to Grid when signaled by Grid Official.
 - d. Proceed from Grid to the Stage / Start area when signaled by Grid Official.
 - e. After the first (1st) run, crossover to the opposite course. After the second (2nd) run, cross over to the opposite course. After the third (3rd) run, cross over to the opposite course. After the fourth (4th and final) run, proceed to Impound. *Note:* If part of a two-driver team, the first (1st) driver proceeds to the Second (2nd) Driver Grid Lanes after all of their runs for that heat. The car will go to impound after the second (2nd) driver completes all their runs.
 16. Passive or active tire warmers are not allowed in Pre-Grid, Grid, or Stage Lanes.
- H. Start Procedure
1. Additional instructions and coaching on the start procedures will be available at each *ProSolo*® National Series event.
 2. The stage and start lights are similar to those used in drag racing.
 3. A "shot clock" start system is used to determine spacing between starts. As the previous cars leave the start line, the start (shot) clock will be reset and activated to count down at one (1) second intervals from 15-20 seconds to zero (0). When it reaches zero (0), a horn will sound. Within two (2) to five (5) seconds from the sound of the horn the "Christmas tree" will be activated at the sole judgment of the starter and/or the Chief Steward. If the car is not in the stage lights at the time the tree is activated, that run will be scored a DNF. This is at the judgment of the Starter or *ProSolo*® Officials, and is not protestable. The drivers will NOT be asked if they are ready. **If**

you are in the Start Area, it is the driver's responsibility to be ready to run.

4. If a driver pulls into an empty Stage Lane and the start clock has already started to count down, the driver has the option of waiting for the next start clock countdown; but if the driver attempts to stage after the start clock begins to count down, the driver must start when the "Christmas tree" is activated or that run will be scored a DNF.
 5. If a situation on course, in timing, etc. interrupts the count down of the start clock, the Starter may either reset the shot clock and begin another countdown or a manual start procedure can be used when the situation is resolved. If a manual start is used, the starter will ask each driver to give a definite response as to their readiness. After the second (2nd) driver gives a positive response, the tree will be activated in two (2) to five (5) seconds. However, if the second (2nd) driver delays in giving a positive, the starter may ask the first driver if they are still ready. This is strictly a courtesy on the part of the starter and is not required. **Drivers are responsible for acknowledging their readiness in an easily recognizable manner.**
 6. Stock category vehicles are not allowed to add any additional devices (i.e. "flappers") designed to break the lights at the start or finish. Exceptions may be made by the Chief Steward.
 7. "Flapper" Rule
The intent of this rule is to have every vehicle stage in such a manner that the same component that breaks the stage light beam would also break the red light beam under normal acceleration during competition. The preferred component is the front tire. Any component forward of the front tire and closer than three inches (3") to the ground must extend longitudinally and parallel to the ground for at least 18" or until it intersects the plane between the front tires; or be approved by the Chief Steward.
 8. A car will commence its run when the green "start" light goes on. The green light starts the timer. The timer will stop when the car breaks the light beam to the photo cell at the finish line.
 9. Starting before the green light and breaking the third light beam will activate the red "foul" light and the run will be disqualified and scored as a DNF and designated as RL (Red Light) on results. Reaction Time (RT) is defined as the time between the last yellow light and the car breaking the third beam at the starting light. A red light occurs with an RT under 0.500 seconds. **A Perfect RT is 0.500 seconds.**
 10. A run with a reaction time of 9.999 may be scored a red light (RL).
- I. Timing and Scoring
1. The penalty for a vehicle hitting the timing trip components is a DNF for the driver for that run. This includes both the start and finish trips.
 2. The penalty for a vehicle hitting a pylon is two (2) seconds during class competition. During *Challenge* competitions the cone penalty is a DNF.
 - a. Only upright pylons (pointer pylons/cones exempt) marked completely around the base are subject to penalty as per Section 7.9 of the SCCA® *National Solo® Rules*, except that pylons do not need to be marked with a two inch wide marking.
 - b. For a rerun to be granted as per Section 7.9.2 of the SCCA® *National Solo® Rules*, the pylon must be displaced enough to warrant a penalty as per Section 7.9.1 of the SCCA® *National Solo® Rules*.
 - c. In addition to the course deviation penalties described in Section 7.9.3 of the SCCA® *National Solo® Rules*, a DNF will also be

assessed for crossing the centerline between the two courses. A DNF may also be assessed for hitting pylons after the finish line OR for not following the designated course exit path if included in the Event Supplementary Regulations or is posted as a Special Notice on results posting board.

3. In the event of a timing malfunction, a rerun will be granted.
4. If a driver needs and is granted a rerun by a *ProSolo*® Official, the driver will stay in the proper running order for the remainder of the Heat and will make the rerun at the end of the runs for that Heat. A minimum of five (5) minutes must have elapsed before a competitor may begin a rerun on the course just completed. *In any case, driver must get permission from the Chief Steward or grid official prior to making a rerun. Failure to do so may result in forfeiting that run.*
5. If an off-course (OC or DNF) occurs after or at the finish trip lights, the time for that run can still be used to calculate the dial-in time for Challenge competition. **If the finish trip light beam is broken while the front two wheels of the car are off course, the run will be scored as a DNF. Additionally, if after breaking the finish trip light beam, a driver causes the finish trip light beam to be broken again, stopping the timer for the following driver, the time for the first driver will be scored as a DNF and the second driver *may* be granted a rerun.**
6. Section 6.7 of the *SCCA*® *National Solo*® Rules does not apply to *ProSolo*® competition.
7. While it is the intent to run all entrants of each class together without interruption, drivers should expect occasional interruptions for reruns from other classes, second drivers, VIP/media runs, etc. These runs will be integrated into the run order as unobtrusively as possible, but such runs are necessary for administrative efficiency and promotional opportunities.
8. Class finishing positions (except Ladies classes and the Open Index Classes) will be determined by combining the best corrected time from each course during the class competition, which will normally consist of two (2) runs per side per Heat. Times will be posted following the completion of each class session. This is a reminder that a protest against timing and scoring shall be made within 30 minutes of posting of official results for the class, per section 8.3.8 of the *SCCA*® *National Solo*® Rules. **Announced or displayed times are unofficial.**
9. Ladies class (L1 – AS thru HS, STS, STS2; L2 – SS, STX, STU, ASP thru F125), Prepared Index (XP, BP thru GP) and Modified Index (AM thru FM) results will be determined by multiplying the *ProSolo*® index to each competitor's fastest combined/corrected time.

10. *ProSolo*® Index

SS	0.849	STU	0.828	DP	0.855
AS	0.830	ASP	0.858	EP	0.860
BS	0.825	BSP	0.848	FP	0.869
CS	0.815	CSP	0.839	GP	0.850
DS	0.793	DSP	0.829	AM	1.000
ES	0.801	ESP	0.830	BM	0.960
FS	0.804	FSP	0.811	CM	0.909
GS	0.787	SM	0.852	DM	0.885
HS	0.769	SM2	0.860	EM	0.887
STS	0.792	XP	0.880	FM	0.889
STS2	0.809	BP	0.868	F125	0.938
STX	0.804	CP	0.845	FSAE	0.952

J. Impound

All vehicles in each class will be impounded following the completion of their competition for Sat AM, Sat PM, and Sun AM until released by the Chief of Compliance, Assistant Chief of Compliance, or Chief Steward. *ProSolo*® Officials reserve the right to inspect any or all cars to verify conformance to the rules. **Drivers should be prepared to show documents of vehicle specifications and to assist the Compliance Crew in the verification of the vehicles compliance with these specifications.** Failure to present the car to Impound may result in disqualification of all runs to that point.

K. *Challenge* Competition

1. At the conclusion of class competition in Heat 3 (Sun AM), there will be *Challenge* competitions to determine the Top Eliminators for three categories of competitors:

- a. *Super Challenge* – top 32 finishers in open classes.
- b. *Ladies' Challenge* – top 4 to 16 finishers in the ladies classes, depending on the number of entries:

Number of entries	Number in Ladies' Challenge
5 – 7	4
18 – 30	8
Over 30	16

- c. *Bonus Challenge* – 8 or 16 class competitors (depending on time) with the winners of undersubscribed classes (2-4 entrants) guaranteed a slot and the remainder of the slots randomly selected by drawing from the participants not eligible for the *Super* or *Ladies' Challenges*.
2. Details on *Challenge* procedures are in Section L below.
3. In order to allow drivers in cars from different classes to compete equitably, the start lights are staggered based on the class winning times.
4. See www.scca.com for information on possible other challenges dependent on sponsorship.

L. *Super Challenge* Procedures

1. At the end of the class competition, the first place finishers in each Open class will be eligible for the *Super Challenge*. There are 32 available slots in the *Super Challenge*. The appropriate number of eligible drivers will fill the remaining positions based on the closest time differentials to class winners with a cap of five (5) participants per class. Qualifying cars from

each class will be held in Impound until staging begins for the *Super Challenge*, or until released by the Chief Steward.

2. Grid position in the *Super Challenge* will be determined by performance in class competition. The first (1st and best) qualifier is defined as the class winner with the largest winning margin.
3. The second (2nd) driver of a two-driver team in a *Challenge* has a maximum of five (5) minutes from the time the first (1st) driver returns to the grid area to get ready to proceed to the staging lines. A minimum of three (3) minutes must separate the runs of the two (2) drivers.
4. If, for any reason, a driver can not compete in the *Super Challenge*, the slot may be filled, if the driver notifies the Chief of Impound within five (5) minutes after being released from Impound. Any competitor receiving a "bye" will not be allowed to make practice runs. Open slots will not be filled at the *Finale* Championship event.
5. When pairings are announced, driver and car will immediately report to the designated *Challenge* Grid to be assembled in running order by a *ProSolo* Official.
6. The starting light will be programmed to start the slower cars first, determined by combining the best **raw** time from each course for the **class winning driver** and dividing by two (2), which will result in a "dial-in" for each driver. The dial-in for Prepared and Modified will be determined in the same manner after factoring for the index. If a driver in the Ladies' Class competition has a corrected combined time faster than the corresponding open class winning driver, then the open class dial-in will be determined by combining the best raw time from each course for that Ladies' Class driver and dividing by two (2). If in the judgment of the Chief Steward there were extenuating circumstances, such as changing weather conditions, this provision may be waived. The time for each car begins when the starting light goes green for the slower car. The starting light for the faster car will go green at a later time based on the handicap dial-in. If during the *Super Challenge*, a driver's combined raw time, minus any handicap, is lower than the class combined dial-in time, the dial-in time will be readjusted in the next round. The improvements in combined time will be multiplied by 1.5 and then applied to the dial-in time for each side for the next round.
7. In the event of a timing equipment malfunction during the running of the *ProSolo*® Challenge competitions, both cars will rerun the unscored portion of the round.
8. Competitors will be paired in single elimination brackets. Each driver will get one run on each side of the course, unless one of both drivers DNF or Red Light (RL). The cumulative times, including handicap time will determine the winner of each round.
9. Winners will advance to the next elimination round as provided for on the *ProSolo*® Challenge Bracketing Chart.
10. "Time-out" delays as per Section 20.10.G.14. If needed, co-drivers will be allowed an additional one (1) minute allowance beyond the two (2) minute "time-out" rule. No other delays will be allowed, including delays in the later rounds as the space between runs begins to shorten.
11. A red light by one (1) driver in a round is an automatic win for the other driver if they make a successful start (green light). A successful green light is when the competitor breaks the start beam (Section 20.10.H.8). The winning driver may complete the course they are on, **but will not be allowed to make a practice run on the other course**. The winning driver may be penalized by the Chief Steward for reckless driving while

completing the course in such a manner that endangers participants. This would include, but is not limited to, crossing over to the other course, spins, or hitting an excessive number of pylons. In the event both drivers red light in the same round, both drivers will be eliminated, except for the Semifinal and Final Rounds. During the Semifinal and Final Rounds, the driver with the slower reaction time (closer to 0.500 sec) will be declared the winner.

12. If a driver DNFs on course, it is an automatic win for the other driver. The winning driver can complete the course they are on, but will not be allowed to make a practice run on the other course. *In the event both drivers DNF on course, both drivers are eliminated, except in the Semifinal and Final rounds. During the Semifinal and Final rounds, the driver that DNFs closest to start line is eliminated and the other driver wins the round. The Chief Steward at their discretion may also call for a rerun of the round in the Semifinal and Final rounds.*
13. The penalty for fully displacing or knocking over a cone in Challenge competition is a DNF.
14. In the case of a tie after a round, the entire round will be re-run.
15. If a portion of a round is run with incorrect dial-ins, that portion will be re-run.
16. Vehicle Changes (*Challenge* Competition)
 - a. *Challenge* competitors must compete in an impounded vehicle that is eligible for their class that is in the same mechanical configuration in which that vehicle completed the class competition. This includes tires, chassis setup, induction, etc., with the following exceptions:
 1. Tire pressures may be adjusted.
 2. Each driver may have their own set of tires, but those tires must be impounded and there will be no extensions of the driver swap or mechanical delay time limits.
 3. Broken mechanical components may be repaired or replaced. However, repairs must be done in the Impound area under scrutiny of the Impound Crew. *Note:* This exception does not allow for any component adjustments such as shock absorber settings, anti-roll bar settings, float levels, jetting, re-programming, etc.
 4. Fuel may be added.
 5. If the Chief Steward declares a "Rain Day," tires may be changed to any eligible tires for the class AND suspension settings may be adjusted, but suspension components may not be removed or replaced.
 - b. All of the above exceptions are strictly at the discretion of the Chief Steward.

M. *Ladies' Challenge* Procedures

1. Dial-ins will be determined the same as the *Super Challenge* after factoring for the index.
2. See Section 20.10.L for procedures. Replace applicable references to *Super Challenge* with *Ladies Challenge*.

N. *Honda Street Challenge Cup*

1. The *Honda Street Challenge Cup* is a ProSolo® Series Championship competition for the following open "Street" classes only:

Street Touring Category Classes (all)	STS, STS2, STX, STU
Street Modified Category Classes (all)	SM, SM2
2. Points will be awarded at each event for the classes above based on relative finishing position for "Street" class drivers in the *Super Challenge*.

3. Relative finishing position points for the *Super Challenge* will be awarded as per Section 20.12.E of the *ProSolo Rules*. In case of a tie, the tie breaker will be the relative qualifying position.
 4. Series points for the *Honda Street Challenge Cup* will be scored for the best two out of the first three events entered and the *Finale* Championship event for a specific class (STS, STS2, STX, STU, SM, and SM2). For each different class entered, the points will accumulate separately from any previous class entered.
 5. All *Honda Street Challenge Cup* competition will be part of the *Super Challenge* runs. There will not be any separate rounds or runs.
- O. *Bonus Challenge*
1. Up to 16 drivers will be selected for the *Bonus Challenge* after class competition.
 2. As described in Section 20.8.C.3, the winners of undersubscribed classes are guaranteed a slot in the *Bonus Challenge*, up to a maximum of 16.
 3. The remaining slots will be filled from drivers randomly selected from the drivers not eligible for the *Super Challenge* or *Ladies' Challenges* that request wanting to compete in the *Bonus Challenge*. Only the first (1st) driver selected of a multi-driver/multi-class team will be eligible, therefore, only one (1) driver per car.
 4. See Section 20.10.L for procedures; however, drivers will use their own "dial-in."
 5. Qualifying points will not be awarded for the *Bonus Challenge*.
- P. *Protests*
- Protests will be conducted according to the current SCCA® *National Solo® Rules*, except as amended by these *ProSolo® Rules* and the Supplementary Rules.
1. Drivers may protest drivers in another class as per these rules.
 2. The protest fee is \$100.00. The time limit for submitting a protest against a car is 15 minutes after the conclusion of impound after Saturday afternoon (Sat PM). Protests (fee doubled) may be accepted later if the protestor can clearly demonstrate that evidence pertinent to the protest was not available within the time limit.
 3. The Chief of Impound is the chairman of the Protest Committee. The remainder of the committee will be posted as needed.
 4. If a protest cannot be resolved prior to the running of the Challenge competitions, the car/driver(s) will be allowed to run the challenge under probation. If the car is subsequently found non-compliant, that car/driver(s) results may be voided depending on the penalty assessed and the results of the *Challenge* will only be adjusted as is possible. Any driver eliminated during the *Challenge* by a driver that is later disqualified will be allowed to count an additional *Challenge* event towards overall points.
 5. If a car is protested, found non-compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in the *Challenge* under probation if the car is brought into compliance.
 6. If a car is protested, found compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in the *Challenge* under probation.
 7. Under no circumstances will a protest or appeal be allowed to substantially delay the running of the *Challenge* competitions.
 8. The Protest Committee will be in charge of accepting protests, making inspections, taking measurements, determining legality, and making a penalty determination.

9. The *National Solo*® General Manager may assess further penalties.
10. Range of Penalties
In addition to the penalties designated in the *SCCA*® *National Solo*® *Rules*, *ProSolo*® reserves the right to employ, but is not limited to, any of the following penalties:
 - a. Fines
 - b. Loss of event points
 - c. Loss of accumulated points
 - d. Suspension from future events

Q. Appeals

1. The decision of the Protest Committee may be appealed to the Chief Steward. Written notice of intent to appeal signed by the appellant, specifying the grounds for appeal and including an appeal fee of \$200.00, must be received by the Chief Steward within one (1) hour after the announcement of the Protest Committee decision. The appeal and any supporting evidence must be received by the *National Solo*® General Manager within seven days. An Appeals Committee will be named by the *National Solo*® General Manager.
2. The decision of the Appeals Committee will be final. The decision on the appeal shall be in writing and specify the disposition of the appeal fee. If the appeal is not upheld, the appeal fee will be forfeited. If the appeal is upheld, the appeal fee minus \$75.00 will be returned.

20.11 – AWARDS

A. Event Awards

1. Trophies will be awarded to the top finishers in *ProSolo*® *National Series* class competition based on the *SCCA*® *National Solo*® *Rules*.
2. Prize money will be awarded to the top qualifiers for the *Super Challenge* and *Ladies Challenge*; other challenges will be dependent on sponsorship. See www.scca.com for more details.
3. Prize money will be awarded to the top three (3) finishers in each *Challenge* competition.
4. The amount of prize money is based on sponsorship.
5. A Rookie Award will be presented to the first time *ProSolo*® driver that qualifies highest for the *Challenges*.

B. *ProSolo*® *National Series* Year-end Awards for Class Competition – Minimum participation and award distribution will be according to the *SCCA*® *National Solo*® *Rules*.

C. Year-end Awards for *Challenge* competitions

1. *Super Challenge* Championship - Year-end

1 st	\$600.00	Super Challenge Cup
2 nd	\$350.00	Trophy
3 rd	\$200.00	Trophy
2. *Ladies' Challenge* Championship - Year-end

1 st	\$400.00	Ladies Challenge Cup
2 nd	\$250.00	Trophy
3 rd	\$200.00	Trophy

D. Awards

1. Prize money will be awarded to the top qualifiers for the *Super Challenge* in the following manner (must run *Challenge* to receive prize money):

Grid Position	Prize Money
1 st	\$150.00
2 nd	\$120.00
3 rd	\$ 95.00
4 th	\$ 90.00
5 th	\$ 85.00
6 th	\$ 80.00
7 th	\$ 75.00
8 th	\$ 70.00

2. Prize money will be awarded to the top qualifiers in the *Ladies' Challenge* in the following manner (must run *Challenge* to receive prize money):

Grid Position	Prize Money
1 st	\$125.00
2 nd	\$90.00
3 rd	\$ 75.00
4 th	\$ 70.00

3. Prize money will be awarded to *Honda Street Challenge* competitors based on their relative finishing position in the *Super Challenge* in the following manner:

Grid Position	Prize Money
1 st	\$500.00
2 nd	\$200.00
3 rd	\$150.00
4 th	\$100.00

4. Prize Money will be awarded to the top finishers in *Challenge* competition in the following manner:

	Finish Position	Prize Money
<i>Super Challenge</i>	1 st	\$500
	2 nd	\$200
	3 rd	\$100
<i>Ladies' Challenge</i>	1 st	\$125
	2 nd	\$100
	3 rd	\$ 75
<i>Bonus Challenge</i>	1st	Free regular <i>ProSolo</i> ® entry

20.12 – SERIES POINTS

- A. Series points for the *ProSolo*® *National Series* Class Cup competition will be accumulated by *ProSolo*® *National Series* Class finishing positioning; the best two (2) out of the first three (3) events entered and the *ProSolo*® *Finale* event. Competitors must compete in the *Finale* event in order to be eligible for year-end prize money and/or trophies.
- B. *Challenge* Cup points will accumulate by qualifying points and finishing position in the *Super Challenge* and *Ladies' Challenge* at the best two (2) out of the first three (3) events entered in which the driver is eligible to qualify (class with 5 or more entries) and the *ProSolo*® *Finale* event. Competitors

must run the *Challenge* to receive qualifying points. *Note:* If a driver is not eligible to qualify for the *Super Challenge* or *Ladies' Challenge* due to lack of entries in their respective class, that event does not count as one of their "first three (3) events" above for *Challenge* points.

C. Awarding of Points

1. An event is counted for the championship when a driver has started at least one (1) run on each course at an event. Points are awarded on a per-class, per-event basis.
2. As a driver changes class entered or indexed against, the points will start over as a new entrant. If a driver returns at a later event to a previous class, the points will again accumulate as an entrant in that class until the maximum number of events for scoring is reached to be eligible for a year-end award.
3. In case of a point finishing position tie for the Class or Overall *Challenge* Cup, the tie-breaker will be their relative finishing position in the *ProSolo® Finale*.
4. Competitors must run in the *Challenge* to receive *Challenge* points.
5. If a competitor is disqualified at *The Tire Rack® SCCA® Solo® National Championship*, all or a portion of the *Series* points may be revoked.
6. End of the year class awards will be presented based on the following schedule of the number of series participants. To be considered a *Series* participant, a driver must compete in two (2) *National Series* events and the *ProSolo® Finale*.

Number of participants	Number of awards
1 – 2	1
3 – 5	2
6 – 8	3
9 – 11	4
12 and over	5

D. Class Points

Finishing Position	<i>ProSolo® National Series</i> Points	<i>Finale</i> Points
1 st	20	25
2 nd	16	20
3 rd	13	16
4 th	11	13
5 th	9	11
6 th	7	9
7 th	6	7
8 th	5	6
9 th	4	5
10 th	3	4
11 th	2	3
12 th	1	2

E. *Challenge Cup Points (Super, Ladies, and Bonus)*

Finishing Position	<i>ProSolo® National Series Points</i>	<i>ProSolo® Finale Points</i>
1 st	45	56
2 nd	35	44
3 rd	30	38
4 th	25	31
5 th – 8 th	15	19
9 th – 16 th	10	13
17 th – 32 nd	5	6

F. *Challenge Cup Qualifying Points (Super Challenge and Ladies Challenge)*

1 st (best) qualifier	12
2 nd qualifier	10
3 rd qualifier	9
4 th qualifier	8
5 th qualifier	7
6 th qualifier	6
7 th qualifier	5
8 th qualifier	4
9 th qualifier	3
10 th qualifier	2
11 th qualifier	1
12 th qualifier	1

G. *Bonus Challenge Points*

1 st	45
2 nd	35
3 rd	30
4 th	25
5 th -16 th	15

20.13 – CHALLENGE CHART

