

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

2008 Edition

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FOREWORD

Effective January 1, 2008, previous editions of the *SCCA® ProSolo® National Rules* are superseded by the following *SCCA® ProSolo® National Series Rules*. 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® ProSolo® National Series 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.

Table of Contents

20.1 Events	4
20.2 Overview	4
20.3. Program Goals and Objectives	4
20.4. Operational Authority and Series Officials	4
20.5. Rules Interpretation.....	5
20.6. Driver Eligibility.....	5
20.7. Driver Conduct	5
20.8. Vehicle Classes and Preparation.....	5
20.9. Vehicle Identification and Series Symbols	6
20.10 Event Operation	7
20.11 Awards	18
20.12 Series Points	19
20.13 Challenge Chart	21

INSURANCE OR INCIDENT EMERGENCIES:

1-800-770-9994

20.0 – PROSOLO® NATIONAL SERIES RULES

These rules serve as an addendum to the 2008 SCCA® *National Solo® Rules*, Section 20 ProSolo National Series Rules.

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 Supplementary Regulations, *ProSolo®* Event Supplemental Regulations, and any supplementary rules posted at an event by *ProSolo®* Officials.

20.2 – OVERVIEW

- A. The *ProSolo®* format features Solo® courses with a “drag race”-type start utilizing a light or “Christmas Tree” to signal the start. The event format can either be a Single Course Format, a Dual Course Format utilizing mirror image courses, or a special dual format with a single course using two (2) points (“DoubleCross”), depending on the suitability of the site. Class finishing position is determined by adding the best time from each course for a dual course format event or adding the single best time from each Heat for a single course format. 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 or time bonuses to equalize different classes of vehicles.
- B. The *ProSolo® National Series* program 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 program is to develop and sustain a marketable and commercially viable National Solo® program using the unique formats that feature 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 auto enthusiast marketplace, and the motorsports industry.

20.4 – OPERATIONAL AUTHORITY AND PROGRAM OFFICIALS

Final overall authority for the *ProSolo®* National Series program shall reside with the SCCA® National Office Solo® Department. The National Solo® General Manager (NSGM) will generally serve as the authoritative agent of the National Office and as the primary operational *ProSolo®* Official. The NSGM reports directly to the SCCA VP of Rally/Solo and is ultimately responsible for the Series. The General Manager will name the *ProSolo®* Officials Team consisting of 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 events, the decisions of *ProSolo*® Officials shall prevail and be binding. *SCCA*® *ProSolo*® Officials (National Solo 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 regular *SCCA*® members meeting the requirements of Section 4 Drivers and Appendix H Junior Driver Program of the *SCCA*® *National Solo*® Rules (Weekend Membership is not allowed). *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 in Section 20.10.P.10. Competitors making inappropriate (malicious, libelous, blatantly untrue) comments regarding *SCCA*®, *SCCA*® staff, *SCCA*® field staff, *SCCA*® programs, or other competitors in any form of discussion (including internet forums) will be subject to possible disciplinary action. 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: Formula Junior as per the *SCCA*® *National Solo*® Rules.
3. *ProSolo*® Index Classes
 - a. Ladies Index Classes
 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 Index (all Prepared Category classes)
 2. Modified Index (all Modified Category classes)
 - c. Open Bump Index Classes; two classes formed from open classes not meeting the *ProSolo*® minimum class size.
 1. B1 – AS, BS, CS, DS, ES, FS, GS, HS, STS, STS2
 2. B2 – SS, STX, STU, F125, Street Prepared (all), Street Modified, (all), Prepared (all), 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 and/or fan controls. This allowance must not serve any other purpose.

C. Minimum Class Size

1. The minimum class size is five (5) drivers. *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 an open class, the drivers will be placed in the appropriate Bump Index Class. If either of the Bump Index Classes does not have five (5) drivers, the Bump Index Classes will be merged into a single Bump Index Class (this also applies to the Ladies Index Classes). For drivers competing in a Bump Index Class, Series points will be awarded in their originally entered class based on their performance against any other drivers in their original class. If there are no other drivers in their original class they automatically receive first place points.
3. 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 a total of two (2) classes, including Ladies classes and any event specific classes (marque class, etc.).
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 PROGRAM SYMBOLS

Car numbers and class designation must meet Section 3.7 Vehicle Identification 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 or more than one (1) car number or class designation visible on the car at the line will result in a DNF (Did Not Finish) for that run. *The Tire Rack®* upper windshield decal, the *SCCA®* “wire wheel” front decal, two (2) *SCCA® Solo®* side decals, two (2) *The Tire Rack®* *SCCA® National Solo®* side decals, event sponsor decals (if applicable), and the applicable class sponsor decals must be prominently and correctly 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®* windshield decal (30” x 3.5”) is to be the only decal (excluding tech stickers) to be placed at the top of a typical “full-size” windshield and will 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 will be limited due to site restrictions and other factors. Entry limits will be posted on www.SCCA.com.
2. In order for a driver to enter the 2008 *ProSolo*® Finale event, they must have competed in a minimum of two (2) 2008 *ProSolo*® National Series events, including any official bonus (non-points) events. Finale entries will not be accepted until after a date in August, 2008 that will be announced on the SCCA web site. If the last Series event has not occurred by this date, pre-registration in the last event will tentatively allow entry in the Finale, subject to actually competing in that event. If the Finale entry cap has not been reached by a specified date, entries will be accepted from those competing in one (1) 2008 event.

B. Tech (Safety Inspection)

1. All vehicles are subject to inspection at any time.
2. Drivers that intend to enter more than one (1) *ProSolo*® event during the season may request a *ProSolo*® Annual Inspection. The Chief of Compliance will grant this request if in his/her 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 *SCCA*® *National Solo*® *Rules* will have an annual tech sticker affixed to verify inspection of the vehicle and an event tech sticker will be given at Registration or Tech 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. All vehicles will be inspected at the *ProSolo*® Finale event, regardless of previous Annual Inspection considerations.

C. Run Order

1. Each event is subdivided into three (3) Heats, plus the *Challenge* competitions. For “DoubleCross” type events, Heat 3 may be replaced with extended Challenges.

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 at a dual course format event and three (3) runs at a single course format during each Heat (Sat AM, Sat PM, and Sun AM) at the assigned time. Due to time restrictions or an alternate event format (“DoubleCross”), the number of runs may be changed.
3. The run order is generally in ascending order (HS to M1); however, *ProSolo*® reserves the right to change this order to vary the run times for the classes. 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, BI-1
- Group 3 CS, BS, AS
- Group 4 SS, STS
- Group 5 STX, FSP, ESP, DSP
- Group 6 CSP, BSP, L1, BI-2
- Group 7 ASP, SM, SM2, Prepared Index Class (XP and CP 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 required to work their event assignment AND the *Challenges*, except while they may be competing in a *Challenge*. 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-Dual course event format

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.

G. Grid and Staging- Dual Course Event Format

1. Drivers must check the posted grid sheets for their grid assignment for that particular segment. This grid assignment pairs the driver with another driver for that segment. Cars and drivers of non-impounded vehicles (except second [2nd] drivers of two-driver teams as described above) must report to Grid immediately after the previous Group clears their assigned Grid (impounded vehicles will report immediately after being released from Impound by the Chief of Compliance). In Grid, you will be parked next to the car you will run against for the entire Heat. Failure to report to Grid prior to the first (1st) cars in your Group being called to the line will result in the loss of one (1) run on each course for that Heat.
2. Group 1 drivers must be in their grid position no later than 15 minutes prior to the scheduled start time or they will be penalized the loss of one (1) run on each side.
3. All four (4) runs will be taken in sequence – drivers will not return to the Grid after being directed to the stage lane. **“DoubleCross” type events will generally follow this procedure, along with the other grid procedures in this Section. However, due to site limitations variations in the grid operations may be necessary. If that is the case, those variations will be included in the Event Supplemental Regulations and/or posted as an Official Driver Notice prior to the first runs.**
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.E.
5. Once a Group has been checked into 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 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. Making such adjustments will not delay the event operations.
 11. Fueling is permitted only in Grid area (not Stage/Start areas) and only if the engine is OFF and a second person stands by with a fire extinguisher. Any spillage of fuel will result in a DNF for all 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 tire 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 has mechanical problems after the initial run in a Heat and cannot stay paired with their original Grid partner or causes delay in the Stage Lanes, they will forfeit any remaining runs. Vehicles are not permitted to depart the Grid area for service.
 15. Overall typical layout.
 - a. Check posted Grid sheets for Grid position.
 - b. Proceed to assigned Grid space (matched with the same person during entire heat)
 - c. Proceed from Grid to the Stage/Start area when signaled by Grid Official.
 - d. 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. Grid and Staging, Single Course Format Event

1. The procedures and rules specified in Section 20.10.G above will apply except for those items specific to a dual course format event, such as cars remaining matched, left and right lanes, etc. Those items will be replaced by the procedures indicated in the *SCCA® National Solo® Rules*, Section 6.8.D Order of Running (both paragraphs) and those indicated in this section.
2. Drivers are reminded that while Grid procedures are similar to those used at a traditional Solo® event such as a National Tour, the pace will be much faster with a car remaining in grid for approximately five to seven minutes before being directed again to the Stage Lane.
3. For two-driver teams, the first (1st) driver will be assigned a Grid position in the first half of Grid and will make all their runs in the Heat designated for their class before the second (2nd) driver makes their runs. The second (2nd) driver will grid in the second half of Grid.
 - a. Tire warm up (burnout) in the Start Area may begin after the previous car has passed the yellow cones at approximately 75 feet into the course.
 - b. The Stage Lane will be designated by yellow cones and will be approximately 75 to 100 feet in length.

I. Start Procedure

1. Additional instructions and coaching on the start procedures will be available at each *ProSolo®* National Series event at the Novice meeting on Friday night or through the Novice Intro program.
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 (event/course dependent) 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 Start 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 the driver to give a definite response as to their readiness. After the driver gives a positive response, the Tree will be activated in two (2) to five (5) seconds. **Drivers are responsible for acknowledging their readiness in an easily recognizable manner.**
 - a. Dual course format: 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 response, the Starter *may* ask the first driver again if they are still ready. This is strictly a courtesy on the part of the starter and is not required.
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 added 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 Red 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 red light beam. A Red Light (RL) 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).
- J. 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 and *Challenge* competitions.
 - a. Only upright pylons (pointer pylons/cones exempt) marked completely around the base are subject to penalty as per Section 7.9 Penalties of the SCCA® *National Solo® Rules*, except that pylons do not need to be marked with a two inch (2") wide marking.
 - b. For a rerun to be granted as per Section 7.9.2 Pylons Down on Course of the SCCA® *National Solo® Rules*, the pylon must be displaced enough to warrant a penalty as per Section 7.9.1 Course Markers (Pylons) of the SCCA® *National Solo® Rules*.
 - c. In addition to the course deviation penalties described in Section 7.9.3 Course Deviation of the SCCA® *National Solo® Rules*, a DNF will also be assessed for crossing the centerline between the two (2) courses at a dual course format event. A DNF *may* also be assessed for hitting pylons after the finish line OR for not following the designated course exit path.
 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, the 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 (2nd) driver may be granted a rerun.**
6. Section 6.8, Order of Running in 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 for a dual course format event will be determined by combining the best corrected time (or corrected index time for Index classes) from each course during the class competition, which will normally consist of two (2) runs per side per Heat. The class finishing position for a single course format event will be determined by combining the best corrected time, or corrected index time, in each Heat.
9. Times will be posted following the completion of each class session. This is a reminder that a protest against timing and scoring officials shall be made within 30 minutes of posting of provisional results for the class, per section 8.2.2 Time Limits in the *SCCA® National Solo® Rules*. **Announced or displayed times are unofficial.**
10. Ladies Index Classes (L1 and L2) , Bump Index Classes (B1 and B2), Prepared Index and Modified Index results will be determined by multiplying the *ProSolo®* index to each competitor's fastest corrected run from each Heat (single course) or fastest combined/corrected time from each course (dual course).

11. *ProSolo®* Index

SS	0.853	STU	0.822	EP	0.860
AS	0.830	ASP	0.858	FP	0.869
BS	0.825	BSP	0.854	GP	0.850
CS	0.815	CSP	0.841	AM	1.000
DS	0.793	DSP	0.831	BM	0.950
ES	0.801	ESP	0.830	CM	0.907
FS	0.810	FSP	0.811	DM	0.885
GS	0.792	SM	0.858	EM	0.887
HS	0.769	SM2	0.866	FM	0.889
STS	0.795	XP	0.880	F125	0.939
STS2	0.807	CP	0.840	FSAE	0.952
STX	0.804	DP	0.855		

K. 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 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 immediately upon completion of the runs for the last driver in the car or leaving Impound prior to being dismissed by an Impound worker will result in disqualification of all runs to that point.

L. *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. *Hawk 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 – 17	4
18 – 30	8
Over 30	16
 - c. *Bonus Challenge* – 8 or 16 class competitors (depending on time) selected by a drawing from the participants not eligible for the *Hawk Super* or *Ladies' Challenges*.
 - d. *Honda Tuner Challenge* – Awards and points for drivers using Honda and Acura vehicles based on their finishing or qualifying position in the *Hawk Super Challenge*.
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 at Dual Course Format events. For Single Course Format events the differential in class winning times will be added to the finishing time of the faster car in each pairing.
4. See www.SCCA.com for information on possible other challenges dependent on sponsorship.

M. *Hawk Super Challenge* Procedures

1. At the end of the class competition, the first place finishers in each Open class will be eligible and qualified for the *Hawk Super Challenge*. There are 32 available slots for this 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 *Hawk Super Challenge* or until released by the Chief Steward.
2. Grid position 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 staging. 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 Steward, the Chief of Timing, or the Chief of Compliance within ten (10) minutes of the *Challenge* rankings being posted. Any competitor receiving a "bye" due to a slot not being filled 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. For Dual Course Format events, the Start Lights 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 Start Light goes green for the slower car. The Start 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.
 - a. In the event of a timing equipment malfunction during the running of the *ProSolo*® *Challenge* competitions, both cars will rerun the un-scored portion of the round.
 - b. Competitors will be paired in single elimination brackets. Each driver will get one (1) run on each side of the course, unless one (1) or both drivers DNF or Red Light (RL). The cumulative times, including handicap time will determine the winner of each round.
 - c. If necessary, the “dial-in” may be mathematically accommodated for after the runs, rather than through the programming of the tree.
7. For Single Course Format events, the *Challenge* competitions will match up pairs of drivers in the same manner as Dual Course Format events in single elimination brackets.
 - a. The dial-in for each driver will initially be the fastest uncorrected time of the class winning driver in their class.
 - b. For each pairing during the *Challenges*, the better qualifying driver will have the option of going first or second.
 - c. The first driver, as per 7.b above, will make a run to determine the “bogey time” for that pairing. The second (2nd) driver will run next and their course time will be added or subtracted depending on their relative “dial-ins”, to the time differential between dial-ins. The driver with the best corrected time will move to the next round of the *Challenge*.
 - d. In case of a timing equipment malfunction, the affected drivers will receive a rerun.
8. Winners will advance to the next elimination round as provided for on the *ProSolo*® *Challenge* Bracketing Chart.
9. “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.
10. A Red Light by one (1) driver in a round is an automatic win for the other driver if the other driver makes 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 (dual 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.

11. 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 (dual 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.*

12. In the case of a tie after a round, the entire round will be re-run.

13. If a portion of a round is run with incorrect dial-ins, that portion will be re-run.

14. 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, suspension chassis setup, induction, etc., with the following exceptions:

1. Tire pressures and suspension settings may be adjusted. *Tires, wheels, and/or suspension components may not be removed or replaced.*

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 Compliance Officials. *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.

N. *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*.

O. *Honda Tuner Challenge* Procedures

1. Will be run as part of the *Hawk Super Challenge* and will follow those operating procedures, except as noted below.

2. Qualifying and finishing position, along with the accompanying points, will be based on performance in the *Hawk Super Challenge*.

3. The *Honda Showdown* is a top eliminator bonus round for a \$250.00 cash prize between the top two (2) Honda/Acura drivers in the *Hawk Super Challenge* after each has completed all of their *Challenge* runs.

P. *Bonus Challenge*

1. Up to 16 drivers will be selected for the *Bonus Challenge* after class competition.
2. The slots will be filled from drivers randomly selected from the drivers not eligible for the *Hawk Super Challenge* or *Ladies' Challenges* that request to compete in the *Bonus Challenge*. You must be present at the drawing when your name is called to be entered into the Challenge. Only the first (1st) driver selected of a multi-driver/multi-class team will be eligible, therefore, only one (1) driver per car.
3. See Section 20.10.L for procedures; however, drivers will use their own "dial-in."

Q. Protests

1. Protests will be conducted according to the current SCCA® *National Solo® Rules*, except as amended by these *ProSolo® National Series Rules* and the Supplementary Rules.
2. Drivers may protest drivers in another class as per these rules.
3. 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) for the class. 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.
4. The Chief of Compliance is the chairman of the Protest Committee. The remainder of the committee will be posted as needed.
5. 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.
6. 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.
7. 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.
8. Under no circumstances will a protest or appeal be allowed to substantially delay the running of the *Challenge* competitions.
9. The Protest Committee will be in charge of accepting protests, making inspections, taking measurements, determining legality, and making a penalty determination.
10. The NSGM or the VP of Rally/Solo may assess further penalties.
11. 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. Suspension from future events

R. 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 NSGM or the VP of Rally/Solo within seven days. An Appeals Committee will be named by the NSGM or the VP of Rally/Solo.

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 *Hawk 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 the *Hawk Super Challenge* and the *Ladies' Challenge*.
4. The amount of prize money is based on sponsorship.

B. *ProSolo® National Series* Championship: Class Championship awards based on points (see Section 20.12) with award distribution according to the *SCCA® National Solo® Rules*.

C. Challenge Championships:

1. *Hawk JCJ Cup* Championship

1 st	\$650.00	<i>Hawk JCJ Cup</i>
2 nd	\$400.00	Trophy
3 rd	\$250.00	Trophy

2. *Honda Tuner Cup* Championship

1 st	\$1,000.00	<i>Honda Tuner Cup</i>
2 nd	\$600.00	Trophy
3 rd	\$500.00	Trophy
4 th	\$400.00	Trophy
5 th	\$300.00	Trophy
6 th	\$200.00	Trophy

3. *Ladies' Cup* Championship

1 st	\$325.00	<i>Ladies' Cup</i>
2 nd	\$200.00	Trophy
3 rd	\$175.00	Trophy

D. Awards

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

Grid Position	Prize Money
1 st	\$175.00
2 nd	\$135.00
3 rd	\$ 125.00
4 th	\$ 90.00
5 th	\$ 85.00

2. Prize money at each event 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	\$100.00
2 nd	\$75.00
3 rd	\$ 50.00

3. Prize Money at each event will be awarded to the top finishers in the *Challenge* competitions in the following manner:

	Finish Position	Prize Money
<i>Hawk Super Challenge</i>	1 st	\$400
	2 nd	\$200
	3 rd	\$100
<i>Honda Tuner Challenge</i>	1 st	\$300
	2 nd	\$200
	3 rd	\$150
	4 th	\$100
<i>Ladies' Challenge</i>	1 st	\$200
	2 nd	\$100
	3 rd	\$ 75
<i>Bonus Challenge</i>	1 st	Free regular <i>ProSolo</i> ® entry

20.12 – SERIES POINTS

- A. Series points for the *ProSolo*® Class Cup Championships, will be accumulated by *ProSolo*® *National Series* class finishing positioning in the best two (2) out of the first three (3) events entered AND the *ProSolo*® *Finale*. **Competitors must compete in the *Finale* event** in order to be eligible for year-end prize money and/or trophies.
- B. Series Challenge championship points for the *JCJ Cup* (open), the *Ladies' Cup* and the *Honda Tuner Cup* will accumulate by qualifying points and finishing position in their respective *Challenges* at the best two (2) out of the first three (3) events AND the *ProSolo*® *Finale*. Competitors must run their *Challenge* to receive qualifying 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 a *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* and *Ladies*)

Finishing Position	<i>ProSolo® National Series</i> Points	<i>Finale</i> Points
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* and *Ladies*)

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

20.13 – CHALLENGE CHART

