

# Central Pennsylvania Region Sports Car Club of America

## Solo Supplemental Rules

All Solo events are run under current SCCA National Solo rules with the following amendments.

**1.3.2.C specified** – Passengers are allowed at all events, with one exception: during competition runs at the Summer Series Event known as the “Cone Killer Classic”, competitors may not be passengers regardless of whether the competitor has already completed their competition runs. Infraction of this rule shall be grounds for disqualification of all runs, for both competitors, for the event. Note: Passengers must still meet all passenger requirements as defined in the current year SCCA Solo Rules.

**3.3 addition** – While a car is competing, any and all windows that are adjacent to the driver or a passenger must be fully open or fully closed such that no part of the occupant may come in contact with an exposed edge of the glass. Windows adjacent to an occupant that do not open completely must, therefore, be fully closed.

**3.7 altered** – All cars will be provided with a identification card at registration which needs to be attached such that it is visible to the timing vehicle when the car is staged. Permanent numbers and class identifiers do not need to be removed or covered unless they greatly resemble the card provided at registration.

**3.8 waived** – Entrants do not need to possess manufacturer’s service documentation although allowances supported by such still apply (e.g., the use of “crash bolts”).

**4.2.A extended and specified** – Entry to a CPR event requires only a current driver’s license. The entry fee is \$30 with a \$5 discount to current members of the SCCA.

**4.4.B altered** – A car may not be entered in a given heat more than twice, but there are no other limits placed on how many times a car may be entered in an event or class.

**4.6 altered** – The driver is responsible for the correct determination of the car’s class/category. If in doubt as to classification or concerning the conformity of the car or its equipment to the rules governing the class the Event Registrar and/or Event Chair shall make the determination. Any changes to the class of a car after the close of registration must be approved by the Event Chair.

**4.7 altered** – There shall be a Ladies Index Class (LIND). Finishing position is determined by the use of the PAX/RTP multipliers for the current year. Females have the option of running in the Ladies Index Class or the Open Classes.

**4.8.C specified** - There shall be a Street Tire class for Novices (STN). Entry into (STN) is limited to those entrants who have never participated in a Solo event or have competed in 4 or less events in the prior year. All cars running in (STN) must use tires that conform to the current Street Touring rules, while the car will be classed as if the tires were DOT R-compounds. Finishing position is determined by the use of the PAX/RTP multipliers for the current year. There shall be an Index Class (IND). Finishing position is determined by the use of the PAX/RTP multipliers for the current year.

**4.10 altered** – The Event Chair and/or Solo Safety Steward may pre-run the course as needed to test for flow and/or safety. This should be done in a car other than the one which the driver plans to use for competition and should be done on the day prior to the event, but these limitations are waived when no other cars are available and/or changes are made to the course on the day of competition. In addition: first-time drivers may be offered an optional, low-speed run before competition with an SCCA member as passenger.

**4.11 waived** – No special license is required.

**5.1 waived** – The Event Chair is also the Chief Steward.

**5.7 waived** – The person ultimately responsible for timing and scoring is the Event Chair.

**5.8 waived** – The main functions of the Chief of Course are fulfilled by the Starter (during competition) and Event Chair (before and after competition).

**5.9 waived** – The functions of Chief of Impound are to be fulfilled by the Chief Technical Inspector with help from the Event Chair.

**5.10 waived** – The Event Chair is also the Chief Steward. They may also serve as the Operating Steward, Chief of Timing and Scoring, Chief of Course (when not competing), and Course Designer. The Chief Technical Inspector is also the Chief of Impound (even though no impounds are held).

**6.2 waived** – No course maps will be provided.

**6.7 waived** – Subject to rule 1.3.2.C specified, of this document.

**6.8 specified** – Option B shall be used with the size of run-groups (heats) determined by the Event Chair. Registration for run-groups is on a first-come/first-served basis. The one exception is that Jr. karts will run separately between Heat 1 and Heat 2, Heat 2 and Heat 3 or immediately following Heat 3 as determined by the Event Chair and/or the Solo Youth Steward. F125 karts may run with cars or run with Jr. karts between Heat 1 and Heat 2, Heat 2 and Heat 3 or immediately following Heat 3 as determined by the Event Chair, Safety Steward, and/or the Solo Youth Steward.

**6.9 waived** – It is assumed that all cars with weight limits are obeying these limits. Official protests concerning weight are specifically disallowed.

**6.10 waived** – There shall be no impound. The Chief of Technical Inspection does not become the Chief of Impound until the Driver's Meeting or the close of registration, whichever occurs later.

**6.11 altered** – Preheating tires by driving beyond the paddock and grid area is prohibited. Preheating is here expanded to include driving faster than a walking pace within ten minutes of placing the car in grid.

**7.3 addition** – When there is a cancellation due to weather and the competition day is ended due to weather, all competitors will finish with the same number of runs so that, if by example the event is stopped in the middle of the third set of runs, none of the third set of runs will count. If competitors get no runs due to cancellation, then those receiving no runs get a refund of their entrance fee. The loss of the event for that competitor does not count toward points but it does change the number of events needed for a series year end award.

**7.5 waived** – Timing failure will not be reported to cars while they are on course.

**7.8 waived** – Times and penalties need not be tabulated or displayed before the end of competition.

**7.9.1 waived** – Pylon boxes need not be of a specific size or shape. If a box becomes non-visible, the decision of Event Chair as to replacement location is final.

**7.9.3 altered** – If all four tires of a vehicle leave the paved surface simultaneously and go onto an unpaved surface, the run will be scored as "off course" even if no gates or pylons are missed.

**7.10 waived** – The format in which results are reported is unspecified, nor will the results be mailed to competitors. Protests against the results must be filed in person at the first General Meeting of the Region after the results appear in the newsletter or on the website.

**8 altered** – Before an official protest is filed, the potential protestor must discuss the matter with either the potential protestee or an event official.

**8.2 waived** – Protests do not have to be in writing. Protests should be filed with the Event Chair or Chief of Impound (Chief of Technical Inspection).

**8.2.1 altered** – Official protests require a \$25 fee.

**8.2.2 altered** – Protests must be filed before the last competition run is completed.

**8.3.2 waived** – Protested cars will not be impounded.

**8.4 specified** – The Protest Committee shall consist of the Chief of Technical Inspection (Chair), the event official who registered the protested driver or car, and one other person named by the Event Chair, with the provision that all are members of the SCCA.

**11. specified –**

Solo Event Awards: Event awards shall be provided to the winner in each class, plus second place if there are at least four cars in the class, plus third place if there are at least six cars. In the case of a tie, the competitors share the position. Points per event are awarded as follows: first: 20pts, second: 16pts, third: 13pts, fourth: 11pts, fifth: 9pts, sixth: 7pts, seventh: 6pts, eighth: 5pts, ninth: 4pts, tenth: 3pts, eleventh: 2pts, twelfth and beyond: 1pt.

Solo Series Year End Points Awards: Competitors must participate in more than one half of the series points events in a given class to be eligible for year end solo series awards. In the case of a class tie in the year end solo series points, the winner shall be determined by the following means. The best official time of each competitor will be taken on an individual basis from each of the events in which all competitors involved in the tie participated and a cumulative total will be generated. Series ending position will be determined by the lowest cumulative official time being determined as the winner. Solo Series Year End Points Awards shall be provided to the top 3 eligible competitors in each class.

Year End Member Only Competition Awards: Year End Member Only Competition Awards shall be determined based on a written procedure approved by the CPR membership. These awards may include Solo Champion, Rally Champion & Club Racing Champion

Year End Member Only Activity Awards: Year End Member Only Activity Awards shall be determined based on a written procedure approved by the CPR membership. These awards may include Most Active Event Worker, Most Active Race Worker, Most Active Member, and Most Active New Member.

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# Competition Rules and Site Regulations

**Goal:** To avoid any conflicts and to ensure that all competitors and their guests at CPR-SCCA understand the operations of our events. Some of these procedures may be different from other regions. Most importantly our goal is to have fun.

**Mid-State Regional Airport:** All competitors and non-competitors (General Public; family, friends, guests) must remember that this is an active airport and planes will be coming in and out during the course of the day for refueling or to tie down. This is an airport first and an event site second. Please keep this in mind when delays occur. There are specific areas at the airport that non-competitors and workers are allowed to be in. Please do not wander around the airport. Many buildings and all towers are off limits.

**Conduct:** We are guests at the airport. Please act accordingly. We have worked hard to secure this site and we don't want to lose it. Please do not exceed the posted speed limits or drive recklessly on any of the roads leading to or from the event site. We also ask you to respect the airport property. While driving on the event site keep speeds at a walking pace. If anyone is deemed to be in violation of our policies they may be asked to leave the site and not return.

**Waivers and Wrist Bands:** Everyone who enters the area of a CPR event must sign a waiver and get a wrist band. The waiver signature form and wrist bands can be found at or near the registration table. If you cannot find them, please ask any CPR representative.

**Registration:** Registration is open from 8:00am to 9:30am. Competitors must show a valid drivers license to compete. If you do not have one, you cannot compete so please bring it with you. If you are new and have any questions, the people working registration can direct you to another member that can help you. They are very busy and often do not have the time to answer many questions.

**Tech. Inspection:** Tech inspections start at 8:00am and end at 9:30am. All vehicles competing must go through Tech. Please remove any and all loose items from your car prior to tech (this includes floor mats and wheel covers). Make sure the battery is securely fastened, there are no fluids leaking from the engine, basically the vehicle is in good working condition. Vehicles and Safety equipment must comply with SCCA Safety Regulations.

**Drivers Meeting:** The driver's meeting is mandatory for all competitors. If you are not present at the driver's meeting you cannot compete. Club rules and regulations will be covered during this meeting. The drivers meeting will take place at approximately 9:45am and will be announced shortly before that.

**Competition Runs:** Competition runs are divided into two or three run groups (heats) depending upon the number of competitors. All competitors must work one heat. If you run and then fail to perform a work assignment, you will be disqualified and your times for the day will not be counted.

**Non-Competition Runs:** Our region offers non-competition runs at the end of the day, as time and weather permits. The charge is typically \$10 for five runs. Non-comp runs take place after all of the competition heats are finished and awards for the day are presented. Only drivers who competed in Competition Runs are allowed to do non-comp runs. Those who wish to do non-comp runs are divided into two heats with the second heat drivers working the course while the first heat drivers run, and then switch for heat two. Participants in non-comp runs are encouraged to stay and help clean up.

**Passengers:** Passengers are allowed at all events, with one exception: DURING COMPETITION RUNS at The Summer Series Event known as the "Cone Killer Classic", COMPETITORS MAY NOT BE PASSENGERS regardless of whether the competitor has already completed their competition runs. Infraction of this rule shall be grounds for disqualification of all runs, for both competitors, for the event. Note: Passengers must still meet all passenger requirements as defined in the current year SCCA Solo Rules.

**Work Assignments:** These are very important, if we don't have workers we don't have an event. When you register for a competition heat you must sign up to work during one of the other competition heats. Typically, your work assignment will be the heat following the heat you run in, with the last heat competitors working the first heat. There will be announcements over the PA system on when workers for a specific heat should report to the timing van. You must take work assignments seriously. The event depends on you for smooth operation. Work assignment will be covered in greater detail at the drivers meetings. Again, if you fail to perform your work assignment you will be disqualified and your times will not count.

**Grid:** The grid will be clearly marked with cones and spaces will be numbered. When your heat is called to move your cars into grid, please go to the appropriate grid space (ex: car #104 will park in grid space #4). Please return to your space after each run. While in grid you must keep speeds at a walking pace, this is a heavily trafficked area. Only the cars that are running in that specific heat are to be in grid at that time.

**The Course:** The course will be open for walking from 8:00am to 9:30am. The start of the course will be marked with green cones and may be on either side of the terminal. Our region asks that anyone who does not regularly run with our region, walk the course. The area that we have to work with may cause some confusion on course layout. All novice drivers must walk the course. The course will be lined when possible. No race line or part of the course will be through the grass. If all four wheels of your vehicle are in the grass simultaneously, it will be counted as an Off Course (OC) and your run will not count.

**Novice Drivers:** Our region makes it mandatory for all novice drivers to walk the course as to avoid any confusion on the direction of the course. A novice meeting and walk will run from 9:30 to 9:45. Experienced members will be available throughout the morning to walk along and explain key elements of the course.

**Novice Class:** This is an optional class for all first time competitors to Solo. To be eligible competitors must be in their first season of Solo competition or have competed in 4 or less events in the prior year and must be running on street tires. Standings for this class will be based on the PAX (an equalizer) of their normal running class.

**Novice Drive Through (optional):** Our region offers this to FIRST TIME competitors to Solo events. This is a slow drive through the course with an experienced driver designated by the club Officers. These take place after the drivers meeting and before the start of competition runs.

**Loaner Helmets:** These are available to competitors and their passengers if needed. They are typically located near the start of the course. When your run is completed please return the loaner helmet to the designated area. We only have limited numbers and sizes and someone may be waiting for one in order to start their run.

**See Also: Central Pennsylvania Region Solo Supplemental Rules - Amendments to the SCCA Solo Rule book.**

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