



SOLO

SUPPLEMENTARY RULES

2010

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1. Governing Rules

- 1.1 Any rule herein may be changed only by majority vote of the Solo Board.
- 1.2 These Supplemental Rules shall be available at each event for review by competitors, and shall be posted on the Texas Region SCCA Solo web site.

2. Solo Board

- 2.1 The Solo Board shall consist of members who volunteer for Board positions as enumerated below. The Assistant Regional Executive (ARE) for Solo shall regulate Board appointments.

2.1.1 The ARE/Solo Board shall have the ability to add and/or alter the positions described below as the need arises.

- 2.2 Board Composition: The Board may be comprised of the following positions.

- 2.2.1 Assistant Regional Executive for Solo (also known as the Solo Chairman)
- 2.2.2 Assistant to the Assistant R.E. (assistant Solo Chairman) and Secretary
- 2.2.3 Chief of Registration/Registrar
- 2.2.4 Course Design Chief & Event Master Chairman
- 2.2.5 *Youth Steward*
- 2.2.6 Equipment Chief
- 2.2.7 Chief of Protest
- 2.2.8 Worker Chief
- 2.2.9 Chief of Waivers
- 2.2.10 Chief of Timing & Scoring
- 2.2.11 Chief of Tech
- 2.2.12 Solo Safety Steward
- 2.2.13 Webmaster

- 2.3 Removal from Board: Inasmuch as the Board is a volunteer group appointed by the Solo Chairman, the Solo Chairman has the right, with majority approval of the Board, to remove any Board member who is not acting in the best interest of the Texas Region Solo program.

3. Regional Series Championship

- 3.1 The Regional Series shall consist of nine events, *normally* beginning in March and ending in November. The events will normally be held on Sundays.
- 3.2 Series points: The total points from each competitor's seven best events will count towards the series championship in each class.

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- 3.2.1 A score of “DSQ” (disqualified; for failing to work, as a result of protest, or for other reasons) will be assigned a zero point value and shall be counted as one of the seven scored events.
- 3.2.2 A score of “DNF” (did not successfully complete the course on any run) will be assigned a zero point value.
- 3.2.3 To be eligible for the series championship, each entrant must compete in at least five events in the same class. A score of “DNF” may be used to satisfy this requirement.
- 3.2.4 Points: points toward the series awards will be awarded for each class as follows:

1 st Place	9 points
2 nd Place	7 points
3 rd Place	6 points
4 th Place	5 points
5 th Place	4 points
6 th Place	3 points
7 th Place	2 points
8 th Place and lower	1 point

- 3.2.5 Qualifying for Year-End Trophy: A minimum of five events and total points equal to at least 50% of the class winner’s points are required.
- 3.3 Ties: In case of a tie, the greater number of 1st place finishes from the competitors’ seven best finishes shall decide, followed by greater number of 2nds, etc. If that fails to break the tie, the results of head-to-head competition in the seven best events shall be used.
- 3.4 Awards will be given at each event to the highest placed drivers in each class on the following basis: One award for one to three entrants in a class; two awards for four to six entrants in a class; three awards for seven to nine entrants in a class; one additional award for every four additional entrants or fraction thereof.

4. Course Design

- 4.1 The Course Design Chief shall have overall responsibility for setting up the course, including the staging and starting areas and worker station positions.
- 4.2 Final course approval shall be made by the Solo Safety Steward and the Solo Chairman.
- 4.3 If, after the beginning of an event, it becomes obvious that a substantial number of competitors are experiencing difficulties following the course and are scoring

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DNFs, the Solo Chairman may authorize the addition of pointer pylons to add clarity to the course.

4.3.1 The decision to add pointer pylons will be made by the Solo Chairman after conferring with the course designer and the event Safety Steward. The Solo Chairman will have the final decision except in cases where the Safety Steward feels a safety hazard exists, in which case the Safety Steward shall have the final decision.

4.3.2 The addition of pointer pylons shall not alter the course direction or serve as justification for re-runs for any competitors having made runs prior to such addition. Any addition of pointer pylons is intended solely to aid competitors and avoid multiple DNFs.

5. Workers

5.1 Each entrant, or a designated representative, will be required to work at least one work session as assigned by the Worker Chief.

5.2 Failure to perform the assigned duties will result in disqualification (DSQ) and forfeiture of any remaining runs for the event. Further, such disqualified competitors will NOT be allowed to compete in any other Texas Region Solo events until appropriate arrangements have been made with the Worker Chief.

5.3 Worker assignments may include the following:

5.3.1 Starter

5.3.2 Registration

5.3.3 Corner Worker (at turn 1, 2, 3, 4, etc.)

5.3.4 Timing & Scoring

5.3.5 PA/Announcer

5.3.6 Tech Inspector

5.3.7 Course Set-up or Clean-Up

5.3.8 Waivers

5.3.9 Gate Guard

5.3.10 Any other position deemed necessary for the efficient operation of the event.

5.4 Board Members duties shall be counted as their work assignment.

6. Heats and Run Order

6.1 The Worker Chief shall determine the number of heats and the run order for the event, with the objective of balancing the worker assignments and length of each heat.

6.2 Each competitor shall run with their class in the designated heat.

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6.3 Heat Structure (typical)

6.3.1 Junior Karts will normally run between the first heat cars completing their runs and the second heat cars starting their runs. The worker swap for first and second heat workers will typically occur in the middle of the Junior Karts runs.

6.3.2 All other classes will be divided into heats, typically three, as deemed appropriate by the Worker Chief to balance the heats as evenly as possible. An effort will be made to rotate the time slots for the different classes at each succeeding event during the course of the year so that a class does not always run in the same heat. This is solely at the discretion of the Worker Chief based on entries and worker requirements, with the primary object being the timely and efficient operation of the events.

6.4 Solo Board Member Allowance: Solo Board members may run out of turn provided it is a result of their duties and does not create a premeditated advantage. The intent of this allowance is to permit Solo Board members to a) run in the heat that best fits the demands of their responsibilities, and b) cut into the staging line so as to minimize the time away from their job. It is not intended to allow an individual to make all runs within the heat with the best course conditions unless doing so is a direct result of performing their job function. Example: if the T&S system experiences problems that take several heats to resolve, the Chief of Timing & Scoring could legitimately take all his/her runs in the last heat.

7. Tech Inspection Requirements

7.1 All vehicles are subject to a technical and safety inspection in accordance with the Solo Rules before competing. Additionally, any vehicle found to be depositing fluids such as oil, brake or transmission fluid or antifreeze on any portion of the event site at any time, whether or not the vehicle previously passed Tech, may be disqualified from competition until effective repairs are completed.

7.1.1 Vehicles failing Tech may not compete in a Texas Region Solo event, and entry fees will be refunded in such cases.

7.1.2 With the exception of vehicles which have an Annual Tech Inspection Certification, a vehicle owner or driver may not serve as tech inspector for their own vehicle.

7.1.3 A competing vehicle may be barred from further competition if deemed unsafe by the Chief of Tech, the Safety Steward, or the Solo Chairman. If any such issues are corrected and the vehicle then successfully completes inspection, eligibility will be reinstated.

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7.1.4 Vehicles with an overall height equal to or greater than track width (such as those listed in 3.1 of the Solo Rules) are not eligible for competition in Texas Region events unless they are specifically classed by the SEB as eligible for Solo competition (i.e. "NOC" does not apply).

7.1.5 Vehicles must be presented for inspection in the same configuration as they will compete. This specifically includes, but is not limited to, any camera or recording device to be used during competition runs. Any such device **MUST** be present during Tech inspection and use of any such device installed after Tech will not be allowed under any circumstances without approval of the Chief of Tech or the Solo Chairman. Violation of this requirement will result in forfeiture of any runs made with such uninspected device.

7.1.6 *Any vehicle which has an impact incident (other than normal cone hits) during an event must be re-checked by a Tech Inspector prior to making any run subsequent to the incident.*

7.2 Annual Tech Inspection Program: the Texas Region Solo program may offer a yearly technical inspection program. Details of the program will be made available to competitors prior to the date(s) for implementation of the program.

7.2.1 *Both regular and weekend SCCA members may participate in any Annual Tech Program offered.*

7.2.2 The Solo Chairman, the Solo Safety Steward or the Chief of Tech has the right to require any vehicle with an annual technical inspection to be re-inspected at any event.

7.2.3 An annual tech inspection program, if offered, is a privilege, not a right, and does not alleviate each competitor's obligation to ensure the safety of his/her own vehicle. It is designed to be self-policing, and violation of program requirements may result in revocation of annual tech privileges.

8. Personal Conduct

8.1 At no time during the set-up and operation of an event shall any participant (including competitors, crew members, workers, guests, etc.) consume any intoxicating substance or illicit drug. The penalty for such action shall be the immediate suspension of the offender from all further Texas Region Solo events for the remainder of the year and loss of eligibility for series awards. Competitors shall be fully responsible for the actions of their guests or crew members in this regard.

8.2 All participants shall be responsible for maintaining the integrity and cleanliness of event sites and shall prevent the deposit of any trash or fluids (excluding

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water) anywhere at or on the event site. Failure to comply with this requirement will result in penalties which may include disqualification from the event and/or disqualification from further competition in Texas Region Solo events, at the discretion of the Solo Chairman. Competitors shall be fully responsible for the actions of their guests or crew members in this regard.

8.3 No form of tire warm-up will be permitted. The penalty for such action shall be disqualification from the event and ejection from the site.

8.4 Pets at Events

8.4.1 Bringing pets to Texas Region Solo events is strongly discouraged. Individuals who choose to bring a pet are responsible to see that it is leashed, supervised and under control at all times.

8.4.2 Pets are not allowed in the grid or course areas at any time.

8.4.3 Pets may not be left tied and/or unattended.

9. Protest Fee

The protest fee for 2010 shall be \$25.00.

10. Car Classification

10.1 Determination of the proper class/category of a vehicle is the responsibility of the entrant of that vehicle.

10.2 Car numbers and class letters must be on the bodywork of the vehicle, must be displayed on both sides of the vehicle, and must be easily readable by all course workers, Timing & Scoring, etc. All vehicles will be checked for compliance with this requirement during Tech Inspection, and may be checked for continued compliance during competition while in Grid.

10.3 Car numbers or class letters will not be allowed on *any vehicle* windows.

10.4 The Chief of Tech or, in his absence, the Solo Chairman, will have the final authority in the event of any dispute regarding legibility and compliance with this requirement.

11. Drivers per Car

Cars may be entered with more than two drivers in one class, however in such cases entrants are responsible for discussing procedures for running such cars with the Chief of Timing & Scoring, the Worker Chief, the Grid Marshall for their assigned heat, and the Solo Chairman prior to the start of the event.

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12. Registration and Drivers Meeting

12.1 Unless changed in an event supplemental and posted on the Texas Region Solo web site, registration will begin at 7:30 AM and close no earlier than 8:30 AM.

12.1.1 No entrant will be registered after 9:00 AM unless special arrangements are made with the Chief of Registration. A late registrant is responsible for (i) ensuring that the Chief of Timing & Scoring is aware of the late registration, (ii) having the entered vehicle inspected by the Chief of Tech or his designee, and (iii) checking in with the Worker Chief to receive a work assignment.

12.2 There are no guaranteed pre-assigned worker positions. Every effort will be made to accommodate preferences and special needs, but smooth operation of the event will take precedence.

12.3 Preregistered entrants must check in with Registration prior to the start of the drivers meeting.

12.4 On-line Preregistration

12.4.1 Event preregistration will require payment. Event preregistration must be completed by 6:00 AM the Saturday prior to the event, or such alternate time as deemed appropriate by the Chief of Registration.

12.4.2 Participants will be able to preregister for the event by several different means:

- 1) Online, at a web site designated by the Chief of Registration, with payment via PayPal or other online payment method**
- 2) Mail-in registration with registration form downloaded from the Solo web site, provided the payment reaches the Chief of Registration by the preregistration deadline**
- 3) Annual prepaid program**

12.4.3 There will be no refunds after the event preregistration deadline, unless specific exception is made by the Solo Chairman.

12.4.4 All methods will have a provision for indicating work assignment preferences (i.e. what work assignment you would prefer), however work assignment or heat cannot be guaranteed prior to the event. There will also be a provision for indicating special circumstances (such as medical conditions, couples who can't be working/running at the same time due to childcare issues, etc.).

12.4.5 Work assignments and class run order within heats will be determined by the Worker Chief based on event preregistration.

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12.4.6 Every effort will be made to post this information on the Solo web site prior to the event.

12.5 On-site Registration (walk-ups)

12.5.1 Participants may register on-site the day of the event.

12.5.2 The Solo Board reserves the right to limit the number of walk-up entries.

12.6 The Solo Chairman may impose a cap, or limit, on the number of entries for an event.

12.7 There will be a mandatory drivers meeting at *approximately* 9:00 AM. All drivers are REQUIRED to attend. Failure to attend may result in disqualification (DSQ) and forfeiture of runs at the discretion of the Solo Chairman.

13. Region-Level Classes

13.1 Texas Region has added several classes to those found in the current SCCA Solo Rules, as region-only classes. Each such additional class will stand alone for trophies and will not be incorporated into any “bumping” arrangements for existing classes.

13.2 Novice Class

13.2.1 An entrant in the Novice class should be someone who has not competed in a regular class.

13.2.2 A competitor may run in the Novice class until they have won the class *in any single event*, after which they will no longer be eligible for the Novice class and must enter in the regular class for their vehicle.

13.2.3 Event trophies, but no year-end trophies, will be awarded in the Novice class.

13.2.4 Scoring will be based on the PAX index. This means that each competitor’s best run is multiplied by a handicap factor that converts the time into a number that can be compared directly to the time for a car in a different class. As with all classes, lowest number wins.

13.2.5 Class designation for the Novice class is “N” followed by the letters for the class the car would normally compete in (e.g. NASP for a novice running an A Street Prepared car). Novice entrants will run in the same heat with their “base” class.

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13.2.6 Novice class does not allow the use of DOT “R” compound autocross or road race tires, and allowed street tires must have a minimum tread wear rating of 140.

13.3 Street Tire

13.3.1 Competitors using street tires may choose to compete in a single, PAX-indexed Street Tire class (or, alternatively, in their regular class without any index).

13.3.2 Class designation for the Street Tire class is “T” followed by the letters for the class the car would normally compete in (e.g. TASP for a competitor running an A Street Prepared car).

13.3.3 Scoring will be based on the competitor’s best single time as determined by multiplying that time against the current PAX index.

13.3.4 Street Tire class does not allow the use of DOT “R” compound autocross or road race tires, and allowed street tires must have a minimum tread wear rating of 140. Tires on the SCCA exclusion list for Street Tire classes are not allowed.

13.3.5 *Cars prepared to SCCA Solo Street Tire class rules (ST/STS/STX/STR/STU) are excluded from participation in the Texas Region Street Tire class.*

13.4 Junior Karts

13.4.1 The Texas Region Junior Kart program will follow the National Solo Junior Kart rules.

13.4.2 The *Youth Steward* may implement additional local supplemental rules to ensure the safe and efficient running of the Junior Kart program. Any such additions will be incorporated herein and/or posted on the Texas Region Solo web site prior to implementation.

13.5 X Class

13.5.1 X will be an indexed class using the current year PAX guidelines. Anyone competing in a Solo-eligible vehicle shall be eligible for X Class. The class winner at each event will be determined by the fastest PAX-indexed time recorded during the first three (3) timed runs only – any subsequent runs will not count towards determining the class winner.

13.5.2 All Solo rules for the “base” class (i.e. the class the vehicle would normally compete in) will continue to apply (example: if street tires are required in the “base” class, they will continue to be required in X Class).

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13.5.3 Class designation for the X Class is “X” followed by the letters for the class the car would normally compete in (e.g. XASP for a competitor running an A Street Prepared car).

13.6 Women’s Class

13.6.1 Women’s Class will be an indexed class using the current year PAX guidelines. Any female competing in a Solo-eligible vehicle shall be eligible for Women’s Class. The class winner at each event will be determined by the fastest PAX-indexed time.

13.6.3 All Solo rules for the “base” class (i.e. the class the vehicle would normally compete in) will continue to apply (example: if street tires are required in the “base” class, they will continue to be required in Women’s Class).

13.6.4 Class designation for the Women’s Class is “W” followed by the letters for the class the car would normally compete in (e.g. WASP for a competitor running an A Street Prepared car).

14. Passengers

14.1 A passenger is allowed for the purpose of driving instruction or to introduce new people to the sport, provided they are eligible to be an entrant in the event.

14.1.1 All passengers must wear *an approved* helmet, use a seat belt or harness, and must have signed the SCCA insurance waiver.

14.1.2 Children ages 12 – 15 may also ride if a correctly executed minor waiver is on file. In addition, it is the parents’ responsibility to see that: (i) a properly fitting helmet is worn; (ii) the seatbelt or harness securely restrains the child; and (iii) the child is properly supervised at all times.

14.1.3 Junior Kart competitors are eligible to ride as a passenger, subject to the provisions above and any limitations imposed by the event insurance coverage.

14.2 Competitors may ride as passengers in any vehicle that meets Solo safety requirements for carrying a passenger, including presence of a proper seat and passenger restraints, at any time regardless of whether or not they have previously completed their competition runs.

15. Fees for Texas Region Solo Events

15.1 Entry fees shall be determined by the Solo Board prior to the beginning of the season, and shall be posted on the Solo web site as well as incorporated into all

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forms of event entry. Entry fees shall not be changed after the beginning of the season.

15.2 For 2009, entry fees for Texas Region Solo events shall be as follows:

Members	\$ 25.00
Non-members	\$ 40.00
TMS Road Course event	\$ 10.00 adder for all entries
Solo School	\$ 65.00 (non-member, \$75)

Note 1: Non-member fee includes \$15 weekend membership

Note 2: \$20 Solo School discount for those that do annual preregistration.

15.3 Annual Preregistration: *Regular* SCCA members (only) may register for the full season by paying for all events at the beginning of the season. Annual pre-registrants will receive a discount of two events.

15.3.1 For 2010, the annual preregistration fee shall be \$185.00.

15.3.2 Entrants may request a specific work assignment with their annual registration and the Worker Chief will make every attempt to honor such requests, however there is no guarantee and work assignments may be changed to satisfy individual event requirements.

15.4 Solo Board members shall pay an annual preregistration fee of \$100.00. No reduced entry fee will apply to any Solo Board member for non-regional and/or special events.

16. Mandatory Texas Region Special Procedures

16.1 Soloist of the Year

Each year a special trophy shall be awarded to an individual who has displayed special and inexhaustible energies for the benefit of the Solo program.

16.1.1 This person may be *nominated* from the group as a whole or from the Solo Board, *and will be chosen by vote of the Solo Board*. The recipient may not be that year's Solo Chairman. It is highly recommended that this person have at one time served on the Board. The vote is to be secret, and the results held in confidence until the annual Texas Region Awards Banquet. A perennial trophy has been provided that will carry the names of past winners and will be retained by the award winner until the following year's banquet. The recipient should also receive a year-end plaque inscribed with the words "SOLOIST OF THE YEAR" and bearing that year's date.

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16.1.2 Past Winners of the SOLOIST OF THE YEAR award

1984	Richard Bonheim
1985	Steve Finigian
1986	Bill Thompson
1987	Peter Fehn
1988	Neal Bellamy
1989	Craig Hamilton
1990	Pat Laurie
1991	Tommy Saunders
1992	George Curl
1993	John Banks
1994	Peter Fehn
1995	Jim Griffin
1996	Marty Smith
1997	Neal Bellamy & Bud Collins
1998	Marty Smith
1999	Kurt Janish
2000	Donaleigh Engstrom
2001	Eddie Hernandez
2002	Dennis Rothermich
2003	Janis Hernandez
2004	Phil Adams
2005	Matt Lucas
2006	Gerry Terranova
2007	Greg Piper
2008	Bob Neff
2009	<i>Tim Bergin</i>

16.2 DAVID WADE MEMORIAL

Starting in 1986 and continuing each year thereafter, the first event of each season shall be named the DAVID WADE MEMORIAL.

Rollie David Wade of Mesquite died from injuries suffered in an automobile accident, on the street, on January 19, 1986. David was to be Chief of Tech for the 1986 season, and held the first National Tech Inspector license in the Texas Region. He was active in the MiniCooper Club, the Dallas Sports Car Club, the Mountain Creek Rallye Club, and the SCCA.

David is survived by his wife, Teresa, and his son, Darrel. David was buried at Restland, in Richardson, on January 22, 1986.

16.3 CARROLL SMITH MEMORIAL

The July event of each season will be named the Carroll Smith Memorial.

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Carroll Smith was the premier engineer of racecars. He was counsel to Carroll Shelby for the suspension engineering of the Cobra. He was an engineer, author, designer and friend of the Soloists of the Texas Region.

Many times he traveled to Texas to confer with his good friend Dr. Bob Woods of UTA. When here, he would listen to our members' car problems and offer solutions and advice. In his retirement no amount of money could buy his expertise, but he would give it gladly to our members. He helped a few of us become National Champions, and more than a few of us to become faster.

Carroll died in 2004; he will be missed for his experience and his generosity.

16.4 ROOKIE OF THE YEAR

The Solo Chairman may choose to acknowledge a first-year participant with a "Rookie of the Year" award at the annual awards ceremony. Any such recipient is selected by the Solo Chairman, who may or may not solicit inputs/nominations from the Solo Board at his discretion. Candidates will have displayed a high level of success or improvement throughout the year as well as a willingness to be a good ambassador to the sport. Other characteristics may include: a willingness to get involved in club operations, consistently assisting with event preparation and/or management, excellent sportsmanship, and a general willingness to get involved and advance the club and the sport.