

SCCA® *ProSolo*® National Series Rules

2015 Edition

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FOREWORD

Effective January 1, 2015, previous editions of the *SCCA® ProSolo® National Rules* are superseded by the following *SCCA® ProSolo® National Series Rules*.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 *SCCA® ProSolo® National Series Rules* and agree to abide by them;
2. Determinations by *SCCA® Officials* are non-litigable;
3. They will not initiate or maintain litigation of any kind against *SCCA®* or anyone acting in behalf of *SCCA®* to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination;
4. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse *SCCA®* for all costs of such litigation, including travel expenses and attorneys' fees.



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John Beam, 704-962-0252



20.0 – PROSOLO® NATIONAL SERIES RULES

These rules serve as an addendum to the 2015 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 features mirror-image Solo® courses with class finishing position determined by adding the best time from each course. Following the class competition are the Challenge competitions featuring the top finishers to determine the Top Eliminators of the event in various categories (open, ladies, etc.). These Challenge competitions use single elimination rounds utilizing handicapped starts 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 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 SCCA Rally/Solo Vice President will generally serve as the authoritative agent of the National Office and as the primary operational ProSolo® Official. The R/S VP may designate another ProSolo® official to be the primary operational authority as needed. The R/S VP will name the ProSolo® Officials Team consisting of the National Solo Operations Manager, Equipment Manager, Chief Steward, Chief of Timing and Scoring, and Chief of Compliance. 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 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/or Appendix H (Junior Driver Program) of the SCCA® National Solo® Rules. A “Weekend Membership” is allowed at all ProSolo® Series events except for the Championship Finale event which requires an annual membership.



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. Competitors making inappropriate (malicious, libelous, blatantly untrue) comments, gestures, etc. regarding and/or towards 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 items that can be protested. 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 following current SCCA® National Solo® open classes:
 - a. Street Category (9 classes: SS, AS, BS, CS, DS, ES, FS, GS, HS)
 - b. Street-R Category (1 class: SSR)
 - c. Street Touring® Category (5 classes: STU, STR, STX, STS, STF)
 - d. Street Prepared Category (7 classes: SSP, ASP, BSP, CSP, DSP, ESP, FSP)
 - e. Street Modified Category (3 classes: SMF, SM, SSM) (EXCEPTION: Nissan GT-R in SSM)
 - f. Kart Category (1 class: KM)
 - g. Formula Junior Category (2 classes: JA, JB)
2. The following supplemental classes: Formula Junior as per the *SCCA® National Solo® Rules*.
3. *ProSolo*® Index Classes (for classes not listed above in 20.8.A.1.). See Appendix A for index factors: 2015 PAX/RTP.
 - a. Ladies Index Classes

L1	Street-R, Street Prepared, Street Modified, Prepared, Modified, and Kart Category classes
L2	Street Category classes
L3	Street Touring® Category classes
b. Race Tire Index Classes	
R1	Modified Category classes
R2	Prepared Category classes
c. CAM Index Class	
	All CAM classes (CAM-T, CAM-C, CAM-S)

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. EXCEPTION: Street, *Street-R*, and *Street Touring*® category cars are allowed additional and/or alternate radiator cooling fans and/or fan controls. This allowance must not serve any other purpose.
2. All vehicles must be neat and clean (inside and out) or they may not be allowed to compete.

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 any Open Class does not have the minimum (5), they will be bumped into a Bump Index Class for Super Challenge eligibility. There will be one Bump Class for the classes running in each Work Shift. For example, Bump Index Class B would be for the classes in Groups 3 and 4 that run during Work Shift B; if any of those classes are under subscribed (less than five drivers) they would be placed in Bump Index Class B. If that does not result in a fully subscribed Bump Class, those drivers would be merged into another Bump Class that has the least impact on event operations. Series class points will be awarded in the originally entered class based on their performance against other drivers in that class. Bump Index class drivers MAY not be eligible for contingency payment, as this is not always a recognized class by providers. *If there is less than five (5) entrants in the Open Bump*

Class after all the merging of Bump Classes, those drivers will not be eligible for the Super Challenge.

3. If L1, L2, or L3 do not have five (5) entrants, they will be merged into the Ladies class that creates the least operational issues until either one (1) or two (2) Ladies classes are formed of at least five (5) entrants. If the merging of these classes (L1, L2, L3) does not produce a single Ladies class of minimum size (5), the Ladies Challenge will not be run and the Challenge points will be assigned based on qualifying position.
 4. 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, will not be accepted. Examples of unacceptable entries would include, but are not limited to, a rental car entry in the Race Tire Index classes 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.
- 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 special 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 may NOT change class after the close of registration check-in.
 4. Drivers are allowed to change to another car in their class during an event; however, they may NOT return to their original car after switching.
 5. Once a driver in an index class makes their first run, that driver may only change to another car eligible for the same index class (L1, R2, etc.) for subsequent heats and not during a heat. If the index factor changes, all previous runs will be disqualified. Additionally, they may not return to the original car after switching.
 6. Any vehicle changes made after the close of registration check-in must be done in writing using the appropriate *ProSolo*® form and approved by the Chief Steward.

20.9 – VEHICLE IDENTIFICATION AND PROGRAM SYMBOLS

- A. Car numbers and class designation must meet the standards of Section 3.7, Vehicle Identification, of the *SCCA*® *National Solo*® Rules. However, *ProSolo*® class designations must be used. Temporary class designations will be available free of charge at the driver's first *ProSolo*® event of the season. Subsequent need for these temporary class designations will require the payment of a fine of \$10.
- B. Car numbers and class designations must be neat and legible while on course as determined by *ProSolo*® Timing and Scoring Officials.
- C. Incorrect or illegible car numbers and/or class designations and more than one (1) car number and/or class designation visible on the car at the line can result in a DSQ for that run.
- D. **REQUIRED PROGRAM DECALS:** *The Tire Rack*® upper windshield decal, the rectangular *SCCA*® front decal, the two (2) *The Tire Rack*® *SCCA*® *ProSolo*® side decals, the event sponsor decals (if applicable), and the class sponsor decals (if applicable) must be prominently and correctly displayed on each car as specified by *ProSolo*® Officials and these rules. All required program 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 without typical "full-size" windshields and karts will need approval of *ProSolo*® Officials for an alternative location.
- E. **Competitors must also display any required contingency program decals for which they are eligible and are responsible for understanding and fulfilling the requirements for that contingency program as posted on the *SCCA*® web site.**

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 keeping with Section 20.3, Program Objectives and Strategies, the *ProSolo*® National Series Championship Finale event is primarily focused on determining Series champions and standings from those competitors that have been involved in the Series throughout the season and/or have achieved certain levels of achievement. In order to accomplish this goal, the Finale will have staggered dates for the opening of Registration based on a combination of the level of Series accomplishment and participation during the season (details below).
 3. In order for a driver to enter the 2015 *ProSolo*® National Championship Finale event they must have scored points in the class entered at a **minimum of two (2)** 2015 *ProSolo*® National Series events, with entry preference based on the following criteria:
 - a. Registration opens on **August 5, Wednesday** at 6:00 PM CDT for:
 1. Top three (3) in class points in the Finale class entered. If there is a tie involving the top three positions, all drivers involved in the tie from that class will be eligible to enter the Finale.
 2. Drivers scoring at least 25 points in the Finale class entered
 3. Drivers who have scored points in three (3) or more events in the Finale class entered.
 - b. Registration opens on **August 13, Thursday** at 6:00 PM CDT for those who have scored points in two (2) or more events in the Finale class entered.
 - c. The Finale will have an entry cap of 260 entrants, not including Formula Junior. Any registrations that are received after the cap has been reached and before the entry deadline of August 27, Thursday, will be placed on a tiered waiting list in the order received within each category of eligibility described above (Champions, points, three (3) events, two (2) events). Entrants on the wait list will be moved to the entry list as vacancies occur until the close of registration on September 4, Friday night at the Finale.
 - d. The deadline for withdrawal from the Finale with entry fee refunded is August 27, 2015.
- B. Tech (Safety Inspection)
1. Vehicles will be safety inspected (“teched”) at their first (1st) event of the season. The vehicle may be inspected at any time as deemed necessary by the Chief of Compliance and/or the Chief Steward. All vehicles will be inspected at the *ProSolo*® Finale event, even if they have an Annual Inspection (below).
 2. Drivers who 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. Drivers who are granted an annual tech for a specific vehicle will be issued an Annual Tech Decal that can be shown at Registration or Tech to receive an event tech sticker to be properly placed on the vehicle windshield (left side). The Chief of Compliance or Chief Steward will record any rules, infractions, safety concerns, or other pertinent vehicle information in a master logbook.
- C. Run Order
1. Each event is subdivided into three (3) Heats, plus the *Challenge* competitions.

Heat 1	Saturday morning	Sat AM
Heat 2	Saturday afternoon	Sat PM
Heat 3	Sunday morning	Sun AM
<i>Challenges</i>	Sunday afternoon	Sun PM
 2. Each driver will make four (4) runs (two (2) on each course) during each Heat (Sat AM, Sat PM, and Sun AM) at the assigned time. Due to time restrictions, bad weather, or other unanticipated factors, the number of runs or Heats may be changed.
 3. The run order is generally in ascending order (HS to R1); however, *ProSolo*® reserves the right to change this in order to balance Heats and work groups. Specific order will be listed in the Event Supplemental Regulations.

4. Groupings: All classes will be divided into eight (8) 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	L1, L2, L3, HS, GS, ES
Group 2	FS, DS, CS, BS, AS, SS, CAM
Group 3	STF, STS, STX,
Group 4	STR, STU
Group 5	FSP, DSP, CSP, BSP
Group 6	SSR, ESP, ASP
Group 7	SSP, SMF SM, SSM
Group 8	KM, R1, R2, JA, JB

5. **Final group assignments will be listed on the Event Supplemental Regulations and/or as a posted Driver's Notice.**

D. Work Order

- 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.
- Any changes to the driver's work assignment must be made with the Chief of Workers.
- Entrants will be generally assigned to one of four Work Shifts as in the sample below unless circumstances requires them to work at another time:

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

E. Grid position

The Grid positions will be as follows:

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

F. Two-Driver Teams

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

- Car numbers for the second (2nd) driver must be 100 plus the first (1st) driver's number (i.e., 99 and 199).
- The first (1st) driver will grid and run in their normal Heat and order.
- 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 three (3) minutes in Grid before being directed to the stage lanes.
- The first (1st) driver designation for the team is determined as follows:

Heat 1	Lowest car number
Heats 2 and 3	Best class standing between team members

G. Typical Competitor Run Summary

1. Check posted Grid sheets for Grid position before each Heat.
2. Proceed to assigned Grid space (matched with the same person during entire Heat).
3. Proceed from Grid to the Stage/Start area when signaled by Grid Official.
4. 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.
5. If part of a two-driver team (same class), the first (1st) driver proceeds to the “Second Driver” Grid Lanes after all of their runs for that Heat. *If the driver is going past Impound, two (2) fingers will signal Impound you are heading to the Second Driver Grid.* The car will go to Impound after the second (2nd) driver completes all their runs.
6. If a vehicle is used in both an Open and Ladies class that run in adjoining Groups, the first driver should notify Impound of the situation BEFORE proceeding to Grid for the second driver. The vehicle will then be impounded after the second (2nd) driver’s runs for that Heat.

H. Grid and Staging

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 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 or designate). In Grid, you will be parked next to the car you will run against for the entire Heat (your Heat “partner”).
2. Group 1 drivers must be in their grid position no later than 5 minutes prior to the scheduled start time for Heats 1 and 3 (announced start time for Heat 2) or they will be penalized the loss of one (1) run on each side.
3. Groups 2 and above drivers must have their cars in their Grid positions prior to that Grid line being activated, which is defined as the drivers at the beginning of that Grid line being directed to the Stage Lines. Any driver attempting to put their car and Grid after that Grid has been activated will be penalized with the loss of at least one (1) run on each course for that Heat.
4. The Chief Steward may issue an alternate penalty for being late to Grid if they judge that there were rare and extenuating circumstances beyond the control of the competitor. Competitors are warned to not abuse this potential allowance; a broken car is NOT an extenuating circumstance – covered under Section 14 below.
5. All four (4) runs will be taken in sequence – drivers will not return to the Grid after being directed to the Stage Lane. **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.**
6. Each Heat has a unique Grid order based on car number for Heat 1 (Sat AM) and class standing for the following Heats. See Section 20.10.E.
7. Once a Group has been checked into Grid, portions of that group will be directed to the Stage Lanes by the Grid Official.
8. Each of the Grid lanes will consist of two (2) lines – one (1) line for odd-numbered grid position cars and a second (2nd) line for even-numbered grid position cars. In addition, there will be another pair of lanes 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).
9. If there are an odd number of cars in a class, the unpaired 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.
10. 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.
11. 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, refueling, etc. If vehicles are being refueled in the Grid Area, the engine must be OFF and a fire extinguisher present.

- 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.
12. 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 must not delay the event operations, cause vehicles to not be paired properly, and/or prevent the line from moving forward. If this occurs, it may result in a DNF for that run.
 13. The Start Area will be defined by green cones and is approximately the last fifty (50) feet of the Stage Lane prior to the staging lights. When a vehicle enters the Start Area (green cone zone) to the point that the driver is past the first green cone AND the previous car has passed the "Christmas Tree," 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.
 14. 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, including the method of and material for chocking. 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. If a manual start is being used, the assistant must back away at the time the driver replies he is ready. 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 may not be protested.
 15. TIME-OUT: It is the competitor's responsibility to notify the Grid Official of the need to take a "time-out" delay. The reason for the time-out is at the competitor's option (mechanical, emotional, psychological, astrological, etc.). A competitor is allowed a single *six (6) minute* time-out per Heat in Class competition and a single *two (2) minute* time-out during *Challenge* competition. A "time-out" can only be called prior to the time the competitor is directed to the Stage Lanes by the Grid Official. *If a competitor has mechanical or other problems after being directed to the Stage Lanes, they will forfeit any remaining runs where they cannot stay paired with their original Grid "partner" without pulling out of line. Grid Officials MAY allow this driver to make their remaining runs at a time least disruptive to the operation of the event, but these runs will be officially scored as a DNF. Drivers are strongly cautioned to not push the bounds of this allowance, as this may result in forfeiting runs in the next Heat.*
 16. Tire temperature control devices (passive and/or active) are not allowed in Pre-Grid, Grid, or Stage Lanes. This includes, but is not limited to, blankets or shades. However, water bottle sprayers are allowed in the Pre-Grid and Grid for cooling.
- 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 Evolution Performance Driving School "Hole Shot" program on Friday afternoon (advance registration required).
 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). Two (2) to five (5) seconds after the shot clock reaches zero (0), 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 may not be protested. The drivers will NOT be asked if they are ready. **It is the driver's responsibility to be ready to run when they are in the Start Area.**

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 or staging immediately. However, if the driver is staged when the Start Clock reaches zero OR the Starter initiates a manual start by asking either driver if they are ready, the driver must start when the “Christmas Tree” is activated or that run will be scored a DNF.
 5. MANUAL STARTS: If a situation (course, timing, weather, equipment, etc.) interrupts the countdown of the Start Clock, the Starter may either reset the Start Clock beginning another countdown or a manual start procedure can be used when the situation is resolved. If a manual start is used, the starter will ask each driver to give a definite response as to their readiness. After each driver gives the starter a noticeably visible positive response, the “Tree” will be activated in two (2) to five (5) seconds. 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. **Drivers are responsible for acknowledging their readiness in an easily recognizable manner AND excessive delays in responding (at the judgment of ProSolo® Officials) will be subject to penalty.**
 6. Street 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 occurs with an RT under 0.500 seconds. **A Perfect RT is 0.500 seconds.** The elapsed time (ET) displayed for a RL run does not include RT, so it is artificially a faster time than actually run.
 10. If a driver delays their start for more than two (2) seconds the tree will show a red light and that run will be scored as a DNF by red light (RL). When this occurs, the starter will hold the next pair of drivers until the runs on both sides are complete in order to clear the system. Due to this delay in the event, if a driver has this type of RL more than once, they are subject to a discussion with the Chief Steward and additional penalties.
- 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 the start, 60-foot, and finish trips.
 2. The penalty for a vehicle displacing a pylon completely out of the marked box or knocking it over 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 under these rules...
 - b. For a rerun to be granted the pylon must be displaced enough to warrant a penalty under these rules.
 - c. Additions and exceptions to the course deviation penalties described in the SCCA® *National Solo® Rules*:
 1. An OC (off-course) penalty of 10 seconds will be added to the run time for any uncorrected deviation from the course (missed gate, missed slalom cone(s), etc.). If more than two uncorrected course deviations occur on a run, that run will be scored as a DNF.

2. A DNF will also be assessed for crossing the centerline between the two (2) courses.
 3. 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. A Red Light, OC, and/or DNF overrides any possible timing issues on a particular run, so no reruns will be granted in this situation.
 4. If a driver 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 from the 2nd driver grid at the end of the runs for that Heat. A minimum of *three (3) 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 a course deviation (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 6.7, "Visual or Oral Instructions", in the *SCCA® National Solo® Rules* does not apply to *ProSolo®* competition.
 7. Section 6.8, "Order of Running", in the *SCCA® National Solo® Rules* does not apply to *ProSolo®* competition.
 8. 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.
 9. Class finishing positions 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.
 10. Official times will be posted following the completion of each class session. Any initial questions about these results should be directed to the Chief of Impound or designate. 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.**
 11. Index Classes (L2, SA, SRF, SPA, etc.) and the Bump Index Class results will be determined by multiplying the 2015 Index to each competitor's fastest combined/corrected time from each course. *However, results will be posted showing times normalized (de-indexed) to the class leader to provide an accurate ranking of drivers for their respective Challenge seeding.* The 2015 Index can be found in Appendix A.
- K. IMPOUND: All vehicles in each class will be impounded following the completion of each Heat until released by the Chief of Compliance, his/her designee, or the 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 their vehicle specifications and to assist the Compliance Crew in the verification of vehicle 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. Street Modified, Prepared, Modified, and Kart vehicles will be weighed.
- 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. *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 *Super* or *Ladies Challenges*. Bonus Challenge is not run at the Finale.
- d. Formula Junior drivers (JA and JB) are not eligible for *Challenge* competitions.
2. Details on *Challenge* procedures are in Section M below.
 3. In order to allow drivers in cars from different classes to compete equitably, the Start Lights are staggered based on the class winner's times. See M.6 below for details.
 4. See the SCCA® website (www.scca.com) for information on possible other challenges dependent on sponsorship.

M. *Super Challenge* Procedures

1. At the end of the class competition, the first (1st) place finishers in each Open class will be eligible and qualified for the *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. Qualifying cars from each class will be held in Impound until staging begins for the *Super Challenge* or until released by the Chief Steward.
2. Grid position will be determined by performance in class competition. The first (1st) and top 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 four (4) 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 cannot 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 announced or posted. Any competitor receiving a "bye" due to a slot not being filled will not be allowed to make practice runs.
5. When pairings are announced, driver and car will immediately report to the designated *Challenge* Grid to be assembled in running order by a *ProSolo*® Official.
6. The Start Lights will be programmed to start the car with the higher dial-in factor first. The dial-in for each class is determined by combining the best raw time from each course for the class winning driver and dividing by two (2). The dial-in for Index Classes will be determined in the same manner after factoring for the index. 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. If this malfunction occurs during the first pair of runs, the second pair of runs will happen before the rerun of the first pair.
 - 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). (REMINDER: This will NOT apply if an OC penalty is given.) 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.
 - d. If necessary due to a major equipment or software concern, the *Challenge* will be run using traditional timing equipment without reaction times being a factor.
 - e. If a *Challenge* cannot be run due to weather or other conditions beyond the control of the organizers, finishing positions will be awarded based on qualifying grid positions. EXAMPLE:

Top qualifier would be the Top Eliminator and receive the accompanying points and prize money.

7. Winners will advance to the next elimination round as provided for on the *ProSolo® Challenge Bracketing Chart*.
8. "Time-out" delays as per Section 20.10.G.14. No other delays will be allowed, including delays in the later rounds as the space between runs begins to shorten.
9. 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.I.8). The winning driver may complete the course they are on, but will NOT be allowed to make a practice run on the other course. The winning driver may be penalized by the Chief Steward for reckless driving while completing the course in such a manner that endangers participants. This would include, but is not limited to, crossing over to the other course, spinning, 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.
10. If a driver DNFs on course, it is an automatic win for the other driver. (REMINDER: An OC is a time penalty.) The winning driver can complete the course they are on, but will not be allowed to make a practice run on the other course. *In the event both drivers DNF on course, both drivers are eliminated, except in the Semifinal and Final rounds. During the Semifinal and Final rounds, the driver who DNFs closest to start line is eliminated and the other driver will win the round. The ProSolo Officials at their discretion may also call for a rerun of the round in the Semifinal and Final rounds.*
11. In the case of a tie after a round, the entire round will be re-run.
12. If a portion of a round is run with incorrect dial-ins, that portion will be re-run, unless the provisions of 20.10.M.6.d are being used, where dial-ins are factored after the runs.
13. Vehicle Changes (*Challenge Competition*)
 - a. *Challenge* competitors may change vehicles with the permission of the Chief Steward, but 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*, 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, including the rotation of tires.*
 2. Each driver may have their own set of tires, but those tires must be impounded and marked by an Impound official. There will be no time extension limits for the driver swap or mechanical delay.
 3. Broken mechanical components, including "corded" tires (not pairs of tires – only the specific "corded" tire), may be repaired or replaced within any time constraints listed in these rules. However, repairs must be done in the Impound or Grid area under scrutiny of Compliance Officials. NOTE: This exception does not allow for any component adjustments such as 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, but suspension components may not be removed or replaced.
 - b. For drivers in Index Classes, *Challenge* competitors may change vehicles to an impounded vehicle from the same Index Class (L1, R2, etc.) AND has the same index factor (ES, SM, etc.) as the car in which they completed class competition due to legitimate mechanical problems as determined by the Chief of Compliance and/or the Chief Steward. However, Timing and Scoring must be notified within ten (10) minutes of the time that *Challenge* qualifying positions are announced and/or posted so that the change can be made in an orderly manner.
 - c. All of the above exceptions are strictly at the discretion of the Chief of Compliance and/or 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.M for procedures. Replace applicable references to *Super Challenge* with *Ladies Challenge*.

O. Bonus Challenge

1. 8 or 16 drivers will be selected (depending on time available) for the *Bonus Challenge* after class competition. **Bonus Challenge will not be run at the Finale event.**
2. The slots will be filled from randomly selected drivers not eligible for the *Super Challenge* or *Ladies Challenges* who request to compete in the *Bonus Challenge*. Drivers must be present at the drawing when their name is called to be entered into the Challenge. Only one (1) driver selected from a multi-driver/multi-class team will be eligible, therefore, only one (1) driver per car. If two (2) drivers from the same team are drawn, they can arm wrestle, do rock/paper/scissors, or decide in whatever means that they can determine immediately who will take the slot. ☺ In other words, decide between each other which driver gets to run the Bonus!
3. See Section 20.10.L for procedures. However, drivers will use their own “dial-in” AND the later rounds of the *Bonus Challenge* may be held and run during the later rounds of the *Super Challenge* to accommodate overall event efficiency.

P. 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 Regulations.
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 be adjusted as is possible.
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 compliance, and making a penalty determination.
10. 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

Q. Appeals

1. The decision of the Protest Committee may be appealed to the Chief Steward. Written notice of intent to appeal signed by the appellant, specifying the grounds for appeal and including an appeal fee of \$200.00, must be received by the Chief Steward or their designate within one (1) hour after the announcement of the Protest Committee decision. The appeal and any supporting evidence must be received by the VP of Rally/Solo® within seven days. An Appeals Committee will be named by the VP of Rally/Solo® or his/her designate.
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/finishers at each event in the *Super Challenge*, and *Ladies Challenge*. See below for more details.
3. Prize money will be awarded to the top year end finishers in the *Super Challenge* and the *Ladies Challenge*. See below for more details
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. *Johnson Clark Johnson Cup*

1st	\$600.00	<i>JCJ Cup</i>
2nd	\$400.00	Trophy
3rd	\$200.00	Trophy

2. *Fletcher Cup*

1st	\$300.00	<i>Ladies Cup</i>
2nd	\$200.00	Trophy
3rd	\$175.00	Trophy

D. Prize Money

1. Listed below is the guaranteed prize money. If additional funding is established during the season, the prize money fund will be readjusted and/or expanded.
2. Prize money will be awarded to the top qualifiers for the *Super Challenge* in the following manner (must run *Challenge* to receive prize money):

Position	Prize Money
1st	\$100.00
2nd	\$75.00
3rd	\$ 50.00

3. 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):

Position	Prize Money
1st	\$75.00
2nd	\$50.00
3rd	\$ 40.00

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

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

20.12 – CLASS/CHALLENGE CHAMPIONSHIPS and SERIES POINTS

- A. Series points for the *ProSolo®* Class Championships will be accumulated by *ProSolo® National Series* class finishing positioning in the best two (2) out of the first four (4) events

entered AND the *ProSolo® Finale*. **Competitors must compete in the Championship Finale event** in order to be eligible for year-end prize money and/or trophies.

- B. Series Challenge championship points for the *JCJ up* (Open) and the *Fletcher Cup* (Ladies) will accumulate by qualifying points and finishing position in their respective *Challenges* at the best two (2) *Challenges* in which they participated 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 (Class or *Challenge*), the tie-breaker will be their relative finishing position in the *ProSolo® Finale* (class or *Challenge* as applicable). If this does not resolve the tie, their relative qualifying position for the *Challenge* will be used to break the tie.
4. Competitors must run in a *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 and their finishing position may be vacated.**
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

7. 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. As a driver changes the class entered from one event to the next, the Class and *Challenge* 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.
8. For Index based classes (L3, R1, CAM, etc.), the driver has entered that particular Index Class and NOT the class used for the Index factor (AS, EP, etc.). Therefore, they can change the vehicle and related Index factor within a particular Index based class without being considered having entered a new class, just as a driver within a traditional class (BS, ESP, STF, etc.) can change to any vehicle legal for that particular traditional class without starting over in their accumulation of points for that class.

E. Class Points

Finishing Position	<i>ProSolo® National Series Points</i>	<i>Finale Points</i>
1st	20	30
2nd	16	24
3rd	13	20
4th	11	17
5th	9	14
6th	7	11
7th	6	9
8th	5	8
9th	4	6
10th	3	5
11th	2	3
12th	1	2

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

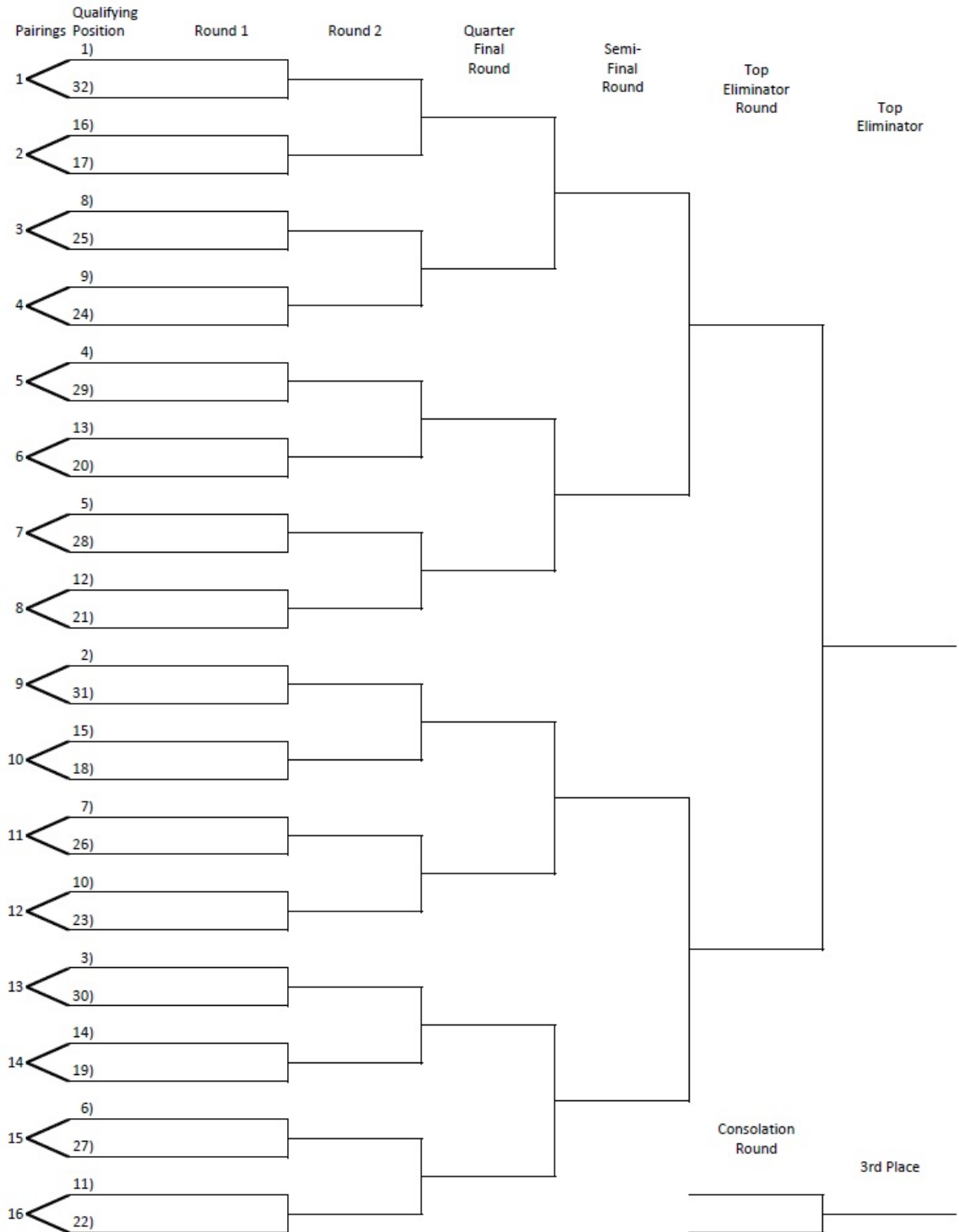
Finishing Position	<i>ProSolo® National Series Points</i>	<i>Finale Points</i>
1st	45	68
2nd	35	53
3rd	30	45
4th	25	38
5th – 8th	15	23
9th – 16th	10	15
17th – 32nd	5	8

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

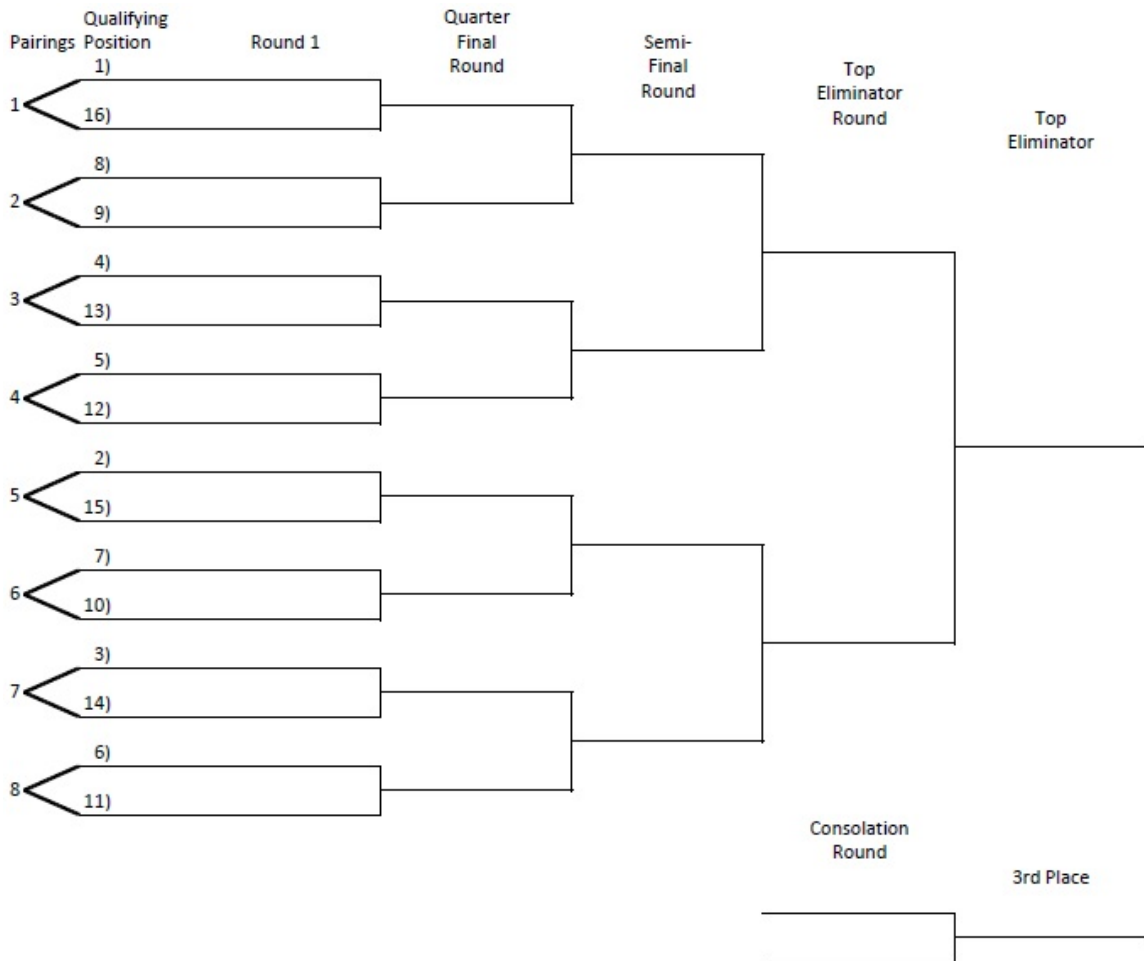
1st (best) qualifier	12 points
2nd qualifier	10 points
3rd qualifier	9 points
4th qualifier	8 points
5th qualifier	7 points
6th qualifier	6 points
7th qualifier	5 points
8th qualifier	4 points
9th qualifier	3 points
10th qualifier	2 points
11th qualifier	1 points
12th qualifier	1 points

20.13 – CHALLENGE CHART

Super Challenge



Ladies Challenge



Appendix A – 2015 PAX/RTP Index:

SS	0.835	SSP	0.871	AM	1.000
AS	0.829	ASP	0.865	BM	0.964
BS	0.826	BSP	0.863	CM	0.919
CS	0.814	CSP	0.861	DM	0.918
DS	0.812	DSP	0.854	EM	0.922
ES	0.808	ESP	0.849	FM	0.926
FS	0.810	FSP	0.840	FSAE	0.984
GS	0.806				
HS	0.796	SSM	0.882	KM	0.955
		SM	0.870	JA	0.878
SSR	0.859	SMF	0.853	JB	0.842
				JC	0.734
STU	0.844	XP	0.905		
STR	0.838	CP	0.864	CAM-S	0.836
STX	0.831	DP	0.879	CAM-C	0.830
STS	0.828	EP	0.874	CAM-T	0.825
STF	0.801	FP	0.880		