Philadelphia Region SCCA
2024 SOLO Series Supplementary Regulations - Held Under the SCCA SOLO Rules

<u>GENERAL INFORMATION</u>

These supplemental rules explain the Philadelphia regional Solo rules and guidelines to help make the events run smoothly, and to help clarify any questions and misconceptions about the running of the region's Solo series events. These ground rules of competition will only apply to Philadelphia Region's Solo series events. Other events, such as but not limited to; The Al Holbert Memorial, Premiere events, and Test & Tune events, may be conducted under specific supplementary regulations developed and used to operate those events.

The entire SCCA Solo Rules will be used to conduct Philadelphia region events, except for those explicitly written for Divisional, Tour, or National championship events, and except where modified or superseded by these and other event specific supplementary regulations. If a question or circumstance arises that is not covered in these rules, please advise the current Solo Chairman so these rules may be modified.

<u>EVENT SAFETY</u>

Philadelphia Region has an intense focus on safety at each and every event and developed a Solo Event Safety Plan to outline safety procedures used during region Solo events.

In general, we ask our participants to use common sense and consider the following:

- Paddock/ grid speed limit is 3-5 mph. That is slower than walking speed.
- No scrubbing or warming of tires anywhere on site or in the local community.
- Spinning of tires anywhere on or near the site (except on course) will be grounds for immediate ejection from the event.
- No reckless driving at the event including out on course.
- At Warminster Community Park, any competitor that loses control of their car and gets any of their wheels off in the grass will be given a safety warning and a DNF for that run. A second off course into the grass will result in a DNF for the entire event. Depending on the severity of the off course, the competitor may be asked to leave the event.
- At Warminster Community Park, there is no smoking or vaping of any kind allowed on park property, as per the Park Regulations.
- No minor under the age of sixteen (16) is allowed in grid unless accompanied by a parent or legal guardian.
- Never turn your back on a moving vehicle, especially when working the course.
- No horseplay involving a moving vehicle.
- Bicycles, skateboards, roller skates/blades, scooters, etc. are prohibited in the grid/course area. Elsewhere they shall be operated in a safe controlled manner. No stunts are allowed on site.
- Pocket bikes are prohibited at events.
- All pets must be on a leash at all times.
- Anyone at an event who must work under their vehicle MUST have that vehicle supported by jack stands or ramps.
- Any car that wishes to participate in an autocross event that has a "Drifting" setup will not be allowed to participate. Cars with "Drifting" setups are specifically set up for drifting events and those setups are a safety hazard at an autocross as sliding distances are not long enough to make it safe.

EVENT FEES The fee to compete in a 2024 Philly SCCA Solo event shall be $50.00 at Warminster Community Park. Prices may vary at other sites depending on lot rental fees incurred by the region.

The Solo Event Fee does not include any additional fee for a Weekend Membership. The Weekend Membership fee for 2024 is $15.

EVENT SCHEDULE

Philly Region Solo Event Schedule:

- ● 6:30 Site Opens
- ● **pre-8:00** Arrive
- ● **8:00** - **8:30** Pre-Registration Check-In
- ● **8:30** - **9:00** On-Site Registration
- ● **8:00** - **9:30** Course Walks
- ● **8:05** - **9:05** Tech Inspection
- ● **8:45** Novice Course Walk
- ● **9:30** Mandatory Driver's Meeting
- ● **10:00** First Car Off
- ● **Completion of Event** Clean Up
- ● **End Of Clean Up** Trophies

Changes to the course due to safety issues shall be made 30 minutes before the course is closed for walking. If changes occur, an announcement will be made at least 15 minutes before the course is closed to allow for revised course walks.

REGISTRATION

Credentials
ALL competitors must meet the requirements of the 2024 SCCA Solo Rules, specifically those outlined in section 4.1, including being a valid SCCA member. Competitors MUST present their valid driver's license and either a valid SCCA Annual Membership Card or a copy of a Weekend Membership purchased within the last five (5) days**.** If you do not have one of these valid forms of SCCA membership, a Weekend Membership may be purchased at the event or through our online registration site for a cost of $15.

SCCA Weekend Membership:

- ● The membership is valid for any SCCA event for a period of five (5) days from purchase.
- ● A copy of the membership form will be given to the competitor as proof of the membership purchase and number.
- ● Up to two (2) Weekend Memberships, with a total cost of $30, may be applied toward the purchase of an SCCA Annual Membership.

Cancellation Policy
Competitors may cancel their registration until the day before the event and receive a credit good for any future Philly SCCA Solo event. Competitors unable to attend the day of the event due to extenuating circumstances may request a credit for the event. Credits will be valid for one (1) calendar year from the date issued.

Bar Codes

Bar codes are used as part of our process for registration, and throughout the event for timing and scoring. At your first event with the region, we will assign competitors a permanent number and print a barcode for their use. Unless competitors require changes mid-season to either their car number or class, this will be their permanent bar code for the season. Once a competitor has a permanent bar code with the correct car number and class, the competitor may have their vehicle undergo tech inspection for the event.

SAFETY INSPECTIONS

Competitors are required to follow sections 3.3 and 3.7 of the 2024 SCCA Solo Rules.

A competitor should do the following before entering his/her vehicle for tech inspection:

1. Obtain a permanent bar code with the correct car number and class. This can be from either a current or previous event.
2. Have the vehicle "competition ready" i.e. remove ALL loose objects, wheel covers, etc. (Section 3.3)
3. Have the car number and class that meet the following criteria: (Section 3.7)
    a. Numbers must be a minimum 8" high and class letters minimum 4" high without being more than about half as high as car
       numbers.
    b. Placed on both sides of the car on the body panels and not the windows.
    c. In a color contrasting to the body color of the vehicle.
    d. Readable to event staff and course workers.
4. Have your helmet ready to show the tech inspector. Helmets should be rated Snell "M" or "SA" 2010 rated or newer, or comply with the requirements of the SCCA Solo rules (Section 4.3.1).

Annual Tech Inspection

This program will be operated within the rules and guidelines outlined in Section 3.3.3 in the 2024 Solo Rules and the following supplementary rules included by the Philadelphia Region:

1. This annual tech inspection shall be valid only for the current competition season.
2. Only competitors with a minimum one (1) year of previous Solo experience will be eligible for annual tech, unless approved by the Chief of Tech.
3. Philadelphia reserves the right to perform random spot checks of competition vehicles to verify the adherence of a competitor with an Annual Tech Inspection to the sections of the Solo Rules outlined above.
4. Philadelphia Region reserves the right to revoke any competitor's annual tech inspection at any time.

Once a competitor is approved by Philadelphia Region for an Annual Tech Inspection, they will be provided with an Annual Tech sticker, which can be applied to a competitor's car as proof of an Annual Tech Inspection for Philly Region events.

RUN ORDER

Each event will be divided into three heats, with the final number of heats subject to change based on the event registrations.

- Heat 1 - Group A runs, Group C works
- Heat 2 - Group B runs, Group A works
- Heat 3 - Group C runs, Group B works

Cars will be grouped by class. Run groups are organized in an attempt to maintain an even number of competitors in each heat. The Event Heat Structures will be set for the first event of the season and then adjusted as the season goes along based on participation in each class. Every effort will be made to rotate which classes run in 1st, 2nd, and 3rd heats from event to event during the 2024 season so no particular class has any advantage relative to time of day or weather conditions prevalent when the heat runs.

Competitors MUST run in the session that your run group is scheduled to be eligible for an event trophy and series points. The heat run order will be rotated at each event during the season. The run group assignments for each event will be integrated into the schedule on our website and also in the event pre-registration information. This heat class structure is subject to change without prior notice at an event due to increased or decreased class participation.

NUMBER OF RUNS

Each driver shall be allowed at least four (4) official timed runs per course, subject to severe circumstances beyond the control of the event organizers, reduction in the number of runs offered may be made with the concurrence of the Solo Safety Steward and the Event Chair. Only the fastest official run per course will be scored.

COMPETITOR WORKER REQUIREMENT

Solo events operate by all competitors sharing the workload of putting on the event. In order to qualify for an event trophy and series points, you MUST work at/for the event during the heat as described by these supplementary regulations unless specifically assigned another task by the Event Chair or a Worker Chief. If you do not complete your assigned event work, you will be disqualified from the event and possibly receive additional penalties, including a ban from event attendance.

Work assignments listed during on-line registration, or on our forum, are only provided for you to indicate a preference. Official work assignments will be given only by the Worker Chief after you completed registration and/or checked-in for the event. You are responsible to get your work assignment before the start of the drivers' meeting, or you will lose your fastest competition time of the day.

Work credit will be given for completing the following tasks:

1. Course design or setup (Subject to verification by the event's Course Chief)
2. Chalking the cones on course once the course is approved by the SSS at the event.
3. Tech. Inspection (Subject to verification by the session's Tech Chief)
4. Transport of equipment to or from the site (At Event Chair's discretion)
5. Safety Steward(s) - Must have licenses at event & be approved by the Event Solo Safety Steward
6. Course Work (Replace pylons, report penalties, etc.) 7. Grid, Staging or Traffic Control
8. Starter
9. Registration (Subject to verification by the event's Registration Chief)
10. Timing (Subject to verification by the event's Timing Chief)
11. Solo Chair
12. Event Chair
13. Instructor (Subject to approval by the event's Instructor Chief)
14. Staffing the Waiver Station

CONFLICT OF INTEREST

Competitors are not permitted to pre-run through all or any part of the course, in or on any wheeled vehicle, except a competitor with a physical disability that impairs his/her ability to walk may, with the approval of the Event Chair, use a wheelchair or similar aid (which does not include a bicycle) traveling at normal walking speed to perform their course walk(s) and the specific exemptions provided below:

Passengers

The 2024 SCCA Solo Rules explicitly allow passengers in section 1.3.2.D. Passenger Weekend Memberships are available free of cost, but are ineligible for competition at the event.

Instructors

The Philadelphia region allows and encourages either experienced drivers or passengers to ride along with each other for instructional purposes, and as such will make every effort to provide instructors during the event heats. This allowance also applies to co-drivers of a single car. Instructors working prior to their competition heat are requested to minimize "instructor runs" in other competitor vehicles.

To ensure safety and quality of instruction, the driver and passenger must have at least two (2) years combined Solo experience. Two novice competitors are not permitted to ride along with each other.

Course Designers

The event course designer, approved prior to the event by the Solo Chair, is permitted to take a minimum number of runs with the Event Solo Safety Steward through the course to ensure the proper setup of course elements, visual cues, and safety in a non-competition vehicle.

PROTESTS

Protests must be submitted, in writing, prior to the presentation of trophies for that event. In the event of a protest, a committee of three Solo Chiefs present at the event will preside over the protest. The Event Chair will designate the committee members with consideration given to impartiality. In general, protests will be handled by re-classing the car, if possible.

REGIONAL CLASSES

For 2024, Philadelphia Region will allow a maximum of four (4) drivers to register to co-drive one (1) vehicle in the same class. Notice must be given in advance by pre registering online AND contacting either the registrar or the Solo Chair. Notice must include which drivers will run off heat. Philadelphia Region reserves the right to deny this privilege to anyone who abuses it or does not follow the above procedure.

Novice Class

Philadelphia Region offers a Novice class for first time and rookie drivers who are relatively new to the sport. The intent of the Novice Class is to provide instruction to newcomers and allow them to compete with those of similar skill regardless of car preparation level. Novices are encouraged to ask questions, permit instructors to ride with them and if desired allow the instructors to drive their car. A more experienced Solo competitor will be able to help you get through the day, answer questions you may have, and help you become a better driver, faster. We recommend our novice drivers take advantage of the lessons to be learned from our experienced competitors.

This class shall be administered under the following rules:

1. Our intention is that eligible drivers will be competing in their first season of Solo or have competed in

less than five (5) Solo events in the past. We recommend these as general guidelines to this class, however anyone who considers him or herself a rookie is welcome to enter Novice Class.

2. You may run in Novice class as many events as you feel comfortable, but the natural progression should be a move to your open class within five (5) events. The Chief of Novice reserves the right to "graduate" any entrants to the appropriate Open Class.

3. Novice Class entrants are encouraged to participate in the Novice walk-through that will be led by the Novice Chief or designated instructor before each event.

4. Novice class competitors are required to run with their corresponding Open Class.

5. Novice Class entrants are encouraged to take a registered instructor along with them on competition runs. The Novice Chief and/or Safety Steward reserve the right to require a competitor take an instructor if the competitor is having trouble making a clean run. Novices may also ride as passengers with a registered instructor, with the instructor's approval.

6. A registered instructor is any experienced eligible competitor approved by the Chief of Instructors.

7. Scoring will use the PAX Index system.

8. A Rookie of the Year Award is offered to eligible novice drivers as outlined in these supplementary regulations.

EVENT TROPHIES AND POINTS

Event Class Points
Drivers will be awarded class points for their finish position at each event. Points are awarded as follows:

- First Place: 10
- Second: 8
- Third: 6
- Fourth: 5
- Fifth: 4
- Sixth: 3
- Seventh: 2
- Eighth and beyond: 1

Penalties for the failure of the competitor to satisfy the requirements of their worker assignment will be applied as outlined in the Competitor Worker Requirement section of these supplementary regulations.

Event PAX Points
Drivers will be awarded PAX points for each event using a points scale where first place receives 100pts, then each declining position receives two less points (100, 98, 96, 94, etc.). Finish positions of 50 or less will receive one (1) PAX point. Every competitor will receive PAX points for every event in which they compete.

Event Trophies
Event trophies will be awarded per the guidelines in the SCCA Solo Rules; however, classes will not be bumped together. The driver must have fulfilled his/her worker requirement to receive a trophy. If a driver does not attend the trophy ceremony at the end of the event, he/she forfeits that trophy.

SOLO DRIVER OF THE YEAR, ROOKIE OF THE YEAR, AND SERIES CLASS TROPHIES

Solo Driver of the Year Championship
Philadelphia Region will award the Solo Driver of the Year Championship to the fastest (relative) driver determined by the current PAX Index. For this Championship, the scorekeeper will drop the driver's lowest in-class points, including any events the driver misses, based on the total number of events for the season as follows:

- 3-5 Events = 1 drop
- 6-9 Events = 2 drops
- 10-15 Events = 3 drops

In the event of a tie, the scorekeeper will award the trophy to the driver with the most PAX wins, excluding any dropped events. If still tied, the scorekeeper will award the trophy to the driver with the most second place finishes in class, excluding any dropped events. If still tied the scorekeeper will continue to compare finish positions as above, until all the finish positions are exhausted, excluding any dropped events. If still tied, the scorekeeper will add together the head-to-head competition PAX index time results, and award the trophy to the driver with the lowest total time, excluding any dropped events. If still tied, the scorekeeper will award two trophies.

The Driver of the Year trophy will be awarded at the Philadelphia Region Banquet at the end of the season.

Solo Rookie of the Year Championship
Philadelphia Region will award the Solo Rookie of the Year Championship to the fastest Novice driver as determined by the PAX Index. Novice drivers eligible for this year end award are described in the Novice Class descriptions in these supplementary regulations. There is no minimum number of events needed to qualify, but only a driver's first five (5) events will count towards this award.

In the event of a tie, the scorekeeper will award the trophy to the driver with the most PAX wins, excluding any dropped events. If still tied, the scorekeeper will award the trophy to the driver with the most second place finishes in class, excluding any dropped events. If still tied the scorekeeper will continue to compare finish positions as above, until all the finish positions are exhausted, excluding any dropped events. If still tied, the scorekeeper will add together the head-to-head competition PAX index time results, and award the trophy to the driver with the lowest total time, excluding any dropped events. If still tied, the scorekeeper will award two trophies.

The Rookie of the Year trophy will be awarded at the Philadelphia Region Banquet at the end of the season.

Solo Series Class Trophies

Philadelphia Region will award Solo Series Class Trophies to class competitors based on the total number of class event points accumulated during the Solo Series. A driver may compete in more than one class during the season; however, points will not be transferred between classes. The scorekeeper will drop the driver's four (4) events with the lowest in-class points, including any events the driver misses. A driver must compete in at least five (5) season point events to qualify for a season class trophy.

In the event of a tie, the scorekeeper will award the trophy to the driver with the most wins in class, excluding any dropped events. If still tied, the scorekeeper will award the trophy to the driver with the most second place finishes in class, excluding any dropped events. If still tied the scorekeeper will continue to compare finish positions as above, until all the finish positions are exhausted, excluding any dropped events. If still tied, the scorekeeper will add together the head-to-head competition time results in-class, and award the trophy to the driver with the lowest total time, excluding any dropped events. If still tied, the scorekeeper will award two trophies.

Solo Series Trophies will be awarded at the Philadelphia Region Banquet at the end of the season. Drivers must request their season class trophies from the scorekeeper. They are not granted automatically. If the driver is eligible for more than one trophy, they must also declare to the scorekeeper which class trophy is desired. A driver cannot receive more than one (1) season class trophy.

SOUND CONTROL STANDARDS AND PROCEDURES

In an effort to minimize impact to the surrounding community, all Philadelphia Region SCCA Solo competitors will be required to abide by the following set of noise limitations at ALL events. The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures.

Vehicle sound emission is not a constant factor that can be trimmed to barely legal levels. Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions.

The intent of the following rules is to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

Sound Limit Standard
The maximum Solo event sound limit is 96db, "A" weighted, "slow" response, at the measuring point.

Sound Measurement
The measuring point will be established during course set up, and approved by the Event Chair. Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM. The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

Sound Violations

● When a vehicle exceeds 93 dBa, the sound operator will inform the chief grid worker. The chief grid worker will inform the driver that they are close to exceeding the 96 dBa limit.

● **When a vehicle exceeds 96 dba, the sound operator will call timing to score the run as a "DNF".** The chief grid worker will also be called so that they may inform the competitor that they have exceeded the allowed noise limit, the run has been scored as a DNF, and that they will need to take preventative measures as outlined below to continue.

● When a vehicle exceeding 96 dBa returns to grid, the chief grid worker will notify the driver of the car's measured sound level. The driver will be
  given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the chief grid worker or Event Chair, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the chief grid worker, the driver(s) will forfeit all subsequent runs in that vehicle. The chief grid worker may offer advice to competitors. This advice, however, shall be in no manner be

construed to imply that said suggested corrective action(s) absolves the competitor from complying. ● **If the vehicle exceeds the limit on the "second chance run", all subsequent runs by that vehicle, if any, are forfeited.** No refunds will be given to entrants who violate the noise policy and subsequently receive a "DNF" for forfeited runs.