2016 SUPPLEMENTARY REGULATIONS

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1.0 SoCal Solo II (DBA “California Sports Car Club” or “CSCC Solo”) OPERATING RULES

1.1 PURPOSE

The following rules are supplements to the SCCA National Solo Rules. Our intent is NOT to repeat what has already been written, rather to add to them. These will govern all CSCC Solo events.

1.1.1 Aliases

SoCal Solo II may represent itself by its legal name or as “CSCC Solo” and “California Sports Car Club”

1.2 INTERPRETATION

The CSCC Solo Board may override the Event Officials or Stewards interpretation of these Rules.

2 DEFINITIONS

2.1 EVENT TYPES

2.1.1 CSCC SOLO REGIONAL CHAMPIONSHIP EVENT

An Event at which regional championship points are awarded.

2.1.2 CSCC SOLO OPEN EVENT

A Solo event at which no regional championship points are awarded.

2.1.3 CSCC SOLO INVITATIONAL/INFORMAL EVENT

A Solo event open to invited guests.

2.1.4 CSCC SOLO SCHOOL/PRACTICE

A Solo event whose purpose is to teach and improve driving skills and/or event management.

2.2 DEFINITIONS APPLICABLE TO EVENTS

2.2.1 PRE-ENTRY EVENT

An event for which a driver is required to file an entry and/or pay an entry fee prior to a published deadline which must be before the day of the running of the event.

2.2.2 EVENT OFFICIAL

Anyone who works on the organization or operation of a SCCA/CSCC Solo sanctioned event.

2.2.2.1 SANCTIONED EVENT OFFICIAL

Anyone who is authorized by the Grant of Sanction to organize and/or operate a CSCC Solo event.

2.2.3 TIME ONLY RUNS

Time Only runs are runs that do not count for points and/or awards.

2.2.4 X RUNS

X runs are second entry runs that do not count for points and/or awards.

3 ENTRY AND SAFETY REQUIREMENTS IN ADDITION TO THE NATIONAL SOLO RULES

3.1 ENTRY

A driver may enter each event only once for points and/or awards.

3.1.1 SECOND ENTRY

Second entries (“X Runs”) are for time only

3.2 CATEGORIES/CLASSES/CAR PREPARATION

Entrants shall compete in the CSCC Solo Regional Competition Categories and Classes (see Appendix A of Supplementary Regulations). These categories and classes are in effect for all regional Solo events. Car preparation requirements may be found in the SCCA National Solo Rules book.

3.3 INSPECTION REVIEW

A member of the Rules Sub-Committee shall review the safety inspection procedures at each SCCA/CSCC Solo Board sanctioned event.

3.4 ALCOHOL/NARCOTICS

Consumption of alcoholic beverages or the use of narcotics and/or other dangerous drugs by anyone at an event is prohibited. Violations shall be grounds for disqualification of the driver and/or removal of the offending party from the premises.

3.5 COMPETITION SAFETY

The following items apply during competition:

3.5.1 PASSENGERS

Passengers and Approved Novice Instructors are allowed during competition runs.

3.5.1.1 UNAPPROVED PASSENGER PENALTY

Any driver with an unapproved passenger during official competition runs will have that run and any subsequent official runs marked as DNF.

3.5.2 APPROVED NOVICE INSTRUCTORS

An approved instructor may serve in this capacity only after completing official timed runs. Serving as a Novice Instructor may count as a work assignment, at the discretion of the Chief of Workers for the event. If an Instructor drives a novice’s car, that run will not be charged to the novice (1 run maximum).

3.5.2.1 NOVICE INSTRUCTOR APPROVAL

Any Instructor from previous schools or events is automatically qualified as an instructor, as

long as there was no significant negative feedback. For other drivers to become an Approved Instructor, applicants must submit a completed application to the Executive-Board or Novice Mentor, which will include experience and detail what is expected of an instructor. Either the Executive-Board or a 2/3 majority of Member Clubs may approve applications as needed. An instructor is defined as a person who is knowledgeable on event/course safety, course worker positions and functions, entrant entry obligations, and course design elements. Active participation at more than 50% of events for the two previous years is preferred.

3.5.3 INTERIOR ACCESS

The interior of a closed car must be easily accessible from the outside (doors unlocked and/or windows open).

3.5.4 HELMET STICKERS

Upon inspection, Tech may issue an official dated CSCC Solo Helmet Tech Sticker, which will be valid for the calendar year that the sticker is issued in.

3.6 DRIVER BANS

A driver may be banned from CSCC Solo Events by action of the Rules Sub-Committee. This ban shall take effect immediately upon such action.

3.6.1 TOMFOOLERY / SQUIRRELING

Tomfoolery and Squirreling or any other unsafe driving at or in the vicinity of an Event site shall be grounds for disqualification from that event.

3.7 LEGALITY DISCLAIMER

SCCA/CSCC Solo does not condone the street operation of motor vehicles modified in violation of the California Vehicle Code.

4 COURSE AND EVENT MANAGEMENT IN ADDITION TO THE NATIONAL SOLO RULE BOOK

4.1 AGE OF COURSE PERSONNEL

Children under sixteen (16) years of age and pets shall be prohibited in the staging, grid, and start/finish course areas per SCCA requirement. All minors involved in SCCA Events shall have the completed all of the standard SCCA minor release of liability and waiver forms signed by the child's parents or legal guardian.

4.2 ADDITIONAL RULES

Any additional rules set up by the Event Officials must not conflict with any portion of these Supplemental Regulations and must apply uniformly to all drivers.

4.3 CSCC SOLO SUPPLEMENTARY REGULATIONS COPY & SCCA NATIONAL SOLO RULES COPY

An electronic copy of each of these Rule Books must be available at every Event.

4.4 PRE-EVENT PUBLICITY

The pre-Event publicity must include:

a. The opening and closing times for registration.
b. The run/work group order as established in sec. 4.4.1.
c. Whether guests will not be permitted to run.
d. A telephone number and/or internet website URL for information.
e. The entry fee to be charged.
f. Sound level requirements.
g. If early or late runs or "X" runs will not be permitted.

4.4.1 RUN ORDER

The run/work group order shall be consistently "rolled forward" by one at each proceeding event while assuring that a work group be kept in the same "half" of the day as the run group for each class. In addition, the FJ Kart run group will always occur as the first afternoon run group. When, at times, it's deemed necessary to alter the composition of classes in the run order to maintain a better balance of numbers per run group, all best efforts will be made to maintain continuity.

4.5 FLYERS

Flyers printed for the Event must include the CSCC Solo & SCCA emblems and the required statements. Flyer blanks that meet all requirements are included in Event packets and must be used, as supplied, for all Events. Clubs providing workers for an Event shall specify them as Event Officials.

4.6 CLOSING TIME

Closing time of Technical Inspection and Registration may not be earlier than 12:00 PM of the

day of the Event unless it has been previously set as a Pre-entry Only Event.

4.7 EVENT RESULTS

The Hosting Club shall provide complete and accurate results to the points keeper within fifteen days after the event.

4.7.1 PENALTY FOR LATE RESULTS

A fine of $5.00 per day, not to exceed $100.00.

4.7.2 CONTENT OF EVENT RESULTS

4.7.2.1 Results shall be listed by Class, Position in Class in order of best time and must include (at least) the driver's name, car number, car description, club affiliation, award winners, net time for each run and penalty for each run, if any.

4.7.2.2 Time-Only runs shall be listed together as the last class in the results.

4.7.2.3 A listing of drivers earning Team Championship points should be included, with the best indexed time for each relevant driver and Team Championship points earned.

4.7.2.4 A list of Indexed times for all drivers should be included.

4.8 EVENT SANCTION

Granting of sanction requires CSCC Solo Board approval. The organizing group(s) of Event Officials must apply for sanction to the CSCC Solo Board. Event Officials from only one club will be granted a sanction.

4.8.1 SANCTION FEE/INFORMATION SHEET

The Solo Event Information Sheet must be filed with the CSCC Solo Board Chairman at least two weeks prior to the event.

4.9 SCCA & CSCC SOLO NAMES/LOGOS

No Event may use the SCCA or CSCC Solo names/ logos in connection with that Event unless it is sanctioned by the SCCA and the CSCC Solo Board.

4.10 EVENT OFFICIALS

The Event Chairman, the Chief Technical Inspector, the Chief of Registration, the Chief of Timing and Scoring, the Chief of Course, Safety Steward and Novice Coordinator shall be designated as the Event Officials.

4.10.1.1 SCCA MEMBERSHIP STATUS

All event Officials shall be SCCA members and all workers in hazardous positions shall be eligible to be an entrant and have signed the waiver and be wearing a wristband.

4.10.2 EVENT CHAIRMAN

The Event Chairman is the chief executive officer of the competition. He shall be responsible for enforcing compliance with the Solo Rules and Supplementary Regulations, including car classification. He shall:

a. Be the SCCA representative responsible for the general conduct of the Event in accordance with the Solo Rules and/or Supplementary Regulations for the Event.
b. Work in conjunction with the Solo Safety Steward to insure spectator safety.
c. Insure both driver and worker safety.
d. Prohibit entry of any vehicle not meeting the safety requirements.
e. Oversee and control the Event program of competition by controlling drivers, their vehicles, officials and workers.

[These duties are a combination of the duties listed in the SCCA National Solo Rules for the Event Chairman and the Chief Steward (see Sections 5.1 & 5.3 in the SCCA National Solo Rules)]

4.10.3 SOLO SAFETY STEWARD

The prime duties of the Solo Safety Steward shall concern the safety of the participants and non-participants. This includes course security, which is defined as maintaining control over non-participant access to the course. Course layout relative to driver and worker safety is also a concern of the Solo Safety Steward. Solo Safety Stewards are responsible to their Divisional Solo Safety Steward as follows:

a. Serve as an SCCA representative on inspection of any Solo site.
b. Serve as Safety Steward at all Solo events, with prime responsibility and vested authority to insure all necessary safety precautions are taken with respect to spectator, worker and driver (i.e. course layout) safety. Control over course design extends only to such issues as on-course or near course hazards and not to design philosophy. In Solo events safety issues are those such as listed in the SIIR rules 1.3 and 2.1.
c. Verify that the certificate of insurance is correct and posted at the event site.
d. In the event of accident/incident during an event, notify all SCCA officials and our insurance carrier as indicated in the Solo Procedures Manual and the Accident/incident report form. A preliminary report shall be mailed within seven (7) days and a more complete report mailed within a reasonable time thereafter. Safety Steward shall respond to all questions from SCCA officials assigned to investigate the accident/incident. However, no discussion on the accident shall be carried on with outside parties (except law enforcement authorities) without authorization by SCCA. In any discussion, only statement of fact, rather than opinion, should be offered. Mail all completed reports to the appropriate SCCA or insurance carrier officers.
e. It is the responsibility of every Solo Safety Steward to file a report concerning the conduct of an event with the SCCA Solo Events Department if such conduct is substandard to the safety rules referenced in the Solo Rules.

4.10.4 CHIEF TECHNICAL INSPECTOR

The Chief Technical Inspector shall ascertain that the cars comply with the Solo Rules and the Supplementary Regulations. Specifically he shall:

a. Inspect and certify that cars comply with all safety regulations.
b. Conduct inspections of cars at the request of the Chief Steward or Event Chairman.
c. Report to the Chief Steward or Event Chairman any cars he finds that do not conform to requirements of Solo Rules.

4.10.5 CHIEF OF TIMING AND SCORING

The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the Event and preparing the official results.

4.10.6 CHIEF OF COURSE

Assign workers to their tasks, instruct them in their duties, where applicable, and list each worker on the appropriate worker log. Cleans the course when needed (oil/water spills). May design the course, at the discretion of the Event Chairman.

4.10.7 NOVICE COORDINATOR

Coordinates and provides or assigns assistants to provide Novice Handbooks, Novice Instructors Sheets, and guided Novice course walks. Certifies Novice Instructors through their applications.

4.10.8 PLURALITY OF DUTIES

The same person may hold more than one of the above official positions, except that the Solo Safety Steward may not serve in any other official capacity.

4.10.9 ADDITIONAL EVENT RESPONSIBILITY

In addition to being responsible for the positions of Event Officials, the Event organizers shall be responsible for arranging pre- and post-Event operations (flyers, results, awards, etc.).

4.10.10 FEES AND SCHEDULES

The Executive Board shall set the individual Event fees, run orders, etc.

4.10.11 EVENT PROCEEDS:

All Event proceeds will be deposited to the CSCC Solo Treasury.

4.10.12 EVENT EXPENSES

After all event expenses are paid by the CSCC Solo Treasurer, the remaining funds will be divided between the team operating the event and the CSCC Solo Treasury. (Note: the ‘team’ or club operating the event must supply the five event officials for the event to qualify). 'Fun-run' proceeds are not to be considered as event proceeds, and may be retained by the sponsoring 'team'.

4.10.13 EQUIPMENT FUND

All equipment owned and maintained by the CSCC Solo Board will be available for rent. The CSCC Solo Treasurer will maintain an “Equipment Fund”. All rental fees will be deposited to this Fund and used for maintenance of the equipment. The Executive Board will determine the rental fee each year.

4.11 WORK ASSIGNMENTS

All drivers shall sign-up for work on a first-come-first-served basis. There will be work groups designated for both “set-up” and “clean-up” in addition to the regular work groups during the day.

4.11.1 DNW

A DNW (Did Not Work) shall be charged to any driver not working an Event. This will be considered as a DISQUALIFICATION and no points will be awarded to this driver. Any driver with a DNW from a previous event must work 2 groups at the next event they attend.

4.11.2 ADDITIONAL DNWs

Any driver receiving two or more DNW’s within a given Solo season will be banned from competition for the balance of that season.

4.12 SOUND CONTROL

Purpose: Our primary purpose is to preserve the healthy competitive environment, which we all enjoy by maintaining a harmonious relationship with the community. It is our intent to provide sound control definitions and standards toward this end. Our organization, in making efforts to limit offensive noise emissions, wishes to demonstrate a desire for harmony with nearby residents, which in turn will reduce the likelihood of complaints and general intolerance of our sport. CSCC will follow the National Standards for Sound Control

5 TIMING AND SCORING IN ADDITION TO THE NATIONAL SOLO RULES

5.1 TIMERS

Each car shall be timed to the nearest thousandth of a second.

5.1.1 TIMING INSPECTION

The CSCC Regional Solo Board Chairman or any appointed member(s) of the Rules Sub-Committee, shall initially check and periodically review the timing and scoring procedures at each sanctioned Event. Any rules violations will be presented to the Event Chairman and shall be corrected before the Event continues.

5.2 NUMBER OF RUNS

Contestants must be given the opportunity to make at least two timed runs on a course. They must be scored on the best timed run on a single course or on the total of the best runs for each course if more than one course is used.

5.3 UNOFFICIAL TIME

Each competitor must be informed, as soon as possible after his run, of the unofficial corrected time for his run.

5.3.1 SCOREBOARD

A scoreboard must be available and list the driver's name, number, club, class, and car description as soon as possible.

5.4 CLASS CHANGE

If the driver changes Classes, his time in the first Class shall not be considered in the scoring.

5.5 PYLON PENALTY

Two seconds shall be charged if a pylon is permanently upset or the pylon base is permanently moved completely outside the lines delineating the sides of its base, by the car, its accessories, or the driver.

5.5.1 FREE PYLONS

Each contestant shall be advised which pylons are not charged.

5.5.2 PYLON LOG

Course personnel shall record on paper pylon penalties by car number and general course area and forward the record to scoring by the end of the Event.

5.6 RED FLAG AND EMERGENCY MANEUVERS

An official re-run must be given without penalty if, by decision of the Event Officials, a course deviation occurred as the result of a red flag or emergency maneuver.

5.6.1 RED FLAG PROCEDURES

When a competitor receives a “Red Flag” during the timed run, he/she will stop, wait for directions from a course worker, then finish the course at a moderate speed.

5.7 MECHANICAL FAILURE

In case of mechanical failure of a car, the competitors may, upon request, be given a maximum of thirty (30) additional minutes after the class closes to place the car on the pregrid for the purpose of completing all remaining runs, provided that all drivers are treated equally.

5.8 TIMING AND SCORING DOCUMENTATION

For Open Events, all run cards, timing slips, timing logs, pylon logs and associated electronic files shall be retained and made available for inspection in case of protest.

6 CSCC SOLO REGIONAL CHAMPIONSHIP EVENTS

6.1 CSCC SOLO REGIONAL CHAMPIONSHIP SANCTION

The organizing group(s) of Event Officials must fulfill the following requirements (in addition to 4.8) to be granted a sanction to organize and operate a CSCC Solo Regional Championship Event.

6.2 OFFICIALS COMPETING

Sanctioned Event Officials shall be allowed to compete in their own CSCC Solo Regional Championship Events.

6.3 ENTRY RESTRICTIONS

Regional Solo Events shall be open to all SCCA members.

6.3.1 MINORS

Aside from site restrictions, minors may not be prohibited from running Regional Championship Events if they have a standard SCCA minors release in effect. (See 4.1 for minors release details)

6.4 ESTABLISHED COURSE

If a CSCC Solo Regional Championship Event is run on an established course, the course must be safely changed from previous layouts to minimize familiarity.

6.5 TIMING AND SCORING DOCUMENTATION

All timing and scoring documentation from a CSCC Solo Regional Championship Event must be turned over to the Regional Championship Points Keeper no later than the CSCC Solo Board meeting following the publication of the results. Timing and scoring documentation includes (if applicable) electronic timing files or master timing logs, back-up timing logs, master and station pylon logs, worker lists, timing slips and sound logs.

7 CSCC SOLO REGIONAL CHAMPIONSHIP POINTS AND AWARDS

7.1 CSCC SOLO POINTS CARDS

CSCC Solo Points Cards shall be available to each driver at the first Event he/she enters.

7.1.1 COMPETING FOR A CLUB

A driver must designate his/her club affiliation on his/her Points Card.

7.1.1.1 CHANGE OF CLUB AFFILIATION

If a competitor wishes to change his/her club of record after a points card has been issued, he/she must obtain CSCC Solo Board approval and be issued a revised Points Card. Individual points scored by a competitor remain with the competitor for yearend awards. Club points scored by a competitor remain with the Club of record of the competitor, at the time of the event, for yearend awards.

7.1.2 POINTS CARD RENEWAL:

Points card number(s) may be renewed after October 1. Points card number(s) must be renewed by the end of the calendar year or they will expire. Expired number(s) are available on a "first-come, first-served" basis, with the exception of the protected number range: 1-199 which are assigned at the discretion of the Solo Membership Chairman. If a points card holder has not entered an event in three years, the number may be reassigned, unless there are extenuating circumstances that will be examined on a case by case basis.

7.2 CLASS

Separate Classes exist for women that choose to participate in Ladies classes. For the purposes of Regional Championship Points Calculations:

a. An Open Class consists of a minimum of three drivers.
b. A Ladies Class consists of a minimum of three drivers.
c. A Junior Class consists of a minimum of two drivers. However a Junior class must have three drivers to be eligible for Team Challenge points.

7.3 POINTS

CSCC Solo Regional Championship points for each class shall be calculated per the following formula:

Driver’s Points = 100 – 400 [(Drivers Time – Winning Time) / Winning Time]

*NOTE: Only drivers holding a current CSCC Solo Points card are eligible to earn points in the CSCC Regional Championship Series.

7.3.1 ZERO POINTS

Negative points, did not run (DNR), did not finish (DNF) will be considered as zero points for that event.

7.3.2 WHEN NO CLASS EXISTS

a. Ladies and FJ class participants shall earn points by using the formula in 7.3 with 5% added to the lowest time of all drivers holding a current CSCC Solo Points Card in the corresponding Open class, with a maximum of 100 points possible.
b. Open class drivers shall earn their average if their class does not exist per 7.2.
c. Ladies shall earn their average if their class and the corresponding Open class does not exist as per 7.2

7.3.3 UNCOMPLETED CLASSES

Competitors in uncompleted Classes shall earn their average.

7.3.4 EARLY/LATE RUNS

In the event a course layout change occurs between the time a competitor takes approved early or late runs and the time that competitor's Class runs, that competitor shall earn his/her average.

7.3.5 AVERAGES: CONFLICTING SCCA EVENTS

Points card holders may request their average when attending, as an official, worker or participant in, Regional or Divisional Club race or a National SCCA event that conflicts with a CSCC Solo Regional Championship. Qualifying events may include, but are not limited to, National Tour, National Pro Solo, and SCCA Convention. Attending a competing SCCA Solo Regional Championship DOES NOT qualify. The Solo Board may grant an average for a conflicting event not listed as it sees fit. All requests for average under 7.3.5 must be made to the Solo Board PRIOR to the conflicting event in order to be eligible. It is up the competitor to confirm his or her approval for their average prior to the event.

7.4 CLASS AVERAGE

A driver's average shall be calculated per the following formula:

$$A = \frac{t}{E}$$

A = The average to be calculated
t = Total points earned by the driver in his/her Class
E = Number of CSCC Solo Regional Championship events driver competed & earned points in for class

7.5 OVERALL AVERAGE

The average for gross points totals will be figured per the following formula:

$$OA = \frac{T}{C - n}$$

T= Total points earned by the competitor
C= Total number of CSCC Solo Regional Championships
n= The number of Events for which an average is to be awarded

7.6 NUMBER OF EVENTS SCORED

A competitor shall compete in at least one half (1/2) of all Championship events held in the season to be eligible for yearend awards. A competitor will drop their lowest event scores at the rate shown in Appendix D. Any event for which an entrant qualifies for an average shall be considered an attended event.

7.7 TOTAL POINTS

Points for each competitor will be totaled at the end of the year. The driver's Class or overall average (per 7.4 or 7.5) shall be added respectively for each non-work/run Event. Each competitor must have worked on the day of the event or have approval from the CSCC Solo Board to be listed on the results as a Sanctioned Event Official for work outside of the event. This approval must be requested by the Event Chairman.

7.8 POINTS IN MORE THAN ONE CLASS

Points for Individual Class Awards shall remain in the Class where they were earned. Points for Overall Awards shall be totaled within Open Classes or Ladies' Classes. Points earned in Ladies' Classes cannot be totaled with points earned in Open Classes.

7.9 YEAR-END FIRST PLACE AWARDS

First Place awards shall be given for each Class, and Overall at the end of the year, if the winner earned one-half of the total possible points. In addition, the winner's Class must have existed per 7.2 in at least one-half of the Regional Championship Events for both Class and Overall Awards.

7.9.1 SUBSEQUENT PLACES

In addition, at least the following minimum number of awards shall be given: a class must average 5 entrants for a Second Place award and an additional 2.5 entrants for each subsequent award. DNF's count; DNR's and guests do not count. Regardless of the number of entrants, when the First Place award winner is within 100 points of the net points possible, an award shall be given, for a Second Place within 5% of the winner's total and awards to all others within 8% of the winner's totals.

7.9.2 OVERALL AWARDS

Overall winners in both Open and Ladies categories shall be based on CSCC Solo Regional Championship points calculated using indexed (from the National and Regional PAX multipliers for Solo classes) times. In addition, events shall be dropped, as per 7.6.

7.9.3 OVERALL AWARDS AND CHANGING CONDITIONS

If agreed, by majority vote of the clubs participating, changing conditions due to weather or course condition will exclude an event from counting towards year end points in the Overall Awards.

7.10 TEAM CHAMPIONSHIPS

The points keeper will track Team Points for all hosting CSCC Member Clubs, unless the club declines to participate in the team championship by notifying the points keeper.

7.10.1 TEAM POINTS

Team Points will be determined by taking the top 5 members of each competing club from Indexed Results for each event and using the indexed times, individual points will be calculated using the formula in 7.3.. Points for each club's top 5 drivers, will be added together to determine the team's points for that event. The Team with the highest total points at the end of the year will be awarded the Team Championship

7.10.2 TEAM RESULTS

Points for participating teams should be included in the results from each event.

7.10.3 TEAM POINTS AND CHANGING CONDITIONS

If agreed, by majority vote of the clubs participating in the Team Championship, changing conditions due to weather or course condition will exclude an event from counting towards year end points in the Team Championship.

7.10.4 TEAM CHALLENGE

Each team picks 5 team members and and alternate, known as Picks.
Each Pick earns points equal to that person's earnings in class competition.
If a chosen Pick doesn't have a class per the standard class rules (3 for open, 2 for ladies) then they earn their average for the team
No Jr Karts allowed for picks.
If no class exists for a pick, alternate pick will be used
5 point penalty/30min for late pick submissions
Late submissions will default to previous month's picks before 1st car out.
Picks must be submitted via Solo2 Forum official thread.
TEAM ALTERNATES: Each Team may have up to 2 alternates. Alternates shall be designated alternate 1 and alternate 2.

7.11 REGIONAL CHAMPIONSHIP AWARDS

Awards are awarded in the following manner:

a. Open classes – One for 3 entrants, two for 5 entrants, one for each add'l 5.
b. Ladies classes – One for 3 entrants, two for five entrants, one for each add'l 5.
c. FJ classes – One for 2 entrants, one for each additional 3

8 PROTESTS

8.1 GROUNDS

Drivers and Event Officials shall agree to abide by these Rules and all SCCA requirements. Failure to do so will be grounds for a protest. This protest must include the section of the Rules concerned, the specific protest, and may include the action desired. If an Event is operated without compliance to 3.4 ALCOHOL/NARCOTICS (use), 3.6.1 TOMFOOLERY SQUIRRELING, 4.12.7 ENTRANTS ABOVE THE LIMIT (sound), 6.5 TIMING AND SCORING DOCUMENTATION, the Rules Sub-Committee must proceed as if a protest had been filed on the Event, with penalty to be assessed accordingly.

8.2 PROTEST OF CAR

If a driver wishes to protest the classification of a car, he shall file a written protest with the Event Chairman (before the close of the Event) with a $10.00 deposit. The event chairman will form an ad hoc committee of at least three members to investigate the protest.

8.2.1 INSPECTION

The ad hoc committee has the right to inspect a protested car in a reasonable manner. The only persons allowed to be at the inspection of a protested car are the protestee, or their representative, a mechanic (if necessary), and the ad hoc committee. They may require that any car be kept at the Event for inspection. Removal of a protested car from the Event, for any reason, after the above notification shall cause all drivers of that car in the protested categories to lose their CSCC Solo Regional Championship Points for that Event and be removed from the results.

8.2.2 ACTION

The ad-hoc protest committee shall inform the protestee(s) and then inspect the car before it leaves the Event, if possible.

8.2.3 COST

If any cost is involved, the money must be deposited with the Event Chairman by the protestor or the protest shall be denied.

8.2.4 DECISION

If the protest is upheld, the original deposit and the tear down deposit goes to the protestor. If the protest is denied, the tear down deposit goes to the protestee and the protest fee goes toward the year-end awards.

8.2.5 MINIMUM PENALTY

Any action taken on a protested car concerning classification or legality of a car shall affect all drivers of that car in the protested categories. The minimum penalty, except for marginal infractions (the penalty on marginal infractions is up to the ad hoc committee), shall be the loss of CSCC Solo Regional Championship Points for that Event and removal from the official

results.

8.3 PROTEST OF EVENT

If a driver wishes to protest the operation of a sanctioned Event, he shall file a written protest with the CSCC Solo Board Chairman or Rules Chairman by the next CSCC Solo Board meeting that is more than 10 days after the last date the results are postmarked.

8.3.1 ACTION

The Solo Board Chairman and Rules Chairman will act upon the protest.

8.3.2 PENALTY

The Event Officials may be fined and/or other appropriate penalties may be used if a protest of their Event is upheld.

8.4 PENALTY MODIFICATION

If a protest is upheld, the committee involved may modify the action requested.

8.5 APPEAL

If either party wishes to appeal the decision, that party should file an appeal in writing to the CSCC Solo Board Chairman within ten days after announcement of the Rules Chairman's decision. The Rules Chairman shall review the findings and act on the appeal. If a satisfactory solution is still not forthcoming, a further appeal shall be filed in writing with the CSCC Solo Executive, to be acted upon by the CSCC Solo Board membership. Such action is final.

8.5.1 APPEAL/OVERRIDE

Action(s) on protests may be appealed but not overridden.

8.6 PROTEST WITHDRAWAL

Protests may be withdrawn at any time prior to the decision vote of the appropriate sub-committee; however, the deposit shall be forfeited.

9 SOLO BOARD ADMINISTRATIVE PROCEDURES

9.1 CAR NUMBERS

Event Officials shall require CSCC Solo Points card holders to use their assigned points card number as identification on their car at all championship events. The CSCC Solo Board will control the issuance of points cards within these guidelines:

9.1.1 RESERVED NUMBERS

Numbers 0-599 and 700-999 are reserved for permanent numbers and will match CSCC Solo Points Card numbers. Number/letter combinations will not be used for points card numbers.

9.1.2 VISITOR NUMBERS

Numbers 600-699 are reserved for visitors (non points card holders) and cannot be used as a permanent number.

9.2 VISITOR ENTRIES

Entries by all visitors are limited to no more than 100 total and shall use the numbers set aside in 9.1.2 for this purpose.

9.3 WINTER EVENT ENTRY LIMITS

Events held during December, January and February are limited to 250 entries to maintain event quality.

9.4 RULES FOR TIME ONLY ENTRIES:

9.4.1 If allowed, entries for “Time Only” shall be identified for scoring purposes by writing “TO” as the Class on the run card.

APPENDIX A - 2015 CSCC SOLO REGIONAL COMPETITION CATEGORIES AND CLASSES

All classes are the same as listed in the **2015** National Solo Rules Book with the addition of the following Regional Classes:

NOVICE (NOV) and NOVICE LADIES (NOVL)

A. Purpose of this class: To encourage new members/competitors to participate in autocross and be introduced into the community in a class structured for their needs. Also, to allow them to sharpen their skills without being discouraged by "getting their doors blown off" by more experienced drivers.
B. Eligibility: A person who has participated no more than 3 days per year within the last 3 years. A day is defined as any autocross or Solo event, practice or school run by any organization not limited to CSCC Solo or SCCA.
C. Novice class competitor's cars must be classed in classes that are outlined in the SCCA Solo National rules or in the CSCC Solo supplementary regulations. The competitor will compete at the same time as the competitors in those classes but will be scored with the other Novice class competitors throughout the day.
D. There will be a guided Novice course walk before the first run group in the morning and during the lunch break before the afternoon run groups.
E. Class results are based on the entrant's best time multiplied by the index listed in Appendix C of the CSCC Solo supplementary regulations class plus any penalty.
F. Year end points will be calculated for these classes based on the six best results for each driver.

GOOD LUCK, ALL NEW DRIVERS!

CALIFORNIA STREET TOURING (CST):

Vehicles eligible for CST must comply with the rules of CSM, with the exception that all of the tires mounted on the car must have a TREADWEAR number of 140 or higher molded by the manufacturer on the sidewall.

CALIFORNIA STREET MODIFIED (CSM):

Vehicles eligible for CSM must be capable of being licensed for street use in California, shall be run on DOT approved tires and must meet all SCCA Solo Safety requirements.

SENIORS (SEN):

a) Eligibility: any competitor, age 50 or older.

b) Each Seniors competitor will drive the same car.

c) Handicap: Each Seniors competitor will be handicapped based on their age in the following table:

AGE	Percentage (deduction)
50	0
51-55	0.1%/year
56-60	0.15%/year
61-65	0.2%/year
Over 65	0.25%/year

Example: If driver A is age 50, and gets a 60.0 sec scratch time, his adjusted time is 60.0 sec (no deduction). If driver B is age 66 and gets a 62.0 sec scratch time, his adjusted time is =62.0 sec - [(0.1%*5) + (0.15%*5) + (0.2%*5) + (0.25%*1)]
=62.0 sec - [62.0 * 0.025] sec
=62.0 sec - 1.55 sec
=60.45 sec

d) Entry fee: Each Seniors competitor will pay 50% of the fee charged competitors in the other (regular) classes (but not less than 11.00 dollars), if the Seniors competitor is also entered in another class; otherwise the Senior must pay the regular entry fee. Proof of age is required (drivers license, or equivalent).

e) Number of runs: Every Seniors competitor will receive two (2) timed runs in the Seniors car; the runs must be taken immediately after competing in their regular class, using the same car number. If not competing in another class, the Seniors competitor will drive in the run group that includes H Stock, and will take one practice run in the Seniors car prior to the two timed runs.

f) Results: The Seniors class will be listed separately; in addition to the information listed for all other competitors, the Seniors age, handicap (in seconds), and corrected (handicapped) times will be included.

g) Trophies/awards: No trophy will be awarded for each event; cumulative points will be awarded based on the best handicapped times. A yearly, perennial award (the 'cane trophy') will be presented to the new recipient by the current holder at the year-end awards.

h) Derogatory comments, chiding, "old" jokes, etc. by the announcer during the preparation for, and the running of the Seniors class is strictly, positively and definitely allowed.

SPORT TRUCK (TRK):

Any production pick-up truck, regardless of engine displacement, is eligible, with the following provisions:

a) Vehicle preparation is limited to what is allowed in the appropriate Street Prepared Category.

b) Maximum height from the driving surface to the bottom edge of the driver’s door is 17 inches.

c) Tailgates are optional.
d) “Shells” may be installed on/in the bed, but must be securely bolted down.
e) If cab roof has been removed, a roll bar must be installed.
f) Turbocharging is allowed.

TROPHY DASH (TD):

a) Purpose: To provide the means for class winners to compete against one another in the same car
b) Eligibility: any competitor who wins his/her class at a Regional Championship ('class' as defined in Para. 7.2) is eligible to drive the Trophy Dash car in the next Regional Championship. Seniors and Novice class winners are also eligible.
c) Trophies: No trophy will be awarded for single events; rather, year-end trophies will be awarded for the CSCC 'Best Driver-Men and 'Best Driver-Woman'.
d) Points: Points will be awarded for each event in accordance with Para.7 of the Supplementary Regulations. 50% (or 7 events, whichever is greater) of all Regional Championships will be scored.
e) Entry fee: As established by the CSCC Executive Committee. The fee, if any, should be sufficient to maintain a 'maintenance fund' for the Trophy Dash car. NOTE: Because the Trophy Dash car is driven by Trophy Dash competitors throughout the day of the event, and conditions may change (i.e. course changes, weather changes, etc.), every effort will be made to provide equality of condition, which may result in reruns for some, or all, of the Trophy Dash competitors.
f) Open and Ladies Trophy Dash classes will be separate, and scored as such.

ELECTRIC-STOCK (EL):

a. Any production electric motor - powered car, which otherwise meets the preparation rules of STOCK Category as defined in Para 11.0 of the SCCA National Solo Rules, except that no Hybrid cars are permitted (combination of electric and internal combustion motors); further, the production of 1,000 vehicles as a STOCK category requirement is waived.
b. Charging of batteries between runs is not permitted.

ELECTRIC CONVERSION (ECC):

a. Any car which has been converted from internal combustion to electric motor drive, which otherwise meets the preparation rules of STREET PREPARED category. Hybrid cars are permitted, but the internal combustion engine must be inoperative during competition.
b. Regenerative braking is permitted.
c. Number of batteries, or type is unrestricted. Combinations of power sources (batteries, solar cells, etc.) are unrestricted. Charging systems must be in place and operational.
d. Charging of batteries between runs is not permitted.
e. Location of batteries must be such that escaping gasses will be adequately vented

outside of the car.

f. Batteries may be inside of the passenger compartment, but must be mounted, secured and restrained to the extent that should an 'incident' occur, there would be little or no likelihood of a battery striking the driver.

g. A Master Kill switch, labeled MASTER KILL, which disconnects all battery power from the motor(s) and controller(s) shall be installed outside of the car, driver's side, at the base of the windshield on closed cars, or adjacent to the roll bar in an open car.

HISTORIC 1 (HST1)

Any category car, prepared in accordance with the SCCA National Solo Rule Book, with the following exceptions:

a. All cars of 1968 vintage or older, except that the following cars are eligible regardless of year of manufacture due to similarity to eligible pre-1969 cars:
Lotus Europa Series 1 & 2, Lotus Elan, Datsun 1600 & 2000, MGB, MG Midget, Morgan +4, 4/4 & Plus 8'
[Other cars may be added by written appeal to the Rules Committee]

b. Each car will be PAXed according to Appendix C of this Rules Book.

c. All Stock Class cars running tires with a treadwear rating of 140 or higher will receive an additional PAX of .975 over their Stock Class PAX.

HISTORIC 2: (HST2)

a. Any category car, 1969 or newer, but at least 25 model-years old, prepared in accordance with the SCCA National Solo Rule Book.

b. Each car will be PAXed according to Appendix C of this Rules Book.

c. All Stock Class cars running tires with a treadwear rating of 140 or higher in classes which allow Dot-R tires will receive an additional PAX of .975 over their Stock Class PAX.

COMBINED PREP (P)

Combined Prepard is comprised of all SCCA Prepared classes, which we'll refer to as the base classes.

a. Indexing: Each car competing in the P class will be indexed in accordance with Appendix C.

b. Results: Every P competitor will have their corrected times listed, then the PAX index for their car, followed by the best 'indexed' time, arrived at by multiplying their best corrected time by the PAX index number for the car's class. [Example Calculation: (Best Time) X (Class Index) = Final Indexed Time]

c. Event Awards: Awards will be awarded for each event in accordance with Para. 7.11. Awards will be issued based upon P class results.

d. Year end awards: If a base class has enough participants to issue year end awards, these will be issued for the base class, with all PC points remaining in PC for purposes of calculating PC's awards. Awards will be given to those remaining in PC with base class entries removed.

e. Participants are only eligible to receive one award. They will not receive a base class award and a PC award.

COMBINED MOD: (M)

Combined Mod is comprised of all SCCA Modified classes, which we'll refer to as the base classes.

a. Indexing: Each car competing in the M class will be indexed in accordance with Appendix C.

b. Results: Every M competitor will have their corrected times listed, then the PAX index for their car, followed by the best 'indexed' time, arrived at by multiplying their best corrected time by the PAX index number for the car's class. [Example Calculation: (Best Time) X (Class Index) = Final Indexed Time]

c. Event Awards: Awards will be awarded for each event in accordance with Para. 7.11. Awards will be issued based upon M class results.

d. Year end awards: If a base class has enough participants to issue year end awards, these will be issued for the base class, with all M points remaining in M for purposes of calculating M's awards. Awards will be given to those remaining in M with base class entries removed.

e. Participants are only eligible to receive one award. They will not receive a base class award and a M award.

PAX CLASS

a. All entrants driving vehicles that compete in any SCCA National Solo class are eligible to compete in this Regional Class.

b. Class results are based on the entrant's best time multiplied by the National PAX/RTP Index for their SCCA Solo class plus any penalty. This Index is published in North American Pylon and other sources and is listed in Appendix C.

c. Vehicles competing in this class will display PAX as their class designation. Entry cards must have the PAX class as well as the normal Solo class identified.

FORMULA JUNIOR

Once a Formula Junior competitor turns 12, they have the option of running FJB or FJA. An FJB driver may not run FJA until age becomes greater than or equal to 12.

II - Event Leadership

To encourage and reward participation in event leadership positions, the following discounts will be in effect for CSCC Championship Regional Events and E-Board hosted practices for years beginning after 2015:

Event Master - 100%
Chief of Registration - 100%
Chief of Timing and Scoring - 50%
Course Designer - 100%
Chief of Tech - 50%
Chief of Waivers - 50%
Chief of Workers – 50%
Safety Steward - 100%

Additionally, ProSolo and Divisional Event Masters will be granted $200 in Solobucks.

APPENDIX C - CSCC Solo Regional Class PAX Indices

TRK (same as National ESP)	0.849
CSM (same as National SSM)	0.882
CST (CSM index x .980)	0.864
HST (x stock class index, if on 140+ treadwear tires)	0.975

Factors for other classes shall be computed on an as-needed basis.

2015 National Class PAX Indices (From http://home.comcast.net/~paxrtp/rtp2015.html)

SS	**0.835**	**SSP**	**0.871**	**STF**	**0.801**	**XP**	**0.905**
AS	**0.829**	**ASP**	**0.865**	**STS**	**0.828**	**BP**	**0.881**
BS	**0.826**	**BSP**	**0.863**	**STR**	**0.838**	**CP**	**0.864**
CS	**0.814**	**CSP**	**0.861**	**STX**	**0.831**	**DP**	**0.879**
DS	**0.812**	**DSP**	**0.854**	**STU**	**0.844**	**EP**	**0.874**
ES	**0.808**	**ESP**	**0.849**			**FP**	**0.880**
FS	**0.810**	**FSP**	**0.840**	**SM**	**0.870**	**HC**	**0.841**
GS	**0.806**			**SMF**	**0.853**		
HS	**0.797**	**SSR**	**0.859**	**SSM**	**0.882**		

AM	**1.000**	**KM**	**0.955**
BM	**0.964**	**JA**	**0.878**
CM	**0.919**	**JB**	**0.842**
DM	**0.918**	**JC**	**0.743**
EM	**0.922**		
FM	**0.926**		
FSAE	**0.984**		

SSR	**0.859**		
CAM-C	**0.830**		
CAM-T	**0.825**		
CAM-S	**0.836**		

APPENDIX D - CSCC Solo Number of Drops Index

Number of Events	Number of Drops
1 to 3	0
4 to 6	1
7 to 10	2
11 to 13	3
14 to 16	4
17 and up	5