



# SUPPLEMENTARY REGULATIONS

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## 1 — CSCC SOLO II COMMITTEE OPERATING RULES

- 1.1 PURPOSE: The following rules are supplements to the SCCA National Solo 2003 Rules. Our intent is NOT to repeat what has already been written, rather to add to them. These will govern all CSCC Regional Solo II events.
- 1.2 MEMBERSHIP: The membership shall be composed of car clubs with an express interest in Solo II events. To join the CSCC SOLO II Committee, a club must submit a completed Application for Club Membership form, pay the club recognition fee, and be approved at a CSCC SOLO II Committee Meeting.
  - 1.2.1 CLUB RESPONSIBILITY: In addition to Committee membership, existing clubs shall host a minimum of 1 event per year. This will include co-hosted events in which all hosting clubs will receive equal credit. First year clubs will be expected to assist in event hosting for training purposes prior to hosting or co-hosting their first event.
  - 1.2.2 RENEWAL: To renew membership, the above must be complied with prior to December 31 of the year preceding the membership year. Any club that joins or renews after December 31 of the previous year must pay an additional late fee.
- 1.3 MEETINGS: CSCC SOLO II Committee meetings shall take place each month at a time and place agreed upon by the membership.
  - 1.3.1 SCHEDULING: The CSCC Regional SOLO II Committee Chairman may call special meetings at any time, but must notify all club delegates at least two weeks in advance of such a meeting.
- 1.4 VOTING:
  - 1.4.1 DELEGATE: A club's vote may be cast only by the delegate or his alternate listed on the club's Application for Club Membership form. A delegate may represent only one club. Delegates must be SCCA/CSCC members.
    - 1.4.1.1 ABSENTEE: When a club is not represented by either its delegate or alternate for three months in a row, that club shall not be counted as having an eligible delegate for the purposes of a quorum until its delegate or alternate attends a meeting. This assures that non-active clubs do not prevent the conduct of business.
  - 1.4.2 QUORUM: A quorum for voting on all matters is 50% of all eligible delegates.
  - 1.4.3 VOTES: The following indicates criteria for approval or elections:
    - (a) Impeachment or expulsion = 80% of votes present.
    - (b) Over-ride of a sub-committee's action, sanction or removal of sanction, or request for rules deviation = 2/3 of votes cast.
    - (c) Election of sub-committee member = largest number votes cast.
    - (d) Election of Regional Solo II Committee Chairman, Assistant Regional Solo II Committee Chairman and Treasurer = a majority of votes cast (a run off shall be held if no candidate has a majority).
    - (e) All other matters = majority of votes cast (including appeals).
    - (f) Sub-Committee actions = majority of total sub-committee members (lack of a majority for a second vote indicates an automatic table of an item).
  - 1.4.4 NUMBER OF VOTES: Each delegate has at least one vote on all matters, he may have more votes, up to a maximum of six, under the following conditions:

- (a) One additional vote for each SCCA/CSCC sanctioned Solo II Open or Regional Championship event organized and operated by the club during the preceding calendar year.
  - (b) One additional vote for each five entrants the club has in Regional Championship events (averaged over the last three) prior to the month of the meeting.
- 1.5 OFFICERS AND PERMANENT SUB-COMMITTEE MEMBERS:
- 1.5.1 NOMINATIONS: All candidates (Officers and Permanent Sub-Committee members) shall be nominated at the September and October meetings.
- 1.5.2 ELECTIONS: All Officers and Permanent Sub-Committee members shall be elected by the CSCC Solo II Committee. The elections shall take place at the October meeting.
- 1.5.3 TERMS: Terms of office of all Officers and Sub-Committee members, shall be one year, unless otherwise specified.
- 1.5.3.1 ATTENDANCE: Any Rules or Communications Sub-Committee member or alternate who misses two consecutive, or a total of three, sub-committee meetings in one year shall be replaced (per 1.5.3.3).
- 1.5.3.2 RULES TERMS: Rules Sub-Committee members shall serve two year terms. Three voting members and one alternate shall be elected each year at the General Election. The alternate becomes a voting member for the second year of his term or when a voting member has to be replaced. Changes in voting rights do not affect the term for which a person is elected.
- 1.5.3.3 UNEXPIRED TERMS: Unexpired terms shall be filled for the remainder of that term by election at the next CSCC Solo II Committee meeting or by appointment by the Regional Solo II Committee Chairman with approval by the membership. On sub-committees the most recently elected person serving out an unexpired term shall vote as the alternate.
- 1.5.3.4 SCCA/CSCC MEMBERSHIP: All Officers and delegates must be SCCA/CSCC members.
- 1.5.3.5 CONFLICT OF INTEREST: Club Representatives may not be on the Executive Board.
- 1.5.4 DUTIES:
- 1.5.4.1 CSCC REGIONAL SOLO II COMMITTEE CHAIRMAN: The CSCC Regional SOLO II Committee Chairman presides over CSCC SOLO II Committee meetings, makes appointments as necessary, attends open CSCC Region meetings, attends closed CSCC Region meetings as necessary, and fulfills other duties appropriate to the office.
- 1.5.4.2 CSCC ASSISTANT REGIONAL SOLO II COMMITTEE CHAIRMAN: The CSCC Assistant Regional SOLO II Committee Chairman fulfills the duties of the CSCC Regional SOLO II Chairman in case of the Chairman's absence or incapacity, and other duties as required.
- 1.5.4.3 CSCC SOLO II TREASURER: The CSCC SOLO II Treasurer maintains financial and legal records for the CSCC SOLO II Committee; receives, disburses, and accounts for all monetary transactions; and keeps the membership informed of the current status of the treasury and any legal actions involving the CSCC SOLO II

Committee. The CSCC SOLO II Treasurer shall make available a quarterly statement to the Executive Board and Committee members. The CSCC SOLO II Treasurer, by the third week of February each year, provides the CSCC Region tax accountant with a summary of income and expenses and copies of receipts as required.

- 1.5.4.4 SECRETARY: The CSCC SOLO II Secretary records Committee and Executive Board meeting minutes and provides minutes to be published for the newsletter and the web site no less than 1 week prior to the next Committee meeting.
- 1.5.5 REMOVAL: An Officer or Sub-Committee member may be removed from office by action of the CSCC SOLO II Committee membership.
- 1.6 EXECUTIVE BOARD: The Executive Board includes the current Chairmen, Treasurer, Secretary, and Chairmen of the existing Sub-Committees. It also includes the past CSCC Regional SOLO II Committee Chairman and any Special Activity Chairmen as recognized by the current CSCC Regional SOLO II Chairman. This Board shall meet a minimum of quarterly to discuss SOLO II Committee general business and to propose appropriate fees.
- 1.6.1 INFORMATION AVAILABILITY: The Executive Board will make available an "information package" including but not limited to the SCCA rule book, the supplementary regulations and a newsletter. The Executive Board will set the fee for this package.
- 1.7 PERMANENT SUB-COMMITTEES:
  - 1.7.1 RULES: The CSCC Solo II Rules Sub-Committee (Rules) shall handle all matters concerning the CSCC Solo II Rules, the CSCC SOLO II Regional Categories and Classes, Appendix A (Purpose), Appendix B, and all protests regarding rules violations not of a technical nature. One member of the Rules Subcommittee shall be the CSCC SOLO II Committee's Technical Representative, and guide/advise the Rules Committee on all technical matters, i.e., car classification, car protests, updates, backdates, etc. The Technical Representative shall be a voting member of the Rules Committee.
  - 1.7.2 COMMUNICATIONS: The CSCC SOLO II Communications Committee shall be responsible for overseeing, making suggestions for and maintaining the web site, the message board, the newsletter, flyers, telephone hot line and other communication functions as necessary. Members shall include the newsletter editor, web site manager(s) and volunteers up to a total of 7 members.
  - 1.7.3 PERMANENT SUB-COMMITTEE ACTIONS: Any rulings or proposals initiated by or through a permanent CSCC Solo II Sub-Committee to change, revise, interpret or amend these rules or their appendices must be discussed and voted upon at a minimum of two sub-committee meetings, and entered into the minutes of an interim CSCC Solo II Committee meeting. In order to be included in the printed rules for the following year, all items must be completed by the December CSCC Solo II Committee meeting.
  - 1.7.3.1 EMERGENCY ACTION AND PROTESTS: Emergency rules changes or actions on protests become effective at the following CSCC Solo II Committee meeting.
  - 1.7.4 MEMBERSHIP: Sub-Committee members must have participated in at least 50%

- of the Regional Championship Events during the previous 24 months.
- 1.7.5 NUMBER: The Rules Sub-Committee shall consist of seven voting members and one alternate, elected at large. The alternate shall have a vote when any voting member is absent.
  - 1.7.6 SUB-COMMITTEE CHAIRMEN: The sub-committee members shall elect from their number, and work with, their respective Chairmen, who preside over the sub-committee and report all actions and decisions to the CSCC Solo II Committee.
  - 1.7.7 SUB-COMMITTEE ACTIONS: Any action of the above sub-committee is binding. Such action can be over-ridden only by action of the CSCC SOLO II Committee. Rules changes are not effective until announcement at a CSCC SOLO II Committee meeting.
  - 1.7.8 VOTES ON PROTESTS: Any Rules Sub-Committee member who is a principal in a protest is not allowed to vote on the disposition of that protest. A principal includes the protester(s), the protestee(s), and, in the case of a protest against an event, all event officials for that event.
  - 1.8 FINANCE:
    - 1.8.1 FUNDS: There shall be separate funds within the CSCC SOLO II Treasury as follows:
      - (a) General Fund: From membership dues, decals, patches, points cards, guest fees, SCCA rule books, CSCC SOLO II Sup. Regs., sanction fees, and income not otherwise specified; to be used for operating expenses, points card and rules printing expenses, Year-end Awards, banquet, public relations and any other expenses approved by the CSCC SOLO II Committee.
      - (b) Other Funds: From time to time, temporary fund designations may be set up to clearly show the financial status of specific major activities taking place within a calendar year, but which are not carried from one year to the next.
  - 1.9 INTERPRETATION: The CSCC SOLO II Committee may override the Event Officials'/ Stewards' interpretation of these Rules.

## **2 — DEFINITIONS**

- 2.1 EVENT TYPES:
  - 2.1.1 CSCC SOLO II REGIONAL CHAMPIONSHIP EVENT: An Event at which regional championship points are awarded.
  - 2.1.2 CSCC SOLO II OPEN EVENT: A SOLO II event at which no regional championship points are awarded.
  - 2.1.3 CSCC SOLO II INVITATIONAL/INFORMAL EVENT: A SOLO II event open to invited guests and which shall be exempt from compliance with sections 3.7, 4.2, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10 and all of Section 5 of the SCCA National Solo 2003 Rules.
  - 2.1.4 CSCC SOLO II SCHOOL/PRACTICE: A SOLO II whose purpose is to teach and improve driving skills and/or event management and which shall be exempt from compliance with Sections 3.7, 4.2, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10 and all of Section 5 of the SCCA National Solo 3002 Rules

- 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 II 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 II event.
  - 2.2.3 TIME ONLY RUNS: Time Only runs are runs that do not count for points and/or awards.
- 2.3 DEFINITIONS APPLICABLE TO CARS:
  - 2.3.1 PICK-UP TRUCKS: See Appendix A

### **3 — ENTRY AND SAFETY REQUIREMENTS IN ADDITION TO THE NATIONAL SOLO I/II RULES**

- 3.1 ENTRY: A driver may enter an event only once for points and/or awards.
  - 3.1.1 SECOND ENTRY: Second entries are for time only
- 3.2 CATEGORIES/CLASSES/CAR PREPARATION: Entrants shall compete in the CSCC SOLO II Regional Competition Categories and Classes (see Appendix A of Supplementary Regulations). These categories and classes are in effect for all regional SOLO II events. Car preparation requirements may be found in the SCCA SOLO I & II Rules book.
- 3.3 INSPECTION REVIEW: A member of the Rules Sub-Committee shall review the safety inspection procedures at each SCCA/CSCC SOLO II Committee 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 are prohibited during official competition runs at Championship events. To become an Approved Instructor, applicants must submit a completed Application which will include experience and detail what is expected of an instructor. Novice Instructor will count as a work assignment. If an Instructor drives a novice's car, that run will not be charged to the novice (1 run maximum).
    - 3.5.1.1 APPROVED NOVICE INSTRUCTORS: An approved 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 approved events for at least two years is required. An instructor may only serve in this capacity after completing official timed runs. Acting as a Novice Instructor does not constitute working an event.
    - 3.5.1.2 PENALTY: Any driver other than a Novice taking a passenger during official competition runs will have that run and any subsequent official runs marked as

DNF. Any passenger who has not completed all of their official competition runs will have any subsequent official runs marked DNF.

- 3.5.2 INTERIOR ACCESS: The interior of a closed car must be easily accessible from the outside (doors unlocked and/or windows open).
- 3.5.3 HELMET STICKERS: Upon inspection, Tech may issue an official dated CSCC Helmet Sticker which will be valid for the calendar year issued in.
- 3.6 DRIVER BANS: A driver may be banned from CSCC SOLO II Events by action of the Rules Sub-Committee. This ban shall take effect immediately upon such action.
- 3.6.1 SQUIRRELING: Squirreling or any other unsafe driving at or in the vicinity of an Event site shall be grounds for disqualification.
- 3.7 LEGALITY DISCLAIMER: SCCA/CSCC SOLO II 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 I/II RULE BOOK**

- 4.1 AGE OF COURSE PERSONNEL: Children under fourteen (14) years of age and pets shall be prohibited in the staging, grid, and start/finish course areas. All minors involved in SCCA Events shall have the completed standard SCCA minor release of liability and waiver form signed by his parents or legal guardian. This 3-part form (#9717) shall be filed with the CSCC Solo II Regional Chairman, and will be valid for all Events during the current calendar year. The minor and his parents or legal guardian must, in addition, sign the standard Event waiver form (#9716), or, if competing, the 2-part Minor Competitor form (#9724) at each individual Event.
- 4.2 ADDITIONAL RULES: Any additional rules set up by the Event Officials must not conflict with any portion of these Sup. Regs. and must apply uniformly to all drivers.
- 4.3 CSCC SOLO II SUPPLEMENTARY REGULATIONS COPY & SCCA SOLO I & II RULES COPY: A 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 group system to be used.
  - (c) Whether minors and/or guests will not be permitted to run.
  - (d) A telephone number 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.
  - (h) The information "hotline" should be updated for each Event. The Event Chairman should "double-check" the information.
- 4.5 FLYERS: Flyers printed for the Event must include the CSCC & 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 1:00 PM of the day of the Event unless it has been previously set as a Pre-entry Only Event.
- 4.7 RESULTS: Complete and accurate results shall be sent (not less than First Class Mail) to each driver and to the CSCC Assistant Regional SOLO II Committee Chairman, Regional Championship Points Keeper and CSCC SOLO II Treasurer. All results must be post-marked within fifteen (15) days after the event or a fine of \$5.00 per day will be imposed (not to exceed \$100.00).
- 4.7.1 CONTENT OF RESULTS: The results shall be printed by Class and position in Class in order of best time and must include (at least) the driver's name, car number, car description, club affiliation, designation of trophy winners (See para. 7.12), net time for each run, penalty for each run (if any), the date, time and place for the trophy presentation, and a list of all Event Officials who contributed to the operation or organization of the Event. Time Only runs shall be listed together last in the results.
- 4.8 EVENT SANCTION: Granting of sanction requires CSCC SOLO II Committee approval. The organizing group(s) of Event Officials must apply for sanction in person at a SOLO II Committee Meeting. Event Officials from only one club will be granted a sanction.
- 4.8.1 SANCTION FEE/INFORMATION SHEET: The SOLO II Event Information Sheet must be filed with the CSCC. SOLO II Committee Chairman at least two weeks prior to the event.
- 4.9 SCCA, CSCC & SOLO II NAMES/LOGOS: No Event may use the SCCA or CSCC names/ logos in connection with that Event unless it is sanctioned by the SCCA and the CSCC SOLO II Committee.
- 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 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 wrist band.
- 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 II 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 II 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 con-trolling drivers, their vehicles, officials and workers.
- These duties are a combination of the duties listed in the SCCA SOLO II Rules for

the Event Chairman and the Chief Steward (see Sections 5.1 & 5.3 in the SCCA SOLO Events 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 II site.
  - (b) Serve as Safety Steward at all Solo II 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 II 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 I and II Rules.
- 4.10.4 CHIEF TECHNICAL INSPECTOR: The Chief Technical Inspector shall ascertain that the cars comply with the SOLO II 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 II Rules.
  - (d) Insure that the appearance of each car is neat and clean. Cars that are not presentable will not be allowed to compete.
- 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: Assigns workers to their task, instructs them in their duties, where applicable, and lists 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 COORIDINATOR: 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, trophies, 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 II Treasury.
  - 4.10.12 EVENT EXPENSES:
    - (a) IF AN EVENT IS A WORK/RUN EVENT: after all event expenses are paid by The CSCC SOLO II Treasurer, the remaining funds will be divided equally between the team operating the event and the CSCC SOLO II Treasury. (Note: the 'team' or club operating the event must supply the five event officials for the event to qualify). 'Fun-run' moneys are not to be considered as event proceeds, and may be retained by the sponsoring 'team'.
    - (b) IF AN EVENT IS NOT A WORK/RUN EVENT, ALL OF THE EXPENSES WILL BE BORNE BY THE CLUB OPERATING THE EVENT; ALL PROFITS, IF ANY, WILL BE RETAINED BY THE CLUB/TEAM OPERATING THE EVENT.
  - 4.10.13 EQUIPMENT FUND: All equipment owned and maintained by the CSCC SOLO II Committee will be available for rent. An "Equipment Fund" will be maintained by the CSCC SOLO II Treasurer. 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/RUN: Events may be work/run.
    - 4.11.1 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.
    - 4.11.2 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.
      - 4.11.2.1 ADDITIONAL DNW'S: Any driver receiving two or more DNW's within a given SOLO II 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.

#### 4.12.1 GENERAL

4.12.1.1 This section shall establish CSCC SOLO II standards, test procedures & instrumentation required for determination of vehicle sound emissions.

4.12.1.2 It is the competitor's responsibility to ensure that his vehicle complies with sound control regulations at each Event.

4.12.1.3 The Event Officials may offer advice to competitors. This advice, however, does not imply that any suggested corrective action(s) absolves the competitor from compliance with standards established by these regulations.

4.12.1.4 The Event Chairman or his designee may require a violator to pass a static (off-course) test before being allowed to return to the course. Static tests will not supersede on-course measurements, because the full range of noises generated by the vehicle cannot be accurately measured statically.

4.12.1.5 Vehicle sound emission levels are variable. They are affected by factors such as temperature, humidity, wind, air density, etc. Therefore, sound emission may vary significantly from morning to afternoon and from day to day. Thus, a vehicle measured as marginally acceptable in the morning could exceed sound limits in the afternoon of the same day or at some future Event.

4.12.2 STANDARD: The primary standard for CSCC SOLO II sound control shall be a sound pressure level of 95 dB "A" scale frequency weighted (dBA), measured on the fast response setting of the meter.

#### 4.12.3 MEASUREMENT PROCEDURE:

4.12.3.1 General: Proper location and use of all test instrumentation is essential to obtain valid measurements. Operating Manuals or other manufacturer's literature should be consulted to determine the recommended operating procedure.

4.12.3.2 PLACEMENT OF METER: All references to the "meter" with respect to placement shall concern the microphone portion of the measurement instrument (dB meter).

4.12.3.2.1 The meter shall be mounted on a tripod and placed:

- (a) 3.5 feet (min.) above the ground surface.
- (b) 2.0 feet (min.) above the level of the course.
- (c) 6 feet (max.) above the level of the course.
- (d) 50.5' +/- 0.5' from the course side of the closest pylon, approximately perpendicular to the course.
- (e) 200 feet or more away from any tunnel or overpass through which the target vehicle passes.
- (f) 200 feet or more away from surfaces with high sound reflectance such as concrete walls, buildings or motorhomes.

4.12.3.2.2 Whenever reasonably possible, the sound measuring station should be located along a straight section of the course so that data is taken while most cars are under maximum acceleration. An effort to avoid the influence, in measured data, of tire noise from nearby turns should be made. Likewise, the equipment should ideally be measuring noise from only the object car. Care should therefore be

taken to avoid influences from other cars on the course.

4.12.3.2.3 Ideally, the meter should be located on the outside of the course (i.e., between the car being monitored and the outside perimeter of the facility, aimed into the infield area).

4.12.3.3 TECHNIQUE:

4.12.3.3.1 The meter shall be located such that, when it is slowly rotated through 360 degrees, no background readings are greater than 80 dBA.

4.12.3.3.2 A battery check shall be made every hour.

4.12.3.3.3 Calibration shall be performed, before each Event, by the permanent custodian of the sound equipment or his designee.

4.12.3.3.4 A reasonable effort should be made to evaluate only non-tire noise. Tire squeal, such as can result from fast shifts and braking may cause a spike in the measured data. Such spikes should be ignored and, in the case where tire noise is mixed with other noise from the object car, an effort should be made to consider only the non-tire noise, as much as possible, in judging noise emissions for the car. Note: meters with a "maximum hold" feature may be better utilized, in the above case, with that capability turned off (allowing the operator to observe the maximum level attained while eliminating any obvious spike from consideration).

4.12.4 EQUIPMENT:

4.12.4.1 A sound level measurement instrument (dB meter) which meets American National Standards Institute (ANSI) Specification S1.4-1971, Class 2, Type S2A or better, and provides the following features:

- (a) Fast response setting
- (b) "A" scale frequency weighting
- (c) Demountable microphone (optional)
- (d) Maximum hold (optional)

4.12.4.2 General accessories shall include:

- (a) Tripod
- (b) 50' (min.) steel measuring tape
- (c) Operating manual
- (d) Portable calibrator which is compatible with the meter being used.

4.12.4.3 All required equipment shall be available from CSCC Solo II Committee, or their designee.

4.12.5 SOUND LEVEL LOG:

4.12.5.1 The sound level log shall be considered timing and scoring documentation and must be treated accordingly. (Ref. Section 5.8 and Section 6.5)

4.12.5.2 The sound level log shall contain:

- (a) The number of the car being monitored
- (b) The observed dBA reading for the car being monitored
- (c) The make and model of the meter being used
- (d) Battery test results (pass/fail) as taken every hour
- (e) Weather conditions
- (f) Name of operator
- (g) Date of Event

- (h) Event chairman
  - (i) Organization (Club, Etc.) providing Event Officials
- 4.12.6 RESULTS REQUIREMENTS: The results must identify all drivers whose runs were measured to be within 5 dBA of the limit and all drivers who have exceeded the limit. The results must also include the highest dBA value recorded for these drivers.
- 4.12.7 ENTRANTS ABOVE THE LIMIT: If a driver exceeds the limit, it will be the Event Chairman's responsibility, directly or through Event Officials he may appoint, to make sure that the driver corrects the problem before making any subsequent runs. The Static Sound Test procedure (Section 4.12.8.0) may be used, at the Event Chairman's discretion, for this purpose. Drivers will not be red flagged for sound level infractions. If a vehicle is over the sound limit for three Events entered where sound is monitored, then that vehicle is banned from all CSCC sanctioned Events for the rest of the year.
- 4.12.8 STATIC SOUND TEST
- (a) Place sound meter 15 feet behind the car and 45 degrees off the car's centerline, on the same side as the car's exhaust.
  - (b) Run the engine to 4000 RPM and take a sound level reading on the "A" scale.  
— OR —  
Run the engine to 4000 RPM as indicated on the tach supplied by the sound monitor. This meter is to be connected to the car by the entrant. The sound level reading is taken on the "A" scale.
  - (c) The entrant shall be given a minimum of one half (1/2) hour to fix the sound problem and return to the static test site. Note: Any fix must be safe for course workers and spectators, as well as the driver. The use of steel wool in the exhaust system, or drink cans inadequately attached to the exhaust pipe tip are examples of fixes that have proven to be unsafe in the past.
  - (d) Repeat steps A and B. The difference between the first static test reading and the second static test reading must meet or exceed the difference between the on-course reading and the Event dBA limit.
- 4.12.9 OTHER SOUND SOURCES: Objectionable sounds from sources other than cars on the course can also be a problem. The thoughtful placement of the P.A. system and the control of engine and tire warm-up activities should minimize objectionable sound from these sources.
- 4.12.10.0 SITE SURVEY
- 4.12.10.1 SITE SURVEY COMMITTEE: The CSCC SOLO II Executive Board shall appoint a committee consisting of not less than two (2) persons to evaluate the noise sensitivity of all SOLO II sites. As a minimum, the following factors shall be considered:
- 4.12.10.1.1 The stated requirements or desires of the property owner/manager.
  - 4.12.10.1.2 The proximity of residences. When appropriate, a survey should be made to subjectively evaluate sound levels in nearby residential areas resulting from 95 dBA sound originating at the SOLO II site.
  - 4.12.10.1.3 Nearby sources of objectionable sound which could make the SOLO II sound

- levels seem “insignificant”. (Examples — nearby airport, street noise, etc.)
- 4.12.10.1.4 The existence of ordinances regulating maximum sound levels at some specified point of reference, i. e. the property line.
  - 4.12.10.1.5 Consideration should be given to course workers and spectators for possible hearing discomfort.
  - 4.12.10.2 Using site survey data, the CSCC SOLO II Executive Board shall place each SOLO II site into one of the following categories:
    - 4.12.10.2.1 NOISE CRITICAL: Sites, the use of which, would probably be in jeopardy if an Event were to produce noise only slightly above existing ambient levels. Noise must be measured at a noise critical location.
      - 4.12.10.2.1.1 Procedure: Sound level readings shall be made and a log sheet kept, constantly, throughout the Event (ref. Section 4.12.5). Readings of 90dBA or above shall be reported in the results (ref. Section 4.12.6). Strict adherence to the 95 dBA limit shall be mandatory. Flyers will state: “Closed exhaust. The 95 dBA noise standard will be monitored and strictly enforced”.
      - 4.12.10.2.2 NOISE SENSITIVE: Sites where noise originating at the Event which is somewhat louder than ambient but not overwhelming would be acceptable.
        - 4.12.10.2.2.1 Procedure: The 95 dBA noise limit applies but continuous sound level monitoring throughout the Event will not be required. Sound measuring equipment shall be available. This is to accommodate testing of specific cars either because of particularly annoying noise suspected to be above the 95 dBA limit or by driver request for an advisory reading. A suitable sound monitoring station location should be identified (ref. Section 4.12.3.2). Flyers will state: “Closed exhaust. The 95 dBA noise standard may be monitored”.
        - 4.12.10.2.3 NOISE TOLERANT: Sites where considerable noise is acceptable. Noise may be measured at a noise tolerant location.
          - 4.12.10.2.3.1 Procedure: Open exhaust may be allowed (no exhaust muffling required). Flyers will state: “Open exhaust allowed in accordance with class preparation rules. The 95 dBA noise standard will not be monitored”.

## **5 — TIMING AND SCORING IN ADDITION TO THE NATIONAL SOLO I/II 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 II Committee 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 before the driver's first run. Corrected times and penalties (if any), shall be posted as soon as possible. Time only runs shall be identified on the scoreboards as "Time Only".

- 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 II REGIONAL CHAMPIONSHIP EVENTS**

- 6.1 CSCC SOLO II 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 II Regional Championship Event.
- 6.2 OFFICIALS COMPETING: Sanctioned Event Officials shall be allowed to compete in their own CSCC SOLO II Regional Championship Events.
- 6.3 ENTRY RESTRICTIONS: Regional SOLO II 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 and are SCCA members. (See 4.1 for minors release details)
- 6.4 ESTABLISHED COURSE: If a CSCC SOLO II 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 II Regional Championship Event must be



turned over to the Regional Championship Points Keeper no later than the CSCC SOLO II Committee 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.

- 6.6 CSCC SOLO II POINTS CARD NUMBER IN RESULTS: Results must include the CSCC Points Card number of each driver and Sanctioned Event Official.

## 7 —CSCC SOLO II REGIONAL CHAMPIONSHIP POINTS AND AWARDS

- 7.1 CSCC SOLO II POINTS CARDS: CSCC SOLO II 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 II Committee approval and be issued a revised Points Card.
- 7.2 CLASS: Separate Classes exist for men and women. For the purposes of Regional Championship Points Calculations:
- (a) An open (Men's) Class consists of a minimum of two drivers.
  - (b) A Ladies' Class consists of a minimum of two drivers.
- 7.3 POINTS: CSCC SOLO II Regional Championship points for each class shall be calculated per the following formula:
- $$\text{Driver's Points}^* = \frac{500 (t)}{\text{Driver's Time}} - 400$$
- t = Lowest time of all driver's holding a current CSCC SOLO II Points Card in the class
- \*NOTE: Only drivers holding a current CSCC SOLO II 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 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 II Points Card in the corresponding Men's class, with a maximum of 100 points possible.
  - (b) Men 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 Men's class does not exist as per 7.2
  - (d) Prepared and Modified (Prep/Mod) may still be combined when a class does not exist as per 7.2, with times adjusted in accordance with the PAX index as listed in Appendix C.
- 7.3.3 UNCOMPLETED CLASSES: Competitors in uncompleted Classes shall earn their average. When no Class exists or a competitor is not permitted to complete

his/her runs, that driver shall earn his/her 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.

7.4 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 II Regional Championship events the driver competed in and earned points in.

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 II Regional Championships

n = The number of Events for which an average is to be awarded

7.6 NUMBER OF EVENTS SCORED: When 12 (twelve) or fewer events are held, a competitor shall drop his/her lowest two scores. When 13 (thirteen) or more events are held, a competitor shall drop his/her lowest three scores (a no show is a 0).

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. He/she must have worked on the day of the event or have approval from the CSCC SOLO II Committee 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 Men's Classes or Ladies' Classes. Points earned in Ladies' Classes cannot be totaled with points earned in Men's 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 trophies shall be awarded: a class must average 5 entrants for a Second Place trophy to be awarded and an additional 2.5 entrants for each subsequent trophy. DNF's count; DNR's and guests do not count. Regardless of the number of entrants, when the First Place trophy winner is within 100 points of the net points

possible, a trophy shall be given, for a Second Place within 5% of the winner's total and trophies to all others within 8% of the winner's totals.

- 7.9.2 OVERALL AWARDS: Overall winners in both Men's and Women's categories shall be based on CSCC SOLO II Regional Championship points gross totals.
- 7.10 TEAMS: Each CSCC SOLO II Committee Member Club may have a Team of up to 5 drivers and up to 2 alternates. The Team shall consist of five drivers with no more than two drivers in any one class (Jr Karts excluded at this time). If a club has 15 members or less they will be allowed to enter more than two drivers in a class. Team drivers and alternates must be turned in to Registration for the Points Keeper before any driver on the team runs. a list of each Team's drivers and alternates must be submitted at the first Championship Event of each season. This list will be in effect until a new Team and alternates list is submitted or until the end of the season.
- 7.10.1 TEAM ALTERNATES: Each Team may have up to 2 alternates. Alternates shall be designated alternate 1 and alternate 2. An alternate will be added to the Team only if one or more of the original five Team drivers does not run the event. In the event the first alternate results in more than two drivers in a class then the second alternate will be selected. If the second driver results in more than two drivers in a class, then none of the alternate drivers will be eligible and the Team will be short of a full five driver Team.
- 7.11 TEAM POINTS: Each of the Team member's times will be PAXed against all Team members using the index used by the SCCA Solo II for the National classes and the CSCC index for Regional classes per Appendix C. The sum of the points of each Team will be the Team Points for that Championship Event. The Team with the highest points at the end of the year will be awarded the Team Championship Trophy.
- 7.11.1 WOMEN TEAM MEMBERS: A Team may have one or more women designated on the team list, entered in a Ladies' Class and earning points from that Ladies' Class.
- 7.11.2 TEAM AVERAGE: A Team will receive its Team point average, per 7.11, for any Regional Championship that Team sponsors, except in the case of work/run events.
- 7.12 REGIONAL CHAMPIONSHIP AWARDS: Trophies are awarded in the following manner:
- (a) Mens classes – One for 3 entrants, two for 5 entrants, one for each additional 5.
  - (b) Ladies classes – One for 2 entrants, one for each additional 3.

## **8 — PROTESTS**

- 8.1 GROUND: 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 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 a member of the Technical Sub-Committee (before the close of the Event) with a \$10.00 deposit.
    - 8.2.1 INSPECTION: The Rules Sub-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), the Protest Committee and/or the Rules Sub-Committee. A member of the Rules Sub-Committee 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 II Regional Championship Points for that Event and be removed from the results.
    - 8.2.2 ACTION: The Rules Sub-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 Rules Sub-Committee 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 Rules Sub-Committee), shall be the loss of CSCC SOLO II 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 Regional SOLO II Committee Chairman or Rules Sub-Committee Chairman by the next CSCC SOLO II Committee meeting that is more than 10 days after the last date the results are postmarked.
    - 8.3.1 ACTION: The protest will be acted upon by the Rules Sub-Committee.
    - 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 sub-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 Regional SOLO II Committee Chairman within ten days after announcement of the Sub-Committee's decision. The Sub-Committee shall review their 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 Regional SOLO II Executive, to be acted upon by the CSCC SOLO II Committee membership. Such action is final.
    - 8.5.1 APPEAL/OVERRIDE: Sub-Committee 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 II COMMITTEE ADMINISTRATIVE PROCEDURES**

- 9.1 PERMANENT CAR NUMBERS: Event Officials shall use the following permanent number system at any Event. The CSCC SOLO II Committee will control the issuance of permanent numbers so that they match the CSCC SOLO II Points Card number. Anyone may request a permanent number within the guidelines below:

- (a) Numbers 00-599 and Numbers 700-999 are reserved for permanent Numbers that match CSCC Points Card numbers.  
(Points Card Numbers under 1000)
- (b) Numbers 600-699 are to be used for drivers that do not request a permanent number.

All cars must have car numbers and Class letters on both sides. Car numbers will be eight to ten inches high, 1-1/4 inch stroke. Class letters should be smaller. Both must be of uniform color and in contrast to the color of the car. Only one set of numbers may be visible while the car is running.

- 9.2 EVENT RESULTS AND UPCOMING EVENTS: Event results should list upcoming CSCC SOLO II Events.

- 9.3 RULES FOR TIME ONLY ENTRIES: Entries for "Time Only" shall be identified for scoring purposes by writing "X" as the Class on the run card. Car numbers for Time Only runs shall comply with the following guidelines:

- (a) Second entry for Time Only – an "X" shall be added to the existing car number.
- (b) CSCC SOLO II Points Card holder first entry for time only - an "X" shall be added to the permanent number or to the issued number.
- (c) Guest first entry for Time Only – an "X" shall be issued with the number.
- (d) Event Registration shall provide the "X's" for all car numbers.
- (e) "X's" are a part of the number and shall be included on all paperwork.

## **APPENDIX A**

### **2000 CSCC SOLO II REGIONAL COMPETITION CATEGORIES AND CLASSES**

All classes are the same as listed in the SCCA National Solo 2003 Rules Book except for the addition of the following:

#### **NOVICE (NOV):**

To encourage new members/competitors to participate in slaloms, and to allow them to sharpen their skills without being discouraged by "getting their doors blown off" by more experienced drivers, CLASS NOVICE (NOV) is herein established.

Eligibility: a) Has never competed in a Solo II , or b) has not driven a Solo II within the previous five (5) years. Each competitor in the NOVICE class will drive whatever car they bring, provided the car passes Technical inspection (all cars run in the same class). After having competed three times in the NOVICE class or, if the driver trophies, he/she must, at the next event, compete in his/her regular listed class. Novice competitors will be separated by gender; the classes will be listed in the results as NOVICE and NOVICE (L)

Trophies may be awarded for the NOVICE class; championship points will not be awarded.

GOOD LUCK, ALL NEW DRIVERS!

#### **CALIFORNIA STREET MODIFIED (CSM)**

Any car which complies with Street Prepared Category Rules, with the following exceptions/allowances:

- (1) Engines and drive trains are un restricted - including engine swaps, air induction, carburetion/fuel injection, transmissions, drive shafts, and rear ends/axles/differentials.
- (2) Suspension is un restricted - Any modification is allowed.
- (3) Electrical system - Must have operational tail lights, brake lights, headlights, wipers and turn signals. Instrumentation is unrestricted.
- (4) Bodywork:
  - (a) Body panels (including hoods, fenders & trunk lids), may be substituted with panels of alternate materials.
  - (b) Hood scoops are allowed.
  - (c) Spoilers and/or wings are unrestricted.
  - (d) Must have a minimum of two seats. (rear seats may be removed)

## **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 7.50 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 which 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 Senior's 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 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, ect.), every effort will be made to provide equality of condition, which may result in reruns for some, or all, of the Trophy Dash competitors.
- (g) Men's and Ladies Trophy Dash classes will be separate, and scored as such.

#### **STREET TIRE (SK1 & SK2):**

- (a) Purpose: To encourage competitors who compete in CSCC SOLO II events on the same tires they use on the street.
- (b) Eligibility - SK1 & SK2: Any STOCK category car, prepared in accordance with Para. 13 of the 1996 SOLO I & II Rules book, 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.
- (c) Indexing: Each car competing in the Street Stock class will be indexed in accordance with the PAX (performance) index in Appendix C. This performance index shall be reviewed after six Regional Championships, and may be modified if regional results warrant it, and the CSCC Rules Sub-Committee so rules.
- (d) Separate classes:
  - 1) SK1 consists of SS, AS, BS and FS.
  - 2) SK2 consists of CS, DS, ES, GS and HS.
  - 3) Men and Ladies shall compete in separate classes.
- (e) Registration: Each Street Stock competitor shall, in addition to listing SK in the Class block, shall list the class he/she would normally run in (e.g. if a competitor normally runs CS, he would write SK2 in the Class block and CS in the Indexed Class block).
- (f) Results: Every Street Stock competitor will have their corrected times listed, then the PAX number for their car, followed by the best 'indexed' time, arrived at by



multiplying their best corrected time by the PAX index number (e.g. if a competitor has a best corrected time of 73.68 seconds, and PAX index for his car is .951, then  $73.68 \times .951 = 70.06968$  secs, or 70.07, which will be listed as his best 'indexed' time.

(g) Trophies: Trophies will be awarded for each event in accordance with Para. 7.12

### **ELECTRIC-STOCK (EL):**

- (a) Any production electric motor - powered car, which otherwise meets the preparation rules of STOCK Category as defined the current 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, ect.) 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:**

Any category car, prepared in accordance with the SCCA Solo I and II Rules 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 during the year 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.
- (d) Each HISTORIC Class event winner will receive a .005 deduction in their PAX for the remainder of the year. There is no limit to the number of deductions a driver can receive.

## **PAX CLASS**

- (a) All entrants driving vehicles that compete in an SCCA Solo II 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 II class plus any penalty. This Index is published in North American Pylon and other sources.
- (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 II class identified.
- (d) PAX Computation for Regional Classes: Regional CSCC Solo II classes will be computed as follows for the coming year. This computation will be made after the November event results of the current year are finalized.
  - (1) Gross Times (after any index is applied for SK1, SK2 and Historic) for each Regional Class will equal the total of the fastest times at each Championship Event from January through November. Average Gross Time for each Regional Class will equal the Gross Times of that class divided by the number of events from which each classes Gross Times were derived. For a class to be considered, a minimum of eight events must be entered during this eleven month period. (i.e., if thirteen events were run but the Regional Class members only ran eight events, then that classes total times would be divided by eight to arrive at that Regional classes Average Time).
  - (2) This Average Gross Time would then be compared to the National Class Average PAXed Times of seven of the most consistent National PAXed classes in CSCC. The National Class Average PAXed Times will equal the PAXed Times divided by seven. The Rules Committee will determine these National classes at the beginning of each year. An Unadjusted Regional PAX time will be computed. The Unadjusted Regional PAX time will equal the National Class Average PAXed time divided by the Regional classes Average Gross Time. The Unadjusted Regional PAX time will then be increased by an amount equal to 2 % (Unadjusted Regional PAX times 1.02) The resulting indices figure will be used for the Regional Class.
  - (3) For the current year (2002) the seven most consistent National PAXed classes approved by the Rules Committee are SS, AS, BS, ES, CSP and ESP. These will remain the chosen classes unless changed by the Rules Committee in the future.

**FORMULA JUNIOR KART CLASSES** (See page F24 of Fastrack News in February 2003 *SportsCar* magazine for additional details).

**FORMULA JUNIOR 1 (FJ1)**

AGE: 8-11

ENGINES: Box Stock B&S Raptor, Balanced & Blueprinted Raptor

FUEL: Gas or Methanol

WEIGHT: Stock Gas Raptor: 225 lbs

B&B Gas Raptor: 245 lbs

B&B Methanol Raptor: 250 lbs

OTHER: No B&S controlled Stock, Modified, limited Modified or Open motors.

**FORMULA JUNIOR 2 (FJ2)**

AGE: 12-15

ENGINES: Box Stock B&S Raptor, Balanced & Blueprinted Raptor

FUEL: Gas or Methanol

WEIGHT: Stock Gas Raptor: 225 lbs

B&B Gas Raptor: 250 lbs

B&B Methanol Raptor: 285 lbs

OTHER: No B&S controlled Stock, Modified, limited Modified or Open motors.

**FORMULA JUNIOR 3 (FJ3)**

AGE: 8-11 (Basically mirrors 2002 WKA Mfr.'s cup series class, Yamaha Junior Sportsman)

ENGINE: Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal.

FUEL: Gas and Oil

CARBURETOR: Walbro WA55B or HPV1 with WA55B manifold.

EXHAUST: RLV SSX-V. If hole exists in pipe for EGT sensor, EGT sensor probe must be in place. See fig. 554.3 in WKA Technical Manual. (see OTHER for alternate configuration).

WEIGHT: 250

OTHER: Alternate configuration may be Walbro WB3A carburetor and 0.600 restrictor plate with RLV YBX exhaust (IKF Junior 1 class).

**FORMULA JUNIOR 4 (FJ4)**

AGE: 12-15 (Basically mirrors 2002 WKA Mfr.'s cup series class, Formula Yamaha Junior).

ENGINE: Yamaha KT-100, only heads with OEM casting "Yamaha" and cylinders with Y3 or Y4 and 787 are legal.

FUEL: Gas and Oil

CARBURETOR: Walbro WB3A.

EXHAUST: RLV SSX-V. See fig. 554.3 in WKA Technical Manual.

WEIGHT: 295

**APPENDIX B  
INCENTIVES**

Commencing January 1991, the CSCC Solo II incentive program has been established. After having completed one (1) year in the following jobs, that person is eligible for the discount listed in every event the year following. (NOTE: The applicable discount may only be taken on a first-time-for-points entry. All other entries shall be paid at the full price). The discount (in percentage) is against entry fees at all CSCC Solo II Regional Championships. Competitors are eligible for multiple discounts (served in more that on capacity, or performed a task more than once) up to 100%. The Rules Committee Chairman is responsible for annotating each eligible person's points card with an appropriate notation (i.e., Treasurer – 12/91) followed by the Rules Committee Chairman's signature/initials. It is the responsibility of each eligible person to show proof of his/her service (i.e., results) to the Rules Committee Chairman. The following positions are eligible: The discount, in percentage is included:

*	CSCC SOLO II COMMITTEE CHAIRMAN	50%
*	SOLO II NEWSLETTER EDITOR	50%
**	CSCC SOLO II POINTS KEEPER	50%
	CSCC DIVISIONAL CHAIRMAN	50%
	CSCC EQUIPMENT MANAGER	50%
**	CSCC SOLO II TREASURER	50%
**	EXECUTIVE BOARD MEMBER (other than above)	25%
***	RULES COMMITTEE MEMBERS	20%
	EVENT MASTER	15%
	OTHER EVENT OFFICIALS (per section 4.10)	10%
	SAFETY STEWARD	10%
*	CLUB REP	10%

\* Must attend 11 of 12 General Meetings

\*\* Must attend 10 of 12 General Meetings

\*\*\* Must attend all Committee Meetings