

**THE TIRE RACK<sup>®</sup>**  
**SCCA<sup>®</sup> National Solo<sup>SM</sup>**  
*The Road to Topeka!*

**2008 Solo Divisional  
Generic Supplementary Regulations  
"Held under the SCCA Solo Rules"**

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**A. GENERAL INFORMATION**

1. ENTRY REQUIREMENTS: SR 4.2.
2. Courses will be open for walking Friday, Saturday, and Sunday  
See Event Specific Supplementary Regulations for more detail.
3. Changes to the Supplemental Regulations and run/work order will be posted at Registration and at the posting area. It is the responsibility of each competitor to check for, and adhere to posted changes.
4. Other site restrictions required by the site owner such as "off-limits" areas, may be published separately, or posted on site and must be obeyed.
5. Trash containers and portable toilets will be provided. Do not obstruct the portable toilets.
6. Blocking approach to the toilets will obstruct use, and prevent servicing. Do not use for trash!
7. Scales will be available to the competitors during the event free of charge under the supervision of Impound. You will be restricted from using the scales when they are being used by Impound. Consult with the Chief of Impound if in doubt.
8. A mandatory drivers' meeting will be held Saturday morning. Final run/work order assignments will be announced at that time.

**B. REGISTRATION PROCEDURES**

1. see <http://www.houscca.com/solo/divisional/>

**C. SAFETY**

1. A speed limit of 15 MPH will be enforced at the event site including pre-grid and grid. Tire spins, rapid speed or direction changes, or other "abnormal/unusual" driving techniques are strictly prohibited throughout the event site, other than during competition. See Event Chairman for questions or problems.
2. Drivers are responsible for the actions of their crew and guests. All must sign a waiver to be present in the pre-grid, grid, staging and course areas. Waiver forms will be available at registration.
3. The wristband, signifying waiver signature, will be worn either on the wrist or attached to the individuals exterior clothing from the waist up on the front of the body, in plain sight. All personnel entering the paddock must sign the event waiver, or display the waiver wristband as identified above.
4. Workers must be on their feet at all times while cars are competing.
5. Photographers desiring to enter a course area must be approved by the course safety steward and be accompanied by a spotter. A minor may not serve as a spotter.

6. Skate boards (motorized or manual, with or without stand-up handlebars or seat), roller blades and roller skates (motorized or manual), are prohibited from use in all areas of the event site. Intent: Skateboards, in any form, or name, with the basic function/ form of a skateboard. The Chief Safety Steward will make the determination of vehicles qualifying under this regulation.
7. Pylons, tape, and/or other barriers will define "No Parking" areas near the course. Cars parked in such a manner that block or restrict defined driveways or entrances to course areas will be towed away without notice, at the expense of the vehicle operator/owner.
8. All incidents involving injury and/or property damage occurring on the event site, or felt associated to the event will be reported as soon as possible to the Event Chairman or Chief Safety Steward.
9. The event safety steward will ensure that a functional system of technical inspection is in place and that items of safety interest are highlighted for inspection.

#### **D. ORDER OF RUNNING**

1. Competition will be on two successive days with one course run each day. Runs will be scheduled in four heats each day or five if number of entrants exceeds 225 (heats will be assigned by car class).
2. There will be a grid A and grid B instead of a pre-grid and grid. Therefore, drivers are to position their cars in grid A or grid B. If the car is not in the specific grid spot when the first car of the heat is instructed to the start line they will loose a run/or runs depending on arrival time to grid.
3. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment. After each run all drivers will return to their "home." Do not block the access lanes between spaces. Dual Drivers will have the same grid position.
4. All drivers will be offered three runs on each course. Each run of each heat is divided into two segments. Therefore, for a three (3) run heat there are six (6) segments (1a, 1b, 2a, 2b, 3a, 3b).
6. The Grid Chief shall have the discretion to determine the run order within each heat, balancing the conflicting goals of running in numerical order within class, fairness to drivers of both single-driver and two-driver, keeping entire classes together, and facilitating efficient event operation. No competitor shall take a second run until after all drivers have completed their first run. After the completion of each run, vehicles must return directly to the grid. Vehicles are not permitted to depart the grid area for service.
7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A grid marshal will be specifically assigned to handle two-driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car returns to grid until the time it leaves the start line.
8. Drivers must proceed from the grid to the start line when so directed by a grid official, or that run will be scored as a Did Not Start (DNS).
9. Heat assignments will be posted on the SCCA website – [www.SCCA.com](http://www.SCCA.com) – the Wednesday prior to the event. Run order will be determined the Friday night of the event and be available on Saturday morning.

#### **E. TECH PROCEDURES**

1. Tech inspection will be at the race hotel on Friday and at the event site Saturday Morning.
2. All drivers are required to state on the entry the brand of tire they run on. However, the entry form does not commit you to a tire brand. This may be changed at tech.
3. All tires, at event site and intended for use on Stock and Street Prepared category cars must be teched. These tires will be checked for compliance with 13.3 at tech inspection; however these tires will not be marked. Tires are un-protetable for violation of section 13.3 after the car makes its first competition run on said tire(s). You may tech as many tires as you feel you will need. It is the responsibility of the competitor for all additional tires acquired after tech inspection to be in compliance with tread depth and safety specifications outlined in 13.3. Any tire which fails tech inspection may be impounded by SCCA until the completion of competition.
4. Tech will check for compliance with 3.7 Vehicle Identification. (All required decals will be made available at Registration). Two SCCA Solo decals, one on each side of the car; one SCCA decal on the hood or front bumper, two Tire Rack SCCA National Solo Road to Topeka decals, one on each side of the car; and the title sponsor decal ([tirerack.com](http://tirerack.com)). This is a window tint decal to be placed at the top of the windshield. Vehicles without windshields or with plastic windshields may place the decal on the front of the car.
5. Helmets must meet specifications and will be teched. Approved helmets must be teched before the driver's car can receive a tech sticker. Helmets that do not meet the requirements of the Solo rule Section 4.3.1 will be impounded by the SCCA until the completion of the event.

#### **F. IMPOUND PROCEDURES**

1. The intent of impound is to assure competitors have complied with the specifications listed in the SCCA National Solo Rules and the Supplementary Regulations for this event per Section 6.10 of the Solo Rules.
2. Vehicles will be impounded on both days of competition in your assigned grid area. After your last run each day, return to your original grid position. After re-gridding, only those vehicles to be weighed will be escorted by a designated impound official to the impound area. The driver of each vehicle or a designated representative must remain in the grid/impound area near the vehicle during the impound period. Karts will be allowed to be driven from grid to impound under close supervision by event officials. The Chief of Timing may request impounded vehicles are held until the results are audited.

3. Impound officials will inspect cars during impound and may require removing wheels and or components as part of the inspection procedure. Competitors are responsible for performing these procedures as required and for using proper equipment (e.g. jack stands to safely support a raised vehicle). Competitors are responsible for having appropriate rules and documentation of specifications available.
4. Competitors may observe, but must not hinder Impound inspectors in any way.
5. Impound will not act on hearsay information regarding suspected non-compliant concerns provided by competitors. If competitors suspect a rule violation, they must file protests in accordance with the National Solo rules.
6. Vehicles under protest will remain in impound with other vehicles until the class is released. They will be escorted by a designated Impound or Protest Committee official to another location as instructed by the Protest Committee.
7. All weights and measurements taken by impound will be available for all competitors to inspect after (not during) the weighing procedure. Competitors are reminded not to interfere with Impound Officials as they work.
8. Those classes that have minimum weights are required to go to impound to be weighed. It is the competitors' responsibility to know if his/hers class has a minimum weight requirement.

**G. PROTEST & APPEALS: SR Rule 8**

1. Protest and Appeal forms will be available from the Chief Steward, Operating Steward, Chief of Protest, and Chief of Impound. Protests may be filed with the Protest Committee or the Chief Steward and (except for protests from the Chief of Impound or the Chief Steward) must be accompanied by the appropriate protest fee in cash or traveler's checks.
2. Bonds (if required by SR 8.3.3) are due in cash or traveler's checks.
3. Appeals may be filed with the Chief Steward or the Chief of Protest. The appropriate fee in cash or traveler's checks must accompany the Appeal (Chief Steward excepted).
4. The decisions of the Protest Committee may be appealed, but not protested. Only the original protester, protestee, or Chief Steward may file an appeal.

**H. COURSE MARKERS**

1. Directional pylons (pylons which are laid on their side) are for informational purposes and do not count if hit. Directional pylons placed directly adjacent to a penalty pylon must be obeyed or a DNF will result. Directional pylons not adjacent to a penalty pylon are for informational purposes only and do not result in a DNF if not followed. If a directional pylon displaces a penalty pylon, the penalty pylon will be assessed.
2. A penalty will be assessed for each displaced course entry and exit pylon.
3. The course will be lined on both sides, weather permitting. Crossing a line incurs no penalty.
4. Drivers observed driving at substantially less than normal competition speeds for the purpose of spotting slightly misplaced course markers to earn a re-run will be referred to the Chief Steward for action. As such conduct is considered unsportsmanlike and an unnecessary delay of the event.

**I. TIMING & SCORING**

1. The total score will consist of the best-timed run from each course, combined to create one time.
2. Scores will be posted. See the Chief of Course to resolve problems. THE TIMING & SCORING VEHICLE IS OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS, unless invited to enter by an event official.

**J. DRIVERS MEETING NOTES**

There will be a drivers' meeting Saturday of the event. Changes to the Supplemental Regulations and other items of information as well as the names of all event officials will be included in the material provided at on-site registration, or posted at Registration and at the posting area. IT IS A COMPETITOR'S RESPONSIBILITY TO CHECK AT REGISTRATION AND THE POSTING AREA FOR CHANGES TO THE SUPPLEMENTAL REGULATIONS.

**K. ENTRANTS AS WORKERS: SR Rule 6**

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Chief of Course prior to the substitution. Failure to comply with Rule 6.1 SR or properly perform assigned duties will result in additional work assignments or disqualification, as executed by the Event Chairman.
2. Early work assignments that offset a normal work assignment must be pre-approved by the Event Chairman and/or Chief of Course and/or the Chief Steward. These assignments must be extremely limited to prevent loss of critical support during the event. Serving as a volunteer prior to the event is greatly appreciated and a key element in success of this event. However, this does not automatically offset a normal work assignment.

**L. WORKER MEETING NOTES**

Workers will report to the Chief of Course before the beginning of the last run of the heat prior to their assigned work heat for a brief instructional session and assignment. First heat workers will report 20 minutes prior to the start of the event. Failure to report on time will result in an additional work assignment after the finish of the last heat on that day. Not complying with these rules will result in disqualification.

**M. TROPHIES & AWARDS**

Trophies will be awarded on Sunday after the last runs. They will not be mailed. If you leave the event early, appoint someone to receive your award.

**N. CLASSES**

All Open and Ladies National classes and National Supplemental classes, as defined by the 2008 Solo Rules.

**O. OFFICIAL RESULTS**

Official results will be available within 48 hours of the event on <http://www.houscca.com/solo/results.asp>.