

WHAT'S THE RETAIL ON ONE OF THOSE THINGS?

MORE THAN YOU CAN AFFORD PAL. FERRARI.



HECTOR'S GOING TO BE RUNNING 3 HONDA CIVICS WITH SPOON ENGINES, AND ON TOP OF THAT HE JUST CAME INTO HARRY'S AND HE ORDERED 3 T65 TURBOS.

14 13 12 LOW 11 10 9 Great 8 7 6 LOW 5 4 3 Great 2 1

3

5 DUDE I ALMOST HAD YOU

4 DANGER TO MANIFOLD!!!

1 GRANNY SHIFTING, NOT DOUBLE CLUTCHING: LIKE YOU SHOULD



The Houston Region of the SCCA Proudly Presents

I LIVE MY LIFE 45-ISH SECONDS AT A TIME

2021 Solo Regional #5

Course Design by Corey Phillips

CAR# _____

CLASS _____

RUN HEAT _____

WORK HEAT _____

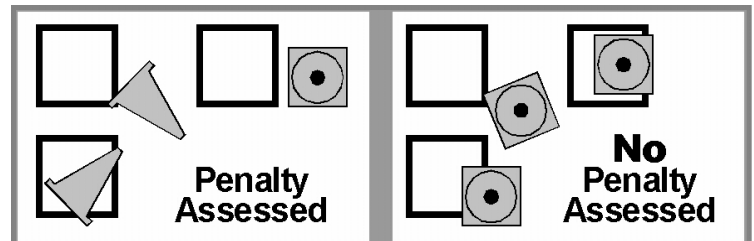
CORNER WORKER INSTRUCTIONS

- While at Registration, please report to the “Chief of Workers” to get a work assignment. When its your turn to work, get to your station as soon as possible.
- 1 Person holds the red flag, unfurled, (but not flapping around) ready to be used.
- The same Person holds the radio, with the volume turned up enough that instructions can be heard (particularly by the person with the flag). The correct channel is 7³⁵
- The other people are the runners (not the person with the red flag) that check cones, and put them back in their boxes
- Stay alert and remain standing (not sitting or squatting) when a car is on the course.
- Red flag when instructed to do so, or to avoid metal-to-metal contact (i.e. car stalled in course 2nd car quickly approaching). Do not red flag for inattentive corner workers. It is their job to NOT get hit. When it is time to red flag a car, quickly move to where the oncoming driver can see you and vigorously wave the red flag to stop the car. However, do not get too close to the car. More than one station may need to wave the flag in order to catch the driver's attention.
- No minors are allowed at corner worker positions.
The use of cell phones, or video/camera equipment by corner workers is prohibited.



PENALTIES

- If a car misses a gate, i.e. does not go to the correct side of a cone, that is a DNF. However, if the driver hits the cone marking the side of a gate, that counts as a cone penalty, not a DNF. When in doubt, do not call in a penalty.
- When calling in a penalty, use your corner number and try to be as specific as possible about both the penalty and the car. For example "This is corner 1. Car number ESP 42 is a DNF"; or "The red Mustang hit two cones at corner 3"; "Car ESP 42 DNF'd - they missed the last cone in the slalom at corner 1." This is especially important when calling in a DNF. Make sure you receive confirmation from timing and scoring that they heard the penalty
- Cones when hit by a car (the Down or Out Rule):
If a cone is still upright, and any portion remains within the box, it is not a penalty. If it is upright and completely out of its box, it is a penalty. If a cone is knocked over, it is a penalty. Pointer cones (those originally lying down) do not count as a penalty when struck by a car. Remember to place each cone back in its box, or as close to its original position as possible.
Safety comes first;



DO NOT RUN IN FRONT OF A CAR TO REPLACE A CONE. It is your job **NOT** to get run over.

Do not flag a car if a cone is out of place. It is the driver's responsibility to stop, inform the corner workers, and proceed off the course at a slow speed that does not impede other cars. He will then be given a rerun. However, if that driver hit the cone, or the cone is not out of place, the driver will not receive a rerun.

PHOTOGRAPHERS

- Photographers, whether video or still photographers, are **NOT ALLOWED IN ANY HOT AREA**. A hot area being defined as anyplace where a spectator is not normally allowed, including Grid. See your Course Map for the designated “photo area”

NOTE:

*Rookie Instructional Course
Walk-throughs at course start
beginning at 8:45 am*