

## 2021 WNY Region Solo Events Supplemental Regulations

- Scope** The Western New York Region Solo Events will be governed by the complete 2021 National Solo rule book, as amended by these supplemental regulations.
- Insurance** Insurance is provided in accordance with the SCCA Master Plan.
- Conduct** Safe and sensible driving is mandatory at all times in all areas. Disqualification will result from unsportsmanlike conduct.
- Drugs** Any driver considered by the event chair to be under the influence of alcohol or narcotics shall be disqualified.
- Fees** **Entry Fees are \$35.00 for SCCA Members and \$45.00 for Non-Members, ~~\$25.00 for Jr. Karts (No Jr Karts at New Era Field)~~.** We retain the right to change these fees. Fun Runs will be charged at rate decided upon by the event chair and the SOLO chair on a per event basis (if time permits). There will be a \$3 surcharge for all credit card payments.
- Drivers** There is no limit to the number of drivers that may register to drive one car. If you have more than 2 drivers in 1 car you must notify the event chair prior to the driver's meeting.
- Passengers** Any driver is allowed to take an experienced driver as a passenger, or ride as a passenger with an experienced driver, with the consent of either the Event chair or the Solo chair. Minor passengers are allowed as per national rules with the consent of the Event chair or the Solo chair.
- Numbers** Car numbers and class designation must be displayed clearly on both sides of the car during each run. Inspection and legibility of numbers will be checked during tech. Tape numbers on windows are discouraged because of legibility problems. Shoe polish numbers will NOT be allowed. DO NOT use tape for numbers that are the same color as the car!
- Only one number and class may be displayed at a time.
- Failure to display the correct class and number may result in the loss of a timed run.
- Putting one strip of tape over a number to indicate the number is not in use will NOT be allowed. It must be very clear at a minimum distance of 30' that the number is not in use. Multi-driver mod cars need to pay particular attention to this.
- Car numbers may be no more than 3 digits in length. Numbers may not start with a 0 or be all 0's.
- It is recommended that you keep the same number in a class for the entire season. Should your number change, you must notify the Chief of Timing and Scoring prior to event check in.
- Run Order** Run order will be determined on the day of the event by the Event chair and the Solo chair. It is the competitor's responsibility to be at the start line at the proper time. Permission to run out of order may be granted only by the Event chair or the Solo chair.
- Format** Event format will be stated during the drivers meeting, and may include best run of the day format, best morning + best afternoon runs, best run from each day, or any other format declared by the event organizers.
- Classes** Car classification is the responsibility of the competitor. Reference for classing can be found here: <http://www.scca.com/pages/solo-cars-and-rules>. Assistance is available prior to the event on our website: [www.wny-scca.com](http://www.wny-scca.com) or our Facebook Group page <https://www.facebook.com/groups/2215533317/> or at the event at Technical Inspection. To keep the registration line flowing please have your class ready prior to coming to registration.

Current SCCA National classing will be used, but grouped into index classes, based on current PAX values:

Street Tire Only:

**Stock** (SS,AS,BS,CS,DS,ES,FS,GS,HS)

**Street Touring** (STS, STR, STX, STU, STH, SSC)

**Xtreme Street** (XSA, XSB, CAMT, CAMC, CAMS)

**Novice Stock**

**Novice Modified**

Race Tires Allowed, pre class rules:

**Prepared/Modified** (XP, BP, CP, DP, EP, FP, GP, AM, BM, CM, DM, EM, FM, KM, FSAE)

**Street Prepared / Modified** (SSR, SM, SMF, SSM, SSP, ASP, BSP, CSP, DSP, ESP, FSP)

**Karts** (JA, JB, JC)

**Pro** (ALL CLASSES)

**Pro Class:**

The Pro Class will be an indexed class. It is intended to be a class for top level competition. There will be no requirements for entry, and no compulsory inclusion

**Ladies Class:**

There will be no ladies class.

**Novice Classes:**

The Novice classes will be for those competitors that are starting out. We don't anticipate instituting hard and fast rules about what constitutes a "novice," but we will reserve the right to "graduate" a competitor that regularly wins in Novice for an extended period of time. R-compound tires are not allowed. This class is run as RAW time.

- Novice Stock = bone stock with no modifications
- Novice Modified = ANY modifications to the car

**Jr. Driver Classes:**

**Formula Jr. classes will be indexed as Karts. [See rule book for full details.] Any adults driving a Jr. Kart MUST run in KM.**

**Bumping:** We reserve the right to "bump" (combine) undersubscribed classes in order to make for a meaningful championship.

NOTE: We also reserve the right to bump previous season's class winners into the Pro class.

Timing Any timing questions will be referred to the Chief of Timing & Scoring, or the Solo chair.  
Questions about results posted on the web site must be made within 7 days of the results being posted on the web site.

Penalties A penalty of two seconds will be added to raw times for each pylon knocked over or out of the marked box. More than two wheels off pavement or past the wrong side of a course boundary will constitute a DNF. DNF's will be scored with a time of 199.999. Additional penalties may apply on a per event basis.

- Protests** A protest may be submitted in writing, by any competitor or official, against any competitor, official, or the running of the event, no later than 5 minutes after the last official run. The protest fee is \$20.00, to be returned only if protest is upheld.
- Jr. Cart protests may be filed by the competitor or Guardian of the competitor. Protests against Jr. Cart vehicles and equipment are to be filed against the Guardian of the competitor.
- Questions pertaining to event procedure may be directed to the Event chair or Solo Chair.
- At each event, the protest committee shall consist of appointees made by the Solo chair or Event chair in his/her absence.
- Any decision of the protest committee may be appealed to the WNY Region's Officers or Board of Directors, Appeal Fee \$25.00. However, intent to appeal must be stated immediately after the protest committee decision is rendered.
- Awards** One trophy will be awarded for every 3 cars per class.
- In order to qualify for a year-end trophy, you must:
- 1) Be a member of SCCA by Event # 6 (The Rookie of the Year winner need not be a member).
  - 2) For **2021**, the minimum number of events to qualify is 3 local events.
- Points** Year end points will be awarded at all WNY points events (including out of region events). The **BEST 6** events including out of region events will count towards season points. Out of region events **will be worth DOUBLE points, and** will be calculated based on all drivers attending the days event, not re-calculated only on WNY drivers.
- Qualified drivers accumulate points towards both their class championship and the overall PAX championship.
- The points are calculated as a percentage. The 1<sup>st</sup> place car gets 100 points plus 1 bonus point. Each car after that receives a % point calculation based on how far behind the winner they are using the following equation:
- $$(\text{Winner's Time}/\text{Driver's Time}) * 100$$
- In the event of a tie, the 1<sup>st</sup> tie breaker will be the most class wins. If necessary, a 2<sup>nd</sup> tie breaker will be most coned fastest runs. *If still tied, a 3<sup>rd</sup> tie breaker of a deathmatch will be used. Chief of Timing and Scoring has final say on structure and results of said deathmatch.*
- If you change your car number mid season but stay in the same class, please notify the Timing Chair in a timely manor to assure your points are awarded appropriately. Please do not assume that points will automatically be consolidated.
- Awarded points can be transferred between classes for overall PAX championship only. The driver must request the transfer of points no earlier than the last event and no later than 14 days after the last event of the season. Points can only be transferred towards individual class championships if the driver began the season in Novice and moved classes with the approval of the Solo Chair and Chief of Timing and Scoring.
- Working** Course working is MANDATORY!!!! FAILURE TO DO SO CAN RESULT IN THE FORFEIT OF YOUR BEST RUN!
- The presence of debris, people, animals, or unauthorized vehicles on course shall be deemed cause for a course worker to wave down a car. A car that is stopped for the above will be granted a rerun. A driver may stop for the above (without signal) and will be granted a rerun. A driver must stop for a downed or displaced pylon in order to be granted a rerun.

A pylon is not a penalty if it remains upright and any part of the base remains within the marked box per the diagrams in the 2021 National SOLO rule book.

Sound The purpose of sound regulation is to protect our sites. It is not intended to be punitive, or to provide a competitive advantage.

No car shall exceed a sound reading of 90dB @ 75'. The sound station will be positioned based on course design, wind direction, and neighborhood factors at the discretion of the Solo Chair and Chief of Sound. In most cases this means the sound meter will be between the course and the closest neighbors to the site where sound may be of issue.

The Sound limit is subject to change any time during the season.

If a competitor's sound reading exceeds the determined limit, the competitor will be given a warning, and the competitor must make a good faith effort to quiet the car before being allowed to run again. The competitor may continue with their next run once approved by the Solo Chair, or someone appointed by the Solo Chair. A competitor who exceeds the sound limit twice will be removed from the event. If on the second run, the reading exceeds the determined limit, the competitor will be given a 2<sup>nd</sup> warning, and the competitor must make a good faith effort to quiet the car before being allowed to run again. If the competitor exceeds the determined limit a 3<sup>rd</sup> time, the run will result in a DNF, and the competitor will be excluded from further competition.

Sound violations can be protested only on the grounds of a measurement malfunction and only by the competitor found in violation. Decisions made on a sound protest are not subject to protest by other competitors.

If it is deemed that a competitor has taken efforts to avoid detection, that person's times may be discarded, and they may not be allowed to run for the remainder of the event.

Examples of sound level avoidance include, but are not limited to: Using a bend added to the tail pipe to direct sound away from the metering station, lifting off the throttle near the sound station for the sole purpose of avoiding sound detection, changing driving line to move farther from the sound station. Adding a turn down to direct sound towards the ground IS acceptable, as the ground can act as an adequate muffler and disperses sound evenly so as not to skew sound readings

Conduct Safe and sensible driving is mandatory at all times in all areas of the event and in proximity to the event. Please take every effort to minimize our impact on the local area. Event officials reserve the right to exclude participants from events on the basis of conduct at or near the site. No refunds will be issued.

**Pax will follow the indexes specified at:**

**<https://www.solotime.info/pax/>**