



*July 2006 FasTrack*

**ITEM 11)** Change (update) Appendix D:

APPENDIX D - SOLO<sup>®</sup> TRIALS RULES

I. PURPOSE

Solo<sup>®</sup> Trials provides a venue for SCCA<sup>®</sup> members who wish to experience higher speeds than the current Solo<sup>®</sup> program allows and/or for whom the Time Trials program has not been available or desirable. Solo<sup>®</sup> Trials is a program for regions and drivers with a lower level of speeds, hazards, administrative complications and costs than Time Trials.

Background Motivation:

Several independent and marquee autocross clubs, although considerably less regulated, have offered this type of program for many years without competition from SCCA<sup>®</sup>. Since region and member input indicated a need SCCA<sup>®</sup> has developed this new program. An added incentive to formulate this program for our membership was the potential to attract new members from the independent clubs who run this type of event into the SCCA<sup>®</sup> Solo<sup>®</sup> Program.

The Solo<sup>®</sup> Trials Program has three primary goals:

- 1) to be a venue for our Solo<sup>®</sup> members to compete in a safe, higher speed Solo<sup>®</sup> event;



- 2) to give SCCA<sup>®</sup> Regions, previously unable for various reasons to conduct Time Trials, a different type of Solo event to offer current and potential members; and
- 3) to develop a cadre of new competitors and organizers experienced in Solo<sup>®</sup> Trials events who will be encouraged to consider involvement in Time Trial Events. With the achievement of these three goals the Solo<sup>®</sup> Trials Program will provide a more rounded Solo<sup>®</sup> program for our members.

## II. CONCEPT

All Solo<sup>®</sup> Trials Events will generally be run on flat, expansive asphalt or concrete pavement with very minimal fixed objects present on the course site. Essentially, these events will be planned for sites such as airport facilities or very large parking areas that can have a defined perimeter to control access and be protected from unwanted entry. This program is not intended for racetrack facilities, which are used for Time Trials events or shopping mall-type parking lots that are commonly used for Solo<sup>®</sup> events. Extremely rare exceptions may be made for racetrack facility usage under special circumstances when the course design and locations of hazards present appropriate risks, such as an airport-based facility.

The course will be designated by pylons, and as in other Solo<sup>®</sup> events, displacement of these pylons will penalize drivers.

Solo<sup>®</sup> Trials events can be characterized as introductory Time Trials events, using pylon defined road courses and speeds in excess of those currently limited in the Solo<sup>®</sup> program are permitted but are more limited than for Time Trials events. Approved course designs will not normally permit potential vehicle speeds of the fastest Stock, Street Touring<sup>®</sup>, or Street Prepared vehicles to exceed 95 MPH.

Solo<sup>®</sup> Trial events will fall under the authority of the Divisional Solo<sup>®</sup> Steward (DSS) and under the regulation of the National Solo<sup>®</sup> Rules (SR), except as exempted by these Solo<sup>®</sup> Trials Rules.

## III. PROCEDURE FOR SCCA<sup>®</sup> SANCTION

Regions wishing to participate in the Solo<sup>®</sup> Trials Program shall:

1. Submit to the National Office an event site approval request which includes a proposed scale course design map with surrounding areas indicated; and
2. Submit sanction application to the DSS after receiving event site approval.

## IV. SITE SELECTION AND COURSE DESIGN APPROVAL

Courses shall be placed on relatively level, smooth pavement surfaces and shall avoid incorporating elevation changes or abrupt high-speed maneuvers that could lead to loss of control.

The course design should limit straights (defined as a section of course where full acceleration is possible, regardless of whether it is totally straight or not) to a maximum of 1,200 feet, including the braking zone preceding a subsequent maneuver. The intent of this requirement is for the top speed of the fastest Solo Stock or Street Prepared-type cars to not normally exceed 95 mph at any point on the course.



The course shall be designed to provide the Chief Steward and the Safety Steward, or their designated representatives, a direct line of sight to all portions of the course or radio communications must be provided between all corner stations and those officials.

Prior event site inspection is mandatory and shall be coordinated with the Solo<sup>®</sup> Safety Committee (SSC). The inspection shall be made by the DSSS or a designated representative of the SSC. This inspection will ensure that:

1. The proposed course pavement and overall event facility is capable of supporting a safe event;
2. Proper worker safeguards are available and will be utilized; and
3. The event site can be appropriately secured from unwanted entry by unauthorized individuals.

A safety report on the acceptability of the site shall be filed with the SSC with copies to the Director of Solo<sup>®</sup> Events. This report shall form the basis of SCCA<sup>®</sup> sanction and insurance issuance. Once a course site has been approved, it need not be inspected again unless there have been changes in pavement or to surrounding course areas. However, each subsequent event must go through all other sanction requirements.

#### V. SCCA INSURANCE

Liability and Participant Accident coverage will be provided as indicated in the SCCA<sup>®</sup> Insurance Manual

#### VI. EVENT OFFICIALS

The Chief Steward shall be appointed by the DSS and the Chief of Safety shall be appointed by the Divisional Solo<sup>®</sup> Safety Steward (DSSS). The host region shall appoint all other officials. All event officials must be SCCA members in good standing. The selection of the Chief Steward and the Safety Steward shall be done with utmost care reflective of the type of event. It is recommended that the Chief Steward and Safety Steward have Time Trials experience but, as a minimum, these officials shall have five years Solo<sup>®</sup> experience as an Event Chairman or a Safety Steward.

#### VII. ENTRANT ELIGIBILITY AND LICENSING

Driver Eligibility:

Must be an SCCA<sup>®</sup> member, at least 16 years old, and possess a "full privilege" operator's (driver's) license from their state of residence.

Novice drivers may not participate in any Solo<sup>®</sup> Trials event. Drivers in a Solo<sup>®</sup> Trials event must have experience in at least four parking lot type Solo<sup>®</sup> events within the last two years. Proof may be in the form of event results or a letter from a Regional Executive, Divisional or National Solo<sup>®</sup> Official attesting to the experience level of the prospective entrant.

#### VIII. WORKERS

Events will operate primarily utilizing competitors, who are not competing at the moment, as course workers. This practice will duplicate the procedures currently in place for the Solo<sup>®</sup> Program. However, it is highly recommended that experienced Club Racing Flagging and Communications workers be used in a supervisory capacity. Prior to the beginning of competition runs, a workers training session will be held in order that each



worker (driver) be familiar with what will be expected of them when they are placed on station.

#### IX. EVENT SAFETY REQUIREMENTS

1. A fire vehicle shall be provided that will be equipped to fight car fires. This vehicle must carry a minimum of 60 pounds total capacity dry chemical fire extinguisher(s).
2. An ambulance must be on call and available to respond within five minutes of a telephone call from the event site. A cellular phone must be available on site to minimize response time in the event of an emergency. At a minimum, one individual certified in Advanced First Aid by the American Red Cross, or equivalent, along with an extensively equipped First Aid kit must be present and available. If this individual is also a competitor, another certified individual must be on duty while he or she is competing. It is highly recommended that an ambulance be stationed on site and staffed with qualified personnel for the duration of the event.
3. A prearranged safety plan, approved by the SSC, must be in place to cope with major emergencies.
4. At least 20 pounds of dry chemical extinguisher (total capacity) must be provided at each flagging station. Each station shall also be equipped, at a minimum, with a red and a yellow flag.
5. Radio communication shall be provided from each flagging station to event officials at the event control point.
6. As a minimum, each station shall have two workers.
7. Each flagging station shall be on the inside approach of its respective corner and be placed a minimum of 75 feet from the course edge. It is highly recommended that the station be located behind a solid protection barrier such as, but not limited to, concrete, tire wall, Armco.

#### X. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with the Solo<sup>®</sup> Rules, Section 3.3.3. must be successfully completed prior to competition. Competitors and officials are reminded that this inspection must be conducted with consideration to conditions of a Solo Trials event. The Chief Steward is authorized to prevent any vehicle from competing that he or she believes to be inadequate. In addition, vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Time Trials specifications must meet all current Time Trials safety equipment requirements.
3. Vehicles prepared to Solo<sup>®</sup> specifications must meet the following additional requirements:
  - a. Street Modified, Prepared and Modified category vehicles, and all open vehicles, must have a roll bar meeting current Solo<sup>®</sup> Appendix C standards (exception: open cars may substitute factory hardtops equipped with bolt-in fasteners). In addition, Stock, Street Touring<sup>®</sup>, and Street Prepared vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo<sup>®</sup> prepared vehicles have roll cages/roll bars meeting current GCR requirements.



Roll cages are highly recommended for all vehicles and, if installed, must conform to current GCR Section 18.

- b. A driver restraint system as described in the current GCR Section 20 is required for all Street Modified, Prepared, and Modified category vehicles, and for all Stock, Street Touring<sup>®</sup>, and Street Prepared category vehicles equipped with a roll bar or roll cage. Stock, Street Touring<sup>®</sup>, and Street Prepared category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
  - c. A hand-held fire extinguisher meeting the current GCR Section 12.22.2 is highly recommended.
4. Karts are not permitted in Solo<sup>®</sup> Trials events

#### XI. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:

1. A helmet meeting the current Solo<sup>®</sup> requirements as a minimum.
2. All open cars and closed cars that do not have original equipment roll up windows must be equipped with a window net, or the driver must wear an approved arm restraint system. Vehicles with original equipment roll up windows may compete without either a window net or a driver arm restraint if the driver side window is rolled up during competition.
3. Drivers of open cars shall wear goggles or face shields.
4. SCCA approved fire resistant clothing as listed in the current GCR, Section 4.7, is highly recommended for drivers of Solo<sup>®</sup> Street Modified, Prepared and Modified category vehicles, and Club Racing GT, Production, Formula, and Sports Racing vehicles. This includes suits, gloves, socks, and shoes. Fire retardant clothing is highly recommended for all drivers.
5. All drivers must at a minimum wear 100% cotton (no blends) outer wear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot.

*June 2006 FasTrack*