

2018 Indianapolis Region SCCA Solo Series Supplementary Rules

1. Minors

There are two new forms for Minor Waivers. One form can be signed and notarized by a notary. The other can be signed and then signed off by an adult SCCA Member. BOTH Parents must sign the form in front of either the notary or the SCCA member to be legal on page one of the form and the minor will sign on page two of the form. This is for minors that plan on competing or being in "hot" areas (grid, course). There is no more sole custody allowed on this new form, both parents must be present to sign, unless proof can be made that they are the only parent of the child. A minor that will not be in a hot area, such as paddock or any spectator areas, does not need to have a minor waiver on file. Copies of the Minor Liability Waiver are available before events upon request.

2. 4 Wheel Drive or High Center of Gravity Vehicles

Due to the increased chance of rollovers, 4 wheel drive vehicles (not AWD) or vehicles with a high center of gravity and a narrow track are not allowed. Examples of excluded vehicles include but are not limited to:

Any vehicle on light truck rated tires.

Any vehicle with a 4-wheel drive transfer case.

Any full size van.

Any mini-van.

Any vehicle with a lift kit.

Any vehicle with a wheelbase exceeding 116 inches.

Any vehicle deemed by the Solo Chairman, Event Chairman, or Solo Safety Steward to be at risk of a rollover.

Examples of vehicles: Suzuki Samurai, Jeep CJ series, Geo Sidekick, Chevy Blazer, Ford Explorer, Dodge Caravan, Honda Odyssey, Ford F150 4WD, Dodge Ram 4WD, Chevy Silverado 4WD

3. Uncompleted Work Assignments

All competitors MUST complete their scheduled work assignment in order to be eligible for event trophies or year-end points. If a competitor does not complete their work assignment during their scheduled time, the competitors scheduled runs will be forfeited and entry fee will not be refunded. If the competitor does not complete their work assignment after completing their scheduled runs, the competitor will be disqualified from the event, will not be eligible for trophies, and will not score any points towards year-end awards. If it is documented that a competitor has skipped work assignments at more than one event during a season, the competitor will be subject to possible exclusion from competing in future events per the Solo Chairman's discretion.

4. SMS Class (Indy Region Supplemental Class) *New Changes*

SMS is designed for drivers who have made modifications to their cars, but not specifically prepared for a SCCA National class. This class is designed as a level playing field for the casual racer who just wants to come out and have a fun time. Because this class isn't recognized by the National level the Indianapolis Region uses a PAX of the current SM multiplied by 0.975. Any vehicle can compete in SMS as long as it meets the following rules:

- The vehicle must meet the eligibility requirements outlined in section 3.1 of the SCCA National Solo Rule Book.
- The vehicle must meet the safety requirements outlined in section 3.3 of the SCCA National Solo Rule Book.

- The vehicle must have tire that meet the rules outlined in section 13.3 of the SCCA National Solo Rule Book.
- The vehicle cannot be an “open wheeled” car. IT MUST HAVE FENDERS.

5. Sound

- **STANDARD**

- Maximum limit of 100dB, A weighted, at the measuring point.

- **MEASUREMENT**

- The measuring point will be established during course set up, and approved by the event chair. The course map shall be provided to the chief of sound two days before the event. When possible, measurements will be taken at all event sites to provide information for competitors. Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM. The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

- **SOUND STATION**

- A Sound Station will be established at the measuring point(s) on the course. At a minimum, an ANSI Type 2 sound will be used. The microphone will be mounted on a tripod, 3 to 4 feet above ground level. The microphone will be positioned perpendicular to the vehicle’s direction of travel. The meter will be set to “A” weighting, “Slow” Response. When possible and practical, the Sound Station(s) will be as far away as practical from inhabited buildings. The Sound Station Operator will record the Heat #, Run #, Car # and Class and Sound Reading on a Log developed for that purpose. Appendix I - Sound Measurement Procedures — 281 Sound Logs will be posted on site after each run group, and on the web following the event. Sound Logs will be maintained for one year. Every car will be measured on every run. The Sound Station Operator and the Grid Sound Control worker will be equipped with a radio on the same channel as the Corners, Grid and Control. One or more (as required) of the “downstream” corner stations will be equipped with a black flag and dedicated flagger. The Sound Control Grid worker will be equipped with a clip board and notepad to record the car number of violators announced by the sound operator, for his reference when the car returns to Grid.

- **VIOLATIONS**

- When a vehicle exceeds 97dBA, the sound operator will inform the grid sound control worker. When a vehicle exceeds 103dBA, the sound operator will announce over the radio, “sound flag, sound flag,” then state the car number and class, and the measured reading. The Grid Sound Control Worker will record the car number and sound reading. The driver will be notified of any measurement over 97dBA. When a car in violation (100dBA or over) returns to grid, the Grid Sound Control worker will notify the driver of the car’s measured sound level. The driver will be given the opportunity for a “mechanical delay” to attempt to reduce the vehicle’s sound level. If, in the judgment of the Grid Sound Control worker, the driver has attempted a viable remedy, he will authorize a “second chance run”. If the driver(s) declines any “repair” action, or the “repair” is deemed inadequate or inappropriate by the Grid Sound Control Worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Sound Control Worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves the competitor

from complying. If the vehicle exceeds either limit on the “second” chance run, the vehicle may be given one “final chance” run if the vehicle meets all the requirements of the previous paragraph (second chance run). If the vehicle exceeds the limit on the “final” chance run, that run and any runs following, if any, are forfeited.

6. Car numbering and lettering.

Per National rules, numbers must be a minimum of 8" high with a 1.25" stroke. Class letters must be a minimum of 4" high with a 0.75" stroke. They may be made of any durable material that contrasts with the car's paint. We will allow tape as long as the finished product meets requirements and are on the car before tech occurs. The correct width tape in different colors will be provided at the event for people who don't bring their own numbers. “Shoe polish” numbers will not be allowed.

Positioning the numbers on the car's paint is preferred, but numbers may be placed on the car's rear-side windows with the following conditions: The numbers/letters must meet size and material requirements (no shoe polish). The window must be adequately tinted so high contrast is maintained. If the tinting allows much light/detail to pass through the window, then the high contrast is lost and won't be allowed. The numbers and letters do not have to be the same color, as long as high contrast is achieved. So, panel numbers that are the correct size, and have high contrast with the panel, can be used with a different class color to maintain contrast with the car color.

7. Course finish and timing lights

Drivers are to finish their run with the car in control. If any cones are hit after the finish lights, the run will be scored as a DNF. If the driver hits either of the timing lights there will be a \$100 (the cost to replace one part of the timing system). If this driver hits the timing lights on any more of his runs, they will forfeit the rest of their runs, but will still be required to stay for their worker assignment if it has not been completed. They may also be asked to not attend any other Indy Solo events for the season, at the discretion of the Solo Chair and Chiefs.

8. No pseudo names

All drivers must use the name listed on their SCCA members card and/or their state issued drivers license. No pseudo names will be allowed. Refusal to use proper name will cause you to not be able to compete in the event.