

Drag/Cross rules

All SCCA Solo rules are in effect except as explained below:

FORMAT

The event has two parts: Qualifying and Eliminations.

Qualifying will be four runs, two on each course. Qualifying also will determine class winners. Class winners will be the driver with the fastest clean run. Cones will count for two seconds added to the time per cone. Missed gates or sections of the course will result in a DNF (Did Not Finish) for that run and no time will be given. Qualifying will also determine place on ladder for eliminations.

Eliminations will be a ladder format. Example: Ladders will be split into two run groups: Top half of field on time and bottom half of field on time. Each run group will ladder drivers this way: Example- a 16 car ladder would ladder one -vs- sixteen, two -vs- fifteen, etc. Each run group will produce one "winner" and the winner of each run group will race each other for Top Eliminator of the event. First round losers will compete in a consolation round that will be laddered randomly. Higher qualified drivers have lane choice in first round. Following rounds faster time gets lane choice. Hit cones are a disqualification and automatic loss.

Cone Penalties in qualifying will follow normal SCCA Solo rules. In eliminations, any hit cones will result in a DQ.

Bye Runs must be run and all penalties are enforced.

Starting Procedure will be by arm drop. Starter will determine jump starts. Starter is final word on jump starts. Jumping the start = DQ. Drivers are to leave immediately on the drop of the starter's arms. Once first driver leaves, T&S will manually start the opposite lane's timer if other driver doesn't respond to the starter.

Starter's Procedure: Starter will line up cars on the starting line. Starter will gain the attention by standing in the starter's position and pointing to each driver. Each driver must respond to the starter by nodding their head. Starter will raise arms above their head and hold them there. At the starter's discretion, he / she will drop his / her arms signaling the start of the race.

Re-runs will only be granted if both drivers have clean runs. Jump starts, cone calls, and DNFs override a re-run situation.

Red Flag Procedure: If a red flag is called, then both courses are red flagged. If a red flag is due to the result of a disqualifying infraction, the opposite side automatically wins. If the red flag is for a situation other than a disqualifying infraction, the race is re-run.

Trophies will be awarded for class winners, Top Eliminator, and Consolation round winner.

Two driver cars: If the drivers of a two driver car come up against each other in eliminations, the faster driver gets a bye-run and the slower driver is done.

Classes:

Stock/Street Prepared

SSP #1 ss, ssp, asp, bsp, csp, dsp

SSP #2 as, bs, esp

SSP #3 cs, ds, es, fsp

SSP#4 gs, hs, stf

Prepared

P #1 all prepared classes

Modified

Mod #1 am, bm, fsae

Mod #2 cm, dm, em, fm

Street Tire

ST #1 ssm, sm

ST #2 str, stu, smf

ST #3 stc, sts, stx

Bumping Order (takes 3 cars to make a class)

ssp 4 goes to 2, 3 goes to 2, 2 goes to 1, 1 goes to Prepared

Prepared: prepared goes to Mod 2

Modified: Mod 2 goes to Mod 1

ST 3 goes to 2, 2 goes to 1, 1 goes to ssp 1

These are where we will be starting at. At this point this is still in experimental stages. If afterwards we feel something needs adjusted, we will be addressing it then.