

Supplemental Regulations for the
2007 NEDiv SCCA Solo
Divisional Championships
Warminster Community Park, Warminster, PA
July 6, 7, 8, 2007
Held under the SCCA Solo Rules
NEDIV-SII-2007-01

Supplemental regulations per rule 1.6 of the SCCA Solo Rule Book

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A. GENERAL INFORMATION

1. ENTRY REQUIREMENTS: SoloRule 4.

Registration Hours:	4:00 PM – 7:00 PM Friday at event site 7:00 AM – 8:00 AM Saturday at event site by appointment
Technical Inspection:	11:00 AM – 3:00 PM and 5:00 to 7:00 PM Friday at event site 7:00 AM – 8:00 AM Saturday at event site by appointment
Course open for walking:	4:00 PM – 7:00 PM Friday 7:00 AM – 9:00 AM Saturday 7:00 AM – 9:15 AM Sunday
Paddock area open:	10:00 AM – 7:00 PM Friday (Quiet hours begin at 7:00pm.) 7:00 AM – 7:00 PM Sat. (Quiet hours begin at 7:00pm.) 7:00 AM – end of event Sunday
Mandatory Drivers Meeting:	9:15 AM on Saturday
First Car Off:	10:00 AM both days

2. Changes to the Supplemental Regulations, run/work order and/or the Safety Plan will be posted at the Registration / Information Area on Friday and at the Posting/Results Area at the event site after that. It is the responsibility of each competitor to check for, and adhere to posted changes.
3. Camping is not allowed on site. No electrical or water hookups are available at the site.
4. **Other site restrictions required by the Park such as "off-limits" areas may be published separately or posted on site, and must be obeyed.** The course and paddock areas will be secured with a night guard each night, but anything you leave at the Park overnight is at your own risk. Trash containers and portable toilets will be provided. Do not obstruct the portable toilets. Blocking approach to the toilets will obstruct use and prevent servicing. Please do not use the toilets for trash. Trash containers will be located throughout the Park. **NO TIRES or PARTS TO BE DUMPED IN THE TRASH CONTAINERS. NO TRASH TO BE LEFT ON THE SITE AT ALL. THIS INCLUDES TIRES.**
5. Gasoline stations/convenience stores are situated within 2 miles of the site.
6. Leftover tires/tire shavings and any other hazardous waste will not be abandoned on site. Gasoline or other similar materials **MUST NOT BE SPILLED** on the paddock, grid or racing surface. Cleaning of spills is the responsibility of the competitor. Cleaning supplies will be available for these incidents.

7. No vehicles are permitted off pavement.
8. **Quiet hours at the event site are from 7:00 pm Friday until 8:00 am Saturday and from 7:00 pm Saturday until 8:00 am Sunday. Please do not start or operate any loud engines anywhere on the event site during these areas, including grid, paddock and access areas. Please no loud radios during these hours.**
9. Scales will be available for competitors' use on Friday at Tech Inspection and Saturday/Sunday at the event site, except when they are being used for Impound.

B. REGISTRATION PROCEDURES

1. **All drivers must bring the following to Registration: A current, valid driver's license, current SCCA membership card, and a 2007 SCCA Solo Rule Book.**
2. Minors must present at Registration a signed minor release form (get proper form from your local region) or the SCCA web page at www.scca.com.
3. **Entry Limit For This Event Is 250. Pre-registration and advance payment will be required. On-site registration will be available only if the 250 limit is not reached prior to the event.** Check-In for all entrants will be available at the times and locations listed above for Registration. If an unforeseen delay such as a breakdown en-route prevents arrival before 8:00 AM Saturday, contact the Chief of Registration immediately upon arrival at the event site to arrange registration and Tech inspection. Under unusual circumstances entrants may amend their entry forms at on-site Registration if approved by the Chief of Registration and the Chief Steward.
4. Where there are two driver cars in the same class, the first driver will have a number of 99 or less, and the second driver will use 100 + the first driver's number. (example: 98 & 198). Two-driver cars MUST run in numerical order. Car numbers have been assigned on a first-come, first-served basis. It is the preference for this event that only one- or two-digit numbers be allowed (0-99). The Exception being that stated above for two driver cars. If desired, drivers of the same car but in different classes may use the same car number. If a second driver enters later, he/she must inform the registrar of the additional driver to ensure correct number assignment.

C. SAFETY

1. Speed limits as posted on the event site will be strictly enforced. A speed limit of 5 MPH will be strictly enforced in the grids and paddock. **Observe the posted speed limits in the area surrounding the Park.** Competitors will be disqualified for speeding or unsafe driving on site grounds.
2. Children are allowed on the event site. During active competition, children under the age of 12 are not allowed in the grids, staging or course areas. The only permitted exception is for those children participating as competitors in the Formula Junior category. Reminder: Parents are responsible for their children. Do not leave them unattended.
3. Pets are not allowed in grid, staging or course area during active competition. Pets must be leashed at all times.
4. Bicycles and other wheeled vehicles, other than cars or go-karts are not permitted on the grid during active competition. Roller blades and skateboards of all kinds are not allowed to be used on site.
5. Drivers are responsible for the actions of their crew and guests. All must sign a waiver to be on site. Waivers will be available at the site entrance or Registration.
6. A wristband, signifying that the wearer has signed the waiver, must be worn when on the site. The wristband may be worn on either wrist, or attached to exterior clothing from the waist up on the front of the body, in plain sight. All personnel entering the event area through the gate must sign the waiver or display the wristband as identified above.
7. Defined spectator limits will be announced during Saturday's drivers' meeting. All competitors and guests must remain within the area defined as the event site. Failure to do so will result in disqualification of offending competitors and competitors associated with offending crew members and guests.
8. A fire extinguisher is recommended to be present during refueling of vehicles in grid or paddock.
9. A pressurized water source must be present in Kart Grid for use as fire extinguisher. It is the responsibility of the competitor to provide these devices.
10. Cars may not be off the ground, in gear while running for tire shaving, cleaning or any other purpose. Exception: cars with snowmobile-derived drivetrains, such as Formula 440s, may be started with the rear wheels off the ground. If a car with a snowmobile-derived drivetrain is started with the rear wheels on the ground, a driver must be on board.
11. Smoking is not allowed on grid.
12. Workers must be on their feet at all times while cars are on course.
13. Photographers desiring to enter a course area must be approved by the course Safety Steward and must be accompanied by a spotter and the spotter may have no other duty. Photographers must provide their own spotters. Minors may not serve as spotters.
14. All incidents involving injury and/or property damage occurring on site must be reported to the Chief Safety Steward or assistant safety stewards immediately. This applies to all injuries, no matter how minor.
15. The event safety steward will ensure that a functional system of technical inspection is in place and that items of safety interest are highlighted for inspection.

D. ORDER OF RUNNING

1. Competition will be on two successive days with one course run each day. Heats will be assigned by car class. Run order information will be included in registration packet. Runs will be scheduled in four or five heats each

day. A final determination as to the number of heats and run order will be posted on Friday at the event site. There will not be a formal lunch break.

2. ***There will be two grid areas. Drivers in the first heat are to position their cars in grid at least 15 minutes prior to the beginning of the first heat. Drivers in other heats must position their cars in grid by the time the prior heat completes its second run of the day.***
3. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment. After each run all drivers will return to their "home". Do not block the access lanes between spaces.
4. If possible, the course will be open for a maximum of 20 minutes between heat 2 and heat 3. An effort to allow walking between these heats will be made, but depends on the promptness of the workers to report and cars to be placed on grid.
5. Cars will run in numerical order by class (except as necessary and directed by the chief of course to facilitate efficient event operation) within each heat until all cars have made a run, then the second run will begin. For cars with two drivers there will be a minimum spacing of 5 minutes between drivers. After the completion of each run, vehicles must return directly to the grid. Vehicles are not permitted to depart the grid area for service.
6. Cars must be in staging at the specified time or forfeit that run (DNS). Exception: Drivers of cars with mechanical difficulty shall have 10 minutes after the car is scheduled to start to present the car at the start line. The competitor must request the mechanical delay from grid personnel. Grid personnel will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain unfair advantage by delaying a run, for example changing weather conditions.

E. RERUNS

1. All reruns will be made as specified in the SoloRule 7.4. In the case that a competitor is red flagged on course, the competitor may continue through the remainder of the course at an appropriate speed (generally 25 – 30 MPH) so as not to delay the event, or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the course at an appropriate speed will result in a DNF for that run.

F. TECH PROCEDURES

1. Tech Inspection will be at the event site on Friday from 11:00 AM to 3:00PM and 5:00 PM to 7:00 PM. On Saturday, Tech will be available from 7:00 AM to 8:30 AM by appointment, so please notify us if you will not be arriving in time for tech on Friday. Competitors are encouraged to arrive in time to be teched on Friday. If an unforeseen delay such as a breakdown en-route prevents arrival before 8:30 AM Saturday, contact the Chief of Registration & the Chief of Technical Inspection, immediately upon arrival at the event site to arrange registration and Tech inspection.
2. Tires on Stock and Street Prepared category cars will be checked for compliance with 13.3.H at tech inspection. Tires teched will not be marked by the tech inspector and will be un-protestable for violation of section 13.3.H after the car makes its first competition run on said tire(s). You may tech as many tires as you feel you will need. On Saturday afternoon and Sunday additional tires may be teched by contacting the Chief Tech Inspector or Chief of Impound.
3. Tech will also assure that any required decals are in place (check at registration for availability of decals) and check for compliance with SoloRule 3.7, (Vehicle Identification).
4. Helmets will be inspected to ensure compliance with SoloRule 4.3.1; the helmet may be marked to indicate compliance. Helmets must be inspected before the driver's car can receive a tech sticker. Helmets which do not meet the requirements of SoloRule 4.3.1 will be impounded by the SCCA until the completion of the event.

G. IMPOUND PROCEDURES

1. The intent of impound is to allow SCCA officials and competitors to assure themselves that fellow competitors have complied with the specifications listed in the SoloRules and the Supplementary Regulations for this event.
2. Vehicles are required to report to impound on both days of competition. After a competitor's last run on each day, the competitor is required to return to his / her original grid position. Impound will take place in grid and all cars must remain until released by the Chief of Impound. Vehicles that must be weighed will be escorted to the scales for weighing and then return to grid for the remainder of the Impound period. The driver of each vehicle or a designated representative must remain in the impound area during the impound period. Failure to report to impound or have the car attended to by the driver or designated representative will result in disqualification.
3. Impound inspectors will inspect cars during impound and may require jacking or disassembly as part of the inspection procedure. Competitors are responsible for performing these procedures as required. Competitors are responsible for having appropriate rules and documentation of specifications available for the inspectors' use.
4. The Chief of Impound will submit to the Divisional Solo Steward a plan for conducting impound inspections. The approved plan constitutes a minimum level of inspection to be performed. The Chief of Impound may conduct inspections in excess of this plan at his/her discretion.
5. Impound inspectors will concentrate on the top finishing cars in the class. Based on available time, the Chief of Impound may limit the number of vehicles inspected, provided the requirements of SoloRule 6.10 are met.
6. The Chief of Impound may file protests based on the results of impound inspection.
7. Inspection by impound inspectors will proceed during the competitor inspection period. Competitors may observe, but must not hinder inspectors in any way.

8. Impound will generally not act on information regarding suspected illegalities provided by competitors. If competitors suspect a rule violation, they are expected to file protests in accordance with the SoloRule. The decision whether to act on competitor-provided information is solely at the discretion of the Chief of Impound.
9. Vehicles under protest will proceed to and remain in impound with other vehicles until the class is released. They will be transferred to the custody of the Protest Committee and moved to another location as instructed by the Protest Committee.
10. All weights and measurements taken by impound will be available for all competitors to inspect.

H. PROTESTS & APPEALS

1. Protest and appeal forms will be available from the Chief Steward, Chief of Protest, Chief of Impound and the Chairman of the Appeals Committee. Protests may be filed with the Protest Committee or the Chief Steward and (except for protests from the Chief of Impound or the Chief Steward) must be accompanied by the appropriate protest fee (\$25, as described in section 8.2.1 of the SoloRule) in cash or traveler's checks.
2. Bonds, if required by SoloRule 8.3.2 are due in cash or traveler's checks.
3. Appeals may be filed with the Chief Steward, the Chairperson of the Appeals Committee or the Chief of Protest and (except for the Chief Steward) must be accompanied by the appropriate protest fee in cash or traveler's checks.
4. The decisions of the Protest Committee may be appealed, but not protested. Appeals may only be filed by the original protester, protestee or Chief Steward.
5. Refusal of an entrant or driver of a protested car to allow inspection under the terms established by the Protest and/or Appeals Committee(s) shall result in immediate disqualification.

I. COURSE MARKERS

1. **Directional pylons (pylons which are laid on their sides) are for informational purposes and do not count if hit. Directional pylons placed directly adjacent to a penalty pylon must be obeyed or a DNF will result. Directional pylons not adjacent to a penalty pylon are for informational purposes only and do not result in a DNF if not followed. If a directional pylon displaces a penalty pylon, the penalty pylon will be assessed.**
2. A penalty will be assessed for each displaced course entry and exit pylon. A driver must complete the course, following all cones that designate the course immediately preceding the timing lights as well as those after the finish timing lights. Failure to do so will result in a DNF.
3. The course will be lined on both sides if weather and the site owners so permit. Crossing a line incurs no penalty.
4. Drivers observed driving at substantially less than normal competition speeds for the purpose of spotting slightly misplaced course markers to earn a rerun will be referred to the Chief Steward for action. Such conduct is considered unsportsmanlike and an unnecessary delay of the event.
5. **Note that all cars that run off the pavement and into the grass will be an automatic DNF for that run regardless of whether the course is completed.**

J. TIMING & SCORING

1. The total score will consist of the best timed run from each day added to create one time.
2. Scores will be posted as quickly as possible for each course. **See the Chief of Course to resolve problems.**
3. **THE TIMING AND SCORING VEHICLES ARE OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS,** unless invited to enter by an event official.
4. After completion of each heat, times will be available at Impound as soon as possible.

K. DRIVERS' MEETING NOTES

1. There will be a mandatory drivers' meeting. Changes to the Supplemental Regulations and other items of information will be announced during this meeting. **IT IS THE COMPETITOR'S RESPONSIBILITY TO LISTEN FOR CHANGES TO THE SUPPLEMENTAL REGULATIONS.**

L. ENTRANTS AS WORKERS

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Worker Chief prior to the substitution. Failure to comply with SoloRule 6.1 or properly perform assigned duties will result in additional work assignments or disqualification, as determined by the Chief Steward and Event Chairperson.

M. WORKERS MEETING NOTES

1. Workers will report to the Worker Chief before the beginning of the last run of the heat prior to their assigned work heat for a brief instructional session and assignment. First heat workers will report at immediately following the driver's meeting. Failure to report on time can result in an additional work assignment after the finish of the fifth heat on that day. An announcement will be made on course PA systems. Listen for the announcements! Not complying with these rules will result in disqualification. Failure to report on time for work assignments on both days of competition can result in disqualification at the discretion of the event chairman and Chief Steward.

N. TROPHIES AND MEMENTOS

1. Trophies will be awarded on Sunday as soon as possible after impound closes. They will not be mailed. If you leave the event early, appoint someone to receive your trophy.

O. OFFICIAL RESULTS

1. Results will be posted at the Divisional Web Site and Philadelphia Region Web Site (www.phillyscca.com) as soon as possible. Please DO NOT email to the organizer any of the event Chiefs or the Web Master the day after the event to ask for results.

P. 2007 NEDiv SOLO 2 CHAMPIONSHIP EVENT OFFICIALS

(SoloRule, 5.1 - 5.8)

Event Chair:	Jeff Jacobs
NEDiv Solo2 Steward:	Tina Reeves
Chief Steward:	
Operating Steward:	
Chief of Workers:	
Chief Safety Steward:	Steven Rosenberg
Chief of Tech:	
Chief of Timing & Scoring	
Chief Registrar Pre-registration:	
Chief of Protest:	Rob Leone
Chief of Impound:	
Chief of Grid:	
Chief of Paddock:	
Junior Driver Steward:	
Course Designer:	

Q. RUN/WORK ORDER

Run order and worker assignments will be provided at on site registration.

R. JUNIOR DRIVERS' ELIGIBILITY

1. Will follow appendix H in the 2007 SCCA SoloRule.

S. KART ELIGIBILITY

1. Will follow Appendix G of the 2007 SCCA SoloRule

T. SOUND RESTRICTIONS

1. In an effort to minimize impact to the surrounding community, all competitors will be required to abide by the following set of noise limitations at all events held at the Warminster Community Park. The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures.

Vehicle sound emission is not a constant factor that can be trimmed to barely legal levels. Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions.

The intent of the following rules is to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

2. Standard:

Maximum limit of 96db, "A" weighted, "slow" response, at the measuring point.

3. Measurement:

The measuring point will be established during course set up, and approved by the event chair. 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.

4. Sound Station(s):

A Sound Station will be established at the measuring point(s) on the course. A Radio Shack style sound meter will be used. The meter will be mounted 3-4 feet above ground level. The meter will be positioned perpendicular to the vehicle's direction of travel. The meter will be set to "A" weighting, "Slow" Response. Most cars will be measured on most runs. The Sound Station Operator and the Grid Chief worker will be equipped with a radio on the same channel. The Sound Station Operator will be equipped with a clipboard & notepad to record the car number of violators.

5. Violations:

When a vehicle exceeds 93 dBa, the sound operator will inform the Grid Chief worker. The Grid Chief worker will inform the driver that they are close to exceeding the 96 dBa limit.

Any run 96 dBa or over will be scored a DNF.

When a vehicle exceeds 96 dba, the sound operator will call timing to score the run as a "DNF". The Grid Chief will also be called so that they may inform the competitor that they have exceeded the allowed noise limit, the run has been scored as a DNF, and that they will need to take preventative measures as outlined below to continue.

When a vehicle exceeding 96 dBa returns to grid, the Grid Chief 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 Chief, Chief Steward or Event Chair, 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 Chief, Chief Steward or Event Chair, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Chief 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 the limit on the "second chance run", all subsequent runs by that vehicle, if any, are forfeited for all drivers of that vehicle.

No refunds will be given to entrants who violate the noise policy and subsequently receive a "DNF" or forfeited runs.