

Mohawk-Hudson Region SCCA - Solo Regs

Solo Rules and Regulations

Updated May 2009

PURPOSE

These regulations are intended to communicate the goals of the program and the rules governing our events. These rules document agreed upon "best practices" for conducting our events.

GOALS

- i To provide all entrants with an inexpensive and fun way to compete in motor sports.
- ii To provide less experienced drivers a low pressure means to gain experience.
- iii To allow more experienced drivers to develop their vehicles and driving techniques.
- iv To generate interest in the SCCA.

RULES

- i The Mohawk Hudson Region SCCA Solo Program is conducted under the "Solo Rules" as published annually by SCCA. These regulations shall not be interpreted in any way that invalidates the SCCA insurance.
- ii Rules from the site owners contract, supersede all of our rules. I.e.: No animals except seeing eye dogs, no alcohol on campus, smoking in designated areas only, etc...
- iii All competitors must keep in mind that they are representatives of the sport and the Mohawk-Hudson Region and must set a positive example to other competitors, spectators, site owners/representatives, and the community in which the event is being held. The event chair and the Regional Solo Chairperson are empowered by the Mohawk Hudson Region SCCA to **disqualify and/or ban** any competitor for conduct that is unsportsmanlike or dangerous both on and off the autocross site. **These actions include but are not limited to; vandalism, littering, profanity, speeding, reckless driving, unsafe starts, fighting, etc...**
- iv Exceeding 15 mph anywhere on the event site except while competing on course, **can** result in immediate disqualification from the event.
- v Any competitor deemed to be driving in an overtly reckless manner during a competition run may be disqualified from the event at the discretion of the event chairperson.
- vi All entrants and spectators must comply with requests and decisions made by event officials. Failure to do so **could** result in disqualification and/or removal from the site.
- vii In the event of a spin, Bring the vehicle back under control, stopped if necessary, and finish the run in a controlled manor.

REGISTRATION & FEES

- i The cost of each event shall be \$25 for members. Non-SCCA members need to become temporary members. The temporary membership fee is \$15 for a total cost of \$40 per event. These fees may be adjusted for financial reasons (e.g., high rental fee for a particular site or for a charity event). **Specialty chiefs will be awarded a \$5 per year of service discount per event, off of Mohud's regular season events after their first year as chief. Chiefs include; Solo Chair, Registration, Timing, Course, Tech, Waiver, Safety Steward.**
- ii Late registration is not allowed except under extraordinary situations. Additional \$10 fee will apply.
- iii Registration fees will be refunded to anyone failing tech inspection.
- iv For all Mohawk Hudson Region Solo events, drivers can register to compete in only one car per event. Multiple drivers may register in the same car as long as it does not interfere with the efficient running of the event.

	v	Online registration will be available. As of this point, it is not required, but is recommended. Return of payments that are made online are subject to fees required in returning the money (bank charges and postage). Minimum of \$5.
EVENT SCHEDULE (unless otherwise announced) Please note: these times are approximate.		
	7:45 AM	Registration and Tech Inspection open.
	8:30 AM	Course open for walking.
	9:15 AM	Registration closes.
	9:30 AM	Tech closes.
	10:00 AM	Driver's Meeting.
	10:30 AM	First Car Off.
ENTRANTS AS WORKERS		
	i	Solo events are amateur events organized by fellow entrants for the enjoyment of all. With entry comes the responsibility to share in the administration and work of the event. Accordingly, ALL entrants at Solo events must complete work assignments that are assigned by the Worker Chief. An entrant may designate an alternate person to carry out his or her work assignment, but the entrant is ultimately responsible for the completion of the work assignment. Failure to carry out the assigned task may result in disqualification from the event. Entrants who (over the course of repeated events) skip work requirements will be prohibited from competition at Mohawk Hudson Region SCCA Solo events. Any person so prohibited, may seek to be reinstated by appearing before the Mohawk Hudson Region Solo Advisory Committee.
	ii	If you run more than the allotted runs, the number of extra runs taken will be removed, starting from the best runs.
PASSENGERS		
	i	The driver and passenger must have a combined total of at least five seasons of Solo experience. No 2 loaner helmets per car. Special circumstances can be approved by the SSS and/or the event chair.
	ii	All passengers need to be members. Passengers must be over the age of 12, have signed all necessary waivers, wear a properly fitted and approved helmet (helmet must have passed tech inspection), be properly belted into the vehicle, and must keep hands, arms, and any other part of their body inside the vehicle. Please note that for children, tech inspectors must inspect helmet for a proper fit.
	iii	Hand held cameras are not allowed inside an on-course vehicle during competition runs. Photographers must be approved by the Safety Steward and have a spotter if on the site. Spotter cannot be a course worker.
	iv	Failure to adhere to any of these requirements may result in disqualification.
SOUND ABATEMENT		
	i	Due to the sensitive nature of our sport in regard to excessive sound, the following procedures will be followed during the season at sites deemed to be in sensitive locations. For a list of such sites, contact the current Solo Regional Chairperson.
	ii	Maximum allowable decibel limit will be 93 dB or a level determined by the site.
	iii	Initial sound readings will be taken during tech inspection. The purpose of this test is to screen out obvious sound violations. Competitors shall rev engine to 1000 rpm below redline for one or two seconds; a sound reading will be taken 50 feet directly behind the exhaust outlet. If a vehicle does not pass this test, the competitor must make changes to the exhaust system and get tested again, prior to his/her first run. No one may attempt an on-course run until they pass this test.
	iv	Any competitor who fails this test and is not allowed onto the course for an official run, shall be refunded his/her entry fee.

	v	On course sound readings will be obtained at selected events. Any competitor failing this test may not take another run until s/he has made a good faith attempt to rectify the problem. If that competitor's next run violates the sound requirement, they will be disqualified. In the case of multi driver cars, if the car fails the sound test during the first driver's first run, a fix must be attempted before anyone else can attempt a run in that vehicle. If the sound level is still excessive during the next run in that vehicle, the vehicle will be disqualified. Any competitor failing the on course test will NOT be refunded their entry fee.
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PROTESTS

	i	All protests shall be filed with the event chairperson in accordance with the SCCA, except as listed below. The protest committee shall be comprised of the Solo Advisory Committee (SAC). The SAC may appoint any SCCA member to the protest committee if so desired. If no members of the SAC are present at the event, the event chairperson shall select a protest committee comprised of at least three SCCA members.
	ii	Any driver in the group may protest another driver in the same group. i.e.. Stock , Street , etc...

SEASON POINT SYSTEM AND TROPHIES

	i	Season championship points will be awarded at specified events. To qualify, competitors must be a member of the Mohawk Hudson Region and compete in a minimum of 3 events during the course of the season. There will be six categories of classes: Stock, Street Prepared, Street Touring/Street Mod, Prepared Modified, Ladies, and Novice. The last two classes may be entered at the qualifying participant's option. Finishing order and points in each of the categories at each event will be determined in the following manner:
	ii	Must be a member on record by the last scheduled event. Temporary members do not qualify.
	iii	Group vehicles into their appropriate categories as listed above.
	iv	Apply the RTP factor (available from the registrar) to each entrants best time. Add pylon penalties when required.
	v	Award points within each category from first place through last place, according to the following schedule: 50-45-41-38-36-35-34-33-32-etc. Zero points will be awarded to any competitor who did not finish (DNF) and/or did not start (DNS) all runs. Points from all qualifying Mohawk Hudson Region Solo events will be totaled. Zero points are "awarded" for events not attended. The worst 1 event shall be dropped. Bonus points shall be awarded as follows; 5 points shall be awarded for each NE division National Tour, Pro, and/or Divisional solo event. 5 points shall also be awarded for attending all 7 Mohud events. Season championship trophies shall be awarded at the Mohawk Hudson Region, SCCA banquet held at the end of the season. The top one third of competitors in each category shall receive a trophy. Other trophies may also be awarded at the banquet. Additional trophies previously awarded include "Driver of the Year", Solo Worker of the Year, and "Novice of the Year". The Solo Advisory Committee shall make the final decision regarding all trophies.

CLASSING, BUMPING ORDER, AND EVENT TROPHIES

i Classes and bumping shall be per the SCCA Solo Rules. Bumping shall be carried out such that three cars are required to make a class. All resulting bumped classes will be awarded event trophies as per the SCCA Solo rules. A factored Ladies class and a factored Novice class will be offered. These classes may be entered at the option of those eligible to do so or the appropriate Open class may be entered. Novice definition: Solo competition experience includes a total of 5 or fewer Solo events in the past. Any driver who enters a Mohawk Hudson Region event as a novice, as defined above, may finish the season with this classification with the following exception: three first place finishes in the novice class will result in movement to the appropriate, non-novice class.

ii Event trophies will be awarded at the end of the event after the van has been loaded. An optional year-end trophy is available to Mohud members instead of the event trophies to be awarded at the Mohud Banquet.

Annual Tech

i Annual Tech is available to Mohud SCCA members in good standing and is valid only at Mohud events for the calendar year in which the car was inspected.

ii If the car switches class, it must be reinspected. We reserve the right to perform random Tech on an annually inspected car.

iii Annual Tech will be noted on the registration card and a designation on the car itself (sticker).

Solo Advisory Committee

i The Solo Advisory Committee (SAC) is comprised of 7 Mohud SCCA members that are dedicated to the betterment and overview of the sport by using majority vote on issues as they arise.

ii The purpose of the group is to maintain the integrity of the Solo community. Duties include, but are not limited to monitoring, making, maintaining and enforcing the supplemental rules of the region.

These rules may be amended throughout the season as required at the discretion of the Solo Advisory Committee

2009 PAX/RTP Index

"Racers Theoretical Performance"

This Index was developed by Rick Ruth and reflects study of results from over 200 nationwide Solo events including, the Tire Rack® Solo National Championships, National Tour, Atlanta Region, Chicago Region, California Sports Car Club, Central Florida Region, Great American Solo Series, Hawaii Region, Houston Region, Midwest Divisional Series, Milwaukee Region, New England Region, Northwest Region, Northern New Jersey Region, Oregon Region, Philadelphia Region, San Francisco Region, San Diego Region, South Jersey Region, St. Louis Region, Tri-State Sports Car Council, Texas Region, Washington DC Region, Wisconsin Autocrossers Inc., and many others.

SS	0.856	ASP	0.866	XP	0.882
AS	0.843	BSP	0.859	BP	0.868
BS	0.835	CSP	0.862	CP	0.864
CS	0.837	DSP	0.845	DP	0.865
DS	0.819	ESP	0.846	EP	0.861
ES	0.823	FSP	0.831	FP	0.872

FS	0.833			GP	0.841
GS	0.821	ST (STS)	0.818		
HS	0.802	STS (STS2)	0.820	AM	1.000
		STX	0.822	BM	0.944
F125	0.957	STU	0.836	CM	0.907
FJA	0.860	SM	0.867	DM	0.900
FJB	0.832	SSM (SM2)	0.876	EM	0.894
FJC	0.778			FM	0.903
				FSAE	0.954

APPENDIX B - BUMPING ORDER

"Bumping" is not approved for championship events. However, the following bumping order is recommended for regional events in cases where a class is to be combined with another class.

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies' Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies' Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to ESL, then to ES, then to DSL, etc. Also, Ladies' Class entrants should be bumped first to create a class. Example: If there is only one entrant in each of the three classes CS, DS and DSL, the entrant in DSL would be bumped into DS first to form a DS class and the CS entrant would then be bumped upward into BS (i.e., it would not be correct to bump the DS entrant into CS before considering the DSL entrant).

Proceed left to right following the arrows, until a class is formed. Where two bumping paths come together, including Ladies to open bumps, all bumps up to the joining point should be done before continuing along the bump path.

STOCK CATEGORY

HS > GS > DS > ES > CS > BS > AS > SS > To correct Street Prepared
FS □ class for bumped car.

STREET TOURING CLASS

ST > STS > STX > STU . To correct Street Prepared Class for bumped car.

STREET PREPARED CATEGORY

ESP > BSP > ASP > To correct Prepared class for each bumped car.
FSP > DSP > CSP > ASP To correct Prepared class for each bumped car.

PREPARED CATEGORY

CP > BP > > □
DP > EP > > XP > To DM or EM, whichever is correct for bumped car.

□ GP FP □

MODIFIED CATEGORY

EM > DM > CM > BM > AM

□ □
FM F125

STREET MODIFIED CATEGORY

SM > SSM > XP

Courtesy of SCCA.org

Mohawk-Hudson Region SCCA - Solo Regs

Solo Rules and Regulations

Updated January 2008

PURPOSE

These regulations are intended to communicate the goals of the program and the rules governing our events. These rules document agreed upon "best practices" for conducting our events.

GOALS

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- ii All competitors must keep in mind that they are representatives of our sport and must set a positive example to other competitors, spectators, site owners/representatives, and the community in which the event is being held. The event chair and the Regional Solo Chairperson are empowered by the Mohawk Hudson Region SCCA to disqualify any competitor for conduct that is unsportsmanlike or dangerous both on and off the autocross site.
- iii Exceeding 15 mph anywhere on the event site except while competing on course, will result in immediate disqualification from the event.
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- v All entrants and spectators must comply with requests and decisions made by event officials. Failure to do so will result in disqualification and removal from the site.
- vi In the event of a spin, Bring the vehicle back under control, stopped if necessary, and finish the run in a controlled manor.

REGISTRATION & FEES

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	<p>ii If you run more than the allotted runs, the number of extra runs taken will be removed, starting from the best runs.</p>

PASSENGERS

	<p>i The driver and passenger must have a combined total of at least five seasons of Solo experience. No 2 loaner helmets per car</p>
	<p>ii Passengers must be over the age of 12, have signed all necessary waivers, wear a properly fitted and approved helmet (helmet must have passed tech inspection), be properly belted into the vehicle, and must keep hands, arms, and any other part of their body inside the vehicle. Please note that for children, tech inspectors must inspect helmet for a proper fit.</p>
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SOUND ABATEMENT

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	ii	If the car switches class, it must be reinspected. We reserve the right to perform random Tech on an annually inspected car.
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2007 PAX/RTP Index

"Racers Theoretical Performance"

This Index was developed by Rick Ruth and reflects study of results from over 160 nationwide Solo II events including, the Tire Rack® by Rick Ruth and reflects study of results from over 160 nationwide Solo II events including, the Tire Rack® Solo II National Championships, National Tour, Subaru CenDiv Series, Chicago Region SCCA, Tri-State Sports Car Council, Wisconsin Auto crossers Inc., Southeast Divisional Series, San Francisco, San Diego and New England events. Note that FSAE, two new Formula Junior classes and two new supplemental classes (STS2 & STU) have been added for 2004.

SS 0.848	ASP 0.858	XP 0.874	AM 1.000
AS 0.838	BSP 0.853	BP 0.866	BM 0.944
BS 0.828	CSP 0.845	CP 0.864	CM 0.909
CS 0.822	DSP 0.836	DP 0.860	DM 0.889
DS 0.804	ESP 0.834	EP 0.863	EM 0.879
ES 0.812	FSP 0.823	FP 0.868	FM 0.890
FS 0.809			
		GP 0.847	
GS 0.803		STS 0.805	FSAE 0.949
		STS2 0.806	F125 0.946
HS 0.789		STX 0.808	FJ1 0.790
		STU 0.821	FJ2 0.800
		SM 0.856	FJ3 0.833
		SM2 0.862	FJ4 0.851

Courtesy of
Axware

APPENDIX B - BUMPING ORDER

"Bumping" is not approved for championship events. However, the following bumping order is recommended for regional events in cases where a class is to be combined with another class.

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies' Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be

bumped into the next appropriate Ladies' Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to ESL, then to ES, then to DSL, etc. Also, Ladies' Class entrants should be bumped first to create a class. Example: If there is only one entrant in each of the three classes CS, DS and DSL, the entrant in DSL would be bumped into DS first to form a DS class and the CS entrant would then be bumped upward into BS (i.e., it would not be correct to bump the DS entrant into CS before considering the DSL entrant).

Proceed left to right following the arrows, until a class is formed. Where two bumping paths come together, including Ladies to open bumps, all bumps up to the joining point should be done before continuing along the bump path.

STOCK CATEGORY

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STS □ FS □ class for bumped car.

STREET PREPARED CATEGORY

ESP > BSP > ASP > To correct Prepared class for each bumped car.
FSP > DSP > CSP > ASP To correct Prepared class for each bumped car.
STX □

PREPARED CATEGORY

CP > BP > > □
DP > EP > > XP > To DM or EM, whichever is correct for bumped car.
FP □

MODIFIED CATEGORY

EM > DM > CM > BM > AM
□ □
FM F125

STREET MODIFIED CATEGORY

SM > SM2 > XP

Courtesy of SCCA.org

In addition, STS2 gets bumped to ES. STU gets bumped to ESP.

Mohawk-Hudson Region SCCA - Solo II

Solo II Rules and Regulations

Updated February 2006

PURPOSE

These regulations are intended to communicate the goals of the program and the rules of the event. These regulations are a document agreed upon "best practices" for conducting our events.

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- i To provide all entrants with an inexpensive and fun way to compete.
- ii To provide less experienced drivers a low pressure means to learn.
- iii To allow more experienced drivers to develop their vehicles and skills.
- iv To generate interest in the SCCA.

RULES

- i The Mohawk Hudson Region SCCA Solo II Program is conducted annually by SCCA. These regulations shall not be in violation of the SCCA insurance.
- ii All competitors must keep in mind that they are representative of the SCCA. They are a positive example to other competitors, spectators, site owners, and the community in which the event is being held. The event chair and Chairperson are empowered by the Mohawk Hudson Region SCCA to take action for conduct that is unsportsmanlike or dangerous both on and off the track.
- iii Exceeding 15 mph anywhere on the event site except while competing will result in immediate disqualification from the event.
- iv Any competitor deemed to be driving in an overtly reckless manner may be disqualified from the event at the discretion of the event chair.
- v All entrants and spectators must comply with requests and directions of the event chair. Failure to do so will result in disqualification and removal from the event.
- vi In the event of a spin, Bring the vehicle back under control, stop the vehicle, and run in a controlled manor.

REGISTRATION & FEES

- i The cost of each event shall be \$30 for non-SCCA members. The fee may be adjusted for financial reasons (e.g., high rental fee for the event) but the relative discount for members shall remain.
- ii Late registration is not allowed except under extraordinary circumstances. See the SCCA website for details.
- iii Registration fees will be refunded to anyone failing tech inspection.
- iv For all Mohawk Hudson Region Solo II events, drivers can register for multiple events. Multiple drivers may register in the same car as long as it does not impede efficient running of the event.

EVENT SCHEDULE (unless otherwise announced) Please note: these times are approximate

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ENTRANTS AS WORKERS

	<ul style="list-style-type: none"> i Solo II events are amateur events organized by fellow entrants. Once entry comes the responsibility to share in the administration of the event. ALL entrants at Solo II events must complete work assignments assigned by the Worker Chief. An entrant may designate an alternate person to complete an assignment, but the entrant is ultimately responsible for the completion of the assignment. Failure to carry out the assigned task will result in disqualification. (over the course of repeated events) skip work requirements for the next event at Mohawk Hudson Region SCCA Solo II events. Any person disqualified may be reinstated by appearing before the Mohawk Hudson Region SCCA.
	<ul style="list-style-type: none"> ii If you run more than the allotted runs, the number of extra runs will be subtracted from the best runs.

PASSENGERS

	<ul style="list-style-type: none"> i The driver and passenger must have a combined total of at least 10 years of racing experience. No 2 loaner helmets per car
	<ul style="list-style-type: none"> ii Passengers must be over the age of 12, have signed all necessary forms, and wear a fitted and approved helmet (helmet must have passed tech inspection in the vehicle, and must keep hands, arms, and any other part of the body inside the vehicle. Please note that for children, tech inspectors must inspect the helmet).
	<ul style="list-style-type: none"> iii Hand held cameras are not allowed inside an on-course vehicle. Photographers must be approved by the Safety Steward and Spotter cannot be a course worker.
	<ul style="list-style-type: none"> iv Failure to adhere to any of these requirements may result in disqualification.

SOUND ABATEMENT

	<ul style="list-style-type: none"> i Due to the sensitive nature of our sport in regard to excessive noise, sound readings will be followed during the season at sites deemed to be in sensitive areas. At these sites, contact the current Solo II Regional Chairperson.
	<ul style="list-style-type: none"> ii Maximum allowable decibel limit will be 93 dB.
	<ul style="list-style-type: none"> iii Initial sound readings will be taken during tech inspection. Throughout the season, out obvious sound violations. Competitors shall rev engine to 2000 RPM for two seconds; a sound reading will be taken 50 feet directly behind the vehicle. If the vehicle does not pass this test, the competitor must make changes to the vehicle and get tested again, prior to his/her first run. No one may attempt a run until this test is passed.
	<ul style="list-style-type: none"> iv Any competitor who fails this test and is not allowed onto the course will have their entry fee refunded.
	<ul style="list-style-type: none"> v On course sound readings will be obtained at selected events. If a competitor may not take another run until s/he has made a good faith attempt. If a competitor's next run violates the sound requirement, they will not be allowed to attempt another run until the sound requirement is met. For multi driver cars, if the car fails the sound test during the first run, the car will not be allowed to attempt a run in that vehicle until the sound requirement is met. If a competitor fails the sound test during the first run in that vehicle, the vehicle will be allowed to attempt another run. If a competitor fails the sound test during the next run in that vehicle, the vehicle will be allowed to attempt another run. If a competitor fails the on course test will NOT be refunded their entry fee.

PROTESTS

	<ul style="list-style-type: none"> i All protests shall be filed with the event chairperson in accordance with the protest procedure listed below. The protest committee shall be comprised of the event chairperson and two SCCA members. The SAC may appoint any SCCA member to the protest committee. If the SAC and two SCCA members are present at the event, the event chairperson shall not be on the protest committee. If the SAC and two SCCA members are not present at the event, the protest committee shall be comprised of at least three SCCA members.
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ii Any driver in the group may protest another driver in the same

SEASON POINT SYSTEM AND TROPHIES

i Season championship points will be awarded at specified events. Must be a member of the Mohawk Hudson Region and compete in the course of the season. There will be six categories of classes: Touring/Street Mod, Prepared Modified, Ladies, and Novice. All classes may be entered at the qualifying participant's option. Finishing order at each event will be determined in the following manner:

ii Must be a member on record by the last scheduled event.

iii Group vehicles into their appropriate categories as listed above.

iv Apply the RTP factor (available from the registrar) to each event. Penalties when required.

v Award points within each category from first place through last place. Schedule: 50-45-41-38-36-35-34-33-32-etc. Zero points will be awarded to those who did not finish (DNF) and/or did not start (DNS) all runs. Points for the Hudson Region Solo II events will be totaled. Zero points are awarded to those who do not finish. Season championship trophies shall be awarded at the Mohawk Hudson Region banquet held each December. The top one third of competitors in each class will receive a trophy. Other trophies may also be awarded at the banquet. Trophies awarded include "Driver of the Year", Solo II Worker of the Year, etc. The Solo Advisory Committee shall make the final decision regarding trophies.

CLASSING, BUMPING ORDER, AND EVENT TROPHIES

i Classes and bumping shall be per the SCCA Solo II Rules. Bumping order shall be that three cars are required to make a class. All resulting bumping order trophies as per the SCCA Solo II rules. A factored Ladies class may be offered. These classes may be entered at the option of the participant. An appropriate Open class may be entered. Novice definition: Solo II includes a total of 5 or fewer Solo II events in the past. Any driver who has never competed in a Solo II Region event as a novice, as defined above, may finish the season as a novice, with the following exception: three first place finishes in the novice class will bump the driver to the appropriate, non-novice class.

ii Event trophies will be awarded at the end of the event after the event. An optional year-end trophy is available to anyone instead of the Mohawk Hudson Region Banquet.

Solo Advisory Committee

i The Solo Advisory Committee (SAC) is comprised of 7 Mohawk Hudson Region members dedicated to the betterment and overview of the sport by using the RTP factor.

ii The purpose of the group is to maintain the integrity of the Solo II rules. The SAC are not limited to monitoring, making, maintaining and enforcing the Solo II rules in the Hudson Region.

**2006 PAX/RTP
Index**

"Racers Theoretical Performance"

This Index was developed by Rick Ruth and reflects study of results from over 160 nationwide Solo II events including, the Tire Rack® Solo II National Championships, National Tour, Subaru CenDiv Series, Chicago Region SCCA, Tri-State Sports Car Council, Wisconsin Auto crossers Inc., Southeast Divisional Series, San Francisco, San Diego and New England events. Note that FSAE, two new Formula Junior classes and two new supplemental classes (STS2 & STU) have been added for 2004.

SS 0.840	ASP 0.852	XP 0.868	AM 1.000
AS 0.831	BSP 0.843	BP 0.862	BM 0.944
BS 0.822	CSP 0.838	CP 0.856	CM 0.909
CS 0.813	DSP 0.829	DP 0.853	DM 0.881
DS 0.798	ESP 0.828	EP 0.858	EM 0.885
ES 0.806	FSP 0.814	FP 0.863	FM 0.887
FS 0.805			
	GP 0.844		
GS 0.794		STS 0.797	FSAE 0.948
HS 0.780		STS2 0.802	F125 0.937
		STX 0.804	FJ1 0.781
		STU 0.820	FJ2 0.796
		SM 0.845	FJ3 0.830
		SM2 0.854	FJ4 0.837

Courtesy of
Axware

APPENDIX B - BUMPING ORDER

“Bumping” is not approved for championship events. However, the following bumping order is recommended for regional events in cases where a class is to be combined with another class.

The progression of the ladies bumping order shall be: if there is only one competitor in a Ladies’ Class, that competitor shall move to the parallel Open Class. If a class is still not formed, the competitor should then be bumped into the next appropriate Ladies’ Class (see diagram). If a class has still not been formed, the competitor should again be bumped to the appropriate Open Class. This movement would continue until a class is formed.

Example: HSL bump to HS, then to ESL, then to ES, then to DSL, etc. Also, Ladies' Class entrants should be bumped first to create a class. Example: If there is only one entrant in each of the three classes CS, DS and DSL, the entrant in DSL would be bumped into DS first to form a DS class and the CS entrant would then be bumped upward into BS (i.e., it would not be correct to bump the DS entrant into CS before considering the DSL entrant).

Proceed left to right following the arrows, until a class is formed. Where two bumping paths come together, including Ladies to open bumps, all bumps up to the joining point should be done before continuing along the bump path.

STOCK CATEGORY

HS > GS > DS > ES > CS > BS > AS > SS > To correct Street Prepared
STS □ FS □ class for bumped car.

STREET PREPARED CATEGORY

ESP > BSP > ASP > To correct Prepared class for each bumped car.
FSP > DSP > CSP > ASP To correct Prepared class for each bumped car.
STX □

PREPARED CATEGORY

CP > BP > > □
DP > EP > > XP > To DM or EM, whichever is correct for bumped car.
FP □

MODIFIED CATEGORY

EM > DM > CM > BM > AM
□ □
FM F125

STREET MODIFIED CATEGORY

SM > SM2 > XP

Courtesy of SCCA.org

In addition, STS2 gets bumped to ES. STU gets bumped to ESP.

Solo II Regs

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overning our events. These rules
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mpete in motor sports.

gain experience.

and driving techniques.

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interpreted in any way that

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and the Regional Solo II
SCCA to disqualify any competitor
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Solo Advisory Committee.

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have a spotter if on the site.

disqualification.

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Mohawk Hudson Region, SCCA
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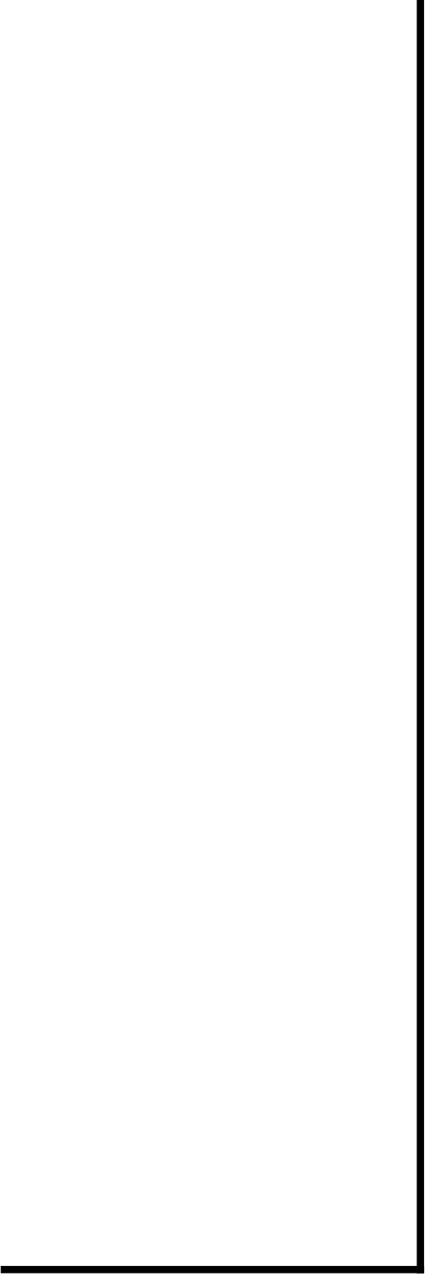
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Mohawk-Hudso

Solo II Rules an

PURPOSE	These regu agreed upc
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RULES	i
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	v
REGISTRATION & FEES	i
	ii
	iii
	iv
EVENT SCHEDULE (unless	
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	8:30 AM
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	9:30 AM
	10:00 AM
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Season champions
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trophies.

2002 RTP/PAX index:

SS 0.836
AS 0.828
BS 0.827
CS 0.812
DS 0.798
ES 0.802
FS 0.809
GS 0.785
HS 0.779
SM2 0.85

This Index
Champions
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Administrat

Mohawk Hudson Region SCCA - Solo II Regs

Event Regulations March 2002

These regulations are intended to communicate the goals of the program and the rules governing our events. These rules document our "best practices" for conducting our events.

To provide all entrants with an inexpensive and fun way to compete in motor sports.

To provide less experienced drivers a low pressure means to gain experience.

To allow more experienced drivers to develop their vehicles and driving techniques.

To generate interest in the SCCA.

The Mohawk Hudson Region SCCA Solo II Program is conducted under the "Solo II Rules" as published annually by SCCA. These regulations shall not be interpreted in any way that invalidates the SCCA insurance.

All competitors must keep in mind that they are representatives of our sport and must set a positive example to other competitors, spectators, site owners/representatives, and the community in which the event is being held. The event chair and the Regional Solo II Chairperson are empowered by the Mohawk Hudson Region SCCA to disqualify any competitor for conduct that is unsportsmanlike or dangerous both on and off the autocross site.

Exceeding 15 mph anywhere on the event site except while competing on course will result in immediate disqualification from the event.

Any competitor deemed to be driving in an overtly reckless manner during a competition run may be disqualified from the event at the discretion of the event chairperson.

All entrants and spectators must comply with requests and decisions made by event officials. Failure to do so will result in disqualification and removal from the site.

The cost of each event shall be \$20 for non-SCCA members and \$15 for members. These fees may be adjusted for financial reasons (e.g., high rental fee for a particular site or for a charity event) but the relative discount for members shall remain.

Late registration is not allowed except under extraordinary situations.

Registration fees will be refunded to anyone failing tech inspection.

For all Mohawk Hudson Region Solo II events, drivers can register to compete in only one car per event. Multiple drivers may register in the same car as long as it does not interfere with the efficient running of the event.

Event Schedule (unless otherwise announced)

Registration and Tech Inspection open.

Course open for walking. Please note: this time is approximate.

Registration closes.

Tech closes.

Driver's Meeting.

First Car Off.

Events are amateur events organized by fellow entrants for the enjoyment of all. With entry comes the responsibility to share in the organization and work of the event. Accordingly, ALL entrants at Solo II events must complete work assignments that are assigned by the Event Chief. An entrant may designate an alternate person to carry out his or her work assignment but the entrant is ultimately responsible for the completion of the work assignment. Failure to carry out the assigned task will result in disqualification for the event. Repeated failure over the course of repeated events skip work requirements will be prohibited.

Reinstatement at Mohawk Hudson Region SCCA Solo II events. Any person so prohibited may seek to be reinstated by appearing before the Mohawk Hudson Region Solo Advisory Committee.

The driver and passenger must have a combined total of at least five seasons of Solo II experience.

Passengers must be over the age of 8, have signed all necessary waivers, wear a properly fitted and approved helmet (helmet must have passed tech inspection), be properly belted into the vehicle, and must keep hands, arms, and any other part of their body inside the vehicle. Please note that for children, tech inspectors must inspect helmet for a proper fit.

Hand held cameras are not allowed inside an on-course vehicle during competition runs.

Hand held cameras are not allowed inside an on-course vehicle during competition runs.

Failure to adhere to any of these requirements may result in disqualification.

ER, AND EVENT TROPHIES

and bumping shall be per the SCCA Solo II Rules. Bumping shall be carried out such that three cars are required to make a resulting bumped classes will be awarded event trophies as per the SCCA Solo II rules. A factored Ladies class and a factored class will be offered. These classes may be entered at the option of those eligible to do so or the appropriate Open class may be. Novice definition: Solo II competition experience includes a total of 5 or fewer Solo II events in the past. Any driver who enters a Hudson Region event as a novice, as defined above, may finish the season with this classification with the following exception: a place finishes in the novice class will result in movement to the appropriate, non-novice class.

Due to the sensitive nature of our sport in regard to excessive sound, the following procedures will be followed during the season at sites deemed to be in sensitive locations. For a list of such sites, contact the current Solo II Regional Chairperson.

Maximum allowable decibel limit will be 93 dB.

Initial sound readings will be taken during tech inspection. The purpose of this test is to screen out obvious sound violations. Competitors shall rev engine to 1000 rpm below redline for one or two seconds; a sound reading will be taken 50 feet directly behind the exhaust outlet. If a vehicle does not pass this test, the competitor must make changes to the exhaust system and get tested again, prior to his/her first run. No one may attempt an on-course run until they pass this test.

Any competitor who fails this test and is not allowed onto the course for an official run shall be refunded his/her entry fee.

On course sound readings will be obtained at selected events. Any competitor failing this test may not take another run until s/he has made a good faith attempt to rectify the problem. If that competitor's next run violates the sound requirement, they will be disqualified. In the case of multi driver cars, if the car fails the sound test during the first driver's first run, a fix must be attempted before anyone else can attempt a run in that vehicle. If the sound level is still excessive during the next run in that vehicle, the vehicle will be disqualified. Any competitor failing the on course test will NOT be refunded their entry fee.

Protests shall be filed with the event chairperson in accordance with the SCCA. The protest committee shall be comprised of the Solo II Chairperson (SAC). The SAC may appoint any SCCA member to the protest committee if so desired. If no members of the SAC are available at the event, the event chairperson shall select a protest committee comprised of at least three SCCA members.

CHAMPIONSHIP TROPHIES

Season championship points will be awarded at specified events. To qualify, competitors must be a member of the Mohawk Hudson Region and compete in a minimum of 3 events during the course of the season. There will be six categories of classes: Stock, Street Street Touring/Street Mod, Prepared Modified, Ladies, and Novice. The last two classes may be entered at the qualifying option. Finishing order and points in each of the categories at each event will be determined in the following manner:

Group vehicles into their appropriate categories as listed above.

Apply the RTP factor (available from the registrar) to each entrants best time. Add pylon penalties when required.

Award points within each category from first place through last place according to the following schedule: 50-45-41-38-36-35-34-33-32-etc. Zero points will be awarded to any competitor who did not finish (DNF) and/or did not start (DNS) all runs.

Points from all qualifying Mohawk Hudson Region Solo II events will be totaled, minus the lowest point totals from two of those events. Zero points are "awarded" for events not attended. Season championship trophies shall be awarded at the Mohawk Hudson Region, SCCA banquet held each January. The top one third of competitors in each category shall receive a trophy. Other trophies may also be awarded at the banquet. Additional trophies previously awarded include "Driver of the Year", Solo II Worker of the Year, and "Novice of the Year". The Solo Advisory Committee shall make the final decision regarding all trophies.

Points from all qualifying Mohawk Hudson Region Solo II events will be totaled, minus the lowest point total from one of those events. If an event yields zero points for that event and this would be subtracted from the season point total. Missing more than one event will result in a zero point total being used in a competitor's season point total.

ampionship trophies shall be awarded at the Mohawk-Hudson Region, SCCA banquet held each January. The top one third of s in each category shall receive a trophy. Other trophies may also be awarded at the banquet. Additional trophies previously clude "Driver of the Year" and "Novice of the Year". The Solo Advisory Committee shall make the final decision regarding all

ASP 0.846 AP 0.874 AM 1.000
BSP 0.840 BP 0.867 BM 0.951
CSP 0.842 CP 0.854 CM 0.919
DSP 0.820 DP 0.849 DM 0.894
ESP 0.826 EP 0.868 EM 0.904
FSP 0.817 FP 0.865 FM 0.897
STS 0.784 F125 0.932
STX 0.801 FJr 0.815
SM 0.834 SFJr 0.774 (Spec F Junior)

6

was developed by Rick Ruth and reflects results from over 30 large events including, the Tire Rack® Solo II National ships, National Tour, Subaru CenDiv, Chicago Region SCCA, Tri State Sports Car Council and Wisconsin Autocrossers Inc s index is designed to incorporate some of the previous PAX substance with the RTP Index of the past. Rick Ruth PAX/RTP for
