



Supplemental Regulations for the

2009 NEDiv SCCA Solo Divisional Championships

Moore Airfield, Fort Devens, Ayer, MA

August 7, 8 & 9, 2009

Held under the SCCA Solo Rules

[NEDIV-SII-2009-02](#)[NEDIV-SII-2009-01](#)

Supplemental regulations per rule 1.5 of the 2009 SCCA National Solo Rule Book (SR)

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A. GENERAL INFORMATION

1. ENTRY REQUIREMENTS: SR 4.2
2. Event Schedule

Friday Schedule

- Paddock area open: 5:00 PM – ~~8:30 PM~~ **Dusk**
- Technical Inspection: 5:15 PM – 7:30 PM at event site
- Registration: 5:15 PM – 8:00 PM at event site
- There is no Practice Course
- Saturday's Course open for walking: ~~6:5:30 PM~~ – ~~8:00~~**6:50** PM

Saturday Schedule

- Paddock area open: 6:45 AM – ~~8:30~~**7:00** PM
- Course open for walking: 6:45 AM – 7:50 AM
- Technical Inspection: 7:00 AM – 8:00 AM (by appointment)
- Registration: 7:00 AM – 8:00 AM (by appointment)
- Mandatory Drivers Meeting: 8:10 AM
- First Car Off: 8:45 AM
- Dinner on site: 5:~~0~~**3**0 PM
- Sunday's Course open for walking: ~~6:5:30 PM~~ – ~~8:36:50~~ PM

Sunday Schedule

- Paddock area open: 6:45 AM – end of event Sunday
- Course open for walking: 6:45 AM – 8:00 AM
- First Car Off: 8:20 AM
- Lunch: 11:30 – 12:30 (during event)

3. 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.
4. Camping is not allowed on site or adjoining areas. Failure to comply will result in expulsion from the event and subsequent disqualification. No electrical or water hookups are available at the site.
5. **Other site restrictions required by the site such as "off-limits" areas may be published separately or posted on site, and must be obeyed. 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 complex. NO TIRES or PARTS TO BE DUMPED IN THE TRASH CONTAINERS. NO TRASH TO BE LEFT ON THE SITE AT ALL, INCLUDING TIRES.**
6. Gasoline stations/convenience stores are situated within 6 miles of the site.
7. 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.

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8. No vehicles are permitted off pavement except in designated areas.
9. Quiet hours at the event site are from 8:30 pm Friday until 6:30 am Saturday and from 8:30 pm Saturday until 6:30 am Sunday. Please do not start or operate any loud engines anywhere on the event site during these hours, including grid, paddock and access areas.
10. 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 Tech or Impound.
11. The site gate is locked from 8:30 PM until 6:45 AM on Friday and Saturday nights. Please note that there will be no security. Competitors are urged to make sure that their gear is properly secured. NER/SCCA and affiliates, including the lot owners, are not responsible for theft or damage to personal items at any time!
12. NER/SCCA maintains a strict sound control policy. The rule is 90 dba at 75 feet. If you exceed the limit, you will be given one chance PER CAR to comply. Failure to comply will result in automatic disqualification from the event. There are no exceptions to this rule.

B. REGISTRATION PROCEDURES

1. All drivers must bring the following to Registration: A current, valid driver's license, current SCCA membership card, and a SCCA National Solo 2009 Rules Book. Current Solo license holders are not required to present a copy of the Solo Rules (per SR 4.1.B)
2. Minors must present at Registration a signed minor release form (get proper form from your local region).
3. There is no entry limit. 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 7 MPH will be strictly enforced in the grids and paddock. Observe the posted speed limits in the area surrounding area roads. 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.

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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, including motorized skateboards, are not allowed to be used on site. Exceptions may be made for official use.
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. An assistant with fire extinguisher is recommended to be present during refueling of vehicles in grid or pre-grid.
9. A pressurized water source must be present in Kart Grid for use as fire extinguisher if alcohol is used as fuel. 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. Anyone refueling in Grid or in Paddock is **STRONGLY** suggested to have a helper with a fire extinguisher at the ready. No refueling of a running car at any time!
13. Workers must be on their feet at all times while cars are on course.
14. 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 during the period in which he or she is acting as spotter. Photographers must provide their own spotters. Minors may not serve as spotters.
15. 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.
16. 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.
17. Tire warming except for normal on-course running is prohibited on the site on all area roads. This includes but is not limited to burnouts and side-to-side maneuvers in grid or paddock. Participants are asked to refrain from driving or parking on any lots other than what has been assigned for the purposes of this event. Also, driving on the access roads around the air strip shall be only for the purposes of coming to, or leaving the event site. Drive as if you are being followed by a Law Enforcement Officer!

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 5 heats each day. Depending on attendance levels, the number of heats may be

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reduced to 4. A final determination as to the 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. Grids "A" and "B" will be used for the Active and "On-deck" heats. Grid positions will be posted on a sign outside of the grid entrances.
3. Impound will be in a separate designated area. After their final run, competitors will proceed directly to impound.
4. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment during their heat. After each run all drivers will return to their "home". Do not block the access lanes between spaces. "Home" space numbers will be posted at the entrance to the grid areas. Two-driver cars will share a single grid space.
5. If possible, the course will be open for a maximum of 30 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.
6. 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.
7. 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.
8. In the case a competitor is red flagged or stops for a displaced cone on the course, the competitor may continue briskly but not at competition speed through the remainder of the course, or may exit the course directly and will be granted a rerun if appropriate. Failure to exit the remainder of the course at an appropriate speed will result in a DNF for that run. It is important to clear the course in a timely manner to ensure the event remains on schedule

E. RERUNS

1. All reruns will be made as specified in the SR 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 appropriately reduced speed 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 per the schedule at the top of this document. On Saturday August 8th Tech will be available from 7:00 AM to 8:00 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 8:00 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 SR 3.7, (Vehicle Identification). *Competing vehicles must present numbers and class letters which meet SR 3.7 before the vehicle will pass tech inspection.* Refer to the 2009 Solo Rules for an illustration of appropriate number and class designation placement.
4. Helmets will be inspected to ensure compliance with SR 4.3.1; the helmet may be marked to indicate compliance. Helmets must be inspected before the driver's vehicle can receive a tech sticker. Helmets which do not meet the requirements of SR 4.3.1 will be impounded by the SCCA until the completion of the event.
5. All Jr. Karts will be weighed during Tech Inspection to insure compliance with current SCCA Regulations (See Rulebook and Fastrack)

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 SRs 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 SR 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 SR. 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 SR) in cash or traveler's checks.
2. Bonds, if required by SR 8.3.3 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. Section 7.9.1 of the rulebook, requiring 2" wide markings around pylons will not be in effect for this event. Cones will be clearly marked with a visible line approximately 1" from the edge of a standard pylon.

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 SR 6.1 or properly perform assigned duties will result in additional work assignments or disqualification, as determined by the Chief Steward and Event Chairperson.
2. The use of cellular phones, still, or video photography equipment while working is prohibited.

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 immediately following the driver's meeting. Failure to report on time can result in an additional work assignment after the finish of the fourth 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

2. 1. Results will be posted at the Divisional Web Site as soon as possible. Please **DO NOT** email the organizer, any of the event Chiefs or the Web Master the day after the event to ask for results.

P. 2009 NEDIV SOLO CHAMPIONSHIP EVENT OFFICIALS

(SR, 5.1 - 5.8)

Event Chair: Bob Lang

Event Co-Chair:

NEDiv Solo Steward: David Newman

Chief Steward: TBD

Operating Steward: TBD

Chief of Workers: Scott Thursby

Chief Safety Steward: Russ Siggelcoe

Chief of Tech: Josh Parker

Chief of Timing & Scoring: Mike Shiekds

Chief Registrar Pre-registration: Jesse Quaglioroli

Chief of Protest: TBD

Chief of Impound: Chang Ho Kim
Chief of Grid: Brian Levesque
Paddock Wrangler: TBD
Chief of Course (one per heat): TBD
Junior Driver Steward: Paul Bowin
Chief of Hospitality: TBD
Chief of Waivers: Kieth Scala
Chief of Trophies: Neil Schelly
Course Designer: Robert Huiest

Q. RUN/WORK ORDER

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

R. JUNIOR DRIVERS' ELIGIBILITY

1. Will follow 19.2 in the 2009 SCCA SR.

S. KART ELIGIBILITY

1. Will follow 19.1 of the 2009 SCCA SR with the following exception: F125 shifter karts are not allowed.

T. SUPPLEMENTAL CLASSES

1. FSAE will be run as a Supplemental Class under the current FSAE rules.