



SOLO QUICK GUIDE



IMPORTANT & USEFUL LINKS

Las Vegas Region Web Site: <https://www.lvscca.com/>

- Event schedules
- Links to online registration -
- Links to official results
- Announcements
- More

Official SCCA National Solo Rules: <http://www.scca.com/pages/solo-cars-and-rules>

- Official rules
- Vehicle classifications

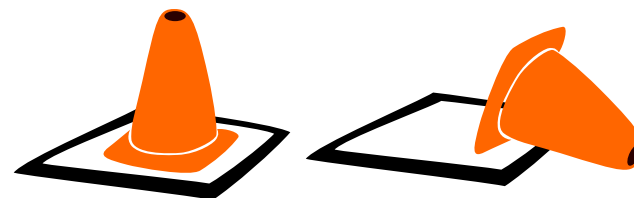
LVRSCCA Group Facebook Page: <http://www.facebook.com/groups/LVRSCCA>

- Discussion, questions and answers
- Participant videos and photos
- Announcements

Live Event Results: <https://www.lvscca.com/live/>

Fast Track News: <http://www.scca.com/pages/fastrack-news>

- Rule updates and clarifications
- Classification updates



AROUND THE EVENT

KNOW THE FLOW OF PEOPLE, CARS, AND THINGS YOU NEED TO DO



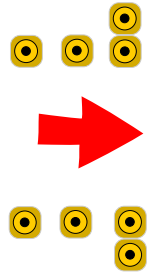
TIP:

Every event is set up a little differently. This is just an example.

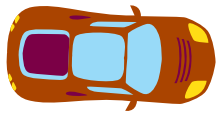
5mph or LESS!



**PADDOCK
(PARKING)**



Finish



FACT::



Registration Table is usually at the lot entrance

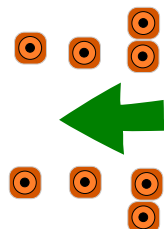
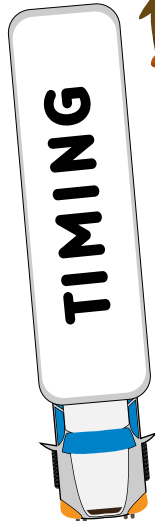
**Registration
& Sign-in**

Insurance
waivers &
wristbands

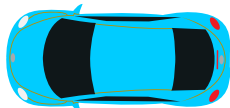


THE COURSE

TIMING

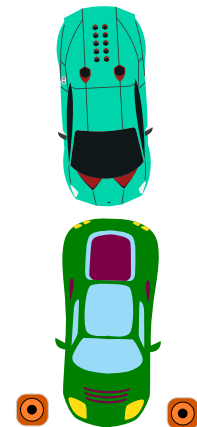


Start



RE-RUN

GRID



TECH

ON ARRIVAL...



PARK IN THE PADDOCK

- Head directly to the insurance table before unloading or prepping your car.



SIGN INSURANCE WAIVERS AND OBTAIN A WRIST BAND

- All attendees (drivers and spectators) **MUST** have a wrist band on at all times.



CHECK IN or SIGN-UP

- Give yourself extra time for lines and paperwork if you did not register on line.



TIP:

Online registration saves you time and money.



PROCEED TO TECH

- If you have an annual tech card, show it to the tech worker.
- If you do not have an annual tech, drive your car with helmet and numbers to the tech line.
- Once approved, park back in the paddock.



TIP:

An annual tech saves time.



WALK THE COURSE

- There will be a **new driver walk** with an experienced driver to explain the course, and offer driving tips.
 - Walk the course as many times as you like, time pending.
 - No wheeled vehicles, (bicycles, scooters, etc.) unless your are disabled.
 - Do not alter any cones or markings.
 - Speak with a safety steward if you see a condition you feel is unsafe.
 - There will be an announcement before the driver's meeting.
- Quickly finish your walk and head back to the bus.



TIP:

Show up early so you have time to walk the course more than once.



DRIVER'S MEETING

- Attendance at the drivers meeting is **MANDATORY** for all participants.
- Please be quiet so others can hear.
- There will be a seperate, more detailed, meeting for new drivers.
- Pay attention to run group and work group orders. They may change from the email run/work group.

PRE-TECH

**CHECK AND ADDRESS THE FOLLOWING
BEFORE HAVING YOUR CAR TECHED**



TIP:

Even if you have an annual tech card, be sure your car meets tech requirements before each event



TIP:

Pop your hood and trunk in the tech line to help speed up tech..

BELTS

- Factory 3-point belt
- Or properly installed race harness

NUMBERS & CLASS

- See the next sheet for more information.

SPARE TIRE, JACK & LUG WRENCH

- Secured with factory hardware
- Or removed from car

SECURE BATTERY

FUEL

- Don't forget to have enough fuel.
- 1/2 tank is usually enough.

CHECK FOR

- Oil and coolant leaks
- Catch cans are required for open breathers

CHECK FOR

- Loose lug nuts
- Worn suspension, steering & bearings
- Damaged or cored tires

REMOVE

- All loose items
- Floor mats without a secure attachment

EXHAUST

- dB limits may be checked and enforced at some venues.

HELMET

- SNELL SA2020
- Full face and shield is required for open vehicles.
- Open face helmets are available for rent \$5



TIP:

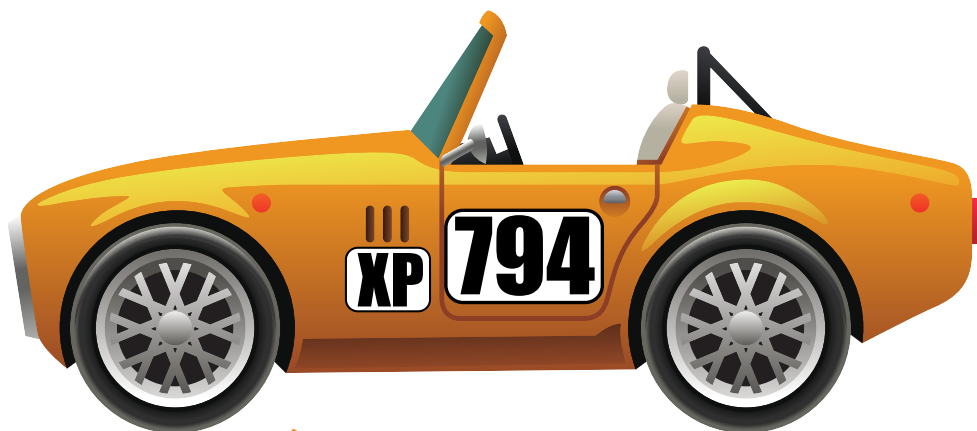
If you address potential issues before tech, you'll:

- Speeds up the tech line
- Prevent last minute repairs before an event
- Ensure you will have a fun and safe car



Current SCCA helmet certification sticker required.

NUMBERS



Numbers

- Minimum 8" High, 1-1/4" stroke

Class Letters

- Minimum 4" High, 3/4" stroke

Contrasting Background

Legible Font

No numbers or class on windows



Taped numbers are OK if done well.

- Use your own tape if you have a permanent number.
- Tape provided by the club is reserved for attaching temporary printed numbers for temporary members.

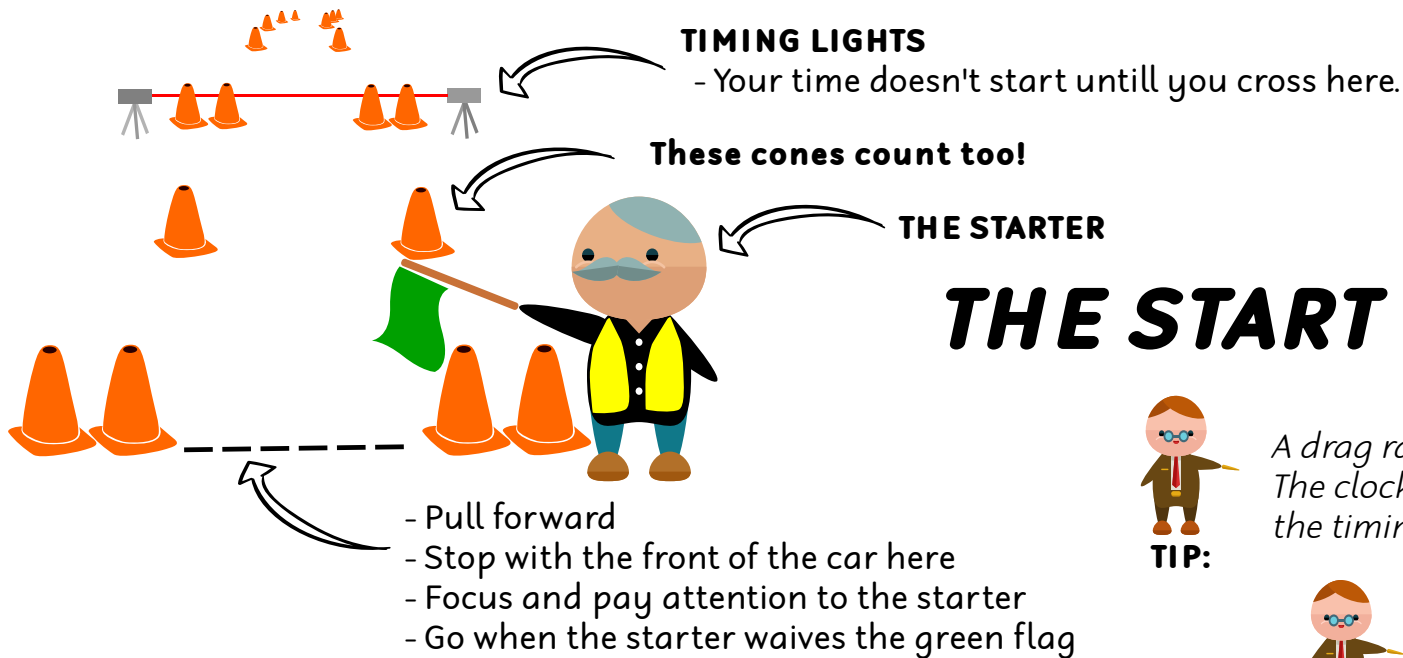


FACT:

Incorrect or illegible numbers result in:

- Timing and scoring headaches
- Delays
- Fewer runs for everyone

THE COURSE



A drag race reaction time isn't needed. The clock doesn't start until you cross the timing lights.



If you are having problems navigating the course, ask for an experienced driver to ride along and help you out.

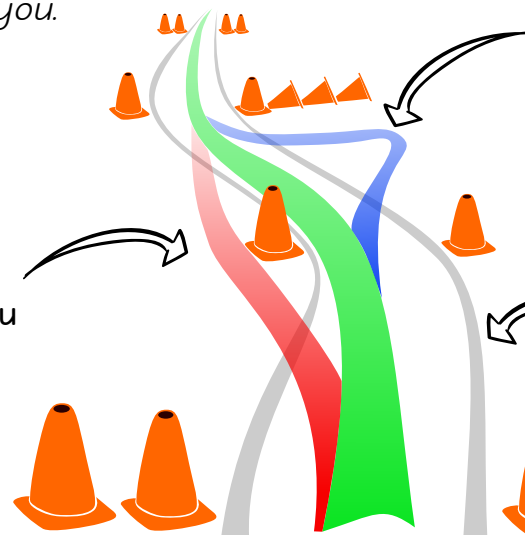


Look and think beyond the gate in front of you.

GATES

DNF (Did Not Finish)

- If you miss a gate, you will not be scored with an official time.



There is no penalty if you make a bad move or spin, as long as you re-enter the course without missing a gate.

CHALK LINES

- These are to help you navigate the course.
- You may cross the lines without a penalty.

GATE

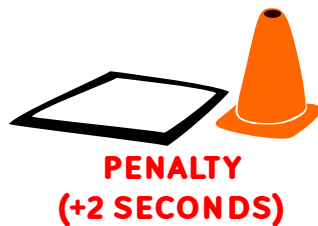
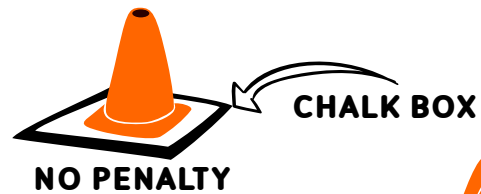
- Drive between the cones

WALL

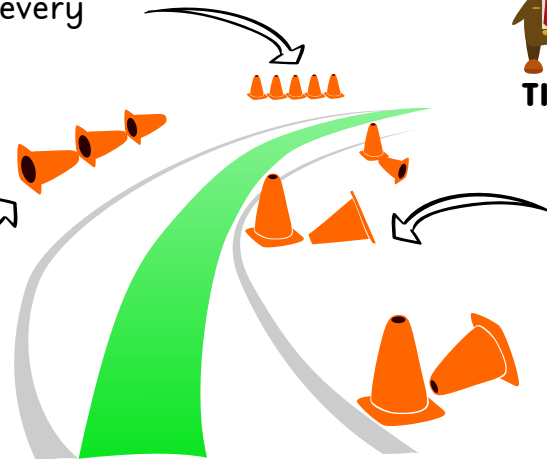
- There is a penalty for each and every stand-up cone.

LAY DOWN CONES

- Guide you in the right direction
- No penalty if you hit or move them



PENALTIES



TIP:

Wiping out a wall will destroy your time and make a lot of work for corner workers

APEX

- Drive to the outside of the stand-up cone.
- No penalty for the pointer cone
- Penalty for the stand-up cone

CORNERS

OPTIONAL SLALOM

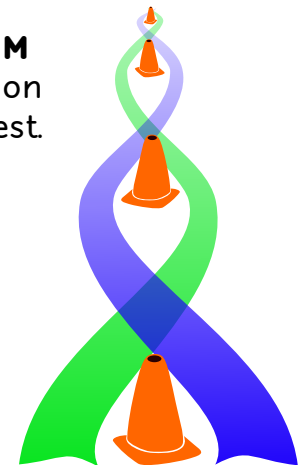
- Chose the direction you think is fastest.



TIP:

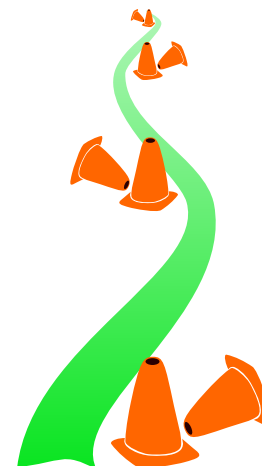
Walk the course.
Know which direction
you want to take
before you get here.

SLALOMS



DIRECTED SLALOM

- Drive to the outside of the stand-up cones.
- No penalty for the pointer cone
- Penalty for the stand-up cone
- DNF if you drive on the wrong side



TIP:

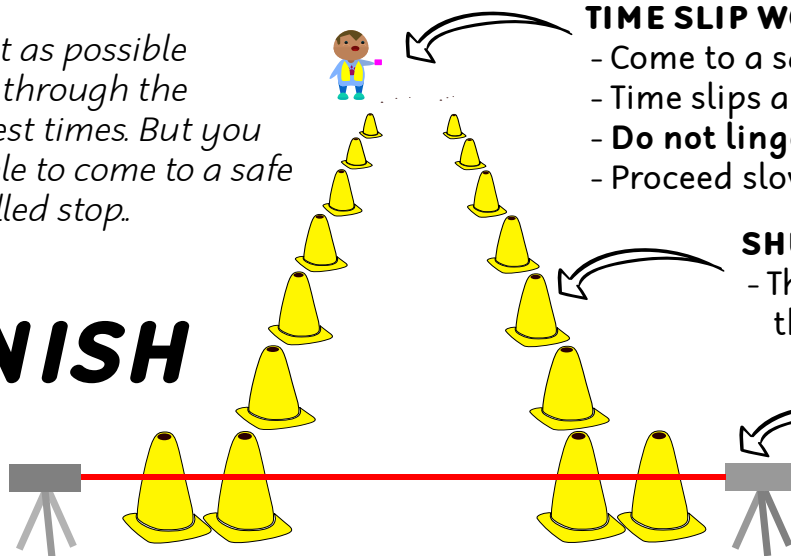
Slalom cones are not
always evenly spaced.
Count your paces on the
course walk.



TIP:

Drive as fast as possible completely through the lights for best times. But you **must** be able to come to a safe and controlled stop.

THE FINISH



TIME SLIP WORKER

- Come to a safe and controlled stop.
- Time slips are not necessarily the official time.
- **Do not linger!** There are cars finishing behind you.
- Proceed slowly back to grid or the paddock.

SHUT DOWN AREA

- The penalty for hitting a cone after crossing the lights is a **DNF**.

TIMING LIGHTS

- Your time doesn't stop until you cross here.



RED FLAG

STOP!

- There is a dangerous condition on the course.
- Proceed when directed by a course worker.



WORKER AT RISK

STOP!

- Worker safety is more important than your run.
- Proceed when directed by a course worker.

DOWNED CONE



If there is a downed cone on course:

- Stop and point it out to a worker.
- Proceed when it is acknowledged.
- You **will not** receive a re-run if you tell someone after your run is complete.
- You **will not** receive a re-run if you knocked it over.

STOPS & RE-RUNS

After a stop:

- Complete the course quickly to minimize delays.
- **Do not** shortcut the course.
- **Do not** bypass the finish timing lights.
- Verify with the time slip worker that you get a re-run.
- Park in the re-run area, not back in your regular grid slot.