

## **APPENDIX I - SOUND MEASUREMENT PROCEDURES AT SCCA® NATIONAL SOLO® EVENTS**

The maximum level will be 100 dBA.

The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to “A” weighting, “Slow” response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed to take his/her next run. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate “repair action” is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF. If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not it is scored or a rerun is allowed.

Any “repair actions” to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the “repair” has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the “repair action” that deteriorated. The “repair action” may be changed or modified to improve the quality of the “repair” and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must make further “repair actions” to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Regional sound level requirements, regulations, and/or penalties.