## RESPONSIBILITIES

→ To design one of two courses presented at the Solo Nationals containing elements and layout as one might find at a National Tour.

→ To attend the Solo Events Board (SEB) course setup trip in Lincoln prior to Nationals (see below).

→ To provide an accurate map to the National Office for inclusion in the Check-in documentation, within two weeks following the SEB course setup trip.

→ To set up the course on Sunday afternoon/evening after Pro Finale completes.  Ensure that your course is set up and properly marked in time for walk-throughs on Monday morning, prior to the first day of competition (lining may be done Monday a.m. especially if the weather is iffy; cones should be at least boxed and preferably numbered by Sunday night).

→ To re-line the course Tuesday morning prior to competition if overnight weather has seriously impacted the visibility of the lines.

→ To be available for revision of course during the event if necessary.

## QUALIFICATIONS (PRIOR TO SELECTION)

→ Submit qualifications and a preliminary course map or series of maps for consideration by the SEB.

  o Reach out to the National Solo team at solo@scca.com for a Lincoln Airpark site layout template

→ Provide a list of major events of which you have been a course designer; preferably including a National Tour.

→ Previous experience with the National Office in this regard (numerous previous Tour course design experience or any National course design experiences) *may* exempt candidates from the above.

## MAY COURSE SET UP (AFTER SPRING NATIONALS EVENT)

→ Monday – Travel and informal meeting at motel before or after dinner.

→ Tuesday - Setup, testing, modifying, approvals (SEB/Safety/Staff), and painting of course "dot" marks by day's end.

  o Note: Boxing and numbering will be accomplished in the fall.

→ Wednesday morning may be used to complete any tasks not able to be completed on Tuesday (e.g. because of inclement weather).

→ Travel home Wednesday afternoon.

→ Subject to change due to inclement weather

→ Submit approved accurate scale course map to the National Office or their designee.

→ **DO NOT SHARE** approved map with others.

## FOR NATIONALS IN SEPTEMBER

→ Prior to Nationals, recruit no more than three course setup helpers – this will be their work assignment for Nationals and they will assist in the Sunday/Monday setup task

and in re-lining if necessary on Tuesday morning (only).  Report their names to the Chief of Workers by early August.

→ The Sunday before Nationals, after the Pro Finale completes:
   o Blow away Pro Solo Lines.  Blower(s) will be provided by SCCA.
   o Position and mark cones with boxes per Solo Rules, via location paint dots put down at the Setup trip.  Spray chalk will be provided by SCCA.
   o Number cones as provided by the National Office via the electronically reformatted map.

→ Mark any revisions on the oversized maps which are typically posted in Information and/or in the course tents between the grids.

→ Line the outer perimeter of the course (<u>outside</u> of the cones).

→ If rain comes in on **Monday night/Tuesday morning** it is each **Course Designer's** responsibility (along with their crew) to ensure the course is up and ready (including re-lining, if necessary) before the first car runs.
   o **After that**, all course repairs and maintenance are the responsibility of the **Event Operations Crew**, including Wednesday, Thursday and Friday **mornings before the first car runs**.  In the event of severe weather, the assistance of the Course Designers and setup assistants to reconstruct the courses will greatly enhance the efficiency of event operations.

## "ON THE FLY" REVISIONS

→ The Event Chair, Safety Steward, or Chief Steward may ask you for guidance/input if revisions are needed after the event has begun due to changing surface conditions (e.g. pavement breakup or major spill) or for safety reasons

## COURSE APPROVAL CHECKLIST ITEMS

Note: **Bolded** dimensional items are rule book requirements. Others are recommended guidelines.

→ Safety (remember, 60 mph means 88 feet per second) NOTE: All distances are measured from likely path of car or outside boundary of course, whichever is closest to being an issue.
   o Distance to solid objects: minimum **25'**, much more if on outside of turn or course aimed at them
   o Distance to viewing areas: minimum **75'**, much more if course is "aimed" at them
   o Course route avoids holes, cracks, bad bumps, grates, other surface problems.
   o Course stations not located on outsides of turns or otherwise in "line of fire"
   o Course station positioning minimizes workers' need to cross one part of course to reach another part with downed cone in their coverage area
   o Finish distance - runout after timing stop line to end of exit lane
      ▪ Guideline minimum 150', add significantly as approach speed increases

- Aim finish/exit lane away from viewing areas, grid, paddock, solid objects, other sections of course.
- Allow at least 125' beyond end of exit lane to unprotected viewing or parking area.
  - No sharp and/or decreasing-radius right turn immediately after a transient
    - At least 100' for car to "settle" after transient, before hard right turn
  - No pure-acceleration sections longer than 400'
    - Excessive speed can occur in "bent" straights as well as straight ones
    - Higher entry speed to straight decreases maximum acceptable length
  - Correct use of maneuvers to address speed issues
    - Decrease speed BEFORE point of speed concern (e.g. use turns or offsets at beginning of fast straight, not at end)
    - Address off-line speed concerns as well as on-line speed concerns (i.e. where they could be as well as where they should be)
    - If dimensions/speeds seem marginal, test drive the course with a competition-tired fast car – not a rental
  - Intra-section distance for multiple cars on course > 75' at all points (more is better)
- → Legality (what the book requires)
  - Distance from stage line to timing start line: minimum **15'**
  - Slalom minimum spacing: **45'**
  - Course minimum width (gate width): **15'**
  - Max speed in low 60's for **fastest** Street and SP cars (e.g. GT2, Viper, Z06)
- → Quality (especially visual clarity, content sufficiency)
  - Able to be found by typical driver on preview parade lap, with no map, no white lines, and no walk through
  - Outer wall spacing < 1/2 course width (1/3 is better), used consistently throughout course
  - Gate spacing along course > 2 x course width (3x is better), used consistently throughout course
  - Corner insides marked for easy visibility (not necessarily at desirable apex)
  - Visual cue usage consistent (e.g. pointers on inside, walls on outside, etc.)
  - Groups of laydowns (a.k.a. "pointer walls") should have 3 or more cones--using just 2 can cause confusion with a knocked-over cone and pointer--and a consistent number is used for similar purposes (i.e. not 3 at one location to highlight an offset, and 5 at another for a similar element)
  - Content variety (sweepers & turns of varying sizes + acceleration + braking + transients)
  - No optional-side/direction elements (e.g. optional slaloms). Everybody drives the same course.

- No drag-race start (e.g., no configuration with the timing start less than 50'
  from the stage line and an effective straight of 200' or more from stage line to
  the first brake point and/or significant turn).