SUPPLEMENTAL REGULATIONS
2026 SCCA Shootout Series

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Solo® Rules Section 1.5 Supplementary regulations
held under the 2026 SCCA® Solo® Rules plus supplemental rules found within

SCCA's Commitment to a Welcoming Environment:
SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions, and social events and when representing SCCA in print or electronic media.

A. EVENT RULES

1. This event is held under and open to vehicles conforming to the SCCA Solo Rules plus the rules and procedures found in this document, using all Open & Ladies National, Supplemental and Developmental classes, as defined by the 2026 Solo Rules.
1.1 Driver Eligibility: Refer specifically to Solo Rules 4.1 A and 4.2

2. You must be an annual SCCA member in good standing to participate. If you are not currently an annual SCCA member, please visit the SCCA member portal to join or renew.

3. It is highly recommended that competitors complete an annual waiver ahead of the event. Once completed, the annual waiver will show as a designation on the back of your membership card and is valid for the calendar year. This can then be shown at the waiver station instead of signing the SCCA waiver, both at regional and national level events. Instructions for completing the annual waiver can be found here. When signing the event waiver, you will be required to show a government issued photo id. Armbands are to be worn during the event to indicate that you have completed the waiver.

4. If you have changes to any of your registration information, and online registration is still open, make changes to your entry in the MotorsportReg system. This will automatically correct the information that goes into the

event file and will help shorten the "changes" line during event check-in. If you need to make a change after online registration closes but before on-site check-in opens, email Tracy Lewis at tlewis@scca.com.

5. DRIVERS MEETING NOTES: There will be a mandatory drivers' meeting on Saturday morning. See event specific schedule for meeting time and location.
6. Event supps will no longer be handed out when you check in but are available by request. Event details will be posted on the Event page, linked on Sportity & will be available on site at Tech/Impound and on the Timing Trailer. Changes to these supplemental regulations, run/work order, and/or the safety plan will be posted on Sportity, in the Visit Lincoln Event Center and the Event page at www.scca.com. It is the responsibility of each competitor to check for and adhere to any posted changes.
7. Schedules shown on the SCCA Online Event page are the official schedules for the event.
8. Course Walks: Courses will be open for walking at the following times (unless otherwise noted on Event Specific communication and specific Event Schedule). See event specific communications and schedule for detail.
   Friday: approx 5:00 pm – 7:30 pm
   Saturday: 6:30 am – 8:25 am and approx. 6:00 pm – 8:00 pm
   Sunday: 6:30 am – 7:30 am
9. Lost and found items may be picked up or dropped off at the Lincoln Event Center.
10. Scales will be available to competitors during the event, under the supervision of event officials. Check event specific schedule for availability of scales pre-event. Use of the scales by competitors will be restricted when they are being used by Impound during competition; check with the Chief of Impound prior to use during competition hours.
11. Event communication will be available via Sportity App. Once the event keywords have been established, sign up by entering them in the app. The event keywords will be published on the SCCA Event page and in pre-event communications. QR codes will be available on site for simple sign up. Announcements will also be made over the PA system. Live timing can be found at sololive.scca.com.

B. SAFETY

1. A speed limit of 12 MPH will be enforced for all vehicles, powered and unpowered (i.e. golf carts, ATV's, skateboards, hover boards, Segways, bicycles, scooters & similar conveyances) anywhere on site. Tire spins, rapid speed or direction changes, or other "abnormal/unusual" driving techniques are strictly prohibited throughout the event site including any perimeter roads and any route between the Grid spots and the courses. See Event Lead for questions or concerns.
2. The operation of motorized vehicles, whether gas or electrically powered, such as but not limited to, golf carts, and other personal transportation vehicles, is limited to people who can present a valid driver's license. Top-heavy novelty vehicles, such as motorized bar stools, are not permitted. Drivers are reminded that Solo Rules section 9.1 (Breach of the Rules) covers all types of reckless driving and applies to **all** forms of personal transportation.
3. Skateboards, hover boards, Segways, bicycles, scooters & similar conveyances may not be ridden in the Grid areas when grid is active for competition. All motorized conveyances are subject to site speed limits and must follow normal vehicle traffic flow routes Pylons, tape, painted markings, signs and /or barriers will define "No Parking" areas near the course. Cars parked in such a manner that blocked or restrict defined driveways or entrances to course areas will be towed away without notice at the expense of vehicle operator/owner.
4. All incidents involving injury and/or property damage occurring on the event site or associated with the event will be reported as soon as possible to the Chief of Safety, Chief Steward and/or Event Chair and Event Lead.

5. Competitors are responsible for the behavior of their guests, crew and family members, and may be penalized accordingly. Adults will be held responsible for the behavior of their minor children.
6. Smoking is prohibited in grids & portable facilities used for the event. This includes e-cigarettes and vaping.
7. Alcoholic beverages are not permitted on any course or in any Grid/Impound area during competition/practice.
8. No tire warm-ups are allowed anywhere on the site, except in the designated start area (green cones).
9. Drivers must always operate their vehicle in a safe manner, including exiting the course. Driving in an "aggressive" manner deemed unsafe and observed by an Event Official will be handled with severity by the Chief Steward. Actions taken by the Chief Steward CANNOT be protested.
10. Photographers desiring to enter a course area must be approved by the course Safety Steward and be accompanied by a spotter. A minor may not serve as a spotter.

C. REGISTRATION/CANCELLATION/WAITLIST

1. ***Registration***

1.1 Event Registration is available online on the SCCA Event Page or by visiting www.motorsportsreg.com

1.2 Entry Fee can be found on the SCCA Event Page and is due at the time of registration.

1.3 The entry fee does not include runs on the Test n Tune course.

1.4 Online Registration closes at 3:00 pm Central, Tuesday prior to the event (unless otherwise specified on the event specific schedule).

1.5 After online registration closes, you can still register for the event on-site during regular check-in times on the day prior to competition, see event specific schedule for times. Please note, there will be a late entry fee imposed on all on-site registrations. If the event is already full, we will follow the waitlist policy (see C.3 for Waitlist Policy information).

1.6 Car numbers selection will be on a first-come, first-served basis. Only one- or two-digit numbers will be allowed (i.e., 1 through 99). Exception: Where there are two drivers in one car, in one class, then the second driver MUST be 100 plus the first driver's number (99 and 199). The Motorsportsreg.com system does not allow drivers to reserve their co-driver's number. With that, if there is a conflict where someone signs up for a number and someone else who is not the co-driver signs up for the corresponding number, the person that signed up first for either the two or three-digit number is the owner of that combination. If you notice a discrepancy in numbers, please contact Tracy Lewis (tlewis@scca.com). Motorsportreg.com provides the date/time of registrations to determine who registered first and is the rightful owner of the number combination. If desired, drivers of the same car but in different classes (open and ladies) may use the same car number. Drivers of the same car in the same class must submit separate entries. Car numbers above 199 are not allowed at National Solo events.

2. ***Cancellation***

2.1 All cancellations must be made in writing. Please contact Tracy Lewis (tlewis@scca.com) with questions or to cancel.

2.2 Please review valuable information regarding refunds below:

Partial refunds (SCCA keeps $50) for cancellations IF:

Entrant cancels PRIOR to 7:00 pm Central the day of on-site check-in.

NO REFUNDS for cancellations IF:

Entrant cancels AFTER 7:00 pm Central the day of on-site check-in.

If you are sick, please consider staying home. We appreciate your desire to keep the Solo community healthy.

3. ***Waitlist Policy*** **-** Tire Rack SCCA National Solo events (ProSolo, National Tour, Shootout) will utilize the waitlist policy below for 2026:

3.1 The initial entry cap will be set 15 entrants lower than the final cap.

3.2 When an event hits the initial entry cap, the remaining competitors will be put on a waitlist.

3.3 The waitlist will be published to show the order in which each member is on the list, based on the order of entry receipt and the timestamp listed on the MSR registration. This is the order in which entries will move off the waitlist and into the event when a cancellation is processed. **This list does not automatically update in real-time but is rather a report from the registration system that will be run periodically so that those on the waitlist can understand their current position**. Given that the list is not updating in real-time, there may be names at the top of the waitlist that have already moved into the event and there may be names that have registered onto the waitlist that do not yet appear.

3.4 When 15 entrants have registered with the region of record of the hosting region the cap will be increased to the final. If 15 hosting region members have not registered 2 weeks prior to the event the cap will be increased to its final.

3.5 For entrants on the waitlist, there is no guarantee the entrant will get into the event.

3.6 As entrants on the entry list cancel, the next person in line on the waitlist will be notified, via email, that there has been a cancellation and they have now been moved into the event. When that entrant is moved over, they will be required to log into MSR and pay for the event (MSR does not charge waitlisted competitors). The entrant will have 24 hours to pay for the event before that entrant is placed at the end of the waitlist and the next entrant is put into the event.

3.7 We will continue to move entrants off the waitlist as we receive cancellations up until the time online registration closes.

3.8 After online registration closes, we will not update the waitlist online. However, if there is a cancellation after online registration closes, entrants on the waitlist will be contacted in waitlist order to let them know a spot in the event has opened and be instructed on how to remit payment. The waitlist will also be printed and posted in the timing trailer on Friday morning. As cancellations come in during the registration/check-in day, we will try to contact the top person on the waitlist to see if they are available and still want to get into the event.

3.9 At the end of registration on the day prior to the competition, the waitlist will be closed, and no new entries will be allowed into the event.

D. TECH/CHECK-IN PROCEDURES

1. ***Tech- A Chief Technical Inspector (CTI) will be appointed as per the National Solo Rules, Section 5.6. The role of the CTI will be to oversee the process and, if needed, to conduct additional inspections of vehicles.***

1.1 A Self-Tech Inspection form will be available online before the event as well as on-site. The tech form can be found here. Simply download the form and print a copy to bring with you to the event – ONE TECH FORM IS NEEDED FOR EACH DRIVER.

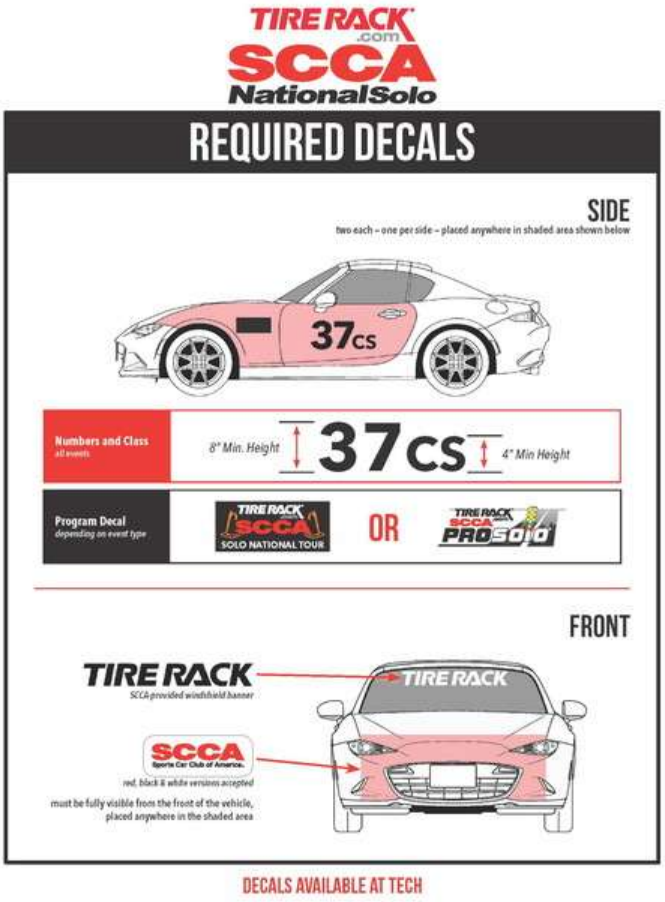
1.2 Safety Inspections (Solo Rules 3.3.3) should be completed at the event site and will be completed by competitors using a Self-Tech form.

1.3 Vehicle Identification verification is the sole responsibility of the competitor (Solo Rules 3.7).

1.3.1 The Tire Rack® is the title sponsor for all 2026 SCCA® National Solo® events. Participants in these events are required to run the title sponsor decal, which is a windshield decal that is to be used at the top of the windshield. Vehicles without windshields or with plastic windshields may place the decal on the front of the car in a highly visible location approved by the Chief of Compliance. Decals

other than the official Tire Rack® decal, except those required by Shootout Staff, are prohibited on the windshield.

1.3.2 Prior to presenting the car to grid, the class designation and numbers should be placed on the vehicle. ***Unused class letters or car numbers should be completely covered.*** In addition, any SCCA-required decals and appropriate contingency decals should be placed on the vehicle. All SCCA-required decals and some contingency decals are available at Tech. See below for details regarding placement of required decals.



1.3.3 The official Tire Rack decal and tech stickers are the only decals permitted on the windshield.

1.3.4 Competition vehicles should have a tech decal affixed to the upper or lower left hand corner of the windshield (or other pre-approved location by the CTI or their designee). Vehicles that present to grid without a current event tech decal will not be allowed to proceed to the start line until a new tech form is complete for each driver and a current event tech decal is placed on the car. Tech decal should contain:

Car Number(s), Class(es), Event Name, Event Dates, Minimum Weight (if applicable), Wheelbase (if applicable),

1.3.4.1 Driver vehicles may receive a "2" decal to place beside the tech decal to indicate to Grid/Impound that you are a 2-driver vehicle.

1.4 Competitors should have a Rally/Solo 2026 decal and a 2d barcode (issued at a National Event) affixed to their helmet. It is the competitor's responsibility to ensure that they have both of these required decals on their helmet prior to presenting to grid.

1.4.1 Any Region barcodes should be completely covered.

1.4.2 If you are sharing a helmet, be prepared to cover the non- driver barcode as part of your driver change over.

1.5 When you have made your way through the tech line, you should have:

- Received all your required vehicle decals (Including your Event tech decal & "2" decal, if applicable)
- Had your helmet teched (Received your Solo 2026 decal & 2d barcode, if necessary)
- Turned in your completed & Signed tech form

1.6 The CTI can, at any time, be asked by the Chief Steward to conduct an inspection of a vehicle per Solo Rules 5.6.B.

2. ***Check-In***

2.1 National Solo Check-In and Tech form turn in will occur at the Visit Lincoln Event Center unless specified elsewhere in the event details. Look for the SCCA-branded canopies.

2.2 During designated hours of Check-in/Tech, drivers should bring their completed self-tech form and their helmet to the Lincon Event Center (look for the SCCA branded canopies).

2.3 The driver gives their Self-Tech Inspection form to the CTI, or their designate. They will also present their helmet to verify that it is compliant (check here to ensure your helmet is compliant); the CTI or their designee will issue necessary decals (Rally/Solo 2026). The helmet will also be made available to a Check-In worker who will scan the barcode to ensure a valid scan. If a new helmet barcode is needed, one will be provided. (NOTE: If you have a helmet barcode that is not from National Solo, it must be covered or removed during the event. The scanning system only recognizes that there is a barcode, it does not differentiate between National Solo vs Regional or other programs.)

2.4 Entry Information Changes: Drivers will be asked if there are any changes to their event registration information (car, class, number, etc.).

2.4.1 If there are NO changes to the information that was used to register on MSR, they will be checked in for the event. Check-in will keep the self-tech form.

2.4.2 If there ARE changes to the registration information that was used to register on MSR, competitors do NOT have to wait in line at Check-in/Tech. They will keep their self-tech form and bring the form and their helmet to the SCCA Timing Trailer at the designated time listed on the event specific schedule to complete changes, get any required decals and be checked in for the event.

E. PENALTIES FOR MISSING DECALS, INCORRECT NUMBERS OR BARCODES:

1. It is the sole responsibility of the competitor to ensure vehicle identification is compliant with Solo Rule 3.7, that helmet has been teched and has a Rally/Solo 2026 Tech decal, that the barcode is compliant and that any non SCCA National issued bar codes are completely covered (including covering non-driver barcodes if a helmet is being shared).

1.1 Penalties may be assessed if class letters/numbers are not compliant, if helmet tech decal is not affixed and/or if helmet barcode is not compliant.

1.2 Unused class letters or car numbers should be completely covered or removed from the vehicle so that times or penalties are not issued to the incorrect driver by Timing and Scoring or by Course Workers.

2. Competitors at the start line with non-compliant car numbers or class letters will be allowed to complete the heat they are running. An event official (Chief Steward or Event Lead) will inform them of the non-compliance and let them know the deadline for remediation. If remedial action is not taken by the deadline, a penalty may be assessed; penalties include the addition of cones or a DSQ (See B.4. above for decal information).
3. Competitors at the start line with the wrong number on their car, 2 sets of numbers, or the incorrect/too many classes showing will receive a warning for the first offense, a cone penalty for the second offense, and may receive a DSQ for three or more offenses at the same event.
4. Competitors at the scanner with more than one (1) or an incorrect barcode showing on the helmet will receive a warning for the first offense, a cone penalty for the second offense and may receive a DSQ for three or more offenses at the same event.
5. A driver presenting to grid without the appropriate Event Tech decal or helmet tech decal (Rally/Solo 2026) will be directed to the Tech/Impound area to complete a new tech form and receive an event tech decal or get the helmet inspected and decal applied.

F. ENTRANTS AS WORKERS (Solo Rules Section 6.1)

1. All competitors are required to work the event. Qualified replacements may be used as substitutes in worker assignments. However, workers must notify the Administrative Manager for approval prior to the substitution. Failure to report timely, comply or properly perform assigned duties will result in additional work assignments or disqualification as executed by the Event Officials.
2. Early work assignments that offset a normal work assignment must be pre-approved by the Event Chairman and/or SCCA staff. These assignments must be extremely limited to prevent loss of critical support during the event. Serving as a volunteer prior to the event is greatly appreciated and a key element in the success of this event. However, this does not automatically offset a normal work assignment.
3. Workers will report to Worker Check-in at the Visit Lincoln Event Center before the beginning of the last run of the heat prior to their assigned work heat. A flag may be raised at the Visit Lincoln Event Center to let you know it's time to check in and that someone is available, this may not be available at all events so listen to PA announcements and watch Sportity notifications about checking in for work. First heat workers will report 15 minutes prior to the start of the event.
   3.1 Failure to report on time will result in additional work assignments after the finish of the last heat on that day. Not complying with these rules will result in disqualification.
4. Preliminary work assignments will be posted on the Event Page.
5. Once check-in is closed for the event, a finalized worker sheet will be posted online to the Event Page & linked on Sportity. Please check there to verify that your work assignment did not change due to class changes, cancellations, etc. Any work assignments that change will be highlighted in light grey. ***You will still need to check in for work at the designated time, even though you already know your work assignment.***

G. ORDER OF RUNNING

1. Class competition will be on 2 days with 5 to 6 runs in Session 1 (Saturday) and three runs in Session 2 (Sunday). Runs will be scheduled in 2-4 heats depending on number of entries (heats will be assigned by car class). The best time from Session 1 & 2 will be used to determine Class rankings. The best time from Session 3 will be used to seed Challenges.

2. There will be a grid 100 and grid 200. Therefore, drivers are to position their cars in grid 100 or grid 200 as assigned. If the car is not in their specified grid position when the first car of the heat is instructed to the start line, they may lose a run/or runs depending on arrival time to grid.
3. All drivers will be assigned a "home" space number for grid purposes where they may leave any necessary equipment. After each run, all drivers will return to their "home." Do not block the access lanes between spaces. Dual Drivers will have the same grid position.
4. During competition, the course will be open for walk-through between the morning and afternoon runs of Session 1, if time permits.
5. No competitor shall take a second run until after all drivers in their class have completed their first run.
6. After the completion of each run, vehicles must return directly to the grid, unless directed to the scales, then vehicles should return to grid after they are weighed. Vehicles are not permitted to depart the grid area for service.
7. A minimum of five minutes must have elapsed between runs for any car. This includes reruns or runs for another driver of the same car. A grid marshal will be specifically assigned to handle two-driver cars and will keep a time log to assure compliance with the five-minute minimum between runs. The time shall be measured from the time the car returns to their grid space until the time it leaves grid for the start line.
8. Drivers must proceed from the Grid to the stage line when so directed by a Grid official or that run will be scored as a DSQ unless a mechanical is called before reaching the stage line.
    9.1 Exception: Drivers of cars with mechanical difficulty shall have ten (10) minutes after the car is directed to leave its grid space to present at the stage line. Drivers may take one (1) mechanical delay per run (a rerun counts as a separate run). A mechanical delay may not be called once the driver is at the stage line. Grid personnel will be notified of the mechanical difficulty and will refer the request for a mechanical delay to the Chief Steward in cases where the competitor may gain an unfair advantage by delaying a run. Abuse of this allowance may be considered unsportsmanlike conduct and may be protested under Solo® Rules section 9.1.F.
9. Heat assignments will be posted on the event page on the SCCA website – SCCA.com Event Page– It is your responsibility to know when your car should be in grid.
10. When starting a run, the driver must proceed directly from the stage line through the timing start light and onto the course via the intended route as depicted on the official course map. Failure to do so may result in a Did Not Finish (DNF) penalty.
    11.1 At the start line, competitors will use the National Solo stage/start lights to ensure all competitors start from the same spot.
    11.2 From the stage line, competitors will slowly pull forward until both white stage lights on the National Solo start light box are illuminated. The red light will stay illuminated until the starter releases the competitor to begin the run.
    11.3 The driver can begin their run when the starter illuminates the green light and the red light turns off. In addition to the green light, there will be an audible signal lasting approximately ½ second.
    11.4 Competitors are expected to begin their run once released by the starter and when ready; there is no requirement to leave immediately upon release. A lengthy delay may result in the Starter stepping in and holding the vehicle at the start line for course safety. A hold may result in a reset of the red/green lights on the National Solo start light box.
    11.5 See an example of the National Solo stage/start lights here: https://www.scca.com/downloads/63709-start-stage-light-explanation/download

11.6 In the event that the National Solo stage/start lights are unable to be used, there will be a defined line painted on the ground that starters will use to stage vehicles. Clear instructions will be provided to ensure all vehicles are staged in the same manner.

11. If during the event a vehicle develops mechanical problems resulting in its permanent withdrawal from the class Heat competition, its driver(s) may finish their runs in another vehicle which is compliant in that class, provided the original vehicle is permanently withdrawn from all further class competition for all drivers in that Heat on that day. Drivers needing to finish their runs in another vehicle must obtain approval from the Chief Steward or Operating Steward.

12. Red flags - In the case in which a competitor is red-flagged or stops for a displaced or downed cone or safety issue on the course, the competitor must thereafter continue through the remainder of the course quickly without hitting cones in case there are vehicles still on competition runs. During the remainder of the run, DNF's or off-course penalties will not be scored provided the competitor follows the general route of the course and exits in a timely fashion. (e.g. straight-lining a slalom is acceptable but cutting across the course or through a corner station is not).

13. Daylight provision - No car can be sent from Grid to start a run as of 30 minutes prior to officially published sunset from the National Weather Service. Exceptions may be made by the Chief Steward for cars that are already on a mechanical delay.

14.1 If a set of runs is started but not completed by all drivers in a class prior to the hard stop time, only the run sets that have been completed by all competitors of that class will be scored. EXAMPLE: All competitors of a class have completed 2 runs, but only 50% of the competitors completed their 3rd runs. All competitors of that class are then only scored on their first two runs.

H. IMPOUND PROCEDURES

1. All Competition vehicles will be impounded per Solo Rules 6.10 to allow competitors to inspect each other's vehicles to ensure competitor vehicles comply with the SCCA National Solo Rules and Supplementary Regulations for the event. Car information verification may also be conducted in Impound.
2. Vehicles will be impounded immediately after competition, both days, in the assigned Grid positions. One driver or designated representative of each vehicle must remain near his/her vehicle during this time.
3. Street Modified, Prepared, Modified, CAM, Xtreme Street & CSX category vehicles will be weighed after running; drivers should look for Impound workers to direct them to the scales. Drivers of Street Modified & Prepared cars will need to exit the vehicle when weighing. Drivers of CSX, CAM, Xtreme Street, Modified and Kart vehicles should remain seated in the vehicle. Drivers are encouraged to be aware of other vehicles to be weighed and enter/exit the scales without unnecessary delay. Disabled vehicles (DNS, DNF, etc.) are still required to proceed to the scales promptly; drivers SHOULD NOTIFY IMPOUND right away of their disabled status. Failure to report to the scales when directed may result in penalties.
   - **3.1** Vehicles with two drivers will weigh after competition has been completed for both drivers.
   - **3.2** It is your responsibility to know if your vehicle has a minimum weight requirement, what that weight requirement is and wheelbase of your vehicle.
4. **Impound officials may check for vehicle identification and decal compliance and may ask for wheels/tires and/or other components to be removed as part of the inspection. Competitors are responsible for removal and reinstallation of components as required and must use proper tools/equipment (e.g. jack and necessary tools for removal and jack stands to support raised vehicle).**
5. Impound does not act on hearsay information regarding competitor concerns. If competitors suspect a rule violation, a protest should be filed in accordance with the National Solo Rules, Section 8 and Section 7 in these supplemental regulations.

6. A vehicle under protest shall remain impounded. If necessary, the vehicle will be escorted by an event official to another location.
7. Drivers are to remain in the Grid/Impound until RELEASED. NOTE: Distribution of results is not the "official release". After Timing and Impound have agreed to the official TIME of release, Impound will signal "(Class) is released."
8. Competitors may observe but Impound inspectors must not be hindered in their assigned duties by anyone in any way.

I. COURSE MARKERS

1. Course cones will be marked, per Solo Rules Section 7.8.1.
2. The course will be lined on both sides, weather permitting. Crossing a course line incurs no penalty.

J. TIMING AND SCORING

1. The total class ranking score will consist of the best-timed run from Day 1 Competition (Session 1 & Session 2) (inclusive of penalties).
2. Scores will be posted. See the Operating Steward or his/her designee to resolve concerns. THE TIMING & SCORING TRAILER IS OFF LIMITS FOR COMPETITORS, CREW AND SPECTATORS unless invited to enter by an event official.
3. After the completion of each heat, times will be marked PROVISIONAL on live timing (sololive.scca.com) and after 30 minutes they will be marked FINAL provided no issues have been presented requiring additional review.
4. Live timing is available at sololive.scca.com.

K. SOUND POLICY: SEE SCCA® SOLO® RULES APPENDIX H

1. If a driver in a vehicle exceeds 105 dBC, the Chief Steward or their designated representative will be notified by the Sound Steward or representative. The driver of any run producing a sound measurement over 105 dBC will be notified by the Chief Steward, Sound Steward or their representative, as soon as reasonably possible following the offending run.
2. All remaining sections and contents of Appendix H apply and will be strictly enforced.

L. RESULTS

1. Provisional results will be made available after completion of all runs for the heat. Results will be final 30 minutes after Provisional results are posted. Check Final Results to make sure the manufacturer is correct for your car and tire brand. Official results will be available on the SCCA Event Pages, this will include disposition of all protests and appeals.

M. TROPHIES AND AWARDS

1. Class trophies will be awarded at the Shootout dinner on Saturday night. They will NOT be mailed. If you leave the event early, appoint someone to receive your award. Check the specific event schedule for times and potential changes.

N. PROTEST & APPEALS:

1. For complete Protest & Appeals regulations, please see Sections 8 & 10 of the SCCA Solo Rulebook.
2. Protest of course - A protest of the course may only be accepted up to the time at which that course is closed for walking at the beginning of each competition day.

3. Protests will be filed electronically using Sportity password: SCCAPROTEST. Competitors must ensure that their on-site contact information is listed on the Protest form, so the Protest Committee is able to reach them with a decision.
4. Intent to appeal a Protest Committee's on-site ruling must be made within 60 minutes after the decision has been announced. On-site appeals will be filed electronically by using Sportity password: SCCAPROTEST. Online Appeal form submission notifies the SCCA Staff of your intent to appeal.
    4.1 If a Protest decision was delayed and you choose to appeal the decision, appeals must be made in writing within 7 days of receiving the decision notification.
5. Fees for Protests and on-site Appeals must be paid on site (Cash or check only). Fees will be collected by the Administrative Manager.
    5.1 The Protest fee is $25 at 2026 Shootouts.
    5.2 The above fee will be doubled to $50 for protests against vehicles that are filed after the vehicle was released from Impound on its first day of competition.
    5.3 The fee to Appeal is $50.
6. Time Limits
    6.1 A protest against a competition vehicle shall be lodged before results are "final" on its final day of competition; 30 minutes after provisional results are posted.
    6.2 A protest against the actions of a driver, entrant, or official during class competition, including a protest against Timing and Scoring, shall be lodged no later than 10 minutes after results have been stamped "provisional" for the class on the day of the suspected violation of the rules.
    6.3 A protest against the actions of a driver, entrant or official outside of class competition shall be lodged not later than 30 minutes after the last class is released from impound on final day of competition.
    6.4 A protest filed in an official capacity by the Chief Steward shall be lodged no later than 30 minutes after the last class is released from Impound on the final day of competition, except for a protest resulting from an Impound or Protest Committee inspection. Such protests shall be lodged within a reasonable time after discovery of the suspected violation of the rules.

O. GUIDELINES FOR CHIEF STEWARDS (CS) & PROTEST COMMITTEE (PC) FOR REVIEWING COMPETITOR VIDEOS:

1. A provisional rerun may be granted, if needed, to allow time to review video(s). Provisional reruns should be granted as soon as possible, and competitors are not permitted to make any changes to their vehicle other than tire pressure or adding fuel.
2. The competitor should have done the following **before** presenting video(s):
    2.1 Reviewed the video(s).
    2.2 Verified that the run number can be determined and that the proof of error is clear.
3. CS and/or PC may obtain other video(s) from other cars or spectators which show the evidence.
4. CS and/or PC must secure a copy of video(s) to be used in case of an appeal. If a competitor decides to appeal the decision, the National Appeal Committee will need to see the video(s). Give a copy to an SCCA Staff member. See Solo® Rules Section 8.3.8 (preservation of Evidence). If no SCCA Staff member is present at the site, send a copy to the National Office Solo department at rallysolo@scca.com.
5. Video evidence must be incontrovertible.
6. Event Officials will handle video evidence with care and make every effort to return them in a timely manner but cannot guarantee their safe return. Competitors should make a copy of the original video evidence before submitting. Video evidence must be submitted in a standard format which can be viewed on a computer.

Q. SHOOTOUT/CHALLENGE INFORMATION

1. All competitors are expected to work during Saturday and Sunday.
2. **2-driver cars:** Both drivers are eligible to run in Round 1 of the Challenge. Only the fastest driver of the pair will move on to Round 2.
3. Sunday afternoon Challenges will be worked by other Challenge participants. See event information for details on which Challenge will work for the other(s).
4. Challenge qualifying will be decided by advancing the top qualifiers from each class based on the below metric:
    - All ladies classes will be combined to form one large Ladies shootout class
    - Classes with more than 20 drivers will advance the Top 8 drivers at the end of class competition.
    - Classes with 13 to 19 drivers will advance the Top 6 drivers at the end of class competition.
    - Classes with 8 to 12 drivers will advance the Top 4 drivers at the end of class competition.
    - Classes with 4 to 7 drivers will advance the Top 2 drivers at the end of class competition.
    - Classes with 1 to 3 drivers will advance the winner at the end of class competition.
5. Challenge competition will be on day 2 following Sunday competition.
6. All Challenge classes will be indexed for their runs.
7. Cars will compete in the Challenges with the same tires they used to qualify during Sunday morning runs.
   7.1 Cording or damage beyond driver's control are the exceptions for changing tires (approval for tire changes is made by the SCCA team on a case-by-case basis).
   7.2 The SCCA Team can call a "Rain Event" for the purpose of allowing tire changes before or during the Shootout.
8. In the event of a tie, the round will be re-run.
9. Refueling of the vehicle in Grid is permitted. A fire extinguisher must be present while refueling.
10. If a vehicle breaks during the Challenge, the driver may drive another vehicle within the impound that is eligible for their class and must use the same tires on which said vehicle completed the class competition. Any car change must be approved by the SCCA Team.
11. Mechanicals during the Challenges must be called before your group is sent to the start line. Only ONE mechanical can be called per driver during the Challenge. Mechanical time during the Challenge is six minutes.
12. Communication with the driver during a Challenge round is prohibited.
13. Time between Challenge round runs is three minutes minimum, starting at the return to grid.