

National Series Rules
2026 Edition

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FOREWORD

Effective January 1, 2026, previous editions of the SCCA® *ProSolo*® National Series Rules are superseded by the following SCCA® *ProSolo*® National Series Rules. SCCA® reserves the right to revise these rules, to issue supplements to them, and publish special rules at any time at its sole discretion. Changes of this nature will normally become effective upon publication on the official SCCA® website (www.scca.com) but may become effective immediately in emergency situations as determined by SCCA®. Questions concerning rules clarifications should be addressed to:

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Finality of interpretation and application: The interpretation and application of the SCCA® *ProSolo*® National Series Rules by SCCA® *ProSolo*® Officials shall be final and binding. To promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants, including competitors and officials, expressly agree that:

1. They are familiar with the *2026 SCCA® National Solo® Rules* and the 2026 SCCA® *ProSolo*® National Series Rules and agree to abide by these rules.
2. Determinations by SCCA® Officials are non-litigable.
3. They will not initiate or maintain litigation of any kind against SCCA® or anyone acting on behalf of SCCA® to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such a determination.
4. If a participant initiates or maintains litigation in violation of this provision, that participant agrees to reimburse SCCA® for all costs of such litigation, including travel expenses and attorney fees.

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SCCA® Critical Incident Hotline

785-862-7112

20.0 – *PROSOLO*® NATIONAL SERIES RULES

These rules serve as an addendum to the *2026 SCCA® National Solo® Rules*, Section 20 *ProSolo*® National Series Rules.

20.1 – *PROSOLO*® EVENTS

ProSolo® National Series events are conducted under the *2026 SCCA® National Solo® Rules*, except as amended by these *ProSolo*® National Series Rules, *ProSolo*® Event Supplemental Regulations, and any supplementary rules posted at an event by *ProSolo*® Officials.

20.2 – OVERVIEW

20.2.A – The *ProSolo*® format features Solo® courses with a "drag race"-type start utilizing a light or "Christmas Tree" to signal the start. There are two (2) ProSolo event formats; **PS-1** and **PS-2**. The traditional PS-2 event format features side by side Solo® courses with class finishing position determined by adding the best time from each course. The **PS-1** format will be used at venues that cannot support a **PS-2** and features a single course with the best run from the first day added to the best run from the second day to determine class finishing position. Following the class competition are the Challenge competitions featuring the top finishers to determine the Top Eliminators of the event in various categories (open, ladies, etc.). These Challenge competitions use both knockout and elimination rounds. Elimination rounds utilize handicapped starts or time bonuses to equalize different classes of vehicles.

20.2.B – The *ProSolo*® National Series program provides a competition opportunity for all National Solo® classes, as well as selected prototype classes for broad based access to *ProSolo*® for SCCA® members. See Section 20.8 for details.

20.3 – PROGRAM OBJECTIVES AND STRATEGIES

20.3.A – Primary Objective

The primary objective of the *ProSolo*® National Series program is to develop and sustain a marketable and commercially viable National Solo® program using unique formats that feature a "drag race"-type start.

20.3.B – Core Strategies

1. Provide participation opportunities for multiple levels of driver/team experience and commitment (recreational, club, pro), as well as varied available event venues.

2. Insure effective, efficient, and enjoyable event operations for all participants.
3. Pursue aggressive program marketing to build awareness and acceptance within the autocross community, the auto enthusiast marketplace, and the motorsports industry.

20.4 – OPERATIONAL AUTHORITY AND PROGRAM OFFICIALS
Final overall authority for the *ProSolo*® National Series program shall reside with the SCCA® National Office Solo® Department. The SCCA® Director of Solo® (DS) is the strategic authority of the Series for program direction/focus and promotion. The National Solo Senior Manager (NSSM) is the authoritative agent of the National Office and is the primary operational *ProSolo*® Official as the Event Lead. The NSSM may designate another *ProSolo*® official to be the primary operational authority as needed. The NSSM will name the *ProSolo*® Officials Team consisting of the National Solo® Timing Manager(s) (NSTM), National Solo Administrative Manager (NSAM), Equipment Manager, and Chief Steward. Additional positions may be created as needed, such as a Chief of Compliance.

20.5 – RULES INTERPRETATION
In the event of doubt or ambiguity as to the wording and/or intent of the operating rules for the *ProSolo*® National Series events, the decisions of *ProSolo*® Officials shall prevail and be binding. SCCA® *ProSolo*® Officials reserve the right to revise these rules, to issue supplements to them at any time, and to promulgate special rules in an emergency.

20.6 – DRIVER ELIGIBILITY
Entry into a *ProSolo*® National Series event is limited to SCCA® members meeting the requirements of Section 4 (Drivers) of the *2026 SCCA® National Solo® Rules*.

20.7 – DRIVER CONDUCT
Drivers must present and conduct themselves in a professional manner. All competitors and event officials must be fully clothed. Drivers judged not professional in conduct and/or appearance may not be allowed to compete. Any entrant who drives in an unsafe manner at or near the event location or displays unsportsmanlike conduct is subject to the range of penalties described in these rules in Section 20.10.P. Competitors making inappropriate (malicious, libelous, blatantly untrue) comments, gestures, etc. regarding

and/or towards SCCA®, SCCA® staff, SCCA® field staff, SCCA® programs, *ProSolo*® Officials or other competitors in any form of discussion (including internet forums) will be subject to possible disciplinary action. These are not items that can be protested. Judgment rests solely with *ProSolo*® Officials and their decision is final.

20.8 – VEHICLE CLASSES AND PREPARATION

20.8.A – *ProSolo*® National Series Classes

A. Open Category: **21 classes**
   1. Open Classes: **12 classes**
      a. Street Category (7 classes: SS, AS, BS, CS, DS, ES, FS)
      b. Street Touring® Category (4 classes: AST,CST, EST, DST)
      c. Solo® Spec Coupe Class (1 class: SSC)
   2. Open Index Classes: **9 classes** (see Appendix A for the 2026 *ProSolo*® Index)
      a. Street Index Classes: **5 classes**
         1. S1: XA, XB, XU
         2. S2: SSP, SST
         3. S3: BST, CSX, CSM
         4. S4: SS4, AS4, BS4, DS4, ES4, FS4, GS4, HS4, SST4, BST4, CST4, DST4, EST4, GST4, EVX (All)
         5. S5: GS, HS, GST, FSP
      b. Race Index Classes: **3 classes**
         1. R1: AM, KM, FM, FSAE (All)
         2. R2: BM, CM, DP, EP, SMF, CSP, DSP, ESP
         3. R3: DM, EM, CP, FP, XP, SSM, SM
      c. CAM Index Class: **1 class** (all CAM classes)

B. Ladies Category: **4 classes**
   1. L1: All Street Prepared Category (2WD & AWD), all Street Modified Category (2WD & AWD), all Prepared Category, all Modified Category including KM and FSAE, all CAM and Xtreme Street classes
   2. L2: 2WD & AWD in SS, AS, BS, DS, FS, SST, BST, GST, EVX
   3. L3 CS, ES, GS, HS, AST, CST, DST, EST
   4. L4: SSC, CSX, CSM

20.8.B – Preparation

1. Vehicles must be prepared to the *2026 SCCA® National Solo® Rules* for their respective class or the published rules for any supplemental class. EXCEPTION: Street, and Street Touring® category cars are allowed additional and/or alternate radiator cooling fans and/or fan controls. This allowance must not serve any other purpose.

2. All vehicles must be neat and clean (inside and out) or they may not be allowed to compete.

20.8.C – Minimum Class Size

1. The minimum class size is three (3) drivers entered in that event. NOTE: A maximum of two (2) drivers may be entered in a single vehicle in a class.
2. If any Open Class does not have the minimum of three (3) drivers entered and checked in by the close of registration on the evening before class competition begins, they will be bumped into the Bump Index Class for Super Challenge eligibility. If three (3) entered and checked in drivers do not make a start in class competition, the class will be moved into the Bump Index Class at the earliest administratively feasible point in the competition, which may be after Heat 1 runs. If this situation is discovered in Grid, the drivers may be held from running until the time the Bump Index Class runs. Series class points will be awarded in the originally entered class based on their performance against other drivers in that class. Bump Index class drivers MAY NOT be eligible for contingency payment, as this is not always a recognized class by providers. If there are less than three (3) entrants in the Bump Index Class, those drivers will not be eligible for the Super Challenge.
3. If any Ladies Class (L1, L2, L3, or L4) does not have the minimum required three (3) drivers entered and checked-in by the close of registration on the evening before class competition begins, bumping will proceed in the following manner: the smallest Ladies class will bump to the next smallest Ladies class. Should two classes have an equal number of entrants (i.e. L1 and L4 both have 2 entrants), the higher class number (L4 in the example) will bump into the lower class number (L1 in the example). Should the bumping not result in a class of the minimum three (3) entries, Ladies classes will continue to bump into the next smaller Ladies class until all Ladies classes represented with entries have at least the minimum three (3) entrants. (i.e. L1 & L4 both have 1 entrant, L2 has 6 entrants and L3 has 10 entrants. L1 & L4 would both bump to L2, the next smaller Ladies class. L3 would remain as is with 10 entries). If, after bumping, there are less than 3 entrants total in the Ladies classes, the Ladies Challenge will not be run, and the Challenge points will be assigned based on qualifying po-

sition. Series class points will be awarded in the originally entered class based on performance against other drivers in that class.

4. Entries designed only to create a full class, will be accepted at the sole discretion of *ProSolo*® Officials. If such an entry creates a class without any premise of true competition, that entry will not be accepted. Examples of unacceptable entries would include, but are not limited to, a rental car entry in the Race Tire Index classes or a tow vehicle in any category. Competitors are reminded that the minimum class size of three (3) was established to better ensure real competition and valid dial-in times for the Challenges.

20.8.D - Vehicle Entry and Changes

1. A vehicle may be entered in no more than a total of two (2) classes, including Ladies classes, and any special event-specific classes (marque class, etc.).
2. If the vehicle is entered in two (2) classes, it must be noted on the entry form, so officials may devise the run order accordingly.
3. Drivers may NOT change class after the close of registration check-in on the evening before competition begins.
4. Any vehicle changes made after the close of registration check-in must be approved by the Chief Steward.
5. Drivers can change to another car in their class during the event. However, they may NOT return to their original car on the same day after switching if they had already presented themselves in the Final Stage area near the start line in the original car during class competition. Driver may return to the original car on the second day of competition but may not make another vehicle change after switching back.
6. Once a driver in an index class makes their first run, that driver may only change to another car eligible for the same index class (L1, R2, etc.) for subsequent Heats and not during a Heat. If the index factor changes, all previous runs will be disqualified. Additionally, they may not return to the original car on the same day after switching if they had already presented themselves in the Final Stage area near the start line in the original car. Driver may return to the original car on the second day of competition but may not make another vehicle change after switching back.

20.9–VEHICLE IDENTIFICATION & PROGRAM SYMBOLS

20.9.A – Car numbers and class designation must meet the standards of Section 3.7, Vehicle Identification, of the *2026 SCCA® National Solo® Rules*.

20.9.B – Car numbers and class designations **must** be neat and legible while on course as determined by *ProSolo®* Timing and Scoring Officials.

20.9.C – Incorrect or illegible car numbers and/or class designations and more than one (1) car number and/or class designation visible on the car at the line or use of an incorrect barcode may result in a DSQ for that run.

20.9.D – REQUIRED PROGRAM DECALS: The Tire Rack® upper windshield decal, the SCCA® front decal, the two (2) The Tire Rack® SCCA® *ProSolo®* side decals, the event sponsor decals (if applicable), and the class sponsor decals (if applicable) must be prominently and **correctly** displayed on each car as specified by *ProSolo®* Officials and these rules. All required program decals are available at each *ProSolo®* National Series event. **NOTE: The Tire Rack® windshield decal (30" x 3.5") is to be the only decal (excluding tech and second driver designation decals) to be placed at the top of a typical "full-size" windshield and will be the only sponsor visible on the windshield.** Cars without typical "full-size" windshields and karts will need approval of *ProSolo®* Officials for an alternative location.

20.9.E – Competitors **must** also display any required contingency program decals for which they are eligible and are responsible for understanding and fulfilling the requirements for that contingency program as posted on the SCCA® web site.

20.10 – EVENT OPERATION

20.10.A – Entry and Registration

1. Event entries will be limited (capped) due to site restrictions and other factors. Entry limits will be posted on www.scca.com.
2. **Finale Entry:** In keeping with Section 20.3, Program Objectives and Strategies, the *ProSolo®* National Series Championship Finale event is primarily focused on determining Series champions and standings from those competitors who have been involved supporting the Series throughout the season by entering multiple events and/or have achieved certain levels of success. To accomplish this goal, the Finale will have staggered dates for the opening of Registration based on a combination of the level of Series accomplishment and participation during the season (details below).

3. For a driver to enter the 2026 *ProSolo*® Series Championship Finale event, they must have scored points in the class entered at a **minimum of two (2)** 2026 *ProSolo*® National Series events, with entry preference based on the following schedule and criteria:
   a. Tier 1 registration opens on **Wednesday, August 12,** at 3:00 PM Central for drivers with *34* or more points in the class entered for the Finale
   b. Tier 2 registration opens on **Wednesday, August 19,** at 3:00 PM Central for drivers who have *27* points in class OR scored points in three (3) or more events in the Finale class entered.
   c. Tier 3 registration opens on **Wednesday, August 26,** at 3:00 PM Central for drivers that have scored points in 2 or more events in the Finale class entered.
   d. The Finale will have an entry cap of 275 entrants and the entry deadline is **Monday, August 31** at 3:00 PM. Any registrations that are received after the cap has been reached and before the entry deadline, will be placed on a wait list. See event "Fine Print" on www.scca.com for waitlist policies and procedures.
   e. The deadline for withdrawal from the Finale with partial refund of entry fee is **Monday, August 31**, 11:59 PM Central.

20.10.B – Tech (Safety Inspection

1. Each driver will conduct a self-tech of their vehicles and warrant that the vehicle complies with SCCA Solo safety standards and preparation rules for their class by completing and signing an SCCA Tech Form, which will be turned in at Registration Check-in. The vehicle may be inspected at any time as deemed necessary by the Chief of Compliance and/or the Chief Steward.
   a. All vehicles must comply with 3.3.3 in the Solo Rule Book.

20.10.C – Run Order

1. Each event is subdivided into three (3) Heats, plus the Challenge competitions.

Heat 1	Saturday morning	Sat AM
Heat 2	Saturday afternoon	Sat PM
Heat 3	Sunday morning	Sun AM
Challenges	Sunday afternoon	Sun PM

2. Each driver at a PS-2 event will be offered four (4) runs (two [2] on each course) during each Heat (Sat AM, Sat PM, and Sun AM) at the assigned time. Due to time restrictions, bad

weather, or other unanticipated factors, the number of runs or Heats may be changed.

3. Each driver at a PS-1 event will be offered three (3) runs during
each Heat (Sat AM, Sat PM, Sun AM). Due to time restrictions, bad weather, or other unanticipated factors, the number of runs or Heats may be changed.
4. The run order is generally in ascending order (S5 to R1). However, *ProSolo*® reserves the right to change this to balance Heats and work groups. Specific order will be listed in the Event Run-Work Order Information document.
5. Groupings: All classes will be divided into eight (8) Groups for the purpose of segmenting the event into running and working assignment times, unless lower than anticipated attendance requires using a lower number of groups for efficient event operations. While the exact groupings will vary to a minor degree from event to event to balance the size of the groups, the following is representative of typical groups. **Actual groups for each event will be designated in the Event Supplemental Regulations.**
EXAMPLE:

Group 1	L1, L2, L3, L4
Group 2	S5, ES, DS
Group 3	CS, SSC, EST
Group 4	S3, FS, CAM
Group 5	DST, AS, SSP
Group 6	AST, SS, BS
Group 7	S1, R3
Group 8	R2, R1

6. **Final group assignments will be listed on the Event Supplemental Regulations and/or as a posted Driver's Notice.**

20.10.D – Work Order

1. Entrants are required to work one (1) Shift in each Heat, **plus** the Challenge if necessary. Host Region/Club members are required to work their event assignment **AND** the Challenges, except while they may be competing in a Challenge. Verification of working will be the responsibility of the Chief of Workers. **Failure to report to the Chief of Workers for your work assignment by the start of their respective run/work session may result in a penalty which could include, but is not limited to, loss of timed runs, event disqualification (DSQ), and/or fines.** If circumstances will prevent the entrant

from working at an assigned time, report to the Chief of Workers for a possible alternate assignment.

2. Any changes to the driver's work assignment must be made with the event Administrative Manager.
3. Entrants will be generally assigned to one of four Work Shifts as in the sample below unless circumstances require them to work at another time:

Work Shift A	Groups 1 and 2 Running
Work Shift B	Groups 3 and 4 Running
Work Shift C	Groups 5 and 6 Running
Work Shift D	Groups 7 and 8 Running

20.10.E – Grid position

The Grid positions will be as follows:

Heat 1 (Sat AM)	Numerical order in class
Heat 2 (Sat PM)	Finishing order after Sat AM
Heat 3 (Sun AM)	Finishing order after Sat PM

20.10.F – Two-Driver Teams

The following are rules for a two-driver team sharing the same car in the same class.

1. Car numbers for one of the drivers must be 100 plus the other driver's number (i.e., 99 and 199).
2. The driver considered the first (1st) driver will grid and run first in the Heat in the order indicated on the Grid sheets and will make all their runs for that Heat before the second (2nd) driver grids and runs.
3. The second (2nd) driver will grid in the Second Driver Grid adjacent to the regular Grid, after the first (1st) driver has completed all their runs for that Heat. The second (2nd) driver will be held a minimum of three (3) minutes in Grid before being directed to the stage lanes.
4. The first (1st) driver designation for the team is determined as follows:

Heat 1 (Sat AM)	Lowest car number
Heats 2 (Sat PM) and 3 (Sun AM)	Best class standing between team members

20.10.G – Typical Competitor Run Summary

1. Check posted Grid sheets for Grid position before each Heat.
2. Proceed to assigned Grid space (PS-2: matched with the same person during entire Heat) (PS-1: follow the same person during the Heat).
3. Proceed from Grid to the Stage/Start area when signaled by Grid Official.

4. PS-2: After the first (1st) run, crossover to the opposite course. After the second (2nd) run, cross over to the opposite course. After the third (3rd) run, cross over to the opposite course. After the fourth (4th) and final run, proceed to Impound.
5. PS-1: After the first run, proceed directly to the Stage area for the second (2nd) run. After the second run, proceed directly to the Stage area for the third (3rd) run. After third (3rd) and final run for that Heat, proceed to Impound
6. If part of a two-driver team (same class), the first driver proceeds to the "Second Driver" Grid Lanes after all their runs for that Heat. If the driver is going past Impound, two (2) fingers will signal Impound workers that the driver is heading to the Second Driver Grid. The car will go to Impound after the second driver completes all their runs.
7. If a vehicle is used in two classes (for example, both an Open and Ladies class) that run in adjoining Groups, the first driver should notify Impound of the situation BEFORE proceeding to Grid for the other class. The vehicle will then be impounded after the second class runs for that Heat. If the second class has already commenced their runs before the first class is finished or been released from impound, the drivers in the second class will report to the Second Driver Grid and be worked into the Stage Lines as soon as reasonably possible by the Grid Officials. In the event of changing weather conditions, at the discretion of the Chief Steward a class impacted in this manner may be held in Grid to await the arrival of the car finishing competition in the other class.

20.10.H – Grid and Staging

1. Drivers must check the posted grid sheets for their grid assignment for each Heat. This grid assignment (PS-2) pairs the driver with another driver for that Heat and for a PS-1 this grid assignment shows which driver to follow to the Stage area. Cars and drivers (except 2nd drivers of two-driver teams as described above) must report to Grid immediately after the previous Group clears their assigned Grid. Impounded vehicles will report immediately after being released from Impound by the Chief of Compliance or designate. In a PS-2 Grid, you will be parked next to the car you will run against for the entire Heat (your Heat "partner"). In a PS-1 Grid, you will be parked behind the car you should follow for the entire Heat.
2. Group 1 drivers must be in their grid position no later than 5 minutes prior to the scheduled start time for Heats 1 and 3 (announced start time for Heat 2 *or the end of the "lunch break"*) or

they will be penalized with a DSQ of their second run on each side (PS-2) or the last run (PS-1) for that Heat.

3. Groups 2 and above drivers must have their cars in their Grid positions prior to that Grid line being activated, which is defined as the drivers at the beginning of that Grid line being directed to the Stage Lines. Any driver attempting to put their car in Grid after that Grid has been activated will be penalized with a DSQ of their second run on each side (PS-2) or the last run (PS-1) for that Heat.
4. The Chief Steward may issue an alternate penalty for being late to Grid if they judge that there were rare and extenuating circumstances beyond the control of the competitor. Competitors are warned to not abuse this potential allowance; a broken car is NOT an extenuating circumstance (covered under number 15 below).
5. **All runs will be taken in sequence** – drivers will not return to the Grid after being directed to the Stage Lane. Due to site limitations, variations in the Grid operations may be necessary. If that is the case, those variations will be included in the Event Supplemental Regulations and/or posted as an Official Driver Notice prior to the first runs.
6. Each Heat has a unique class Grid order based on car number for Heat 1 (Sat AM) and class standing for the following Heats (Section 20.10.E).
7. Once a Group has been checked into Grid, portions of that group will be directed to the Stage Lanes by a Grid Official.
8. **PS-1:** The Grid will be the same as a traditional National Solo event (i.e., National Tour) – numbered spots next to each other in a line. The Second Driver Grid will be in a designated area between Grid and the Stage area.
9. **PS-2:** Each of the Grid lanes will consist of two lines – one line for odd-numbered grid position cars and another line for even-numbered grid position cars. In addition, there will be another pair of lanes for the Second Driver Grid. It is the driver's responsibility to stay paired up during runs with the driver they were paired with in Grid (PS-2) or the order in Grid (PS-1). Failure to do so may result in loss of run(s).
10. **PS-2:** If there are an odd number of cars in a class, the unpaired car may at the discretion of a Grid official to either run solo or may be matched against a rerun car, a media car, a demonstration run, or a car from another class.
11. **PS-2:** When directed to the Stage Lanes, the even-numbered line will proceed to the right course stage line and the odd

numbered line will proceed to the left course stage line. Drivers must proceed on a direct path from the Grid Area to the Stage Lanes. See #15 below.

12. While the cars are in the Grid (NOT the Stage Lanes), any adjustments may be made. This includes tire pressures, tire cleaning, cooling, suspension settings, refueling, etc. If vehicles are being refueled in the Grid Area, the engine must be OFF and a fire extinguisher present. Any spillage of fuel may result in a DNF (Did Not Finish) for some or all any remaining runs in that Heat at the sole discretion of the Chief Steward.
13. While cars are in the Stage Lanes (NOT the Start Area), limited adjustments may be made. This includes tire pressures, shock setting, open hood for cooling, etc., but does not include tire cleaning, cooling with a water bottle, or any other adjustments/functions that could leave an after-product for succeeding cars. Making such adjustments must not delay the event operations, cause vehicles to not be paired properly, and/or prevent the line from moving forward. If this occurs, it may result in a DNF for that run.
14. The Start Area will be defined by green cones and is approximately the last fifty (50) feet of the Stage Lane prior to the staging lights. When a vehicle enters the Start Area (green cone zone) to the point that the driver is past the first green cone AND the previous car has passed the "Christmas Tree," tires may be warmed up by spinning the tires (burnout). Tire warm-up must be completed, and the vehicle stopped before breaking the Stage Light or a DSQ may be issued. *Only one tire warm-up per run is allowed.* **The Shot clock will not be delayed for tire warm-ups.**
15. Staging assistance will not be allowed except for open-wheeled cars since they either do not have reverse or it is exceedingly difficult to engage. Staging assistance may be granted to closed-wheeled cars due to legitimate mechanical concerns or site conditions at the discretion of the Chief Steward. For cars allowed assistance, the following rules apply:
    a. Chocking of tires will not be allowed unless approved by the Chief Steward, including the method of and material for chocking. The assistant must stand on the outside of the stage lane.
    b. When the shot clock horn sounds, the assistant must immediately step completely away from the car. If a manual start is being used, the assistant must back away at the time the driver indicates readiness. Failure to do so or touching the

car again will result in a DNF for that run. This is at the judgment of the Starter or *ProSolo*® Officials and may not be protested.

16. TIME-OUT: It is the competitor's responsibility to notify a Grid Official of the need to take a time-out delay. A competitor is allowed a single **five (5) minute "time-out"** per Heat in Class competition and a single **two (2) minute "time-out"** during Challenge competition. A "mechanical" can be called up to within 30 seconds after the time the competitor is directed to the Stage Lanes by the Grid Official. **If a competitor has mechanical problems after 30 seconds of being directed to the Stage Lanes (too late to call for a time-out), they will forfeit any remaining runs.**
17. Tire temperature control devices (passive and/or active) are not allowed in Pre-Grid, Grid, or Stage Lanes. This includes, but is not limited to, blankets or shades. However, only water bottle sprayers are allowed in the Pre-Grid and Grid for cooling.

20.10.I – Start Procedures

1. Additional instruction and coaching on the start procedures will be available at each *ProSolo*® National Series event at the Starting Line ProLaunch Experience, on the afternoon the day before the start of competition and at the Novice meeting/Starting Line ProLaunch Huddle the day before the start of competition (see Event Schedule on www.scca.com for times).
2. There are three (3) trip light beams at the Start Line, each approximately 9" off the ground: Pre-Stage beam, Stage beam, and Guard beam. The Pre-Stage and Stage beams are 7" apart. The Guard beam is 16" from the Stage beam.
3. The Pre-Stage light is the top white light on the "Christmas Tree" and is activated by breaking the Pre-Stage beam. The Pre-Stage light is strictly advisory for the driver and does not need to be on when the tree is activated. See Section 20.10.H.15 for additional staging requirements.
4. The Stage light is the second white light on the tree and is activated by breaking the Stage beam. The Stage light must be on when the tree is activated. The Stage light will go off if the Stage light beam is reconnected (not staged). If the Stage light is off when the starter activates the tree, that run will be scored as a DNF. This is at the discretion of the Starter and may NOT be protested

5. The red light is the bottom light on the tree and can be activated during the starting process.
   a. If the car breaks the Guard Beam before the tree reaches the green light during countdown, the red light will appear. Additionally, a reaction time (RT) of less than .500 will be displayed (see below). When this happens, the run will be scored as a DNF by a red light (RL).
6. A "Shot Clock" Start system is used to determine spacing between starts. As the previous car leave the Start Line, the Start (Shot) Clock will be reset and activated by the starter to count down at one (1) second intervals from 15 seconds to zero (0). Two (2) to five (5) seconds after the shot clock reaches zero (0), the "Christmas Tree" will be activated at the sole judgment of the starter. If the car remains in the Stage Light (Stage beam broken), and does not break the Guard beam, the tree will sequence down through three (3) yellow lights and one (1) green light at .5 second intervals. If the car breaks the Guard beam during the countdown sequence before the green light is illuminated, the red light will immediately come on and the run will be scored a DNF. If the car is not in the Stage Lights at the time the Tree is activated, the run will be scored as a DNF at the discretion of the Starter and this call may NOT be protested. Drivers at the Start Line will NOT be asked if they are ready, except when there is a Manual Start (see below). **It is the driver's responsibility to be ready to run when they are in the Start Area.**
7. **If a driver pulls into an empty Stage Lane and the Start Clock has already started to count down, the driver has the option of waiting for the next Start Clock countdown or staging immediately. However, if the driver is staged when the Start Clock reaches zero (0) OR the Starter initiates a manual start by asking either driver if they are ready, the driver must start when the "Christmas Tree" is activated or that run will be scored a DNF.**
8. MANUAL STARTS: If a situation (course, timing, weather, equipment, etc.) interrupts the countdown of the Start Clock, the Starter may either reset the Start Clock beginning another countdown or a manual start procedure can be used when the situation is resolved.
   a. **PS-2:** If a manual start is used, the starter will ask each driver to give a definite response as to their readiness. After each driver gives the starter a noticeably visible positive re-

sponse, the "Tree" will be activated in two (2) to five (5) seconds. If the second (2nd) driver delays in giving a positive response, the Starter may ask the first driver again if they are still ready. This is strictly a courtesy on the part of the starter and is not required. **Drivers are responsible for acknowledging their readiness in an easily recognizable manner AND excessive delays in responding (at the judgment of *ProSolo*® Officials) will be subject to penalty.**

b. **PS-1:** If a manual start is used, the starter will ask the driver to give a definitive response as to their readiness. After the driver gives the starter a noticeably visible response, the "Tree" will be activated in two (2) to five (five) seconds. **Drivers are responsible for acknowledging their readiness in an easily recognizable manner AND excessive delays in responding (at the judgment of *ProSolo*® Officials) will be subject to penalty.**

9. "Flapper" Rule: All vehicles may add devices (flappers) to break the Pre-Stage beam, the Stage beam, and the Guard beam (starting line trips). These devices are subject to review by the Chief Steward and *ProSolo*® Officials to ensure they only serve this purpose. The intent of this rule is to have every vehicle stage in such a manner that the same component that breaks the Stage beam would also break the Guard beam (red light beam) under normal acceleration during competition.
10. A car will commence its run when the Green "Start" Light goes on. The Green Light starts the timer. The timer will stop when the car breaks the light beam at the finish line.
11. Breaking the Red Light (guard) beam before the green light comes on will activate (turn on) the Red "Foul" Light and the run will be disqualified and scored as a DNF, designated as RL (Red Light) on results. Reaction Time (RT) is defined as the time between the last yellow light and the car breaking the Guard beam. A Red Light (RL) occurs with an RT under 0.500 seconds. **A Perfect RT is 0.500 seconds**.

20.10.J – Timing and Scoring

1. The penalty for a vehicle hitting a timing trip component is a DNF (Did Not Finish) for the driver for that run. This includes the start, 60-foot, and finish trips.
2. The penalty for a vehicle displacing a pylon completely out of the marked box or knocking it over is two (2) seconds during class and Challenge competitions.

a. Only upright pylons (pointer pylons/cones exempt) marked completely around the base are subject to penalty under these rules.
b. For a rerun to be granted for a downed pylon, a driver must briefly and safely stop, pointing to the pylon in question. A driver must then continue at pace after the downed/displaced pylon is acknowledged. Conduct deemed to be "hunting" for slightly displaced pylons will be subject to penalty.
c. Additions and exceptions to the course deviation penalties described in the *2026 SCCA® National Solo® Rules*:
    1. A DNF will be assessed for any uncorrected deviation from the course (missed gate, missed slalom cone(s), etc.).
    2. A DNF will also be assessed for crossing the centerline between the two (2) courses at a PS-2 event.
    3. A DNF may also be assessed for hitting pylons after the finish line OR for not following the designated course exit path.

3. In the event of a timing malfunction, a rerun will be granted. A Red Light (RL) and/or DNF overrides any possible timing issues on a particular run, so no reruns will be granted in this situation.
4. **PS-2:** If a driver is granted a rerun by a *ProSolo*® Official (NOTE: the announcer is NOT a *ProSolo* Official), the driver will stay in the proper running order for the remainder of the Heat. After their final run of the heat, the driver will proceed to the Second Driver Grid area. A Grid official will hold the driver a minimum of three (3) minutes before directing them to the Start area for their rerun, the driver will re-stage at the end of the staging lane at the direction of a Grid Official. Failure to follow this procedure may result in forfeiting that run or a future run.
5. **PS-1:** If a driver is granted a rerun by a *ProSolo*® Official, the driver will stay in the proper running order for the remainder of the Heat. After their third run, the driver will proceed to the Second Driver Grid area. A Grid official will hold the driver a minimum of three (3) minutes before directing them to the Start area for their rerun. Failure to follow this procedure may result in forfeiting that run or a future run.
6. If a course deviation (DNF) occurs after or at the finish trip lights, the time for that run can still be used to calculate the dial-in time for Challenge competition. **If the finish trip light**

beam is broken while the front two wheels of the car are off course, the run will be scored as a DNF. Additionally, if after breaking the finish trip light beam, a driver causes the finish trip light beam to be broken again, stopping the timer for the following driver, the time for the first driver will be scored as a DNF and the second (2nd) driver may be granted a rerun.

7. Section 6.7, "Visual or Oral Instructions," in the *2026 SCCA® National Solo® Rules* does not apply to *ProSolo®* competition.
8. Section 6.8, "Order of Running," in the *2026 SCCA® National Solo® Rules* does not apply to *ProSolo®* competition.
9. While it is the intent to run all entrants of each class together without interruption, drivers should expect occasional interruptions for reruns from other classes, second drivers, VIP/media runs, etc. These runs will be integrated into the run order as unobtrusively as possible, but such runs are necessary for administrative efficiency and promotional opportunities.
10. Class finishing positions will be determined by combining the best corrected time (or corrected index time for Index classes) from each course during the class competition, which will normally consist of two (2) runs per side per Heat.
11. Official times will be posted following the completion of each class session. Any initial questions about these results should be directed to the Chief of Impound or designate. A protest against Timing and Scoring Officials shall be made within 30 minutes of posting of provisional results for the class, per Section 8.2.2, "Time Limits," in the *2026 SCCA® National Solo® Rules*. **Announced or displayed times are unofficial.**
12. Competitors are ranked for Challenge competition by the "time to tie" the class leader expressed as a percentage of the class leader/winner's time. Class_results will be determined by multiplying the 2026 *ProSolo®* Index to each competitor's fastest combined/corrected time from each course
    1st Place is expressed as the difference between 1st Place to 2nd Place + 100
    2nd Place+ is expressed as a percentage of 1st Place's time.
    Challenge rankings will be reported as a percentage to the third decimal place. The challenge ranking will be listed in descending order. The order will be determined as calculated and may be determined beyond the third decimal point.

Example - The class leader/winner has a class time of 45.000 seconds. The second-place driver had a time of 46.000 seconds.
1st Place - 102.174% (100% - 97.826%) + 100
2nd Place - 97.826% (45.000 / 46.000) x 100
The Challenge report will combine the results of all classes
1 - 110.034% (Class winner) (Top Qualifier)
2 - 103.567% (Class winner)
3 - 101.674% (Class winner)
—---------- (gap to first 2nd place driver) —-------
18 - 99.989%
19 - 99.989% (determined beyond third decimal spot)
20 - 98.145%

20.10.K – IMPOUND: All vehicles in each class will be impounded following the completion of each Heat until released by the Chief of Impound, his/her designee, or the Chief Steward. A class may be released from Impound prior to the publication of audited results; however, drivers are still subject to the 30-minute time limit from the posting of preliminary results to bring any discrepancies to the attention of an Impound official or the Chief Steward. *ProSolo*® Officials reserve the right to inspect any or all cars to verify conformance to the rules. **Drivers should be prepared to show documents of their vehicle specifications and to assist the Compliance Crew in the verification of vehicle compliance with these specifications.** Failure to present the car to Impound immediately upon completion of the runs for the last driver in the car or leaving Impound prior to being dismissed by an Impound worker will result in disqualification of all runs to that point. CSX, Street Modified, and Prepared vehicles will be weighed without driver; CAM, Modified, Xtreme and Kart vehicles will be weighed with driver.

20.10.L – Challenge Competition

1. At the conclusion of class competition in Heat 3 (Sun AM), there will be Challenge competitions to determine the Top Eliminators for three categories of competitors:
   a. Super Challenge: Top 32 Open class finishers.
   b. Ladies Challenge – top 4 to 16 finishers in the Ladies classes (depending on the number of entries):

Number of entries	Number in Ladies Challenge
5 – 17	4
18 – 30	8
Over 30	16

c. Bonus Challenge – 8 class competitors (depending on time) selected by a drawing from the participants not eligible for the Super or Ladies Challenges. Only 1 (one) driver per car is permitted during the Bonus Challenge. Bonus Challenge is not run at the Finale. By entering the bonus challenge you agree to work for the Super Challenge.

2. Details on Super Challenge procedures are in Section 20.10.M below.
3. To allow drivers in cars from different classes to compete equitably, either the Start Lights are staggered based on the class winner's times (PS-2) or the finish times will be adjusted based on their class winner's time (PS-1). See Section 20.10.M.5 below for details.
4. See the SCCA® website (www.scca.com) for information on possible other Challenges, dependent on sponsorship.

20.10.M – Super Challenge Procedures

1. Will consist of two components:
   a. Knockout Rounds to narrow the field from 32 down to 8 drivers
   b. Elimination Rounds to determine a Top Eliminator
2. Top 32 Open class drivers will be determined in the traditional manner; class winners and best non-class winners based on time differential.
3. Knockout Rounds
   a. Top 32 drivers will be split into two Knockout Rounds (K1 & K2) of 18 drivers each.
   b. Knockout Round Dial-in is specific to each side. The left and right Dial-in is based on the class winner's fastest RAW time on each side (recalculated to your index (reference above). If, during the Knockout Rounds, a driver's time on either the right or the left side, is lower than their dial-in on either the right or the left side, the dial-in time will be readjusted in the next round. The improvement on the right side and/or left side will be multiplied by 1.5 and then applied to the dial-in time for the next round. If a dial-in is readjusted (Break-out) during any of the Knockout Rounds, the readjusted dial-in will become your new dial-in for all subsequent rounds.
   c. Two driver teams and Drivers competing in the same car entered in different classes will be split between the Knockout Rounds.

i. Cars running in more than one open class with drivers that qualified for the Challenge will be limited to one driver with that car for K1 and K2
ii. Only the fastest Driver of that car finishing in the top eight will move on to K3. Reminder: Challenge qualified drivers can change cars as approved by the Chief Steward.

d. Order of gridding will be assigned randomly. The two driver team competitors will be gridded in the lowest number grid spots to allow more time for driver change over.
e. As in class competition, Knockout Round 1 (K1), competitors will make all 4 of their runs before Knockout Round 2 (K2) comes to the Stage Area for their 4 runs.
f. The fastest 8 drivers from K1 and K2 (total of 16 drivers), based on time differential compared to class dial-in, will move on to Knockout Round 3 (K3).
g. Only the fastest driver of a two-driver team or fastest driver in a car entered in multiple classes in Knockout Rounds 1 and 2 (K1 & K2) will advance to Knockout Round 3 (K3)
h. Knockout Round 3 (K3) consists of 16 drivers (8 pairs) and will have a 2 run format (1 run per side).
i. Scoring for Round 3 will be the same as Rounds 1 & 2 (time differential to dial-in)
j. The top 8 after K3 will advance to the Elimination Rounds.
k. In rounds K1-K3, If a driver is granted a rerun by a ProSolo® Official (NOTE: the announcer is NOT a ProSolo Official), the driver will complete all 4 of their runs, after their final run of the round, the driver will proceed to the Grid area where a grid official will confirm the re-run before directing them to the Start area for their re-run, the driver will re-stage at the end of the staging lane at the direction of a Grid Official. If the driver fails to return to the grid area or failure to follow this procedure may result in forfeiting the re-run.

4. Elimination Rounds:
   a. Elimination Round Dial-in for each class is determined by combining the best raw time from each course for the class winning driver and dividing by two (2). The dial-in for Index Classes will be determined in the same manner after factoring for the index. If, during the Elimination Rounds, a

driver's combined time, is lower than their dial-in time, the dial-in time will be readjusted in the next round. The improvements to the combined time will be multiplied by 1.5 and then applied to the dial-in time for each side for the next round. If a dial-in is readjusted (Break-out) during any of the Knockout Rounds, the readjusted dial-in will become your new dial-in for all subsequent rounds.

b. PS-2: The Start Lights will be programmed to start the car with the higher dial-in factor first. The time for each car begins when the Start Light goes green for the slower car. The Start Light for the faster car will go green later based on the handicap dial-in. The faster car must remain staged (Stage light on) from the time the tree is activated for the slower car until the tree reaches green for the faster car. If the faster car rolls out of the stage light or breaks the Guard beam before the tree reaches the green light for that lane, it will result in an automatic red light.
c. PS-1: The dial-in factors are determined by the difference between the single best time for the class winning driver of each pair of drivers. This factor (difference) will be applied after each pair of drivers finish their round in the Challenge to determine the winner.
d. In the event of a timing equipment malfunction during the running of the *ProSolo*® Challenge competitions, cars will rerun the unscored portion of the round.
e. Competitors will be paired in single elimination brackets. Each driver will get one (1) run on each side of the course, unless one (1) or both drivers DNF (Did Not Finish) or Red Light (RL) on the first set of runs, which will end that pairing.
f. If a driver does not have another driver paired with them in a round (bye round), that driver may make one run on either course, but if they red light or DNF on that run they will be eliminated from the Challenge.
g. Winners will advance to the next elimination round as provided for on the *ProSolo*® Challenge Bracketing Chart (Section 20.13). The runner-up from each Semi-Final Round will runoff for third (3rd) place in the Consolation Round before the Top Eliminator Round.
h. A Red Light (RL) by one (1) driver in a round is an automatic win for the other driver if the other driver makes a successful start (Green Light). A successful Green Light is when the competitor breaks the start beam (Section 20.10.I). The winning driver may complete the course they are on but will

NOT be allowed to make a practice run on the other course. The winning driver may be penalized by the Chief Steward for reckless driving while completing the course in such a manner that endangers participants. This would include, but is not limited to, crossing over to the other course, spinning, or hitting an excessive number of pylons. In the event both drivers Red Light (RL) in the same round, both drivers will be eliminated, except for the Semifinal and Final Rounds. During the Semifinal and Final Rounds, the driver with the slower Reaction Time (closer to 0.500 sec) will be declared the winner.

i. If a driver DNFs on course, it is an automatic win for the other driver and the round is concluded. If both drivers DNF on course, both drivers are eliminated, except in the Semifinal and Final rounds. During the Semifinal and Final rounds, the driver who DNF's closest to the start line is eliminated and the other driver will win the round. The *ProSolo*® Officials may at their discretion call for a rerun of the round in the Semifinal and Final rounds.

j. In the case of a tie after a round, the entire round will be re-run. If a portion of a round is run with incorrect dial-ins, that portion will be re-run, unless the provisions of Section 20.10.M.6 are being used, where dial-ins are factored after the runs.

5. If necessary, the "dial-in" may be mathematically accommodated for after the runs, rather than through the programming of the tree.
6. If necessary due to a major equipment or software concern, the Challenge will be run using traditional timing equipment without reaction times being a factor.
7. If a Challenge cannot be completed due to weather or other conditions beyond the control of the organizers, finishing positions will be awarded based on qualifying grid positions or the finishing positions of the last challenge round (K1 & K2 would be considered one round) completed. EXAMPLE: Top qualifier would be the Top Eliminator and receive the accompanying points and prize money.
8. Mechanical delays are as specified per Section 20.10.H.16. No other delays will be allowed, including delays in the later rounds as the space between runs begins to shorten.
9. Switching Vehicles, Changes to Vehicles (Challenge Competition)

a. Challenge competitors may switch to another vehicle with the approval of the Chief Steward but must compete in an impounded vehicle that is eligible for their class that is in the same mechanical configuration in which that vehicle completed the class competition. However, Timing and Scoring must be notified within ten (10) minutes after the time that Challenge qualifying positions are announced and/or posted so that the change can be made in an orderly manner.
b. Vehicles must be run in Challenge Competition in the same mechanical configuration in which that vehicle competed in class competition. This includes tires, suspension, induction, etc., with the following exceptions:
c. Tire pressures and suspension settings may be adjusted. Tire/wheel as a unit may be removed after they have been marked by an Impound Official and must be returned to the same position as marked. Tires, wheels, and suspension components may not be replaced, except as noted below.
d. Each driver may have their own set of tires, but those tires must be impounded and marked by an Impound official when removed. There will be no time extension limits for the driver swap or mechanical delay.

10. Broken mechanical components, including a "corded" tire (not pairs
of tires – only the specific "corded" tire), may be repaired or replaced within the time constraints listed in these rules. However, repairs must be done in the Impound or Grid area under scrutiny of Compliance Officials. NOTE: This exception does not allow for any component adjustments such as float levels, jetting, re-programming, etc.
11. Fuel may be added.
    a. With explicit approval from the Chief Steward, an EV may be temporarily released from impound to charge.
12. If the Chief Steward declares a "Rain Day," tires may be changed to any eligible tires for the class, but suspension components may not be removed or replaced. Drivers should be aware this could impact contingency award claims.
13. For drivers in Index Classes, Challenge competitors may change vehicles to an impounded vehicle from the same Index Class AND that has the same index factor (ES, SM, etc.) as the car in which they completed class competition due to legitimate mechanical problems as determined by the Chief of Compliance and/or the Chief Steward.

However, Timing and Scoring must be notified within ten (10) minutes after the time that Challenge qualifying positions are announced and/or posted so that the change can be made in an orderly manner.

14. All the above exceptions are strictly at the discretion of the Chief of Compliance and/or the Chief Steward

20.10.N – Ladies Challenge Procedures

1. Dial-ins will be determined the same as the Super Challenge after factoring for the index.

2. Modifications to these procedures may be made during the season and will be included in the event Supplementary Regulations and/or publication of revised 2026ProSolo Series Rules. At the end of the class competition, the first (1st) place finishers in each Ladies class will be eligible and qualified for the Ladies Challenge. The first (1st) and top qualifier is defined as the class winner with the largest winning margin. There are up to 16 available slots for the Ladies Challenge. The appropriate number of eligible drivers will fill the remaining positions based on the closest time differentials to class winners. Qualifying cars from each class will be held in Impound until gridding begins for the Ladies Challenge or until released by the Chief or Impound, his/her designee, or the Chief Steward. Grid position will be determined at the close of class competition using the Challenge Chart from Section 20.13. If for any reason a driver does not choose to run the Ladies Challenge, the open slot will be filled *in Grid order* by the next eligible driver in the rankings up to seeding position determined by the total number of drivers in Ladies Classes.

3. When pairings are announced drivers will take their car to the designated Challenge Grid and their grid position. Drivers not in place five (5) minutes before their Grid begins their Challenge practice runs, will not be eligible to run the Ladies Challenge.

4. Each driver in a Challenge will be offered a single practice warm up run immediately before their Challenge first round runs begin. Drivers may decline to take this run. This practice will be run at an accelerated pace without the use of the Christmas Tree (Starter will wave cars on to course) and drivers cannot stop for downed cones and must make the run at a competitive pace. Drivers that are deemed by ProSolo Officials to be taking this run in a slow or reckless manner may

be penalized, including disqualification from their Challenge. Further details may appear in event Supplementary Regulations.

5. The second (2nd) driver of a two-driver team in a Challenge has a maximum of four (4) minutes from the time the first (1st) driver returns to the Grid area to get ready to proceed to staging. A minimum of three (3) minutes must separate the runs of the two (2) drivers.
6. **PS-2:** The Start Lights will be programmed to start the car with the higher dial-in factor first. The dial-in for each class is determined by combining the best raw time from each course for the class winning driver and dividing by two (2). The dial-in for Index Classes will be determined in the same manner after factoring for the index. The time for each car begins when the Start Light goes green for the slower car. The Start Light for the faster car will go green later based on the handicap dial-in. The faster car must remain staged (Stage light on) from the time the tree is activated for the slower car until the tree reaches green for the faster car. If the faster car rolls out of the stage light or breaks the Guard beam before the tree reaches the green light for that lane, it will result in an automatic red light.
7. **PS-1:** The dial-in factors are determined by the difference between the single best time for the class winning driver of each pair of drivers. This factor (difference) will be applied after each pair of drivers finish their round in the Challenge to determine the winner.
8. If during the Ladies Challenge, a driver's combined raw time, minus any handicap, is lower than the class combined dial-in time, the dial-in time will be readjusted in the next round. The improvements in combined time will be multiplied by 1.5 and then applied to the dial-in time for the next round.
9. In the event of a timing equipment malfunction during the running of the *ProSolo*® Challenge competitions, both cars will rerun the un-scored portion of the round.
10. Competitors will be paired in single elimination brackets. Each driver will get one (1) run on each side of the course, unless one (1) or both drivers DNF (Did Not Finish) or Red Light (RL) on the first set of runs, which will end that pairing.
11. If a driver does not have another driver paired with them in a round (bye round), that driver may make one run on either course, but if they red light or DNF on that run they will be eliminated from the Challenge.

12. If necessary, the "dial-in" may be mathematically accommodated for after the runs, rather than through the programming of the tree.

13. If necessary due to a major equipment or software concern, the Challenge will be run using traditional timing equipment without reaction times being a factor.

14. If a Challenge cannot be run due to weather or other conditions beyond the control of the organizers, finishing positions will be awarded based on qualifying grid positions. EXAMPLE: Top qualifier would be the Top Eliminator and receive the accompanying points and prize money.

15. Winners will advance to the next elimination round as provided for on the *ProSolo*® Challenge Bracketing Chart (Section 20.13). The runner-up from each Semi-Final Round will runoff for third (3rd) place in the Consolation Round before the Top Eliminator Round.

16. "Time-out" delays are as specified per Section 20.10.H.16. No other delays will be allowed, including delays in the later rounds as the space between runs begins to shorten.

17. A Red Light (RL) by one (1) driver in a round is an automatic win for the other driver if the other driver makes a successful start (Green Light). A successful Green Light is when the competitor breaks the start beam. The winning driver may complete the course they are on but will NOT be allowed to make a practice run on the other course. The winning driver may be penalized by the Chief Steward for reckless driving while completing the course in such a manner that endangers participants. This would include, but is not limited to, crossing over to the other course, spinning, or hitting an excessive number of pylons. In the event both drivers Red Light (RL) in the same round, both drivers will be eliminated, except for the Semifinal and Final Rounds. During the Semifinal and Final Rounds, the driver with the slower Reaction Time (closer to 0.500 sec) will be declared the winner.

18. If a driver DNFs on course, it is an automatic win for the other driver and the round is concluded. If both drivers DNF on course, both drivers are eliminated, except in the Semifinal and Final rounds. During the Semifinal and Final rounds, the driver who DNF's closest to the start line is eliminated and the other driver will win the round. The *ProSolo*® Officials may at their discretion call for a rerun of the round in the Semifinal and Final rounds.

19. In the case of a tie after a round, the entire round will be re-run. If a portion of a round is run with incorrect dial-ins, that portion will be re-run, unless the provisions of Section 20.10.M.6 are being used, where dial-ins are factored after the runs.

20. Switching Vehicles, Changes to Vehicles (Challenge Competition)

a. Challenge competitors may switch to another vehicle with the approval of the Chief Steward but must compete in an impounded vehicle that is eligible for their class that is in the same mechanical configuration in which that vehicle completed the class competition. However, Timing and Scoring must be notified within ten (10) minutes after the time that Challenge qualifying positions are announced and/or posted so that the change can be made in an orderly manner.

21. Vehicles must be run in Challenge Competition in the same mechanical configuration in which that vehicle competed in class competition. This includes tires, suspension, induction, etc., with the following exceptions:

a. Tire pressures and suspension settings may be adjusted. Tire/wheel as a unit may be removed after they have been marked by an Impound Official and must be returned to the same position as marked. Tires, wheels, and suspension components may not be replaced, except as noted below.

b. Each driver may have their own set of tires, but those tires must be impounded and marked by an Impound official when removed. There will be no time extension limits for the driver swap or mechanical delay.

22. Broken mechanical components, including a "corded" tire (not pairs of tires – only the specific "corded" tire), may be repaired or replaced within the time constraints listed in these rules. However, repairs must be done in the Impound or Grid area under scrutiny of Compliance Officials. NOTE: This exception does not allow for any component adjustments such as float levels, jetting, re-programming, etc.

23. Fuel may be added.

24. If the Chief Steward declares a "Rain Day," tires may be changed to any eligible tires for the class, but suspension components may not be removed or replaced. Drivers should be aware this could impact contingency award claims.

25. For drivers in Ladies Index Classes, Challenge competitors may change vehicles to an impounded vehicle from the same Index Class AND that has the same index factor (ES, SM, etc.) as the car in which they completed class competition due to legitimate mechanical problems as determined by the Chief of Compliance and/or the Chief Steward. However, Timing and Scoring must be notified within ten (10) minutes after the time that Challenge qualifying positions are announced and/or posted so that the change can be made in an orderly manner.

26. All the above exceptions are strictly at the discretion of the Chief of Compliance and/or the Chief Steward.

20.10.0 – Bonus Challenge Procedures

1. Eight (8) drivers will be selected (depending on time available) for the Bonus Challenge after class competition. **Bonus Challenge will not be run at the Finale event and may be cancelled due to weather or time constraints at other events.**
2. The slots will be filled from randomly selected drivers not eligible for the Super Challenge or Ladies Challenges who request to compete in the Bonus Challenge. Drivers must be present at the drawing when their name is called to be entered into the Challenge. Only one (1) driver selected from a multi-driver/multi-class team will be eligible, therefore, only one (1) driver per car. If two (2) drivers from the same team are drawn, they can arm wrestle, do rock/paper/scissors, or decide in whatever means that they can determine immediately who will take the slot. J In other words, decide between each other which driver gets to run the Bonus!
3. See Section 20.10.N for procedures. However, drivers will use their own "dial-in" AND the later rounds of the Bonus Challenge may be held and run during the later rounds of the Super Challenge to accommodate overall event efficiency.

20.10.P – Protests

1. Protests will be conducted according to the current *2026 SCCA® National Solo® Rules*, except as amended by these *ProSolo®* National Series Rules and the Supplementary Regulations.
2. Drivers may protest drivers in another class as per these rules.
3. The protest fee is $100.00. The time limit for submitting a car legality protest is 15 minutes after the conclusion of Impound on Saturday afternoon (Sat PM) for the class. Protests may be accepted later (fee doubled) if the protestor can clearly

demonstrate that evidence pertinent to the protest was not available within the time limit. A protest of a Timing and Scoring Officials shall be made within 30 minutes of posting of provisional results for the class, per Section 8.2.2, "Time Limits," in the *2026 SCCA® National Solo® Rules*.

4. The Event Lead will appoint the chairman of the Protest Committee. The remainder of the committee will be appointed by the Protest Committee Chairman as needed and the names of the committee members will be posted.
5. If a protest cannot be resolved prior to the running of the Challenge competitions, the car/driver(s) will be allowed to run the challenge under probation. If the car is subsequently found non-compliant, that car/driver(s) results may be voided depending on the penalty assessed and the results of the Challenge will be adjusted as is possible.
6. If a car is protested, found non-compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in the Challenge under probation if the car is brought into compliance.
7. If a car is protested, found compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in the Challenge under probation.
8. **Under no circumstances** will a protest or appeal be allowed to substantially delay the running of the Challenge competitions.
9. The Protest Committee will oversee accepting protests, making inspections, taking measurements, determining compliance, and making a penalty determination.
10. The Senior Director of Rally/Solo® may assess further penalties.
11. Range of Penalties: In addition to the penalties designated in the *2026 SCCA® National Solo® Rules*, *ProSolo®* reserves the right to employ, but is not limited to, any of the following penalties:
    a. Fines
    b. Suspension from future events

20.10.Q – Appeals

1. The decision of the Protest Committee may be appealed to the Chief Steward. Written notice of intent to appeal signed by the appellant, specifying the grounds for appeal and including an appeal fee of $200.00, must be received by the Chief Steward or their designate within one (1) hour after the announcement of the Protest Committee decision. The appeal and any supporting evidence must be received by the Director of Solo®

within seven (7) days. An Appeals Committee will be named by the Director of Solo® or his/her designate.

2. The decision of the Appeals Committee will be final. The decision on the appeal shall be in writing and specify the disposition of the appeal fee. If the appeal is not upheld, the appeal fee will be forfeited. If the appeal is upheld, the appeal fee minus $75.00 will be returned.

20.11 – AWARDS

A. Event Awards
   1. Trophies will be awarded to the top finishers in *ProSolo®* National Series class competition based on the *2026 SCCA® National Solo® Rules*.
   2. Prize money will be awarded at each event for the Super Challenge and Ladies Challenge. See below for more details.
   3. Prize money will be awarded to the top year end finishers in the Super Challenge and the Ladies Challenge. See below for more details
   4. **The amount of prize money is based on sponsorship.**

B. Challenge Championships:
   1. Johnson-Clark-Johnson Cup for Super Challenge

1st	$700	JCJ Cup
2nd	$400	Trophy
3rd	$200	Trophy

   2. Fletcher Cup for Ladies Challenge

1st	$450	Ladies Cup
2nd	$300	Trophy
3rd	$225	Trophy

C. Event Prize Money
   1. Listed below is the guaranteed prize money for each event. If additional funding is established during the season, the prize money fund will be readjusted and/or expanded.
   2. Prize money at each event will be awarded to the top qualifiers in the Ladies' Challenge in the following manner (must run Challenge to receive prize money):

	Position	Prize
Ladies' Challenge	1st	$75
	2nd	$50
	3rd	$40

3. Prize money at each event will be awarded to the top finishers in the Challenge competitions in the following manner:

	Finish Position	Prize
Rounds K1 & K2	1st	$150
	2nd	$100
	3rd	$75
Round K3	1st	$200
	2nd	$150
	3rd	$100
Final Elimination Round	1st	$400
	2nd	$300
	3rd	$200
Ladies' Challenge	1st	$250
	2nd	$150
	3rd	$100
Bonus Challenge	1st	Free National Event Entry

20.12 CLASS/CHALLENGE CHAMPIONSHIPS POINTS

A. Series points for the *ProSolo*® Class Championships will be accumulated by *ProSolo*® National Series class finishing positioning in the best two (2) events entered in a class AND the *ProSolo*® Finale. **Competitors must compete in the Championship Finale event** to be eligible for year-end prize money and/or trophies.

B. Series Challenge championship points for the JCJ Cup (Open) and the Fletcher Cup (Ladies) will accumulate by qualifying points and finishing position in their respective Challenges at the best two (2) Challenges in which they participated AND the *ProSolo*® Finale. Competitors must run their Challenge to receive qualifying points.

C. Awarding of Points

1. An event is counted for the championship when a driver has started at least one (1) run in class competition at an event. Points are awarded on a per-class, per-event basis.

2. As a driver changes class entered the points will start over as a new entrant. If a driver returns at a later event to a previous class, the points will again accumulate as an entrant in that class.
3. In case of a point finishing position tie (Class or Challenge), the tiebreaker will be their relative finishing position in the *ProSolo*® Finale (Class or Challenge as applicable). If this does not resolve the tie, their relative qualifying position for the Challenge will be used to break the tie.
4. Competitors must run in a Challenge to receive Challenge points.
5. **If a competitor is disqualified at The Tire Rack® SCCA® Solo® National Championship, all or a portion of the Series points may be revoked, and their finishing position, along with the respective prize money, may be vacated.**
6. End of the year class awards will be presented based on the following schedule of the number of Series participants. To be considered a Series participant, a driver must compete in two (2) National Series events and the *ProSolo*® Finale.

Number of participants	Number of awards
1 – 2	1
3 – 5	2
6 – 8	3
9 – 11	4
12 and over	5

7. For Index based classes (L3, R1, CAM, etc.), the driver has entered a specific Index Class and NOT the class used for the Index factor (AS, EP, etc.). Therefore, they can change the vehicle and related Index factor within a particular Index based class without being considered having entered a new class, just as a driver within a traditional class (SS, AS, AST, etc.) can change to any vehicle legal for that specific class without starting over in their accumulation of points for that class.

D. Class Points

Finishing Position	*ProSolo*® National Series Points	Finale Points
1st	20	30
2nd	16	24
3rd	13	19.5
4th	11	16.5

5th	9	13.5
6th	7	10.5
7th	6	9
8th	5	7.5
9th	4	6
10th	3	4.5
11th	2	3
12th	1	1.5

Knock out rounds- Class Points		Finale Points
K1 & K2 Finishing Position	*ProSolo*® National Series Points	
1st	1	---
*Bonus points are awarded to anyone completing both a left and right side run during either K1 or K2 competition	1	---

K3 Finishing Position	*ProSolo*® National Series Points	
1st	3	---

E. Challenge Cup Points (Super and Ladies)

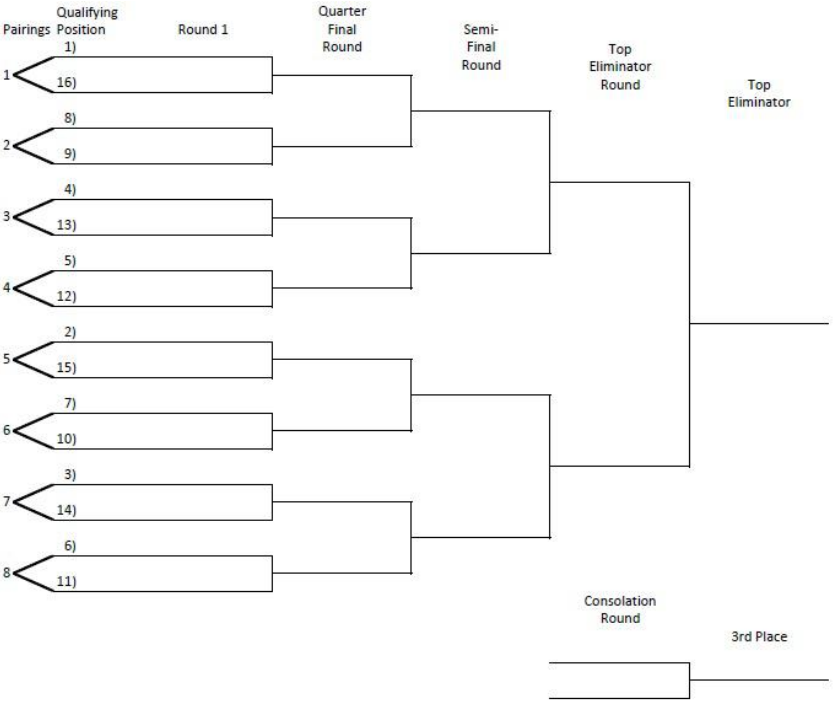
Finishing Position	*ProSolo*® National Series Points	Finale Points
1st	45	67.5
2nd	35	52.5
3rd	30	45
4th	25	37.5
5th – 8th	15	22.5
9th – 16th	10	15
17th – 32nd	5	7.5

F. Challenge Cup Qualifying Points (Super and Ladies); must run the Challenge to receive qualifying points.

1st (best) qualifier	12 points
2nd qualifier	10 points
3rd qualifier	9 points
4th qualifier	8 points
5th qualifier	7 points
6th qualifier	6 points
7th qualifier	5 points
8th qualifier	4 points
9th qualifier	3 points
10th qualifier	2 points
11th qualifier	1 point
12th qualifier	1 point

20.13 – CHALLENGE CHART

Ladies Challenges



Appendix A – 2026 *ProSolo*® Index:

SS	0.848	DST	0.819	CAMC	0.838
SS4	0.848	DST4	0.819	CAMT	0.819
AS	0.834	EST	0.810	EVX	0.839
AS4	0.835	EST4	0.810	EVX4	0.852
BS	0.824	GST	0.813		
BS4	0.825	GST4	0.818	XP	0.894
CS	0.809			XP4	0.895
DS	0.807	SSP	0.866	CP	0.868
DS4	0.809	CSP	0.857	DP	0.865
ES	0.788	DSP	0.847	EP	0.857
FS	0.817	ESP	0.842	FP	0.877
FS4	0.817	FSP	0.828	FP4	0.880
GS	0.805				
GS4	0.807	SSM	0.879	AM	1.000
HS	0.788	SSM4	0.882	BM	0.968
HS4	0.788	SM	0.870	CM	0.896
SSC	0.802	SM4	0.879	DM	0.923
CSM	0.798	SMF	0.859	EM	0.934
CSX	0.806			FM	0.923
		XU	0.871	KM	0.945
SST	0.837	XU4	0.873	FSAE	0.980
SST4	0.843	XA	0.863	FSAE4	1.000
AST	0.832	XA4	0.863		
BST	0.830	XB	0.865		
BST4	0.836	XB4	0.865		
CST	0.828	CAMS	0.851		

NOTE: Index Factors Subject to review and possible changes in April 2026.