

Ready to Really Rip?!

**It's legal...it's educational...it's skill-building...
IT'S A KICK-IN-THE-PANTS!!**



Welcome

To the Wonderful World of...

Solo Racing

A Newcomer's Guide to Solo II

2004

**Colorado Region / Continental Divide Region
Sports Car Club of America**

Welcome to Solo Racing!

This guide is meant to introduce you to Solo II racing, a.k.a. autocross! This guide won't tell you *everything*, but it's a start. It covers:

- ❑ What is Solo II?
- ❑ What is SCCA?
- ❑ Registration, Classes & Numbers
- ❑ Preparing your car
- ❑ Technical Inspection
- ❑ Learning the Course
- ❑ The Novice Meeting
- ❑ The Drivers' Meeting
- ❑ Working
- ❑ Running
- ❑ Sound Stuff
- ❑ Intro to Solo Classing
- ❑ When you do it (Schedule)
- ❑ Who you can call for answers

We're glad you're here, and we want you to have a good time. You'll see lots of enthusiastic drivers, but not many mind readers—so don't be shy about asking for help!

What is Solo II?

Solo II, also known as “autocross”, is a controlled, safe way for drivers to test themselves and their car's abilities at the performance limits! Excellent driving skills and car control are rewarded over outright top speed. The object is to drive as fast as possible through a different-every-event twisting course marked with cones and flour. Drivers get at least 3 runs (sometimes 4 at local events) on the course, with the fastest time counting for finishing position. There is no door-to-door racing (hence the “Solo” designation), thereby minimizing the risk of vehicle damage and allowing competitors to concentrate on their driving. It's tons o' fun!

What is the SCCA?

The Sports Car Club of America, the largest sports car club in the world, promotes a full range of professional and amateur motorsports, including road racing, rally and Solo programs. As members of either the Colorado or Continental Divide Regions, we all belong to the Rocky Mountain Division. Both of these regions work together to administer some of the best Solo events in the country. Many of our area members have won (become National Champions) or trophied at the annual SCCA Solo II National Championship, held each September.

Although you don't have to be an SCCA member to enter our regional Solo events, membership entitles you to a discount on entry fees for local events. It also makes you eligible for Rocky Mountain Division summer season championship points and entitles you to enter SCCA Time Trials, National Tour, Pro Solo, Divisional and National Championships; as well as receive SCCA's national monthly magazine, *Sports Car*. The SCCA sets the rules for competition, determines how events are run, and creates classifications for competing vehicles. SCCA National Solo 2004 Rulebooks are updated annually and are available through SCCA. Check out scca.org or call 800-770-2055.

Registration, Classes & Numbers

Registration is done before the event online at www.rmsolo.org. The deadline for registering is usually 2 days before the event. Before you register for the first time, you need to sign up for a season number for your class. Just click Registration on the site and follow the appropriate links.

Well, I'm at the event, what do I do?

First, you sign the waiver/release form for the nice people at the gate, for which you receive a stylish wristband (make sure it's visible—it's required for insurance). If you are a minor (under 18) your parents/legal guardians must fill out a special waiver form *before you can compete*. Contact either Solo Chairman, listed in the Contacts section near the back of this booklet, for more info. Then, drive over to the paddock area and find a parking place. Park next to friends, someone with a similar car, or near anyone to talk to and get help from (autocrossers are notoriously helpful). Proceed to the registration table where you'll check in and pay your entry fee (\$35 for non-SCCA members, \$25 for members).



How do I Prep My Car?

You will need to unload all loose objects from your car—items such as floor mats, glovebox ingredients, and other things not firmly attached, and don't forget to empty your trunk! Take out the spare tire and jack, and anything else that moves or adds extra weight. Leave your helmet (Snell '95 or newer) in the car (loaners are available if you don't have one).

On Numbers & Classes (and Novice Class)... You need to put your number and class (remember that season number you registered for online?) on your car body panels (not windows), plainly visible on both sides. Magnetic numbers are easiest, but numbers printed on paper then taped to both sides are OK. For a two-driver car, it's easiest for the second driver to obtain a number with a "1" in front of it (i.e. 58 and 158). Place the class letters after your number (26 ES). Car numbers must be a minimum of 8" tall with a 1 ¼" width. Class letters must be between 25% and 50% of the number size; no smaller than 3" tall. All letters and numbers must be in the same typeface, color, and contrast to the car. For Ladies classes, add an "L" after the class designation (33 CSL).

If you haven't completed a full season, you're entitled to register as a Novice. You'll run in the standard class, but you'll also be ranked among the other novices at each event. As a novice, you're free to ride as a passenger with others and have others ride with you—a great way to learn—don't be shy! If you have questions about where to place your numbers/letters, ask the nice folks at Tech. In fact, let's see them next...

Tech Time

Tech, aka Technical Inspection, is where all competing vehicles are inspected for safety. The tech people will make sure your car is in safe operating condition—they do not check for legality (that's up to you—owning your own SCCA National Solo Rulebook is a great investment). Don't worry, it's very non-threatening. Tech is done while all the cars in the next run group are in grid. Open your

hood and trunk, and have your helmet in the car. After your car is successfully inspected, you'll receive a sticker on the windshield (and on your helmet).

Let's take a Walk

Before the event starts, you'll see drivers walking the course, familiarizing themselves with the course design, and visualizing how they will drive it later. Now's the time to grab your course map (if one was provided) and head out through the cones. Walking with an experienced driver is the quickest way to learn about driving competitively—they can help you determine where you want your car to be at any given point on course (the quickest line). Walk the course at least 3 times; one time should be by yourself, as you'll be driving by yourself. You'll want to create a balance between walking "socially" and walking "competitively".



Memorize the course layout as best you can; to be a confident driver—you need to anticipate what's coming next, so you can go fast!

The Novice Meeting

At about 8:15, the Chief of Novices will welcome all newcomers (still in their first year and beyond) to a meeting near the timing truck. You'll be divided into smaller groups of similar experience, and you'll go with an advanced driver for a course walk. Ask any questions or contribute anything helpful you've learned. Your "mentor" is available to you all day to find rides, answer questions, and help.

The Drivers' Meeting

The Drivers' Meeting is required of all entrants, and it's held soon after the Novice walkthrough is finished. Introductions are made so you know who is responsible for different areas of the event. Upcoming events and announcements are made, and the Safety Steward presents safety concerns and reminders. If you have any questions, now is another time to ask. Oh yes, what everyone's been waiting for...Final Run Groups and Work Groups are announced.

What are Run Groups?

In order to run the event efficiently, classes are divided into two or more equal-sized heats, called Run Groups—listen for your class (and it will be posted) to learn which run group you're in. Your group will run one heat and work one heat (with the rest of the time off). When all of the drivers in a particular run group have made all of their runs, the next run group starts as soon as possible. And since all competitors need to work part of the event, Work Groups are posted and announced at the same time as run groups during the Drivers' Meeting.

Work Groups & Working the Course

Work Groups are the other half of run groups—the drivers that ran in the same Run Group will then work at the same time for another Run Group. For each Run/Work Group, there is a Chief of Workers (holding a clipboard, usually by the timing & scoring truck) whose task is to organize worker assignments for that group. For novices, working the course is most common and helpful; there are other people to help show you what to do, and you also get the opportunity to see how others drive the course. Report to work promptly to keep the event running smoothly! If you are new to corner-working, let the other people on your corner know, so they can provide instruction and advice. When you are working the course, remember the Golden Rule—Never, ever, turn your back on a car! More on safety and working later. At last—time to run!

Ready to Run!!!

During the heat before your run heat, take your car to Grid. There will be a grid worker who will tell you what your space number is (it will also be posted). You'll be placed with the other cars in your class in numerical order. When it gets close to your turn, get ready (helmet & seat belt on) and wait in your car. The grid worker will motion you to the starting line. Drive slowly to the starting line, where the starter will tell you where to stop. Pay attention to the flagman!

When you get the green flag, let 'er rip! Probably the most important thing to learn when you are autocrossing is to *look ahead* by several turns or gates. A course you memorized at a walking pace tends to

look different at speed! Just stay in control and go fast. If you feel you're lost, slow down, get your bearings, and get back on course. If you hit a pylon, keep going! The course workers will retrieve it and put it back. If you see a course worker waving a red flag, *stop immediately*. The worker will tell you what to do. Red flags may be given in the event of timer malfunctions, cars off-course ahead of you, or mechanical problems. After stopping for a red flag, proceed briskly, but not at competition speed, around the course to the finish. You will get a rerun (the grid worker will tell you when to go again) if you did not cause the red flag.

After finishing your run, drive *slowly* back to your grid position. Generally, you will be given three runs on course for regional events, and your best time counts. After your final run, drive back to your parking spot in the paddock.



Timing & Scoring & Trophies

You are timed by starting and stopping the clocks with your car. Usually, the clock is within 50' of the start line. Your run finishes when you trip the timer at the other end of the course. If you hit a pylon and it falls over or is out of its box, two seconds are added to your time (including cones before and after the timers). If you have all four wheels off course, it is scored as a DNF (did not finish) and no official time is given. Times will be posted near the truck. Official results are announced and trophies awarded at the end of the event—gather 'round!

Listen Up about Sound Levels

We have adopted a proactive sound control program in an effort to be considerate to our neighbors and to keep us in good standing with our site owners. The specifics of the program can be found in the supplemental rules at www.rmsolo.org, but here's a quick summary. For events held at the World Arena in Colorado Springs and Coors Field in Denver, we have a sound limit of 93 dba. Any car that measures over this will have that run dnf'd (did not finish—no time given). The competitor will be required to quiet the car down before any more runs will be allowed. If the car has three measurements over the 93 dba limit, it will be disqualified and will not be allowed to make any more runs.

At all other sites, sound levels will be measured, but no limit will be enforced. That's a summary of the rules, but how loud is your car? If you have a stock exhaust on your car, in almost every case, you'll probably be fine. If you've modified your exhaust, there's a much better chance that you might be over, so what do you do? You'll want to bring something you can use as a muffler. A common temporary solution is to put some steel wool into the end of your exhaust pipe, and hold it in with screen and a hose clamp. If your car isn't *really* loud, this method may get you through the first event, but you'll probably want to make a more permanent change, so you're not bothered by the sound program anymore.

If you think your car is really loud, you'd be wise to add some form of real muffler before the event so you can pay attention to your driving and not the sound meter. We'll be measuring sound levels at all sites, so take advantage of this to find out how loud your car is and what it takes to make sure you're well below the 93dba limit. If you have any questions, please find the link on our site to the sound chief, he'd be glad to help.



All about Solo Safety

Solo racing enjoys a reputation for being a safe and responsible way for auto enthusiasts to take it to the limit! Following are the safety standards that help us all:

- ✓ Be sure you're prepared and comfortable—bring water, food, and dress for all weather.
- ✓ No drugs or alcohol can be consumed on-site during the event.
- ✓ Be sure to sign the waiver; and always have your wristband visible.
- ✓ When on site, and not on the course, always maintain a slow speed—10 mph (no tire warming exercises).
- ✓ Children must be 12 years old to be in the grid area; under 12-ers can be in the paddock area.
- ✓ Passengers during the event must be at least 12 years old.
- ✓ While competing,
 - ✓ When you see a red flag, stop immediately! The course workers will tell you what to do.
 - ✓ When exiting the course, proceed back to the grid area slowly.
 - ✓ When on course, keep hands and arms completely inside the car (passengers too). This means no hanging on to the window frame.
- ✓ As a course worker,
 - ✓ Always keep your eye on the cars—never turn your back to an approaching car
 - ✓ Always stand while cars are on course; no cell phones or cameras
 - ✓ Always have flags ready—If you are responsible for the red flag, make sure you're holding it close to your body (so drivers are not confused), unrolled, and ready to wave when the radio call comes through or you see a potentially dangerous situation.
 - ✓ Make sure you're standing in a safe location—if the car loses control, it should travel away from you.
 - ✓ Never put yourself in danger to replace a downed cone.
 - ✓ If a car stalls on course or you see a dangerous situation, call out on the radio for a red flag first—when the car(s) are stopped safely, then take the time to explain why.
 - ✓ If a car catches on fire, don't try to put out the entire fire right away. Leave the engine hood closed, and aim the extinguisher in the grill, under the wheels, or other openings. Wait until there are more people with extinguishers before opening the fire up to more air. Aim for the base of the fire.
- ✓ Always err on the side of safety.
- ✓ Exercise common sense, and if you have any questions or concerns, contact one of the event safety stewards ASAP.

The Nitty Gritty Details of Working the Course

Chances are, for your worker assignment, you'll be charged with the interesting, fun, and valuable task of being a corner worker. **To keep the event running quickly, report to your assignment promptly!** In addition to the Safety standards, you'll want to know...

- All corner workers are responsible for replacing downed/moved pylons in their boxes and reporting to your corner captain whether a penalty should be assessed. Remember—replace a cone quickly, but only if it is safe.
- The course is divided into “corners”—stretches of track to be covered by the corner team. Depending on the number of workers available, there will probably be several of you working one corner (you'll find out when you sign up for your worker assignment). One person is designated as the “Corner Captain”.
- The Corner Captain usually handles the radio and makes sure workers are spread out safely and efficiently to cover the assigned area. The Corner Captain makes sure someone is in charge of the red flag. If runs and penalties are being recorded, someone is assigned to record them. If you want any of these specific jobs, let the corner captain know!
- A penalty is assessed (2 seconds are added to the run's time) if: (**hand signal:** hold pylon<s> overhead)
 - The pylon is upright, but the base of the pylon is completely outside the box
 - The pylon is knocked down regardless of in/out of the box
 - Pylons before the start and after the finish also count!
- There is NO penalty if (**hand signal:** baseball safe signal—crisscross arms in front of you)
 - The pylon is upright and any part of the pylon base is still in or touching the box
 - The pylon obliterated is a pointer cone: Pointer cones are pylons purposely laid down to show which direction a car should travel to remain on course.
- A run is a DNF (did not finish) if the driver (**hand signal:** crossed arms overhead)
 - Leaves the course and doesn't reenter it at or before that point on course
 - DNFs include passing a cone on the wrong side (if they are knocked down, it's not a DNF, though it is a penalty)
- If you're in charge of the radio, you need to inform timing and scoring of any penalties (cone counts), DNFs, or dangerous situations requiring a red flag on course. Use of the radio needs to be concise and clear to help timing and scoring. Radio protocol includes:
 - Requesting control's attention by saying: “Corner 2 to Control”
 - Control will acknowledge you with “Go ahead Corner 2”
 - Give the penalty information “A Stock #24, 2 cones”
 - Control will confirm “A Stock #24, 2 cones, thank you”

An Intro to SCCA Solo Classes

How many classes are there? Lots! To ensure the fairest competition, cars are divided into classes depending on speed potential and levels of modification (remember, the 2004 SCCA National Solo Rule Book tells you everything you need to know). The following guidelines for the major categories will help you determine where your car runs:

Stock (A-H & Super Stock)

Pretty much stock as delivered; improvements allowed are alignments, special autocross tires (on stock-size wheels), front sway bar, better or adjustable shock absorbers, and low-restriction air filter & exhaust.



Street Prepared (A-F)

This category allows several suspension and external (bolt on) engine modifications. Wheel size is unrestricted, but tires must be DOT approved.

Prepared (A-F)

This category provides for extensive chassis and engine modifications. Racing slick tires may be used.



Modified (A-F), Street Modified (SM) & SM2

Formula race cars are typical modified cars; these cars are generally purpose-built race cars. Street Modified is for streetable sport sedans with drivetrain & suspension prepped beyond Street Prepared.

Formula F125

Karts are also included in the Modified category.



Street Touring (STS, STX, STS2, STU)

is designed for cars prepared beyond Stock category rules but not competitive in Street Prepared.

Regional Classes

Regional-only classes are available for those with existing car modifications that would otherwise make them uncompetitive in SCCA national classes. These competitors are eligible for points (if you're an SCCA member) in the Rocky Mountain Division's 2004 season; however, these classes do not exist in divisional and national competition.

Open Street Prepared (OSP) is designed for street-legal cars modified in excess of Street Prepared rules but not competitive in Prepared or Modified.

Karts - In addition to the established Formula 125 Kart class, the Rocky Mountain Solo Series will include Junior Programs for FJR and F5HP. (See the SCCA National Solo Rule Book.)

Ladies Classes - Additionally, there are corresponding Ladies' classes for each open class. Ladies just add an "L" to their class (example: ESL or STSL).

Novice Class - The Novice class includes any competitor not having completed a season's worth of Solo events. Just check the Novice box when you register online. You run with your open class, but you're also scored with the other novices using an autocross index factor for your class. You're entitled to take or be a passenger on any competition run.

More on Categories...

Listed below are **some** common modifications governing the classifications. For all classes, review the SCCA National Solo 2004 Rulebook.

Stock

Legal In Stock

Cat back exhaust
Upgraded shocks/struts
Upgraded spark plugs and wires
Upgraded brake pads/brake fluid/lines
OEM airbox filter upgrade
(airbox can't be changed)
Aftermarket wheels must be OEM size,
and offset
Racing harnesses (except convertibles)
Dot race tires

Illegal In Stock

aftermarket headers
lowering springs
modified computer chips
cross drilled rotors
aftermarket rear anti-roll bar
aftermarket air intakes
aftermarket steering wheels
larger wheel than OEM
racing seats
modified throttle body
modified turbo or boost
modified cams
missing interior parts
ground effect kits
aftermarket super-charge/
turbo kits/NOS

Street Prepared

Legal In Street Prepared

Unrestricted exhaust system
Upgraded shocks/struts
Lowering springs
Camber adjustment plates
Aftermarket swaybars/links
Aftermarket ignition control
Upgraded brake pads/brake fluid/lines
Aftermarket air intakes/racing seats/
Harnesses/steering wheels/shift knobs
Aftermarket wheel sizes/dot race tires
Spoilers meeting SCCA requirements
Intercooler upgrades
Aftermarket strut bars
Modified computer chips non boost related
Unrestricted intake, carburetors or fuel injection

Illegal In Street Prepared

cross drilled rotors
aftermarket turbo
boost control system
pop off or blow off valves
gutted interiors
NOS systems
carbon fiber hoods
ram air kits/body mods

Street Touring

Street Touring cars must be 49-state emissions legal, have at least 140 tread wear rated tires, and meet the following restrictions:

STS: Minimum of 4 seats and seatbelts, maximum of 7.5 inch wheels and 225 tires, maximum engine displacement of 3.1 liters without forced induction, no limited slip differential other than OEM viscous type. Some small turbo cars are specifically allowed.

STS2: STS rules, but for two seat cars up to 1.8L, excluding '99+ Miata, '91+ MR2 and Spyder, or anything that says Lotus! Viscous limited slips only.

STX: Minimum of 4 seats and seatbelts, maximum of 8 inch wheels and 245 tires, engines of up to 5.1L normally aspirated or 2.0L single turbo or supercharger. 2WD cars may use any limited slip, AWD cars must use standard limited slip differentials in axles and center. If an AWD car did not come with any limited slip differential (including center), one aftermarket limited slip may be added. Some performance 4 seat cars specifically excluded.

STU: Displacement limits? We don't need to stinkin' displacement limits. Unless you have a turbo, of course, then the limit is 3.1L. Tires limited to 275 for 2WD, 245 for AWD. No wheel width limit. Otherwise, STU follows STX rules.

Legal In Street Touring

EPA legal exhaust header
Cat back exhaust system
Upgraded shocks/struts
Camber plates/kits
Aftermarket sway bars/mounting
Strut bars, upper and lower
Drilled and/or slotted brake rotors
(OEM diameter in STS, larger in STX/U)
Upgraded brake pads / fluid / lines (DOT)
Aftermarket wheels
Ground effect kits (over stock fenders)
Intake systems up to stock engine inlet
(OEM throttle body or turbo inlet)
Pedal kits
Fully upholstered seats, not lower than
driver's head
Non-metallic alternate suspension bushings
Shifter kits
Alignment specs are free

Illegal In Street Touring

removal of catalytic converter
body structure mods for air intakes
engine displacement changes
removal of emission controls
cars not registered for street
NOS systems
fender flares or wheel well mods

Street Mod

So you don't like rules? You've come to the right place! Of course, there are a FEW rules...

SM: Minimum of 4 seats and seatbelts. Up to 6.0L displacement, with minimum weight depending on engine size and intake. Some cars specifically excluded.

SM2: All 2 seaters, except that Lotus Badge thing, or cars excluded from SP category. Unlimited displacement, minimum weight based on displacement and intake. Cars underweight for SM displacement/weight rules.

All SM and SM2 vehicles must have original road equipment: lights, heaters, wipers, interior and such.

Legal In Street Modified

Engine swaps, block must be a production unit from the same brand as car
Suspension components are free, as long as they use stock attachments
Rear seats may be removed
Steering components other than original Column
Subframe connectors
Suspension bushings
Any DOT tire, any size
Twin turbo, nitrous injected, 3 rotor peripheral port, AWD, independent rear suspension Mazda Proteges

Illegal In Street Modified

Chrysler Hemi Subarus
Jet turbines
Anti-gravity systems



Jason Miller's '95 Talon

2004 Schedule

Rocky Mountain Summer Solo Series

Sat	April 17	Solo II School	Mt. Elbert Lot, DIA, Denver
Sun	April 18	Summer Series #1	Mt. Elbert Lot, DIA, Denver
Sat	May 8	Solo Trials School	Second Creek
Sun	May 9	Solo Trials #1	Second Creek
Sat	May 22	Summer Series #2	Mt. Elbert Lot, DIA, Denver
Sat	May 29	RM Divisional, SS #3	PPIR, Colorado Springs
Sun	May 30	RM Divisional, SS #4	PPIR, Colorado Springs
Sat	June 12	Solo II School	World Arena, Colorado Springs
Sun	June 13	Summer Series #5	World Arena, Colorado Springs
Sat	June 12	Solo Trials #2	Second Creek
Sun	June 13	Solo Trials #3	Second Creek
Sat	July 3	Summer Series #6	World Arena, Colorado Springs
Sat	July 17	Summer Series #7	Mt. Elbert Lot, DIA, Denver
Sun	July 18	Summer Series #8	Mt. Elbert Lot, DIA, Denver
Sun	Aug 8	Summer Series #9	PPIR, Colorado Springs
Sun	Aug 22	Summer Series #10	World Arena, Colorado Springs
Sat	Sept 18	Solo Trials #4	Second Creek
Sun	Sept 19	Solo Trials #5	Second Creek
Sat	Sept 25	Summer Series #11	PPIR, Colorado Springs
Sun	Oct 3 (tent)	Summer Series #12	Mt. Elbert Lot, DIA, Denver
Sun	Oct 17	Summer Series #13	World Arena, Colorado Springs

Directions

Mt. Elbert Lot, DIA, Denver

- ◆ From I-70, take Pena Blvd exit toward Denver Int'l Airport. South onto Jackson Gap exit. Jackson Gap becomes East 71st Ave. The lot is to the southeast of the intersection of 71st Ave. and Robertsdale Road. Enter only at the NE corner of the lot. Please be courteous driving to/from the event!

PPIR, Colorado Springs

- ◆ From I-25 approximately 15 miles south of Colorado Springs, take Exit 122. The VIP Parking lot is at the end of the road

World Arena, Colorado Springs

- ◆ From I-25 at the south end of Colorado Springs, West at Exit 138. Left onto Venetucci Blvd. World Arena is on the left past Tinseltown Theaters.

Second Creek Raceway, Denver

- ◆ From I-70, take Tower Road north (Exit 286) about 6.5 miles to 88th Avenue, then west about a mile to the track entrance on the north side of the road.

Summer Series Event Format

For all schedules & data subject to change, check www.rmsolo.org for the latest & greatest info.

Gates open	6:30 a.m.
Novice Meeting/course walk	8:15
Registration Closes	8:30
Drivers Meeting	9:00
First Car Off	9:15



Who Ya Gonna Call?

Who/What?	Where?	What for?
Jeff Lundgren CO Region Solo II Chairman	303-810-2222 jeff@groupbuycenter.com	Denver Area Solo II events
Arnie Coleman Continental Divide Region Solo Chairman	arniecoleman@adelphia.net 719-598-4133 (h) 719-554-9780 (w) 719-310-8281 (cell)	Colorado Springs area Solo II events
Gary Phillis Solo I Steward	gphillis@secretignition.com	SCCA Time Trials events
Dale Kirstein Colorado Region Solo website	www.rmsolo.org kirstein@sprintmail.com	Info galore, schedule, results, directions, past newsletters, etc.
Clay Turner Chief of Novices	clay-turner@am.com	New to Solo? Ask Clay!
Stephen Kohn Disabled Driver contact	stephen.kohn@sakohn.com	Disabled drivers
Barry Ott Chief of Sound	barryott@comcast.net	Sound issues
SCCA	www.scca.org 800-770-2055	Sports Car Club of America
Lindsay Wilson Solo Youth/Formula Jr	719-528-7742 (w) 719-594-6818 (h) lgz.wilsons@prodigy.net	Junior Drivers

Many, many THANKS to those contributing to the creation of this guide:

Matt Leicester (Categories), Clay Turner (Novices), Geoff Leicester (Solo II general info), Josh Hadler (Safety), Barry Ott (Sound), and Dale Kirstein (current schedule, times, directions from web site).

Kathy Wolfskill (Editor)

Recommended Resources

Just can't get enough Solo info? How's this?!

"**SCCA National Solo 2004 Rulebook**", Sports Car Club of America, Rally/Solo Dept., 800-770-2055, www.scca.org —great to learn about rules, National-level SCCA events, and car classing

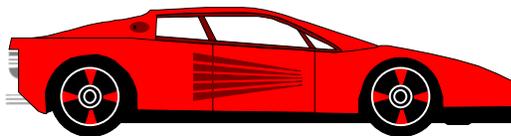
"**Secrets of Solo Racing**", Henry Watts, Motorbooks International, ISBN 0-9620573-1-2, —great for general purpose Solo driving information

"**Going Faster! Mastering the Art of Race Driving**", The Skip Barber Racing School, Carl Lopez, Robert Bentley, Inc., ISBN 0-8376-0227-0

"**How to Make Your Car Handle**", Fred Puhn, HP Books, #46, ISBN 0-912656-46-8, —great for basic car setup

"**Race Car Engineering and Mechanics**", Paul Van Valkenburgh, HP Books, #1064, ISBN 1-55788-064-6, —great for building a car by scratch

"**Tune to Win**", Carroll Smith, Aero Publishers Inc. (sorry, no ISBN)



Where Do I Get Those Zorchy Magnetic Numbers?

You can always buy magnetic sheeting at sign or art supply stores and cut out your own, or contact:

- ◆ SignEdge, Annie Bonvouloir at annie@signedge.com or (303) 258-1707
- ◆ SOLOTIME, 316-683-3803