

1. SOLODEX COURSES

A **SOLODEX** event will usually consist of a single course run a number of times. Drivers won't need to memorize the course in order to do well, however, the more familiar they are with the course, the better and faster they should become at negotiating it.

Drivers will not see the physical course before the day of the event when a diagram of the course will be posted at the site. Prior to the event's start and during the lunch break, drivers will be allowed to walk the course to become familiar with the course layout and defining convention. Drivers normally use this time to look for the tricks in the course, and develop what they consider to be the optimal driving lines for the fastest passage through the course.

Courses will be made up of turns, gates and slaloms all of which will be demonstrated by course markers. Markers will be standard road type pylons (cones), distinctly coloured, and a minimum of 25cm (10 in.) in height. Pylons shall be heavy enough to prevent movements other than those caused by contact with a vehicle. Their locations may be marked with a chalk box around the entire base of the pylon to assure accurate replacement and assessment of penalties.

In addition to the pylons, the course may be marked by chalk lines. However, these should not be relied upon as they may wear or wash away during the event. There is no penalty for crossing a chalk line, only for knocking down or severely displacing course cones.

Courses will be open enough to allow good competition between cars with different levels of modification or enhancement but will avoid sustained high speed and extremes of maneuverability. They will also be tight enough so cars run the entire course in their lower gears.

Courses will be designed to limit speeds on straights to 80 kph for the average cars, and the fastest portions of the course shall be those most remote from spectators and property.

The course will normally end with the driver coming to a complete stop in a Finishing Box. The Finishing Box will have end pylons, which must be removed to allow the driver to exit.

2. SOLODEX FLAGS

- ◆ RED FLAG - Stop immediately and await marshal's instructions.
- ◆ WHITE FLAG - All clear / Continue on course / More laps to go.
- ◆ GREEN FLAG - Come to start line / Start your run.

3. SOLODEX COURSE DEMARCATATIONS

The following diagrams show the convention used to demonstrate the course in a **SOLODEX** event.

GATES:

A gate is a mechanism to show where a car must pass to stay on course. It consists of a pair of cones separated by a fixed gate-width (normally 15 ft.). The space between consecutive gates would be at least 3 times the gate width so drivers would not confuse the spacing between gates (45 ft) with the actual gate-width (15ft) (Diagram A).

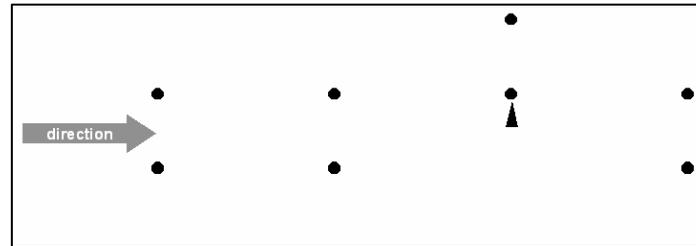


Diagram A

SINGLE POINTER CONE:

Pointer cones are used to assist the driver in determining the course. A single cone lying on its side pointing directly to an upright course-marking cone signifies that the driver must pass around the marker cone in such a way that the marker cone is on the inside of the turn radius (Diagram B).

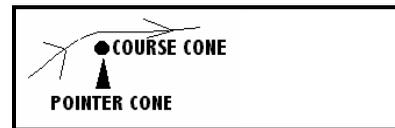


Diagram B

TRIPLE POINTER CONES:

Three cones, lying tip to base on their side act like an arrow to show where to go next. Diagram C gives a perspective view of what this would look like on the course. This method would generally be used after sharp corners when the driver would not easily spot the next gate. This prevents the driver losing time by having to search for the next gate.

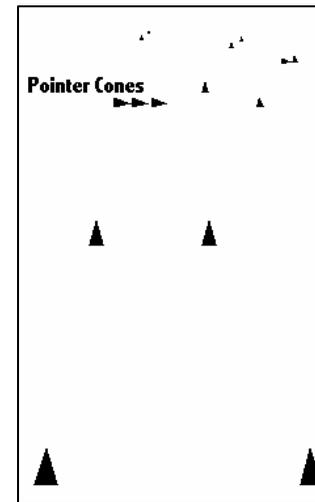


Diagram C

3. SOLODEX COURSE DEMARCATATIONS (CONT'D)

WALL CONES:

A corner can be demonstrated by a single cone and its pointer cone to show the correct way around the course cone, or it may be presented as a wall of cones. These are upright course marker cones next to each other that appear like a wall and direct or point the driver in the direction to be taken (Diagram D).

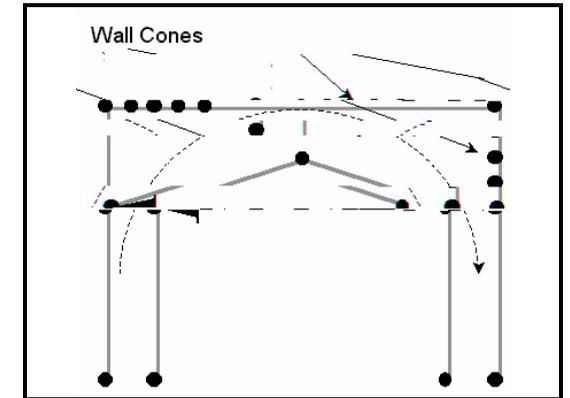


Diagram D

SLALOMS:

Slaloms are tricky not only because they require skill to maneuver, but also because there are many ways in which they may appear on the course. The following diagram represents the same slalom course depicted four different ways (Diagram E).

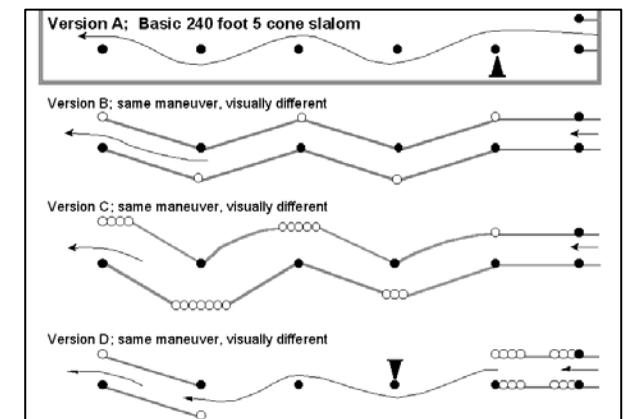


Diagram E

4. SOLODEX SAFETY

Compliance with reasonable safety standards calls for an exercise of prudence, good judgment and common sense. The protection of life and property is the prime factor governing all decisions relating to course design and safety including:

- ◆ Corner boundaries will never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a car.
- ◆ A long straight (over 150 feet or 46 metres) will not terminate in an extremely sharp or decreasing radius turn.
- ◆ The course boundary shall not pass closer than 25 feet (7.6 metres) from solid non-moveable objects or curbs.
- ◆ Gates shall be a minimum of 15 feet (4.6 metres) wide. Single file slalom markers will be at least 45 feet (13.8 metres) apart.
- ◆ The Finish Box shall be at least 50 feet (15 metres) from the Finish Line and will be no less than 50 feet (15 metres) from any spectator area or non-moveable object.
- ◆ While a helmet is recommended for every driver's safety, drivers will be required to wear an approved safety helmet if their car is fitted with a roll cage.
- ◆ Drivers may take along a passenger who must be over 10 and who must wear a safety helmet if the driver requires one.

5. SOLODEX PENALTIES

Penalties would be awarded to drivers for disturbing course cones using the "Down and Out" rule as follows:

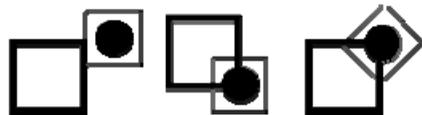
A penalty is given if a course cone is knocked over, even if it remains in its chalk box and if the cone remains standing but is outside of the box.

**Penalty
Assessed**



No penalty is given if the cone remains standing and is partially in its chalk box or touching the box.

**No Penalty
Assessed**



No penalty will be given for disturbing single or triple pointer cones.

Drivers deviating from the prescribed course will incur a Did Not Finish (DNF) and will not receive a score for that run. No reruns will be allowed unless the driver is red flagged by the course Marshals.

6. SOLODEX EVENT TIMING AND SCORING

SOLODEX events pit man and machine against time. The following method is used to determine the winners.

REGISTRATION LIMITS

Multiple drivers may register with one car for the day's event, but each driver can only be registered in one car for the event. If the car breaks down, the driver(s) may use another car, but must compete in the same Class with a car that is legal for the class. There shall be no more than two drivers per class for each car.

TIMING

Drivers are timed from the start line to just before the Finish Box. Each run is timed separately and drivers will have a minimum of three non-consecutive runs of the course. For each cone penalty, whether on course or in the Finish Box, 2 seconds will be added to the time scored for the run. Timing will be done to at least one hundredths of a second.

DRIVER CLASSIFICATION

Newcomers to SoloDex competition (Rookies) will be placed in a Novice (NE) class which spans across all classes. Drivers will automatically be moved into their respective class based on their car's classification if they win two events in the Rookie class or compete in six events in the NE class which ever comes first. Alternatively competitors may elect out of the Rookie class after competing in at least two events.

CAR CLASSIFICATION

Cars of similar performance potential are placed in the same class. For 2006, the classes ranked in order of increasing power are NE (Newcomers to the sport), GS (Sunny), HS (Swift, Joy), ES (Corollas, Lancers), ESP (Peugeot 205 Gti & Civic SiR), SS (Supras, Integra-R), and EP (Evolutions & Subaru WRX). Competitors using either coil over shocks, modified suspension mount points, or wheel widths greater than 7.5" will be bumped up one class. R compounds or slicks are allowed without penalty in all classes except NE.

EVENT PRIZES

Competitors in each class vie for their class prizes on the day. Run times plus cone penalties will be used to determine the score for a run. The class winner is determined by using each driver's single best score. Competitors may also enter the Championship and vie for year-end prizes. Entrants earn points from an event based on the formula: (Event Class Best Score / Entrant Best Score) x 100. Championship class winners will be determined by totaling the Entrant's Championship points earned in the class from their best four events for the year.

OVERALL CHAMPION DRIVER

At the final event for the year, an overall Champion will be determined by a showdown of the best drivers in the Championship in each class.



FUNDAMENTALS OF SOLODEX

This document serves to introduce the concept of SOLODEX events. It describes a typical course and event structure and includes an explanation of the course defining conventions which are patterned after the American and Canadian SoloII. It also provides a summary of the rules and regulations that govern the event and the CARS approach to safety.

SOLODEX is a timed automotive event usually held on a paved, flat surface through a course typically defined by traffic pylons. The event emphasizes car handling skills and maneuverability rather than car power and speed. Courses are designed to limit speeds to levels below those encountered in normal legal highway driving. Drivers negotiate the course one car at a time in a class of similar cars and drivers vie for class and overall prizes.

Safety awareness is one of the major characteristics of SOLODEX events, so stringent safety measures will be upheld to safeguard car, driver and spectator alike. Vehicles taking part in SOLODEX events must meet the minimum safety requirements and each car will be scrutineered before each event to ensure adherence to the standard.

Key goals of SOLODEX are to improve car-handling skills and to develop a heightened respect for automotive safety and responsibility. All this, while having loads of fun! Welcome to SOLODEX.

Creative Auto Recreational Sports

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