



2023 ProSolo Class and PSI Updates

Solo Department

The Pro Solo Index Committee, which is comprised of 7 committee members, has met and recommended the following updates to the Pro Solo Class PSI factors as well as their recommended class adjustments. The National Pro Solo Staff has accepted these changes and will implement them into the 2023 Pro Solo rules.

The changes and PSI factors are listed below and the following summary of the major changes.

- STS to return to a non-indexed class. The STS class rebounded in 2022 averaging 7.1 entries per event, and 9 times would have made the minimum for a class in 2022.
- DS (2wd) moves from S5 to a non-index class. The popularity of DS (2wd) entries rapidly increased throughout the season and doesn't appear to be slowing down anytime soon averaging 7.0 entries per event and for the last 10 events in a row it would have made its own class in 2022.
- SS (2wd) moves from S3 to a non-indexed class. SS (2wd) entries increased throughout the year to 7.8 per event and would have made its own class in 9 events supporting its move to a non-index class for 2023.
- L4 is created, moving SSCL into its own class. While the numbers aren't quite at the level for an automatic move to their own class, they are very close and have been trending up prompting the move to their own class.
- Other notable changes:
 - ASP and BSP have been eliminated from the National Solo Rule Book.
 - Add EVX (2wd) to Street Index class S3.
 - Add EVX (4wd) to Street Index class S4
 - Add XS (2wd) to Street Index class S3.
 - Add XS (4wd) to Street Index class S4.

2022 PROSOLO SERIES SUMMARY OF CHANGES

PURPOSE OF CHANGES:

- Eliminate and adjust rules to accommodate improvements in equipment and operational efficiencies
- Incorporate new Solo classes and/or changes in class status or allowances
- Continue to seek balanced distribution of classes in the Street Index category
- Revise ProSolo Index Factors based on latest event data
- Improve event efficiency and leverage improved software/hardware

OVERVIEW OF CLASSES

- Open: 10 classes
 - Street Category (6 classes: AS, SS (2wd), CS, DS (2wd), ES, GS)

2023 ProSolo Class and PSI Updates

Solo Department

- Street Touring Category (3 classes: STS, STR, STX)
- Solo Spec Coupe (1 class: SSC)
- Open Index: 8 classes
 - Street Index: 5 classes
 - S1: SSM (2wd), SM (2wd), SMF, CSP, DSP, XA (2wd), XB (2wd)
 - S2: SSP (2wd), SSR, ESP (2wd)
 - S3: SST (2wd), STU (2wd), XS (2wd), EVX (2wd), BS (2wd), FS
 - S4: AWD cars from SSM, SM, SSP, ESP, STU, SST, STH, XA, XB, XS, EVX, SS, BS, DS
 - S5: STH (2wd), HS, FSP
 - Race Index: 2 classes
 - R1: All Modified Category Classes and KM
 - R2: All Prepared Category Classes
 - CAM Index: 1 class
 - Combined class of CAM-S, CAM-C, and CAM-T
- Ladies Index: 4 classes
 - L1: SSR plus all Street Prepared, Street Modified, Prepared, and Modified (including KM) classes.
 - L2: All Street Category classes
 - L3: All Street Touring, Extreme Street, EVX, and CAM classes
 - L4: SSC

SUMMARY OF CLASS CHANGES/ADDITIONS FROM 2022

- Add L4: (SSCL)
- Move BS (2wd) from being a stand-alone class to Street Index class S3 due to low participation numbers in 2022.
- Add EVX (2wd) to Street Index class S3
- Add EVX (4wd) to Street Index class S4
- Add XS (2wd) to Street Index class S3
- Add XS (4wd) to Street Index class S4

SUMMARY OF CHANGES TO OPERATIONAL RULES:

- Removal of 20.10.H.15 "Commit Cones". The implementation of the software's ability to detect and identify a "bye" has eliminated the need for this rule.
- Modification of 20.10.J.4 Rerun procedures have been simplified to reduce confusion and possible infractions.
- SuperChallenge operational changes. For 2023 the SuperChallenge will be a "cut line" type qualifying for the first two rounds of the 32-car qualifying rounds. **The operational procedure will be updated once finalized and documented.** (No changes to Ladies and Bonus Challenges).

2023 ProSolo Class and PSI Updates

Solo Department

- Payout for each of challenge winner (Bonus, Ladies, Super, EV) at regular season events will be doubled for SuperPass license holders.
- Challenge payouts will be paid on-site as part of the Challenge awards celebration

PROSOLO INDEX (PSI) FACTORS:

- | | |
|---------------|---------------|
| → SS: .834 | → CAM-C: .827 |
| → AS: .824 | → CAM-S: .845 |
| → BS: .814 | → XS: .858 |
| → CS: .804 | → XA: .847 |
| → DS: .803 | → XB: .855 |
| → ES: .787 | → SSM: .874 |
| → FS: .810 | → SM: .869 |
| → GS: .785 | → SMF: .853 |
| → HS: .775 | → XP: .886 |
| → SSC: .798 | → CP: .862 |
| → SSR: .852 | → DP: .860 |
| → STH: .814 | → EP: .856 |
| → STS: .808 | → FP: .870 |
| → STX: .812 | → AM: 1.000 |
| → STR: .828 | → BM: .988 |
| → STU: .830 | → CM: .895 |
| → SST: .832 | → DM: .916 |
| → SSP: .860 | → EM: .923 |
| → CSP: .857 | → FM: .923 |
| → DSP: .844 | → FSAE: .980 |
| → ESP: .837 | → KM: .938 |
| → FSP: .825 | → EVX: .838 |
| → CAM-T: .816 | |