



**Northern Pacific Division  
2007 TIME TRIALS CHAMPIONSHIP  
September 15 & 16, 2007**

**SUPPLEMENTAL REGULATIONS**

<b>Sanctions: Club Trials</b>	<b>#07-CT-17-S</b>	<b>#07-CT-18-S</b>
<b>Track Trials</b>	<b>#07-TT-25-S</b>	<b>#07-TT-26-S</b>
<b>PDX</b>	<b>#07-PDX-43-S</b>	

***“Held under the SCCA Time Trials Rules”***

All participants are expected to adhere to these Supplemental Regulations and all appropriate sections of the SCCA Time Trials Rules as amended by these regulations.

Any item or situation that is not specifically addressed by the SCCA Time Trials Rules or these Supplementary Regulations will be dealt with by the Time Trials Chief Steward, if present, and/or the Time Trials Event Chair, or designee. The Time Trials Divisional Program Manager will address the solution at a later date and may modify the decision rendered at that event.

**FORMAT:** *Reno Region reserves the right to cancel the event, or revise the format, course configuration or schedule at anytime.*

The **Track Trials** and **Club Trials** Championships will consist of one practice, one qualifying and a timed race on Saturday and also Sunday for each group. Track Trials will use Course “B” and Club Trials will use Course “G” for all sessions on both days. All cars within a group will be allowed on track for the length of the session. Qualifying times will be used to ‘set’ the grid each day and all cars within a group will start each race grouped in qualifying order. Passing will be allowed in a minimum of three zones with a point-by and on driver’s left only. Drivers competing for the Division Club Trials or Track Trials Championship must enter for both days of the event. Drivers entering for one day only, in either Club Trials or Track Trials may enter one day, or both days and receive region points for one or both days.

A non-competitive, non timed **Performance Driving Experience** is included for drivers wishing to participate but do not wish to compete. The PDX can be entered either Saturday or Sunday or both days. The PDX is planned to run on Course “G” but is subject to change. The PDX drivers will be offered four 20 minute sessions on track both days. Passing will be allowed in a minimum of three designated passing zones and with a point-by on driver’s left only and at the discretion of the Chief Driving Instructor.

The preliminary schedule anticipates two Track Trials groups, one Club Trials Group and two PDX groups. The number of groups may be adjusted to match entry numbers prior to the start of the event.

***ENTRY FEES***

Club Trial/Track Trial	One Day, Either Sat or Sun	\$150
	Both Days	\$250
PDX	One Day, Either Sat or Sun	\$125
	Both Days	\$200
	Late Fee, Entries Received After Sept 8, 2007	\$ 25
	Walk-ons, No Pre- Registration	\$ 50

*Transponders available (\$25 rental fee) at Reno-Fernley Raceway events*

## **DRIVER & LICENSE REQUIREMENTS**

**PDX:** SCCA membership is recommended but not required. A Participation Log is required. TT Novice Permit or Competition License holders, or alternative are not required to have a Participation Log. Long sleeved cotton shirt, long pants and full coverage shoes and a Snell M 95 or higher helmet are required.

**Club Trials:** A current SCCA membership or valid temporary SCCA membership is required. A Participation Log must be submitted at registration. Long sleeved cotton shirt, long pants, full coverage shoes and a Snell rated M-90 Helmet or higher are required

**Track Trials:** A current SCCA membership is required. A Time Trials Novice Permit or Competition License or higher is required. Driver's safety equipment includes approved driving suit and SA 2000 or newer helmet.

## **CAR NUMBERS**

All CT & TT Competitors are requested to place car numbers (no more than three digits) and car class designation on both sides of the car. Car numbers should be a minimum of 8" tall with a 1½" with a 1½" stroke and Class Identifiers should be a minimum of 4" tall.

PDX participants are not required to have identification numbers.

## **TRANSPONDERS**

All Club Trials and Track Trials competitors are required to use AMB 260 transponders to be scored.

Transponders or alternate timing devices are not allowed in PDX at this event.

## **LOGBOOKS/SAFETY INSPECTION**

A vehicle safety inspection is required for all cars entered in this event. A Standard SCCA Vehicle Log book or SCCA Time Trials Vehicle log book with notification of Annual Tech meets this requirement. Also, for Club Trials and PDX a region issued Annual Tech Sticker will be accepted.

## **CAR CLASSIFICATION AND ELIGIBILITY**

### **Performance Driving Experience**

All automobiles that are street legal and possess a current valid license and registration; and meet the inspection required by TTR section 9.2.1, pg. 42, items C thru O and items R and S. Proof of annual Tech Inspection in Time Trials or Club Racing shall meet this requirement. Vehicles that are not street legal must be eligible for classification in GCR classes of SS, Touring or IT; or Solo Categories Stock, Street Touring, Street Prepared or Street Mod. Open wheeled cars are not allowed in the PDX and convertibles must have factory rollover protection, a removable factory hardtop installed with factory attachments or a roll bar as specified in TTR, section 11.1, pg. 55.

### **Club Trials**

Cars prepared to Time Trials Stock or Production classification do not require roll bars except convertibles. Convertibles and cars prepared to Time Trials Race classification must be equipped with a roll bar or removable hardtop or factory roll over protection as specified in TTR, section 11.2, pg. 58. All Club Trials cars must also have proof of Annual Tech or meet the inspection requirements of TTR, section 9.2.1, pg. 42, items C thru O and items R and S.

### **Track Trials**

All Track Trials cars must have, at a minimum, a roll bar meeting the requirements of TTR section 11.3. All Track Trials cars should have a SCCA time Trials Vehicle Logbook or a Standard SCCA Vehicle Logbook with proof of annual tech. Vehicles which do not have annual tech must meet the inspection requirements of TTR, section 9.2.1, all items.

### **Car Classifications**

There will be three categories of car preparation: Time Trials Stock, Time Trials Production and Time Trials Race. These three categories will place cars that are prepared to SCCA Club Racing and SCCA Solo rules. Some cars may be classed by Time Trials Chief of Tech, Chief Steward or designee.

**A. Stock Classes**

Cars in Stock classes will be prepared to SCCA Showroom Stock Rules and SCCA Solo Stock Category Rules. All forced air inducted automobiles, powered by a gasoline engine, will be classed by doubling their displacement.

- SS – All cars with a displacement over 4.5 liters.
- SA – All cars with a displacement from 3.0 liters to 4.5 liters.
- SB – All cars with a displacement from 2.1 liters to 2.9 liters.
- SC – All cars with a displacement of 2.0 liters or less.

DOT Tires (street and/or R compound) are required.

**B. Time Trials Production Classes**

The Time Trials Production (TT) classes provide a formulaic method for classifying cars for **Club Trials** and **Track Trials** competition. These classes are intended for, but not limited to, vehicles that are normally classed in the Street Prepared, Street Touring, and Street Modified Solo classes.

It is assumed that cars competing in the Time Trials Production classes are prepared beyond the Showroom Stock classes, but not to the specifications of the Club Racing classes defined in the GCR. It is also assumed that Time Trials classed cars will have similarly prepared suspension and brakes, making considerations for such modifications unnecessary for classification purposes. It is understood that these classifications may be inappropriate in some cases. In such cases, the event officials are given the authority to make changes with regards to an individual's car classification in the interest of balanced competition.

Cars Eligible: Commonly available production automobiles intended for street use, modified for Club Trials or Time Trials competition (original frame or unibody), and on DOT approved tires (street or R-compound). It is recommended that cars eligible for Showroom Stock participate in their stock class. Likewise cars prepared for SCCA Club Racing should participate in their GCR defined class. However, all production based cars are eligible for Time Trials Production classification.

Classification: Cars will be classed by their equivalent engine displacement (liters) and shall compete in their applicable Time Trials Production class listed below. A vehicle's equivalent displacement is determined by the current (factory or modified) displacement multiplied by 1 + the sum of the appropriate modifiers (listed below), and rounded to the nearest 0.1 liter to determine the final classification. Please note that more than one modifier can apply to one car, but each modifier can be applied only once.

Time Trials Production Classes		
Class	Minimum Displacement (liters)	Maximum Displacement (liters)
TT-1	8.0	Unlimited
TT-2	5.7	7.9
TT-3	4.8	5.6
TT-4	4.0	4.7
TT-5	3.2	3.9
TT-6	0.0	3.1

Weight Modifier Calculations: For use with the weight modifiers, the car must be weighed in race trim, with driver. Cars will have their weight signed off in their log book by an SCCA tech inspector, in order to prevent having to reweigh the vehicle at every event. It is the driver's responsibility to maintain the weight of the vehicle at the signed off weight (+/- 10 lbs), or have the vehicle reweighed and signed off if the weight is changed. If scales aren't available at an event for classification use, the factory specified curb weight of the vehicle may be used to classify the vehicle.

Displacement Modifier Chart		
Modifier	Name	Notes
-0.25	Diesel	Applied to any vehicle that runs on diesel fuel.
2.00	Rotary	Applied to any vehicle powered by a rotary motor.
0.80	Forced	Applied to any turbocharged or supercharged vehicle.

Displacement Modifier Chart		
	Induction	
0.40	Altered Boost	Applied to any vehicle running non-factory levels of boost (via boost controllers, wastegate modification, ECU reprogramming, other electronic engine management, blow off/pop off valve changes, pulleys, and/or porting/polishing of forced induction components). "Non-factory" boost is defined not only as peak boost changes, but boost curve changes as well. This includes normally aspirated cars that have added forced induction. Changes in boost levels as a result of modification to systems not directly related to boost control (i.e. changes to exhaust systems, intercoolers/after coolers, intake, etc.) are permitted without requiring the application of this multiplier.
0.25	Multi-valve	Applied to any vehicle with three or more valves per cylinder.
0.25	Multi-cam	Applied to any vehicle with two or more camshafts.
0.50	Variable Valve Timing	Applied to any vehicle with variable valve timing (including but not limited to Honda VTEC, Toyota VVTi, Subaru AVCS, BMW Vanos, etc.)
Variable	Lightweight	Applied to any vehicle weighing (with driver) less than 2700 lbs. Modifier is 0.001 for every pound less than 2700.
Variable	Heavyweight	Applied to any vehicle weighing (with driver) greater than 3200 lbs. Modifier is -0.001 for every pound over 3200.

### C. Time Trials Production Class Worksheet

It's just like doing your taxes!

Online version available at <http://www.seccs.org/ttclass.php>

Officially weigh your car:			
		Trials Weight (lbs), actual race weight, including driver (if scales are unavailable, use factory specified curb weight)	Line 1

If your Trials Weight (line 1) is less than 2700 lbs:			
	2700	lbs	Line 2
-		Trials Weight (from line 1)	Line 3
=		Applicable Weight	Line 4
*	0.001	Per Applicable Pound Modifier	Line 5
=		Lightweight Modifier	Line 6

If your Trials Weight (line 1) is greater than 3200 lbs:			
		Trials Weight (from line 1)	Line 7
-	3200	lbs	Line 8
=		Applicable Weight	Line 9
*	-0.001	Per Applicable Pound Modifier	Line 10
=		Heavyweight Modifier (a negative number)	Line 11

Calculate your displacement modifier			
	1.0	Base modifier	Line 12
+		Diesel? (-0.25)	Line 13
+		Rotary? (2.00)	Line 14
+		Forced Induction? (0.80)	Line 15
+		Altered Boost? (0.40)	Line 16
+		Multi-Valve? (0.25)	Line 17
+		Multi Cam? (0.25)	Line 18
+		Variable Valve Timing? (0.50)	Line 19
+		Weight Modifier? (from line 6 or 11 if applicable)	Line 20
=		Displacement Modifier	Line 21

Calculate your classification displacement and class			
		Actual Engine Displacement (Liters)	Line 22

*		Displacement Modifier (from line 21)	Line 23
=		Equivalent Displacement (Liters)	Line 24
		Round to the nearest 0.1 Liter	Line 25
=		Classification Displacement (Liters)	Line 29
		Lookup in Displacement Table	Line 27
=		Time Trials Class	Line 28

**D. Race Prepared Classes**

SCCA GCR class structure shall be used to place automobiles competing on racing slicks in their appropriate Time Trials class. Cars that are prepared to SCCA Club Racing Improved Touring Rules and compete in Club Racing shall run their SCCA GCR IT classification.

1) Production Based Race Cars

SCCA Race GCR Classes are: GT1, GT2, GT3, GT4, GT5, EP, FP, GP, HP, ITA, ITB, ITC, ITD, ITE, ITS. Three additional Reno Regional production-based classes for cars that do not conform to SCCA Production or GT Rules are added: SPO (5.0 liters and over), SPM (2.3 to 5.0 liters), SPU (under 2.3 liters).

2) Purpose Built Race Cars (All Open Cockpit)

Formula cars and Sports Racing cars shall use SCCA GCR classes.

a) Formula Car classes are: Formula E, Formula Atlantic, Formula Mazda, FF 2000 (Club Ford), Formula Ford, Formula Vee and Formula S. Formula S is for all GCR-legal Formula cars that do not conform to SCCA Formula Classes listed. Solo 'Solo Atlantic' cars will compete in Formula S. All Solo 'A' Modified cars and 'Specials' that wish to participate must be in compliance with SCCA Formula S specifications and compete in that class.

b) Sports Racing Car Classes are: ASR, CSR, DSR, SRF  
ASR and is for all GCR-legal Sports Racers that do not conform to the SCCA Sports Racing Classes listed. Solo 'B' Modified Sports Racers will compete in ASR.

c) Spec. Car Classes are: Spec. Miata, Pro-7 Mazda. Cars will be prepared to SCCA rules.

**CLUB TRIALS AND TRACK TRIALS NORPAC DIVISION CHAMPIONSHIP EVENT AWARDS**

Class awards will be based on the total of the best times from the race both days.

Awards will be given to all class winners in Club Trials and Track Trials independent of each other.

Award will be distributed based on class participation as follows:

1 driver	1 award
2 drivers	1 award
3 drivers	2 awards
4 or more drivers	3 awards

**EVENT OFFICIALS**

Chief Stewards – Jim Gandy # 212716 & Mark McCloskey # 308793

Safety Steward – Dick Lewis # 228205

Chief Driving Instructor – Dean Benz # 273039

Chief of Tech – Vic Chalk #350668

Registrar – Carol Deborde # 234195

Event Chair – Dave Deborde # 233086

Grid – Karla Bynum

Emergency – Bynum

Social – Mona Gilbert