



**RENO REGION SCCA
2007 TIME TRIALS PDX/TRACK TRIALS PROGRAM**

SUPPLEMENTAL REGULATIONS

(12-22-06)

All events are conducted under the 2007 SCCA Time Trials Rules (TTR) and are insured under the SCCA Master Plan. It is the responsibility of each driver to review these Supplementary Regulations prior to entering an event. This issue supersedes all previous editions.

All participants are expected to adhere to these 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, at the event that the situation occurred. The Time Trials Divisional Program Manager will address the solution at a later date and may modify the decision rendered at that event.

1. SCHEDULE

Reno Region Events

May 19, 2007(Sat.)	PDX/Track Trials	Reno-Fernley Raceway
June 30, 2007(Sat)	PDX/Track Trials	Reno-Fernley Raceway
July 21, 2007 (Sat)	PDX/Track Trials	Reno-Fernley Raceway
August 11, 2007 (Sat)	PDX/Track Trials	Reno-Fernley Raceway
September 15-16, 2007	Track Trials	Reno-Fernley Raceway

Reno Region reserves the right to revise or cancel any event at anytime.

2. ENTRY FEES

Reno-Fernley Raceway

Performance Driving Experience (PDX)	\$175.00 single day
Track Trials (If PDX Instructor)	\$75.00 single day*
Track Trials (Not PDX Instructor)	\$150.00 single day*
Track Trials	\$150.00 single day*
Track Trials	\$250.00 two day*

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

Other Locations

Entry fee will be determined based upon the expenses at that site.

3. PERFORMANCE DRIVING EXPERIENCE (PDX) PARTICIPATION RULES

- A.** This is a non-competitive event and sessions will not be timed. Instruction and the practice of performance driving and car handling will be emphasized over top speed and fastest lap times.
- B.** All students must possess a valid driver's license from the State in which they reside. SCCA membership is not required.

- C. A driver's meeting is required each day of the event (per the TTR) and will cover mandatory procedures for that day. Attendance is mandatory for all drivers.
- D. Vehicles must meet the eligibility requirements as listed in the TT Rules. Vehicles need not be street legal. If not street legal, the vehicle must meet the GCR requirements for SCCA Showroom Stock, Touring, IT, or Solo 2 Stock, Street Prepared, Street Touring or Street Modified categories.
- E. Roll bars are strongly recommended in all vehicles and are REQUIRED in all open top automobiles. Roll bars must meet, at a minimum, the standards specified in the Time Trials Rules.
- F.** Every effort will be made to offer all PDX drivers five 20 minute track sessions however the number of sessions and/or session length may be altered at the discretion of the Reno Region Time Trials Chief Steward.
- G.** Instructors will be provided at a ratio of 1:1 for Novice drivers and 1:2 for Intermediate drivers and 1:4 for Advanced drivers. Instructors will ride with all beginning drivers, if possible, during their initial session but may observe or use a lead/follow technique for subsequent laps.
- H. All vehicles must pass a Safety Inspection per TTR 11.2.1 items C thru O and items R and S before entering the track.

4. TRACK TRIALS COMPETITION RULES

- A.** This is a competition based event intended for drivers with previous track experience. Instruction will be provided for Novice drivers if requested. In keeping with the competitive nature of the event, a higher level of car preparation and driver safety equipment is required, as defined in the Time Trials Rules Appendix 5, Section 17.
- B.** License requirements. All competitors must possess a valid drivers license issued in the State of residence, must be a current SCCA member and must possess a Time Trials Novice Permit, Time Trials Competition License or higher.
- C.** Logbook/Safety Inspection. A Reno Region SCCA Time Trials Vehicle logbook, issued by the Chief of Tech, is required for Track Trials. The standard SCCA Vehicle Logbook meets this requirement. Track Trials participants may request Annual Tech.
- D.** All Track Trials cars are required to have a functioning AMB transponder (transX 260) to be able to receive times and compete for points
- E.** Car Numbers. Annual reserved numbers are available through the Registrar and will be guaranteed up to the Friday before the event. Then they become available to anyone for the event. Unreserved numbers will be assigned in order of receipt of entry.
- F.** A driver's meeting is required each day of the event (per the TTR) and will cover mandatory procedures for each day of the event. Attendance will be mandatory.
- G.** Event Format

Practice

At a minimum, one 20 minute practice session will be offered. .

- 1)** Time allotment for the practice sessions may change due to unforeseen circumstances.
- 2)** Drivers will be placed in run groups for practice sessions.

Qualifying

There shall be a minimum of one 20 minute session. The best single qualifying lap time will be utilized to determine grid position for the Track Trials Race. Practice is open to all cars participating in the Track Trials event.

- 1)** Should the event not be completed, qualifying times may be used to determine trophies and class placement for points.
- 2)** Drivers who do not participate in a qualifying session will be assigned a grid position for the Race by Time Trials Chair or designee.

Track Trails Race

- 1)** Each contestant will be offered two 20 minute races.
- 2)** Drivers will be gridded for race #1 by their qualifying time. Drivers for race #2 will be gridded based upon their finishing position in race #1 or their best qualifying time at the discretion of the Chief Steward.

5. RENO REGION TRACK TRIALS CHAMPIONSHIP - EVENT POINTS AND AWARDS

The season Track Trials Class Championships will be awarded based upon total points earned during the 2007 Time Trials Season. Championship points will be distributed as follows:

<u>Points:</u>	<u>Place</u>	<u>Points</u>
	1	10
	2	8
	3	6
	4	5
	5	4
	6	3
	7	2
	8	1

B. Season Championship Awards

- 1)** All drivers who enter the minimum number of events to qualify will receive a Championship Award based on Class Finishing Position.
 - a) An entrant is a driver who pays an entry fee to an event and receives no refund of his/her entry fee if driver cannot participate in the event.
- 2)** The best five (5) finishes of **eligible** events entered by each driver shall be counted for Class Championship Awards. Drivers must compete in a minimum of three (3) Reno Region events to qualify for Championship Awards. Drivers choosing to use non-Reno events (maximum of 2) must submit a copy of the results for each event to the Time Trials Regional point's keeper no later than 20 days following the event.
- 3)** Should a Reno Region Time Trials event be cancelled, those entrants who pre-registered for the event will have that event counted as an attended event for series points. No points will be awarded for an event that has been cancelled.
- 4)** Class Awards will be based on best times from each event.
- 5)** Awards 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

D. Restricted/Limited Entry Events

A list will be maintained of all drivers who have competed in Reno events for the current season. When the number of entries is limited for an event, drivers on this list will be given priority for entry based on:

- 1) Receipt date of the entry.
- 2) Total number of previous events entered.

When the total number of allowed entries for the event has been reached, all other entries shall be placed on a waiting list. The priority of the waiting list will be based on the receipt date of the entry and total number of previous events entered.

6. CAR CLASSIFICATIONS AND VEHICLE REQUIREMENTS

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. Cars running in the Reno Region Time Trials Series may choose one standard set of rules to prepare their competition vehicle. Drivers must be in possession of the rulebook that they used to prepare their cars should there be a question of allowed modifications. Failure to have this documentation may result in an unfavorable decision by a protest committee. Preparation allowances between the different sanctioning bodies may not be combined. SCCA Safety Requirements will be strictly adhered to. Some cars may be classed by Time Trials Chair or designee.

NOTE: This document constitutes the official class structure and allowances for this series. Information acquired from the Internet and Web sites is for information only and does not constitute official rules and regulations.

- 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.

- B. Time Trials Production Classes (Rev. 1.1.9) Purpose: The purpose of the Time Trials Production (TT) classes is to provide a formulaic method for classifying cars for Club and Trials competition. These classes are intended for, but not limited to, vehicles that are classed in the Street Prepared, Street Touring, and Street Modified Solo classes.

Time normally

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. Event officials are given the authority to make changes with regards to an individual's car classification in the interest of balanced competition. Any changes to an individual's car classification will be documented by the event officials with the reasons for the change and sent to the Time Trials Divisional Program Manager.

Cars Eligible: Commonly available production automobiles intended for street use, modified for 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 Induction	Applied to any turbocharged or supercharged vehicle.
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.
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	Applied to any vehicle with variable valve timing (including but not limited to

Displacement Modifier Chart		
	Timing	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.

- 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. Formula Car classes are: Formula Atlantic, Formula Mazda, FF 2000 (Club Ford), Formula Ford, Formula Vee. Formula S is for all GCR-legal Formula cars that do not conform to SCCA Formula Classes listed. Solo II '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. Solo II 'Solo Atlantic' cars will compete in Formula S. All Solo II 'A' Modified cars and 'Specials' that wish to participate must be in compliance with SCCA Formula S specifications and compete in that class.
- S,
- a) 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 II 'B' Modified Sports Racers will compete in ASR. Solo II 'B' Modified Sports Racers will compete in ASR.
 - b) Spec. Car Classes are: Spec. WRX, Spec. Miata, Pro-7 Mazda. Cars will be prepared to SCCA rules.