



**RENO REGION SCCA  
2006 TIME TRIALS CHAMPIONSHIP**

**SUPPLEMENTAL REGULATIONS**

All events are conducted under the 2006 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.

The Time Trials Administrative Council (TTAC) has final authority for the content of these rules. Effective date of these Supplementary Regulations is March 1, 2006.

**1. SCHEDULE**

Reno Region Events

April 29, 2006	ClubTrials/TrackTrials	Reno-Fernley Raceway
June 10-11, 2006	ClubTrials/TrackTrials	Lovelock NV, Derby Airfield
July 22-23, 2006	ClubTrials/TrackTrials	Reno-Fernley Raceway*
Sept 16-17, 2006	ClubTrials/TrackTrials	Reno-Fernley Raceway*

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

NorPac Divisional Time Trials Championship

Sept 16-17, 2006	Reno Fernley Raceway*
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Allowable Non-Region Events (maximum of 2)

1. Other SCCA Time Trials (i.e. ORE, NWR, etc.)
2. Other events may include Hillclimb events outside of the Reno Region.

*All cars are required to have a functioning AMB transponder (transX 260) to be able to compete*

**2. ENTRY FEES**

Club Trial @ Lovelock Derby Airfield	\$50.00/day
ClubTrial/TrackTrial @ Reno-Fernley Raceway	\$150.00 single day
	\$250.00 two day weekend

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

Other locations will have entry fee prices based on the expense of that site.

**3. LICENSES**

All drivers must be SCCA members have the minimum licensing requirements as set forth in the TTR's to participate. Club Trials require a Participation Log and Track Trials require a TT Novice Permit or TT Competition License or higher.

**4. 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.

**5. TRANSPONDERS**

Transponders are required for all Club Trials and Track Trials cars entered at Reno-Fernley Raceway SCCA Time Trials events.

**6. LOGBOOKS**

A standard SCCA vehicle logbook is required for Track Trials and Hillclimbs. Club Trials may use a Reno Region Time Trials logbook for participants requesting Annual Tech.

**7. CLUB TRIALS COMPETITION RULES (Time Trials Level 2)**

**A.** 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 is mandatory for all drivers.

**B.** A flying start will be utilized in all Reno Region Club Trials events as defined in TT Rules Part 1. Section 4.3. A timed session will include a minimum of two sequential timed laps following one warm-up lap. The start of the first timed lap will be signified by a waiving green flag. Subsequent timed lap/laps will be signified by a standing green flag. A checkered flag shall indicate the completion of the last timed run.

**C.** Timing and scoring at all Reno Region Club Trials events will comply with TTR, Part 1. Section 4.4. A two second penalty will be added for each course marking pylon displaced during timed runs.

**D.** A practice session will be, at a minimum, two sequential laps at Lovelock or 20 minutes at Reno Fernley. If possible, at least two practice sessions and one timed session will be offered each day. All competitors must make at least one practice session unless the requirement is waived by the Chief Steward.

**E.** As indicated in TT Rules, a competitor may enter as many cars in as many classes as he/she wishes, however the same car can not be entered in more than one class or category in a single event, or enter more than once in a single class.

**F.** Instruction will be offered for all competitors at Reno Club Trials events **and will be required for first time competitors.**

**G.** Passengers may ride along for instructional purposes only if they are competitors registered for the event. No passengers are allowed during any timed sessions. Passenger safety items must meet or exceed driver's requirements.

**H.** All applicable automobile requirements specified in TT Rules Appendix 4, Section 11.2.1 Items C thru and R and S for Club Trials and Section 11.2.1 items A thru Z plus AA thru DD.  
*NOTE:*

**8. TRACK TRIALS COMPETITION RULES (Time Trials Level 3)**

- A.** 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.
- B.** Practice/Qualifying & Actual Timed Runs
- 1) Practice and qualifying time allowed for Track Trials will be a minimum of two 20 minute sessions. Actual Timed Runs will be a minimum of 3 timed laps plus one warm up and one cool down lap.
  - 2) Time allotment for the practice, qualifying and timed run sessions may change due to unforeseen circumstances.
  - 3) Drivers may be placed in run groups for practice sessions.
- C.** Practice/Qualifying Sessions
- 1) There shall be a minimum of two sessions. They may be timed and be used to place cars within a specified run group for the timed run sessions. Practice is open to all cars participating in the Track Trials event.
  - 2) Should the event not be completed, qualifying times may be used to determine trophies and class placement for points.
  - 3) Drivers who do not participate in these sessions shall be grouped for the timed run sessions by Time Trials Chair or designee.
  - 4) Passing (if used for the event) will be permissible in clearly defined and marked zone(s) on straight(s) following the "exit" area from a corner and preceding the "braking" area for the following corner. A driver being overtaken must point to the left, which is the only side the overtaking driver may pass on.
  - 5) Passing on other areas of the course shall be prohibited unless the vehicle being overtaken is obviously disabled and the driver of the vehicle has clearly indicated his intent to have the overtaking vehicle pass him. Passing on the right is only allowed as an evasive maneuver to avoid involvement in an on track incident. Observation reports from course workers shall be used for verification should this occur.
  - 6) Passing occurring under any circumstances, other than those stated in 4) and 5) above, shall be penalized by immediately bringing the vehicle doing the overtaking and passing off the course (i.e. - black flagged). The driver of that vehicle shall then be disqualified from further participation in the practice session. A second passing violation will result in disqualification from the competition event.
  - 7) Repeated or flagrant violations of illegal passing as defined in 4) and 5) above may result in suspension from future events and/or revocation of the driver's competition license. Neither penalty shall exceed 1 year in duration.
- D.** Timed Run Sessions
- 1) Each contestant will receive a minimum of two timed runs per the TTR. A timed run is defined as one full lap of the course being completed (i.e. - 'hot lap') following an initial warm up lap.
  - 2) Drivers will be gridded by their practice/qualifying time.
  - 3) Two-driver cars will be gridded by the Time Trials Chair or designee.
  - 4) Should time allow more than one run for some drivers, but not for all, only the first time shall be used to determine the trophy and points distributed for that class.
  - 5) Passing in previously designated passing zones (if used for the event) during timed run sessions may be prohibited at the discretion of the event organizers and/or stewards.
  - 6) If for any reason a driver is forced to stop their car on the course during the event at any time, the driver shall place their car as far to the right as possible and in such a manner as to not cause any danger or obstruction to the other competitors.

## 9. RENO REGION CHAMPIONSHIP/EVENT POINTS AND AWARDS

The season championship will be a total of events assigned to the program. These events may include Club Trials, Track Trials or Hillclimb events outside of Reno Region. There will be a minimum of three (3) Reno Region events and a maximum of five (5) events from the list in 1. above.

A.	<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. Championship Awards**

- 1) The drivers who earn the most points in their class and who have attended the minimum number of events will receive a Class Championship Award.
- 2) All participants who enter the minimum number of events to qualify may 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.
- 3) 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. Championship points will be earned by attending the events listed to qualify. 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 points keeper no later than 30 days following the event.
- 4) 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.

**C. 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.

**D. Event Awards**

- 1) Class award points will be based on best times from each event.
- 2) Award points will be given to all class winners.
- 3) Award points will be distributed based on class participation as follows:
 

1 driver	1 point
2 drivers	1 point
3 drivers	2 points
4 or more drivers	3 points

**10. 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.

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

**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 Time 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. Finally, it is understood that these classifications are new and based on limited data and experience, and will therefore 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. 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 and the SCCA Time Trials Administrative Council for review.

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 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. 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

+		<i>Altered Boost? (0.40)</i>	Line 16
+		<i>Multi-Valve? (0.25)</i>	Line 17
+		<i>Multi Cam? (0.25)</i>	Line 18
+		<i>Variable Valve Timing? (0.50)</i>	Line 19
+		<i>Weight Modifier? (from line 6 or 11 if applicable)</i>	Line 20
=		<i>Displacement Modifier</i>	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 S, 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 II '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.
- 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 II 'B' Modified Sports Racers will compete in ASR. Solo II 'B' Modified Sports Racers will compete in ASR.
- c) Spec. Car Classes are: Spec. WRX, Spec. Miata, Pro-7 Mazda. Cars will be prepared to SCCA rules.

#### E. Specific Safety Regulations

- 1) Nitrous and other fuel enhancement injection systems are not allowed. Cars equipped with such systems must remove the bottles used by the system prior to being allowed on the racetrack.
- 2) The TTR allows for the use of the GCR Section 20 Driver Restraint Systems that are up to five (5) years in age. It is highly recommended that the age

requirements for driver restraint systems as set forth in the GCR Section 20 be followed.