

# Reno Region 2019

## TRACK EVENT & TIME TRIAL CHAMPIONSHIP SERIES



### SUPPLEMENTARY REGULATIONS

Scheduled Events: June 08, 2019	TE & Time Trial #1	Thunderhill West
August 03, 2019	TE & Time Trial #2	Thunderhill West
September 07, 2019	TE & Time Trial #3	Thunderhill West
October 12, 2019	TE & Time Trial #4	Thunderhill West

### *“Held under the SCCA Time Trial Rules”*

All participants are expected to adhere to the 2019 SCCA Track Event and Time Trials Rules as amended by these supplemental regulations. Track Event Rules may be accessed at <https://www.scca.com/pages/scca-track-events>. Time Trials Rules may be accessed at [timetrials.scca.com](http://timetrials.scca.com).

Any item or situation that is not specifically addressed by the SCCA Track Event or Time Trials Rules or these Supplementary Regulations will be dealt with by the Time Trials Competition Director or Event Lead, if present, or designee. The Division Time Trials Administrator will address the solution at a later date and may modify the decision rendered at the event.

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

### ENTRY FEES

### Thunderhill

Track Event	
Introductory 1 <sup>st</sup> Time Only	\$175
Regular Entry	\$220
Time Trials	\$220
Transponders Rental (Required in TT)	\$25
Registrations received after cut-off date & Walk-ons	Add \$25

**INTRODUCTORY OFFER** to entice first time drivers to get involved in a TE event in novice class and get full event privileges at a reduced introductory rate.

## **TRACK EVENT (TE)**

**Section I:** TE is intended for drivers that wish to learn to drive at speed on a closed course and participate in performance driving on-track. Instruction is required in TE Novice and available on request in TE Intermediate/advanced group. Timed competition is not allowed. TE will be run on any approved course configuration at the discretion of event organizers. TE drivers will be offered a minimum of four 20-minute sessions. Entrants will be placed in groups based on experience level at the discretion of the Event Lead and/or Chief Driver Coach. Passing will be allowed in designated passing zones with a point-by at the discretion of the Chief Driver Coach. Passing rules may vary by group and driver experience level.

SCCA Track Event (TE) is designed to concentrate on driver enjoyment, philosophy, and the application of performance driving techniques. TE provides a constructive learning environment that stresses proper driving techniques in a noncompetitive environment.

Motorsports are inherently dangerous. These rules are intended to assist the orderly conduct of a motorsports activity and are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, by properly using superior safety gear, by paying attention, and by reporting unsatisfactory issues to the event officials.

## **Section II Driver Requirements:**

All drivers must meet the following:

- Hold a valid government issued driver's license
- Have a Weekend or Full SCCA Membership

Drivers 17 years old or younger must contact event officials before the event. Minors must have:

- a completed SCCA MS-L minor waiver (Form MS-L).
- a Weekend or Full SCCA Membership
- a valid government issued driver's license

All drivers must attend all mandatory drivers' meetings, classroom sessions and debrief sessions and must drive in a manner consistent with the safety nature of the event.

A Participation Log is required and is available at registration for no-charge. TT Novice Permit or Competition License holders, or alternate license holders are not required to have a Participation Log.

Driver Equipment All required driver's safety equipment must be in good condition, free of defects, holes, cracks, frays, etc.; and worn at all times while on track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the condition of safety equipment and compliance with all SCCA Rules, regulations and agreements including, but not limited to those contained in the Track Event Rules and the Reno Region SCCA Track Event Supplementary Regulations.

Required Driver Equipment includes:

- 5.1 Helmets: The latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005); or SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A; or ECE R22.05; or FIA standards 8859-2015, 8860-2010, 8860-2004; or British spec BS6658-85 type A.
- 5.2 Clothing: Clothing must be worn. It is recommended that clothing be made of natural fibers. Shoes covering the entire foot must be worn.

## **Section IV Minimum Automobile Safety Standards:**

All vehicles must meet, at a minimum, the Level 1 safety standards spelled out in TE Rules Section IV

The entrant is responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Drivers must have a Technical Inspection (Tech) Sheet completed, if required, and available to present to an SCCA Official.

All vehicles which have SCCA Time Trials or SCCA Club Racing Vehicle log books are eligible for Annual Tech. All TE vehicles may obtain vehicle log books. For vehicles without a roll bar the VIN number may be utilized in place of an assigned roll bar serial number. SCCA Time Trial Vehicle Log Books are available for purchase from Tech. Vehicle Log Books are not transferable among vehicles.

Note: There is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars, and helmets meet the highest safety standards possible.

### Vehicle Eligibility:

Street legal vehicles meeting the following requirements are eligible to participate in Reno Region TE. Street legal is defined as a car which meets local requirements for inspection (if applicable) and possess a current, valid license and registration. Vehicles that are not street legal must be eligible for classification in the GCR classes of B-Spec, Spec Miata, Touring 1 - 4, or Improved Touring; or the Solo classes of Stock, Street Touring, Street Prepared, or Street Mod. No vehicles that are prepared beyond these allowances shall be permitted to participate. Open wheel cars are not allowed.

All vehicles must provide factory original (or better) seats that are securely mounted, seatbelts (SFI or FIA rated are recommended), and roll over protection for both driver and in-car instructor (if used).

- Hardtop and Targa top vehicles are allowable.
- Convertible vehicles operating with factory roll over protection system are allowable. See TE Rules 1.2, 1.2.1, 1.2.2, 1.2.3 and 1.3 for additional information. Other convertibles should have either a factory hardtop or a 4 point roll bar. If a roll bar is used, it should meet the roll bar requirements found in the TT/HC Rules.
- Vehicles that are in compliance with road race, solo, rally or time trial rules are allowable.
- Drivers of open top vehicles should use arm restraints or run with the top up.
- Track Event (TE) participants are required to have car numbers (no more than three digits) on both sides of the car. Car numbers should be a minimum of 8" tall with a 1½" stroke.

## ***TIME TRIALS (TT)***

**Section I:** TT is a timed competitive region championship series and will consist, at a minimum, of one Practice/Qualifying and three Time Attack Sessions for each group at each event. Drivers will be placed into one of the two practice/qualifying groups based upon anticipated lap times rather than vehicle classification. Times from the group Practice/Qualifying session will be used, in part, to 'set' the grid for the Time Attack sessions. Cars may be moved to another group following the practice/qualifying session to minimize speed/lap time difference. Cars within a group will start each Timed session in qualifying order based upon fastest time in the previous session (starting order may be altered by the Competition Director). Driver/Entrant may request to start at the back of the group. Passing will be allowed in Time Trials anywhere on course unless restricted by the Competition Director. Point by requirements vary according by group as defined in the Time Trials Rules and at the Driver's Meeting. Transponders are required in Time Trials.

Motorsports are inherently dangerous. These rules are intended to assist the orderly conduct of a motorsports activity and are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, by properly using superior safety gear, by paying attention, and by reporting unsatisfactory issues to the event officials.

### **Section II Driver Requirements**

All drivers must meet the following:

- Have a weekend or full membership of the SCCA.
- Hold a valid government-issued driver's license.
- Must be able to handle the physical and mental demands of competition for the length of a session for each session of the event.
- A Time Trials License from the SCCA/recognized sanctioning body or a competition license from a recognized sanctioning body. (Novice SCCA Time Trials license holders with little or no track driving experience are strongly encouraged to gain experience in Track Event (TE) prior to entering Time Trials)

Drivers 17 years old or younger must contact event officials before the event. Minors must have:

- A completed SCCA MS-L minor waiver (Form MS-L).
- A weekend or full SCCA membership
- A valid government issued driver's license
- A Time Trials License from the SCCA/recognized sanctioning body or a competition license from a recognized sanctioning body. The following competition licenses are accepted for Time Trials Events:
  1. SCCA Novice and Full Competition License
  2. Any license listed in the SCCA General Competition Rules, Section 2.8.B.
  3. Canadian ACN-FIA Licenses.
  4. Other sanctioning body Time Trials Licenses (drivers should be placed in groups with the closest passing rules to their issuing sanctioning body or club).

### **SCCA Time Trials Driver Fitness Guidelines:**

SCCA Time Trials Drivers should be able to participate in competition in a car at high speeds for extended periods of time. This form is a guide and tool for you to determine if you are medically qualified to participate in a Time Trials event. Failure to be able to deal with the stresses of automobile competition may jeopardize the driver or others while attending a competitive event.

Drivers entering an SCCA Time Trials Event should be able to handle the physical and mental demands below for the length of a session for each session of an event.

The functional suggested requirements of a driver in a competition automobile are:

1. Ability to rapidly operate acceleration, braking, and steering mechanisms/systems.
2. Vision: distant vision correctable to 20/40 each eye, ability to distinguish basic colors, and peripheral vision to 70 degrees in the horizontal median for each eye.
3. Should have minimal chance of sudden incapacitation from any disease process.
4. Ability for rapid mental activity, problem solving, and decision-making.
5. Ability to maintain an aerobic level heart rate for more than 20 minutes.

The environment the driver may operate in is:

1. Temperature extremes from 0 degrees (F) to 120 degrees (F) for long periods of time.
2. Smoke, fumes, vapor, caustic chemicals, and dust.
3. Loud noise and vibration.
4. Increased potential for exposure to fire.

### Driver Safety Equipment

Motorsports are inherently dangerous. These Rules are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, properly using superior safety gear, paying attention, and reporting unsatisfactory issues to the event officials. Drivers are responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Drivers must have a Technical Inspection (Tech) Sheet completed and available to present to an SCCA Official.

Entrants are reminded that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars and helmets meet the highest safety standards possible.

National Time Trials Events and some SCCA Regions require more than the minimum safety required by these Rules. In these cases, there are two additional Safety Levels.

### Safety Level 1 Driver Gear

#### 1. Helmets

A. Helmets meeting at least one of the following standards must be worn while on track:

All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005); SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A; ECE R22.05; FIA standards 8859-2015, 8860-2010, 8860-2004; British spec BS6658-85 type A are acceptable.

B. Full face or modular helmets shall be worn while competing in an open-wheel car, formula car, or kart. Face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than the standard-size windshield.

C. For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened.

#### 2. Clothing

A. Shoes covering the entire foot shall be worn.

### Safety Level 2 Driver Gear

Safety Level 2 generally means a 4-point roll bar, 5-point racing harness, arm restraints or window net, and fire-retardant helmets and clothing. For Time Trials Nationals Events, vehicles running on DOT-approved tires with less than 200 treadwear or beyond Max Category Rules must meet Safety Level 2 Standards. Vehicles with modified or aftermarket fuel tanks and lines which run through the cockpit will need to meet Safety Level 2 Standards for driver clothing.

#### 1. Helmets

A. For Safety Level 2, helmets meeting one of the following standards are acceptable and must be worn while on course: Snell Foundation Standards with Snell sticker 2010 or later for Special Application (SA2010/SAH2010, SA2015/SAH2015 SA20050); SFI standards 31.1A, 31.2; FIA standards 8860-2004 or later; British Standards Institute BS6658-85 type A/FR.

B. For drivers of any vehicle without a DOT-approved windshield (such as kit-cars, Sports Racers, Formula Cars and Specials) or any other vehicle with less than standard-sized windshield, helmets meeting these additional criteria are required: Helmets must be full face; A shield, preferably made of impact-resistant materials, shall be used while on course (conventional eyeglasses are not sufficient).

## 2. Driver Clothing

A. Driving suits should meet one of the following standards: FIA standards (8856 -1986 or 8856-2000); SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification; Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear.

B. Gloves made of leather and/or accepted fire-resistant material containing no holes.

C. Socks made of accepted fire-resistant material.

C. Face coverings (balaclavas) of accepted fire-resistant material for drivers with beards or mustaches.

D. Shoes, with uppers of leather and/or nonflammable material that, at a minimum, cover the instep

## 3. Driver Accessory Gear

For drivers of any vehicle where the compatibility of belts and seats meet the use of head and neck support systems, the use of a head and neck support system is highly recommended and the following driver safety accessories are required:

A. For closed-cockpit cars, a driver's-side window safety net or arm restraints are required.

B. For open cars, (convertibles included) arm restraints are required.

## **Section IV Reno SCCA Time Trial (TT) Vehicle Eligibility**

SCCA Time Trials Events are open to any vehicle that:

A. Meets all of the Safety Level 1 Standards, and when necessary, the SCCA rules required for special construction (GT, Sports Racers, Formula Cars, Specials etc).

B. Has at least four (4) wheels, grouped in equal sets of half of the wheels on the vehicle per side.

C. Is properly muffled.

Does not have a high center of gravity. Potentially unstable vehicles with a high center of gravity—determined by whether or not they are wider than they are tall—are excluded from SCCA Time Trials. Width is the average track width of the vehicle, and height is measured from the ground to the highest point. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks or tires with less than 200 tread wear rating).

Is a vintage or alternate-series racing car that meets safety specifications for their sanctioning body.

Cars need not be licensed or licensable for road use, so long as they otherwise comply with these rules.

In addition:

Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can withstand competition use.

Reno SCCA Time Trials Car Classification: Reno Region Time Trials will utilize SCCA National Car Classifications beginning in 2019. National Time Trial can be found at: <https://timetrials.scca.com/pages/sport-category-full-rules>. In addition, non-production or non-production-based vehicles like Sports Racers, Light Weight Specials, Formula Cars, Dwarf Cars, etc. that are not eligible to compete in Time Trials National Tour or Time Trials Nationals are allowed in Reno Time Trials provided they meet the requirements spelled out in the Region Only Classes.

## **NATIONAL TIME TRIALS VEHICLE CLASSIFICATIONS**

### **SPORT CATEGORY (S1), (S2), (S3), (S4), (S5) and (S6)**

Sport Category is a restricted ruleset. If a modification is not specifically authorized in these Rules, it is not allowed. (If it doesn't say you can, you can't.) Sport Category is intended to be for the lightly modified daily driver. Sport Category modifications should be generally available at retail performance outlets without having to "custom order" parts and should be able to be installed by one person, in their driveway, using tools purchased at local hardware or home-improvement stores. This does not include additive or subtractive processes such as welding or removing material to create adjustment. Modifications should not need specialty tools or equipment to adjust or tune (e.g., scales). Any allowed modification must be a direct-replacement part, using the same attachment points, type and number of fasteners and may not perform any function other than the original purpose of the part being replaced. In keeping with a spirit of competition with comradery,

entrants may be asked to declare specific brand and model numbers of modifications. SCCA shall be free to publish installed modifications.

### **TUNER CATEGORY (T1), (T2), (T3), (T4) and (T5)**

The Tuner Category is meant for street-driven cars with bolt-on modifications that offer a degree of adjustability. Vehicle modifications are meant to fit between the current Sport and Max Categories, providing a natural competition outlet for auto enthusiasts using sports cars and sedans equipped with common suspension and engine modifications compatible with street use. Modifications must still be bolt-on modifications; in most cases bolting to the OE locations, but different from Sport Category these parts may be more "tunable." Items like adjustable ride-height coil-overs, more complex sway bars and, for some cars, ECU hardware changes are allowed. Suspension geometry-altering items like bump-steer correction or roll-center correction kits will not be allowed. As this is a street car, aftermarket aero items such as wings, splitters, spoilers and diffusers will not be allowed. Tuner Category is a restricted ruleset. If a modification is not specifically authorized in these Rules, it is not allowed. (If it doesn't say you can, you can't.)

### **PREPPED CATEGORY (P1) (P2) (P3) and (P4)**

Prepped Category is meant for street-drivable vehicles between Tuner and Max categories, with common OE engine swaps or aftermarket forced induction or camshafts. Vehicles in this Category may also install mild aero modifications and simple engine bolt-on parts.

### **MAX CATEGORY (M1), (M2) and (M3)**

Max Category is a place for enthusiasts to maximize the street-worthy car of their dreams with minimal limits on engine, suspension and bodywork. Max Category vehicles must have all road-going equipment such as headlights, tail lights, blinkers and windshields/windcreens, if delivered with such. Other than specifically classed kit-cars which do not have headlights and such, Max Category vehicles must be able to be street driven.

### **Sports, Tuner, Prepped and Max Category Safety**

Vehicles running in Sport, Tuner, Prepped and Max Category must meet [Safety Level 1 Standards](#).

- A. Roll bars, cages, racing harnesses and other safety equipment may be added, and must meet manufacturers' guidelines for installation. It is highly recommended that they at least meet the minimum for Safety Level 2 or Safety Level 3 Standards.
- B. Nothing in the rules prevents you from adding safety equipment; the minimum amount of modification to install safety equipment is allowed.
- C. To facilitate safety, vehicles that have an added roll bar may remove carpet, seats and trim (including convertible tops) behind the front seats. Vehicles that have an added roll cage may remove carpet, seats and trim (including convertible tops) other than the dash.

Fuel cells may be used in cars with the following restrictions and allowances:

- A. OE lines may be replaced in conjunction with a fuel cell provided they are shielded.
- B. Any fuel lines—including gauge and vent lines—that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulk-headed.
- C. Drivers of cars with modified or replaced OE fuel lines or tanks must wear a suit, shoes, gloves and underwear as specified in SCCA Time Trials Safety Level 2 Standards.
- D. Vehicles with modified or replaced OE fuel lines or tanks must have an on-board fire suppression (fire bottle or system) meeting SCCA Time Trials Safety Level 2 Standards.
- E. Participants are cautioned that this is not an allowance to maximize fuel delivery by installing higher-performance parts than authorized by category rules. (E.g., installing an upgraded fuel pump if it's not otherwise allowed.)

### **UNLIMITED CATEGORY (U1) and (U2)**

Unlimited Category is for production-based vehicles prepared beyond Sport, Tuner and Max which means any vehicle on DOT tires with less than 200 treadwear or on non-DOT tires. We do not expect these vehicles to be streetable. This is where you will find Time Attack monsters, Tube Frame GT cars and race cars that don't fit with the street-driven philosophies of the other categories. As with Max, Unlimited Category vehicles may only be driven, stopped and steered through the wheels and tires. When the word "unrestricted" is used in these rules, it is under the assumption that the modifications and controls are within this parameter.

### **RENO REGION ONLY VEHICLE CLASSES**

## **TIME TRIALS SPECIAL (TTS)**

For any open wheel, sports racer or other vehicle which doesn't fit into any other class. Cars must meet safety requirements for SCCA Hillclimb or GCR. Solo 'Solo Atlantic' cars will compete in Formula S. All Solo 'A' Modified cars shall comply with SCCA GCR Formula S safety specifications. Solo 'B' Modified Sports Racers shall comply with ASR safety specifications. The entrant is responsible to provide compliance documentation.

## **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 Touring, Improved Touring, Super Touring, B-Spec or Production Rules and compete in Club Racing may run their SCCA GCR classification or Time Trials Production classification. Cars running DOT Race or Non-DOT tires must run in Time Trials Unlimited or the appropriate GCR class.

### 1)Production Based Race Cars

All SCCA GCR Classes including: AS, B-Spec, EP, FP, GT1, GT2, GT3, GTL, HP, ITA, ITB, ITC, ITE, ITS, SM, STL, STU, T1, T2, T3 and T4.

### 2)Purpose Built Race Cars (All Open Cockpit)

Formula Car classes including: F500, FA, FB, FC, FE, FF, FM, FV, Club Ford and Formula S. Formula S is for all GCR-legal Formula cars that do not conform to SCCA Formula Classes listed.

Sports Racing Car classes including: ASR, P1, P2, SRF, SRF3. ASR is for all GCR-legal Sports Racers that do not conform to the SCCA Sports Racing Classes listed.

### 3)Vintage Race Cars (Open or Closed Cockpit)

Formula cars and Sports Racing are: VFSR

Production car classes are: VP1, VP2, and VP3

#### Vintage Car Class Descriptions

VP1 – Production cars up to 1900cc

VP2 – Production cars 1901cc up to 3200cc

VP3 – Production cars over 3200cc

VFSR – All Formula and Sports Racers (no displacement split)

## **Unlimited and Region Only Category Safety**

Vehicles in Unlimited Category and Region Only Category must meet [Safety Level 2 or Safety Level 3 Standards](#), depending on tires.

A. Vehicles running on DOT-Approved tires will need to meet Safety Level 2 Standards.

B. Vehicles with non-DOT tires will need to meet Safety Level 3 or GCR Standards.

## **CAR NUMBERS & CLASS DESIGNATION**

All Time Trials (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" stroke and Class Identifiers should be a minimum of 4" tall with a 1" stroke.

## **TRANSPONDERS**

All Time Trial (TT) competitors are required to use AMB 260 or compatible transponders to be scored.

## **LOGBOOKS/SAFETY INSPECTION**

The entrant is responsible for insuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Have a Tech inspection sheet completed, if required, and available to present to the SCCA tech inspector. In order to enter the race course at any time during an event, a vehicle shall display a Tech Sticker signifying successful completion of technical and safety inspection. Passing safety inspection and receiving a Tech Sticker is an indication that the car is approved to go on course. It is not a certification of legality.

A Standard SCCA Club Racing Vehicle Log book or SCCA Time Trials Vehicle log book with notification of Annual Tech or a minimum technical inspection is required for the Tech Inspectors to affix an event Tech Sticker. All vehicles which have SCCA Time Trials or SCCA Club Racing Vehicle log books are eligible for Annual Tech. All TE and TT vehicles may obtain vehicle log books. For vehicles without a roll bar the VIN number may be utilized in place of an assigned roll bar serial number. SCCA Vehicle Log Books are not transferable among vehicles.

## RENO REGION CLUB & TRACK TRIALS CHAMPIONSHIP - EVENT POINTS AND AWARDS

The season Club Trial and Track Trial Class Championships will be awarded based upon total points earned during the 2019 Time Trials Season. Championship points will be distributed at each sanctioned point's event as follows:

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 or lower	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 three (3) finishes of **eligible** events entered by each driver shall be counted for Class Championship Awards. Drivers must compete in a minimum of two (2) Reno Region event days to qualify for Region Championship Awards. Drivers choosing to use non-Reno SCCA Time Trials events (maximum of 1) must submit a copy of the results for each event to the Reno Region Track Activities Director no more 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 although no points will be awarded.
- 4) Class Awards will be based on best overall times from timed sessions for each event.
- 5) Awards will be distributed based on class participation as follows:

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

### THUNDERHILL RACEWAY PARK Rules and Regulations

Unauthorized vehicles including ATV's, golf carts, motorized bikes, scooters, or skateboards are NOT allowed on racetrack at Thunderhill Park. People may walk or ride a bicycle on the track after hours with permission from Thunderhill Raceway Park management.

- Paddock speed limit is 10mph or less.
- Illegal drugs, explosives, guns, bows and arrows, sling shots, and similar devices are prohibited. Anyone found with these items will be asked to leave the property.
- NO FIREWORKS ALLOWED!
- Pets allowed into the track must be on a leash at all times. Please clean up after your pet. Pet access is a privilege not a right. The track reserves the right to deny pet access to the property at any time.
- No open campfires or barrel fires are allowed. Only contained, manufactured barbeques and grills are permitted.
- Thunderhill Raceway Park is not responsible for theft, damage, or loss of property.
- No race engines can be run before 7:30 am or after 6:00 pm
- Quiet time is from 11pm – 6am. Please be courteous to your neighbors by not playing loud music or making loud noises between these hours.
- Keep fire lanes open at all times.
  
- No waste water dumping is allowed. There are RV dump areas a few miles from track. Please see Thunderhill Park Management for directions.
- Offensive signs, public drunkenness and loud profanity will not be tolerated.
- The selling of unauthorized merchandise is not permitted.



- Please do not overload the electrical hookups with excessive cords, etc. as you may cause outages for your neighbors.