

# NORTHWEST REGION SCCA

## 2015 Time Trials Supplementary Regulations Bremerton Motorsports Park / Pacific Raceways

These events are conducted under the current SCCA Time Trials Rules (TTR), SCCA General Competition Rules (GCR), and SCCA Solo Rules and are insured under the SCCA Master Plan. It is the responsibility of each driver to review these Supplemental Regulations prior to entering an event. This edition supersedes all previous editions.

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

Any item or situation that is not specifically addressed by the SCCA Time Trials Rules, SCCA GCR, SCCA Solo Rules or these Supplementary Regulations will be dealt with by the Time Trials Divisional Steward, if present, and/or the Event Chair, or designee, at the event that the situation occurred.

The Time Trials Administrative Council (TTAC) has final authority for the content of these rules. Effective date of these Time Trials Supplemental Regulations is **February 15, 2015**.

**FORMAT:** Northwest Region reserves the right to cancel any event, revise the format, change course configuration or schedule as needed.

The **Performance Driving Experience 1, 2, 3 (PDX)** 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 all but advanced drivers. Timed competition is not allowed. PDX will be run on any approved course configuration at the discretion of event organizers. The PDX drivers will be offered a minimum of three 20 minute on track sessions. Passing will be allowed in designated passing zones with a point-by only at the discretion of the Chief Driving Instructor. Class size is limited.

The **Club Trials 4 (CT)** and **Track Trials 5 (TT)** region championship events will consist, at a minimum, of one practice/qualifying and a final timed session for each group. Qualifying times may be used to 'set' the grid and all cars within a group will start each timed session in qualifying order. Passing will have enhanced passing zones with a point-by. Track Trials may have unrestricted passing zones pending agreement of Chief Steward, Safety Steward and Chief Driving Instructor.

### 1. TRACKS, SCHEDULE AND FEES

#### A. Tracks

**Bremerton Motorsports Park**, a temporary track on a closed runway with a lap length of approximately 1.1 miles. Traffic cones, jersey barriers, traffic barrels and earthmover tires define the course if used on a full Race weekend otherwise cones and barrels mark the course. The track is located at 7500 SW Old Clifton Road. Port Orchard WA 98367 (This is NOT a mailing address)

**Pacific Raceways** Road Course is a SCCA and NASCAR certified, 10 turn (9 turns with a "kink" on the straightaway), 2.25-mile course. The track is located at 31001 144<sup>th</sup> Ave SE, Kent, WA 98042. There is a total elevation change of 125 feet, of which 100 feet occurs in 1/2 mile. The road course winds through natural wooded terrain, making it one of the most unique and challenging courses in the United States.

#### B. Schedule

Date	Track	Event	Discount Deadline
March 29	Bremerton MSP	PDX 1, 2, 3**, Club Trials, & Track Trials	March 20
April 11	Bremerton MSP	PDX 1, 2, 3**, Club Trials, & Track Trials	April 3
May 23	Pacific Raceways	Club Trials/Track Trials	May 15

\*Previous experience required for all drivers at Pacific Raceways events. All experience must be approved by the Chief Driving Instructor before a driver goes on course.

\*\*When scheduled PDX 1 class size will be limited.

### C. Fees:

Fees are payable to **Northwest Region SCCA** in U.S. funds

**A \$30 discount if registered before pre-registration deadline.**

#### **PACIFIC RACEWAYS**

(CLUB TRIALS – TRACK TRIALS)

<b>\$225.00</b>	Members	\$160.00 if you stay and work a race specialty Sunday and Monday No pre-registration discount
<b>\$240.00</b>	Non Members	\$175.00 if you stay and work a race specialty Sunday and Monday No pre-registration discount

#### **BREMERTON MOTORSPORTS PARK**

(Performance Driving Experience 1, 2 & 3, Club Trials, Track Trials)

<b>\$165.00</b>	Member	\$135.00 if received before Pre-Registration closes
<b>\$180.00</b>	Non Member	\$150.00 if received before Pre-Registration closes

## 2. EVENT DETAILS

### A. Mail entries to:

Sherri Masterson  
1616 Gregory Way  
Bremerton, WA 98337  
360-479-6082  
E-mail [sherri.masterson@gmail.com](mailto:sherri.masterson@gmail.com)

### Online Registration:

[www.nwr-scca.motorsportreg.com](http://www.nwr-scca.motorsportreg.com)

**B. Registration hours:** Day of event (Saturday or Sunday) 7:00 am – 8:00 am

**C.** Entry refunds will be made automatically within 30 days after the event if a car is not recorded through Registration. A full refund will be given for entries canceled prior to the event minus any fees charged to the region.. No-shows will be charged a service fee of \$20.00 for entries paid by cash or check and \$30.00 for entries paid by credit card. Drivers going through Registration must submit a request in writing or e-mail to the Registrar within five days following the event. Refunds will be subject to a \$10.00 handling fee plus a charge for the value of each pass issued.

**D.** Any payment to the Region, which is refused for any reason, will be charged an additional \$40 handling fee.

## 3. DRIVER & LICENSE REQUIREMENTS

All drivers must have either a valid state driver's license or approved experience. The Chief Driving Instructor must approve the experience if a driver holds only a state driver's permit. **Minor drivers under age 18 must be a regular SCCA member and have minor license and waivers on file at national office prior to the event.** SCCA Weekend memberships will be issued to all non-members at \$15 each.

Time Trials Participation Log must be presented to the Chief Driving instructor to be able to participate in the event. The Participation Log will be returned signed by the Chief Driving Instructor with any notations at the end of the event. (Log books available at registration)

**A. PDX 1, 2, 3:** SCCA membership is required. A weekend membership fulfills this requirement. A Participation Log is required and is available at registration for no-charge. TT Novice Permit or Competition License holders, or alternate are not required to have a Participation Log. It is highly recommended that all participants wear, at a minimum, long pants, long sleeved shirts, and shoes which fully cover the foot at least to the ankle. No heels over 1" on course. Helmets which meet the following requirements must be worn while on course. All helmets meeting the latest or two immediately preceding Snell Foundation

standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

- B. Club Trials 4:** A current SCCA membership is required. A weekend membership fulfills this requirement. A Participation Log is required and is available at registration. It is highly recommended that all participants wear, at a minimum, long pants, long sleeved shirts, and shoes which fully cover the foot at least to the ankle. No heels over 1" on course. Helmets which meet the following requirements must be worn while on course. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.
- C. Track Trials 5:** A current SCCA membership is required. A weekend membership fulfills this requirement. An SCCA Time Trials Novice Permit or Time Trials Competition License or higher is required as defined in the current SCCA Time Trials Rules. The following 'other' licenses are also accepted at Northwest Region Time Trials events; BMW CCA, CACC, FIA (Issued by any sanctioning body), HSR, ICSCC Area Conference License, IMSA, Midwestern Council of Sports Car Clubs, Miller Motorsports Park Racing Association, NASA (HPDE Level 3 or higher), Porsche Club of America, West Canada Motorsport Association, CSRG, SVRA, SOVERN, SVRA, HMSA. The Chief Driving Instructor may approve additional licenses.

Drivers must adhere to TTR.

**Per the GCR, all competitors, entrants and hot pit crewmembers must be SCCA members.**

#### **4. CAR NUMBERS & CLASS DESIGNATION**

All CT & TT Competitors are requested to place car numbers (no more than two 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.

- A.** Annual reserved numbers are available (NWR and Dual Region members of NWR) through the Registrar and will be guaranteed up to the entry deadline. Then they become available to anyone for the event (once registration opens at the track). Unreserved numbers will be assigned in order of receipt of entry.
- B** The car number assigned by the Registrar **must be on the car prior to technical inspection.** Car number changes may be made only through the Registrar
- D.** PDX cars may be required to have some sort of designation visible on the car for identification purposes. (Will be covered by email, at registration, tech and /or drivers meeting)

#### **5. LOGBOOKS/SAFETY INSPECTION**

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 as prescribed in TTR. 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 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 Level 5 – Track Trials vehicles must have an SCCA Vehicle Log Book. A logbook may be obtained from Tech for the region's issue price. Level 1, 2, and 3 – PDX and Level 4 – Club Trials vehicles may obtain vehicle log books. The VIN number may be utilized in place of an assigned rollbar serial number for vehicles that are not required to be equipped with a rollbar or cage. SCCA Vehicle Log Books are not transferable among vehicles.

#### **6. TRANSPONDERS**

All Club Trials, and Track Trials, competitors are required to use AMB 260 transponders to be scored at all events. (Rental transponders available at registration)

Transponders or alternate timing devices are not allowed in Northwest Region PDX events.

#### **7. COMPETITION RULES**

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.

B. PDX cars are NOT timed.

### C. Practice/Qualifying Sessions

- 1) Should the event not be completed, qualifying times may be used to determine trophies and class placement for points.
- 2) Event Chief Steward or designee shall group drivers who do not participate in these sessions for the timed run sessions. 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. The driver being overtaken must give a hand signal by pointing to the left and move off the racing line. The left side is the only side the overtaking driver may pass on. Good judgment by the driver being overtaken is required so that a passing flag should not be required for the overtaking driver to be allowed to pass. Passing flags shall be obeyed. Drivers failing to obey the passing flag may be black flagged by event officials.

**Note** passing zones may be changed at the event per agreement of Chief Steward, Safety Steward and Chief Driving Instructor. Changes will be announced at the Drivers Meeting. Passing zones may be changed to include some or all corners for Track Trials.

#### a. Bremerton Raceway Park

- i. For Club Trials passing zones are on the front straight after turn six and prior to turn one.
- ii. For Track Trials passing zones are on the front straight after turn six and prior to turn one and after turn two and before turn three.

#### b. Pacific Raceways

- i. Club Trials & Track Trials will have 4 Passing Zones:
  1. Between Turn two exit to braking cones at turn 3A,
  2. Turn 3B exit to top of hill Turn 4,
  3. Turn 6 exit to Turn 7 entrance,
  4. Turn 9 exit to Turn 10 entrance

- 3) 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 a problem exists (i.e. -hand signal) and has moved to the right side of the track to allow the overtaking vehicle to pass. 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.
- 4) Passing occurring under any circumstances, other than those stated in 2 and 3 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 session and possibly the associated competition event.
- 5) Repeated or flagrant violations of illegal passing as defined in 3 and 4 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 Chief Steward, 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. An equal number of runs will count for awards/trophies.
  - 5) Passing procedures used in Timed Run Sessions are the same as outlined in **D.2a.-c** above. 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.
- E. 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 off driving line as possible and in such a manner as to not cause any danger or obstruction to the other competitors.

## 8. FACILITY RULES:

- A. In general, if you bring it to the track, you must take it with you when you leave, or you will be held financially responsible. All competitors are responsible for removing all used lubricants, fluids, tires and any other materials requiring hazardous waste disposal.
- B. Drivers may be held financially responsible for any damage to the racing facilities due to off course excursions, oil spills, paddock damage, or paddock cleanup. If the Region is charged, we will pass the expenses along to the responsible party.
- C. Open campfires are **NOT** allowed at any facility.

## 9. PADDOCK RULES

- A. Drivers and crewmembers must wear eye protection when driving open-cockpit vehicles in the paddock and pre-grid areas.
- B. Paddock spaces are available on a first-come, first-served basis.
- C. **There is a 5-MPH speed limit at all times, for all vehicles in the paddock and pre-grid areas**
- D. **The use of wheeled conveyances, including bicycles, in the paddock is a privilege and may be withdrawn at the discretion of the Chief Steward. Drivers are responsible for the conduct of minor-age members of their crews. No one under the age of 16 may operate any wheeled conveyance in the pits or paddock. No roller skates, rollerblades, skateboards or motorized skateboards are allowed.**
- E. An adult must supervise children less than 12 years of age at all times. Pets must either be caged or on a leash and scoop laws will be enforced.
- F. Protests must be filed with the Chief Steward who will be in the paddock area. The location for picking up schedules, qualifying times, timing results etc will be announced at the drivers meeting.
- G. Fuel, air, and water may or may not be available at the track.
- H. Due to the various licenses and permits required at some events, personal alcoholic beverages may not be permitted on some premises. Event provided alcoholic beverages must remain at, and be consumed in, the designated areas.
- I. At Bremerton Motorsports Park, and Pacific Raceways, NWR recognizes the need to be considerate of the surrounding residential neighborhood, and therefore, the hours of each event shall be first vehicle on course not before 9 a.m. for those without "street mufflers" and last engine noise at dusk. **Test and tune is not allowed anywhere at Bremerton Motorsports Park or Pacific Raceways except on the road course during designated times.**

## 10. RADIO/SCANNER REGULATIONS

Northwest Region SCCA reserves the right to request discontinuation of radio/scanner use by competitors, crews and officials if such use interferes with the operation of an event.

## 11. COURSE CLOSURE

At Bremerton Motorsports Park, the race course is closed to non-official motorized vehicles after the last checkered flag of the day. Pacific Raceways is closed at all times to nonofficial vehicles or non-official personnel.

## 12. VEHICLE ELIGIBILITY

### Performance Driving Experience

At PDX (Level 1,2,3) events, 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 the factory roll over protection system are allowable. 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 Driver Information TTR.
- Vehicles that are in compliance with road race, solo, rally or time trial rules are allowable.
- Drivers of open mechanical pop-up type roll over protection so long as the vehicle meets FMVSS roll over protection standards. top vehicles should use arm restraints or run with the top up.

For the purposes of this determination only, street legal will be defined as a car which meets local requirements for inspection (if applicable) and the car in question must possess CURRENT, VALID registration. If this street legal requirement is not met, then the roll bar requirement as stated in this section shall apply. Drive a vehicle which meets the inspection required in TTR. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Street legal is defined as a car which meets local requirements for inspection (if applicable) and the car in question possess CURRENT, VALID license and registration. Vehicles that are not street legal must be eligible for classification in the GCR classes of Showroom Stock, Spec Miata, Touring, or Improved Touring; or the Solo classes of Stock, Street Touring, Street Prepared, or Street Mod; or the Northwest Region Time Trials Stock or Production Classes. No vehicles that are prepared beyond these allowances shall be permitted to participate. Open wheel cars are not allowed. All cars MUST have a passenger seat with a 3 point seat belt, both meeting DOT requirements as a minimum. Passenger seats with the same safety equipment as the driver seat are highly recommended

### Club Trials 4

Cars prepared to Time Trials Stock or Production classification do not require roll bars except convertibles and Targa top automobiles. (Cars meeting Stock, Street Prepared, Street Touring or Street Mod specifications as found in the Solo rules conform to Time Trials Production classification). 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 the factory roll over protection system are allowable. 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 Driver Information TTR.
- 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 Trials 5

All Track Trials cars must have, at a minimum, a roll bar meeting the requirements of Level 3 TTR. 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 Level 3 TTR.

## Northwest Region *Time Trials Car Classifications*

These car classifications are applicable to both Club Trials and Track Trials groups. Cars that are prepared to Track Trials (TT) requirements may also participate in Club Trials (CT). Cars that are prepared to Club Trials (CT) requirements are not eligible for Track Trials (TT). Cars prepared to Club Trials requirements will use the Class prefix CT and cars prepared to Track Trials requirements will use the Class prefix TT. There will be two categories of car preparation: Time Trials Production and Time Trials Race. These two categories are applicable to both CT and TT and will place most cars built to SCCA Club Racing and SCCA Solo rules. Some cars may be classed by Time Trials Chief of Tech, Chief Steward or designee.

### 1) Time Trials Production Classes

#### Classification:

Cars are classified via **Performance Potential Index (PPI)**. The **PPI** is a weight/performance potential ratio that is used as an index into a table of classes. Weight is adjusted to compensate for the performance advantage of light cars over heavy cars, as well as for common modifications. Displacement is adjusted to compensate for features of the engine that improve the power potential of the engine.

The **PPI** ratio is calculated with the following formula:

$$[\text{PPI}] = \frac{[\text{race weight}] + [\text{weight adjustment}] + [\text{weight penalty}]}{[\text{actual displacement}] * [\text{displacement factor}]}$$

#### Race Weight:

The **race weight** is the actual weight of the vehicle in race trim, including the driver, rounded up to the nearest pound. Weight should include only the amount of fuel left in the vehicle upon completion of timed laps, however it is at the event stewards' discretion to weigh vehicles prior to competition. In this case, vehicle weight may include fuel as ballast. In most cases, the actual weight of the car is unimportant as long as the vehicle is known to be at or above the minimum weight of the car's class.

Cars will have their **race weight** signed-off in their log book by a 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 or above the signed-off weight, or have the vehicle reweighed and signed-off if the weight is changed. It may be advantageous to record the **race weight** lower than the actual weight as long as it is at or above the class minimum in order to prevent reweighing the vehicle.

If scales aren't available at an event for classification use, the factory specified curb weight of the vehicle plus 100 lbs may be used for classification, or an alternative weighing of the vehicle (such as the results of a certified public scale) may be accepted at the event stewards' discretion. For unmodified cars that should be close to their factory weight, event stewards may elect to use the curb weight plus 100 lbs even if scales are available at an event in order to streamline the classification process, though it is recommended that cars close to their class weight boundary be weighed.

#### Weight Adjustment:

The purpose of the **weight adjustment** is to account for the fact that lighter cars will corner and brake better than heavier cars even when both cars have identical power to weight ratios.

The **weight adjustment** is the difference between the **race weight** and the **baseline weight** of multiplied by the **weight factor** of , and rounded to the next largest pound. The **weight adjustment** will be negative for cars lighter than the **baseline weight** (a penalty) and positive for cars heavier than the **baseline weight** (a handicap).

$$[\text{weight adjustment}] = ([\text{race weight}] - [\text{baseline weight}]) * [\text{weight factor}]$$

#### Weight Penalty:

Common modifications that improve performance but are not reflected in the power/weight ratio of the classification formula have been assigned a penalty weight. A vehicle's **weight penalty** is the sum of all penalties from the table below that apply to the vehicle.

**Actual Displacement:**

The **actual displacement** of the vehicle is the displacement of the vehicle's engine as raced, rounded up to the nearest 0.1 liter. Vehicles with modified or swapped engines must use the displacement of the engine in the car, rather than the displacement of the original engine.

**Displacement Factor:**

The **displacement factor** scales the **actual displacement** of the vehicle based on the features of the vehicle's engine. The values assigned to modifiers are not intended to specifically quantify the performance gain from that feature, rather they are based on the idea that cars with certain features tend to have similar performance potential, and each modifier is weighted to draw similar cars towards an appropriate class, rather than to explicitly quantify the performance of a car.

The **displacement factor** is the sum of all the modifiers from the table below that apply to the vehicle.

**Classification Lookup:**

Use the calculated **PPI** as an index into the classification table below to determine the vehicle's classification. The lower the **PPI**, the more potential performance the vehicle has, the higher the **class** it competes in. Each class is available for both Track Trials (TT) and Club Trials (CT) levels based on the level of preparation per the [SCCA Time Trials program rules](#) and the [NWR SCCA Time Trials Supplemental Regulations](#).

<u>Time Trials Production Class</u>	<u>Performance Potential Index (PPI)</u>	<u>Generally Expected Car Types</u>
CT/TT-X	0 - 449	Supercars, fully prepared racecars, and heavily modified vehicles. (formerly TT-1)
CT/TT-A	450 - 599	High-power, light-weight, or modified sports cars/sports sedans. (formerly TT-2/TT-3)
CT/TT-B	600 - 799	Sports cars and sports sedans. (formerly TT-3/TT-4)
CT/TT-C	800 - 999	Entry-level sports cars, modified vintage sports cars, and modified road cars. (formerly TT-4/TT-5)
CT/TT-D	1000+	Vintage sports cars, and unmodified road cars. (formerly TT-5/TT-6)

**2) Race Prepared Classes**

SCCA GCR class structure shall be used to place automobiles competing on competition tires 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.

**3) Production Based Race Cars**

- a) SCCA Race GCR Classes are: GT1, GT2, GT3, EP, FP, HP, ITA, ITB, ITC, ITD, ITE, ITJ, ITR, ITS. Three additional NWR 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).
- b) All forced air inducted automobiles in these SP classes, powered by a gasoline engine, will be classed by doubling their displacement.

**4) Purpose Built Race Cars (All Open Cockpit)**

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

- a) Formula Car classes are:  
Formula Atlantic (FA), Formula 1000 (FB), Formula Enterprises (FE), Formula Mazda (FM), Formula First (FST), Club Ford (CF), Formula Ford (FF), Formula Vee (FV), Formula 500 (F5). And Formula S (FS). 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, SS2, S2, and SRF. ASR 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. Solo 'B' Modified Sports Racers will compete in ASR.

**NOTE: Formula Cars and Sports Racers may not be included in the event at Pacific Raceways**

5) **Spec. Car Classes** are: Spec Miata, Cars will be prepared to SCCA rules.

6) **Vintage**

All cars competing in vintage classes shall be in accordance with the 2015 NWR Vintage Supplemental Rules.

- 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)

**13. SPECIFIC SAFETY REGULATIONS**

- A. 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 race track.
- B. Track Trials
  - 1) The SCCA Time Trials Rules **require the use of either five, six or seven point restraint system meeting one of the following: SFI 16.1 or 16.5, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98. SFI and FIA harnesses are not subject to a time constraint but shall be in good condition (no cuts, abrasions, abnormal wear, etc.).**
- C. Club Trials
  - 1) Vehicle safety requirements for cars classified under Solo rules are those used in SCCA Solo competition
- D. Performance Driving Experience
  - 1) Vehicle safety requirements for cars classified under Solo rules are those used in SCCA Solo competition.

**14. CHAMPIONSHIP/EVENT POINTS AND AWARDS**

The season championship will be decided by the total points earned from the events assigned to the program. These events may include Track Trials events outside of the Northwest Region SCCA.

**A. Points:**

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

**B. Championship Awards**

- 1) Track Trials
  - a) Drivers who earn the most points in their class and who have attended the minimum number of events will receive a Class Championship Award.

- b) Drivers must be full members of Northwest Region during the racing season and prior to accruing points (dual membership satisfies this requirement) and drivers must compete in all three NWR Time Trial events conducted in the same class. All NWR Track Trials events will be used for the championship.
- c) Northwest Region decals must be displayed on each side of the car as directed by Tech.
- d) No points will be awarded for an event that has been cancelled.

2) Club Trials

- a) Drivers who earn the most points in their class and who have attended the minimum number of events will receive a Class Championship Award.
- b) Drivers must compete in a minimum of two of the three events to qualify for Class Championship Awards.
- c) Should any NWR Club 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 – Club Trials, PDX

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 (Club & Track Trials)

- 1) Class awards will be based on best times from each event.
- 2) Event awards may be given to all class winners.
- 3) Awards will be distributed based on class participation.
  - 1 driver                      1 award
  - 2 drivers                     1 award
  - 3 drivers                     2 awards
  - 4 or more drivers         3 awards