



NORTHWEST REGION SCCA
2006 TRACK TRIALS SUPPLEMENTAL REGULATIONS

All events are conducted under the current SCCA Time Trials Rules (TTR), SCCA General Competition Rules (GCR), SCCA Solo Rules, and Northwest Region Club Racing Supplemental Regulations 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 Rules, 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, Northwest Region Club Racing Supplemental Regulations, or these Supplementary Regulations will be dealt with by the Time Trials Divisional Program Manager, if present, and/or the Time Trials Chief Steward, or designee, at the event that the situation occurred. The Time Trials Divisional Program Manager and the Time Trials Chief Steward 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 Supplemental Regulations is March 1, 2006.

1. SCHEDULE

A. Northwest Region Events

March 5, 2006	Club Trials/Track Trials	Bremerton Motorsports Park
(Discount Deadline: February 26, 2006)		
April 1, 2006	Club Trials/Track Trials	Bremerton Motorsports Park
(Discount Deadline: March 26, 2006)		
April 29-30, 2006	Double Reg. Race/Track Trials	Bremerton Motorsports Park*
(Discount Deadline: April 22, 2006)		
July 22, 2006	Club Trials/Track Trials	Bremerton Motorsports Park
(Discount Deadline: July 15, 2006)		
July 28, 2006	Performance Driving Experience	Bremerton Motorsports Park
(Discount Deadline: July 21, 2006)		
July 29-30, 2006	Double Reg. Race/Track Trials	Bremerton Motorsports Park*
(Discount Deadline: July 21, 2006)		

* These events are held in conjunction with NWR Club Racing events. All cars are required to have a functioning AMB transponder (transX 260) to be able to participate in these events.

Northwest Region SCCA reserves the right to cancel any event at anytime.

NorPac Divisional Time Trials Championship

September 16 & 17, 2006 Reno-Fernley Raceway, Reno NV*

B. Allowable Non-Region Events (maximum of 2)

1. CACC or other SCCA Time Trials (i.e. - Mission Raceway, Reno, etc.)
2. Other events may include Hillclimb events outside of the Northwest Region.

2. ENTRY FEES

PDX @ Bremerton	\$125.00
PDX @ Bremerton	\$100.00 Postmarked or Faxed by discount deadline
PDX w/ Reg. TT @ Bremerton	\$160.00
PDX w/ Reg. TT @ Bremerton	\$150.00 Postmarked or Faxed by discount deadline
Reg. TT @ Bremerton	\$110.00
Reg. TT @ Bremerton	\$100.00 Postmarked or Faxed by discount deadline
Dbl. Reg. TT @ Bremerton	\$150.00
Dbl. Reg. TT @ Bremerton	\$140.00 Postmarked or Faxed by discount deadline

Northwest Region SCCA reserves the right to increase the above listed entry fees due to event operational cost increases that may occur during the year. Increases in entry fees will not occur after an event has been sanctioned by the SCCA and made public by posting of the official event entry form.

- A. Other locations will have entry fee prices based on the expense of that site.
 - B. Club Racing drivers entering Track Trials events must pay \$65 for a single, \$85 for a double Track Trials event in addition to the full race entry fee at Bremerton Motorsports Park.
 - C. Two Driver Cars the second driver in a car entered in the same class for a Track Trials event will pay an entry fee of 75% of the first driver's fee.
3. **LICENSES**
All drivers must have the minimum licensing requirements as set forth in the TTR to participate. Competition licenses, other than those issued by SCCA, that are recognized by Northwest Region will meet the requirements for competition as long as the driver using such a license is a member in good standing of SCCA. Any other licenses must be approved by the SCCA Club Racing Competition Manager.
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. **LOGBOOKS**
Vehicle logbooks are required for Time Trials Level 3 & 4 events. Those vehicles that are not currently issued a logbook will be required to possess a log book. A logbook may be obtained from Tech for the region's issue price. Cars that have a current logbook are not required to obtain a new logbook.
6. **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 will be mandatory.
 - B. Practice/Qualifying & Actual Timed Runs
 - 1) Practice and qualifying time allowed for Time Trials will be a minimum of 15 minutes each. Actual Timed Runs will be at least one 25-minute session or as time allows.
 - 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.
 - 4) All drivers will receive a minimum of one 15-minute practice/qualifying session.
 - C. Practice/Qualifying Sessions
 - 1) There shall be a minimum of one session. 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 Time 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 Chief Steward 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 and associated 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 a minimum of 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 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.
- 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.

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 to the right as possible and in such a manner as to not cause any danger or obstruction to the other competitors.

7. CHAMPIONSHIP/EVENT POINTS AND AWARDS

The season championship will be a total of events assigned to the program. These events may include Time Trials or Hillclimb events outside of Northwest Region. There will be a minimum of three (3) Northwest Region events and a maximum of four (4) 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 five (5) Northwest Region events to qualify for Championship Awards. Championship points will be earned by attending the events listed to qualify. The driver choosing to use non-NWR events (maximum of 2) must submit a copy of the results for each event and a points fee of \$15.00 to the NWR Time Trials Treasurer no later than 30 days post the event entered. Should results not be forthcoming from the event entered during that time the driver should contact the Time Trials Assistant Region Executive for instructions.
- 4) The fee will be used for Time Trials Regional expenses.
- 5) Should any NWR 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 NWR events for the current season. When the number of entries is limited for an event (i.e. – Double Nationals), 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 awards will be based on best times from each event.
- 2) Awards will 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

8. CAR CLASSIFICATIONS AND VEHICLE REQUIREMENTS

There will be four categories of car preparation: Stock, NorPac Time Trials Production Classes, Race Prepared and Vintage. These four categories will place cars that are prepared to SCCA, WWSCC, ICSCC, and CACC rules. Cars running in the NWR Time Trials Series may choose one standard set of rules of one of the above-listed organizations 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. Regardless of preparation rules used, SCCA Safety Requirements will be strictly adhered to. Time Trials event officials in the interest of a balanced competition may class some cars.

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 GCR Showroom Stock Rules, SCCA Solo Stock Rules, WWSCC Stock Rules, and CACC 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. Race Prepared Classes

SCCA GCR class structure will be used to place any automobile competing on racing slicks in the appropriate class. Cars prepared to GCR Club Racing rules should run in their GCR class.

1) Production Based Race Cars

SCCA Race GCR Classes are: GT1, GT2, GT3, GTL, EP, FP, GP, HP, ITA, ITB, ITC, ITD, ITE and ITS. There are three additional NWR regional production-based classes for cars that do not conform to SCCA Production or GT Rules: 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, and SRF.

ASR 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 GCR rules.

C. Vintage

All cars competing in vintage classes shall be in accordance with the 2006 NWR Vintage Supplemental Rules. The class structure for the Vintage run group will be reviewed during the 2006 season. Participation levels for each class will be tracked and may result in a revision to the Vintage Classification system in 2006.

VP1 – Production cars up to 1800cc

VP2 – Production cars 1801cc up to 2500cc

VP3 – Production cars 2501cc up to 4000cc

VP4 – Production cars over 4000cc

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

D. NorPac Time Trials Production

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 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.

Note: Drivers that intend to participate in the NorPac Divisional Time Trials Championship Series should run in their NorPac Time Trials Production Class.

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. See Enclosure 1 for work sheet and examples.

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 logbook 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 without the driver will be used for classification. As an alternative, a certified public scales weighing of the car and designated driver will be accepted until weighing at an event is available. The certified public scales weight certificate shall remain with the logbook until event scales are available and an SCCA tech inspector signs off the race trim weight.

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.

Displacement Modifier Chart		
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) or with a factory specified curb weight (without driver) less than 2700 lbs. Modifier is 0.001 for every pound less than 2700.
Variable	Heavyweight	Applied to any vehicle weighing (with driver) or with a factory specified curb weight (without driver) greater than 3200 lbs. Modifier is -0.001 for every pound over 3200.

9) 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.

Enclosure 1**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 without the driver)	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

Time Trials Classification Examples													
Car	Notes	Weight (lbs)	Base (L)	Diesel -0.25	Rotary 2.00	Turbo 0.80	Boost 0.40	Valves 0.25	Cams 0.25	Timing 0.50	Weight Mod	Total (L)	Class
77 Datsun 240Z	Chevy 350 swap	2100	5.7								0.60	9.1	TT1
96 Porsche 911 Turbo		3290	3.6			x		x	x		-0.09	8.0	TT1
04 Subaru Sti	Boosted	3263	2.5			x	x	x	x	x	-0.06	7.8	TT2
03 Ford Mustang Cobra		3665	4.6			x			x		-0.47	7.3	TT2
05 Subaru Sti		3263	2.5			x		x	x	x	-0.06	6.8	TT2
02 Subaru WRX	2.5L, Boosted	3080	2.5			x	x	x	x		0.00	6.8	TT2
82 Mazda RX-7	Chevy 350 swap	2640	5.7								0.06	6.0	TT2
00 Chevy Mallett Corvette 435		3238	6.1								-0.04	5.9	TT2
05 BMW M3		3415	3.2					x	x	x	-0.22	5.7	TT2
03 Chevy Corvette Z06		3118	5.7								0.00	5.7	TT2
89 Chevy Corvette		3238	5.7								-0.04	5.5	TT3
03 Subaru WRX	Boosted	3080	2.0			x	x	x	x		0.00	5.4	TT3
94 Ford Mustang GT		3077	5.0								0.00	5.0	TT3
95 Mazda RX-7		2800	1.3		x	x					0.00	4.9	TT3
99 BMW M3		3175	3.2					x	x		0.00	4.8	TT3
02 Subaru WRX		3080	2.0			x		x	x		0.00	4.6	TT4
05 Mazdaspeed Miata		2529	1.8			x		x	x		0.17	4.4	TT4
73 BMW 2002 Turbo		2282	2.0			x					0.42	4.4	TT4
03 Mini Cooper-S	Boosted	2680	1.6			x	x	x	x		0.02	4.4	TT4
77 Porsche 911		2630	2.7					x	x		0.07	4.2	TT4
04 Toyota Celica GTS		2425	1.8					x	x	x	0.28	4.1	TT4
89 Civic CRX	Type-R Motor	2160	1.6					x	x	x	0.54	4.1	TT4
89 Toyota MR2 SC		2475	1.6			x		x	x		0.23	4.0	TT4
67 Ford Mustang		3400	5.0								-0.20	4.0	TT4
99 Honda S2000		2800	2.0					x	x	x	0.00	4.0	TT4
00 Toyota Echo		2078	1.5					x	x	x	0.62	3.9	TT5
90 Mazda RX-7		2800	1.3		x						0.00	3.9	TT5
03 Mini Cooper-S		2680	1.6			x		x	x		0.02	3.7	TT5
99 Mazda Miata		2300	1.8					x	x		0.40	3.4	TT5
95 Ford Thunderbird		3460	4.6								-0.26	3.4	TT5
70 TVR Vixen S3	Cosworth motor	1600	1.6								1.10	3.4	TT5
90 Mazda Miata		2105	1.6					x	x		0.60	3.4	TT5
90 Toyota Celica GTS		2804	2.2					x	x		0.00	3.3	TT5
89 Civic CRX		2160	1.6					x	x		0.54	3.3	TT5
72 Datsun 240Z		2355	2.4								0.35	3.2	TT5
02 Suzuki Aerio		2670	2.0					x	x		0.03	3.1	TT6
86 Toyota Corolla GTS		2300	1.6					x	x		0.40	3.0	TT6
04 Kia Rio		2458	1.6					x	x		0.24	2.8	TT6
89 Toyota MR2		2475	1.6					x	x		0.23	2.8	TT6
95 Ford Escort		2300	1.9								0.40	2.7	TT6
98 VW Jetta TDI		2730	1.9	x		x					0.00	2.5	TT6
74 Volvo 343		2079	1.3								0.62	2.1	TT6