



NORTHWEST REGION SCCA
July 26, 2008 CLUB TRIALS SUPPLEMENTAL REGULATIONS
SANCTION #:08-CT-204-S

This event is conducted under the current SCCA Time Trials Rules (TTR), SCCA General Competition Rules (GCR), and SCCA Solo Rules and is 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 Club Trials Event Chair, or designee, at the event that the situation occurred. The Time Trials Divisional Steward and the Club Trials Event Chair 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 Club Trials Supplemental Regulations is March 1, 2008.

1. SCHEDULE/ENTRIES/FEES

July 26, 2008 Club Trials Bremerton Motorsports Park
Mail entries to: NWR SCCA Time Trials, 1060 Hillandale Drive, Port Orchard WA 98366
Entries must be received NLT July 25, 2008
Entry Fees: \$110 SCCA Members \$125 Non-SCCA Members

Northwest Region reserves the right to cancel this event at anytime.

2. TECH INSPECTION

Tech inspection will be open from 7:00 am until 11:00 am. **Scales will not be available for this event.**

3. LICENSES

All drivers must be SCCA members to participate. Weekend SCCA memberships will be issued to all non-members. Drivers that do not hold a current SCCA Time Trials Competition License of higher are required to present at registration, a Time Trials Participation Log 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. For first time entrants, the Participation Logs will be available at registration. Competition licenses, other than those issued by SCCA, that are recognized by the Northwest Region SCCA will meet the requirements for competition as long as the driver using such a license is a member in good standing of the SCCA. The SCCA Club Racing Competition Manager must approve any other licenses (per SCCA Time Trials Rules).

4. CAR NUMBERS

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. 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 Club Trials will be a minimum of 15 minutes each.
- 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 used to place cars within a specified run group for the timed run sessions. Practice is open to all cars participating in the Club Trials event.
- 2) Should the event not be completed, qualifying times may be used to determine trophies and class placement for points.
- 3) Club Trials Event Chair or designee shall group drivers who do not participate in these sessions for the timed run sessions.
- 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. 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.
- 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 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.
- 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 session and possibly the 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 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 Club 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 procedures used in Timed Run Sessions are the same as outlined in C. 4) – 7) 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 to the right as possible and in such a manner as to not cause any danger or obstruction to the other competitors.

F. Event Awards (if available for the event)

- 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
4 or more drivers	3 awards

6. CAR CLASSIFICATIONS

There will be three basic categories of car classification: NorPac Time Trials Production, Solo and Race Prepared. These three categories will place cars that are prepared to SCCA, WWSCC, ICSCC, or CACC rules. Cars running in NWR Club Trials events 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 classification and/or 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. Club Trials event officials in the interest of a balanced competition may class some cars.

Note: Drivers that intend to participate in the NorPac Divisional Time Trials Championship event should run in their NorPac Time Trials Production Class. See Enclosure 1 for details.

7. SPECIFIC SAFETY REGULATIONS

- 1) Vehicle safety requirements for cars classified under Solo rules are those used in SCCA Solo II competition. Minimum apparel shall be long pants, long sleeved shirts, it is highly recommended that both of at least 100% cotton material and shoes that fully cover the foot at least to the ankle. Additionally, helmets that meet Snell M-95 requirements or better are required. These helmets may be open or full-face style.
- 2) Roll bars or cages will NOT be required in those cars prepared to Stock, Street Prepared, Street Touring or Street Mod specifications as found in the Solo rules, except for Convertibles and Targa top automobiles. These cars must have either a roll bar meeting Section 11 of the TTR or a factory hard top using the factory mounting hardware and mounting points.
- 3) 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.

8. OFFICIALS:

Event Organizer:
NWR-SCCA Time Trials
1060 Hillandale Drive
Port Orchard, Wa 98366
360.620.2462

TT Chief Steward:
Mark McCloskey
1060 Hillandale Drive
Port Orchard, Wa 98366
360-620-2462

Chief Registrar:
Kelly McCloskey
1060 Hillandale Drive
Port Orchard, Wa 98366
360-620-2461

Enclosure 1
NORPAC Division
Time Trials Production Classes

Purpose: The purpose of the Time Trials Production (TT) classes is to provide a formulaic method for classifying cars for 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. 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 (+/- 50 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.
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.

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