

ROCKY MOUNTAIN DIVISION

CLUB TIME TRIALS SUPPLEMENTAL REGULATIONS 2009

I. PURPOSE

SCCA Club Time Trials provides a venue for SCCA members who wish to experience higher speeds than the Solo program allows, and who are not yet ready to go Club Racing. SCCA Club Time Trials is a bridge program, halfway between Solo and Club Racing.

Solo

No safety gear (some on the car in P and M classes).
You run you work.
A class for almost everything.
Minutes of track time.

Club Time Trials

Requires some Driver safety gear for Stock and Street Prepared classes.
Requires full safety gear for Prepared and Modified classes.
A class for almost everything, including road race classes.
Multiple cars on track during competition sessions with passing.
Corner stations manned by road race workers.
Hour of track time.

Club Racing

Requires full safety gear for driver and car.
Requires licensed corner workers.
Requires driver licensing.
Somewhat restrictive car classing.
Hours of track time.

II. CONCEPT

SCCA Club Time Trials events will generally be run at approved SCCA Club Racing racetracks. For 2009 the Time Trials events will be held in conjunction with the CO and the CDR road race regional events. The goal is to acclimatize the Club Time Trial participants to the structure and organization of road racing events. Performance Driving Experiences (PDX's) will be held at some events to introduce drivers to the SCCA Club Time Trial program. Colorado Club Time Trials and PDX events will be held at:

HPR

High Plains Raceway
Byers, CO
www.highplainsraceway.com

PPIR

Pikes Peak Int. Raceway
Fountain, CO
www.ppir.com

PMP

Pueblo Motorsports Park
3733 N Pueblo Blvd
Pueblo CO 81008
<http://www.pueblomotorsportspark.com>

La Junta

La Junta Airport
30267 1st Avenue
La Junta CO 81050
<http://coloradoscca.org/LaJunta.pdf>
<http://www.na-motorsports.com/Tracks/CO/LaJunta.html>

III. EVENT OPERATING RULES

Club Time Trial events in Colorado will be governed by the SCCA Club Racing Time Trials Rules. At time of printing the 2009 rules were not yet published. References within these supplementary rules refer to the 2008 edition of the Time Trial Rules. These are to be revised to the 2009 edition of the Time Trials Rules once available. Documents that pertain to event operations will include the Colorado and Continental Divide Regions Supplemental Regulations.

Unlike other SCCA events where competitors run their cars in a given class, Club Time Trials has competitors run in a group of similar speed. This is to minimize the speed differential between cars in a run group. After the warm up session there shall be a qualifying session to group cars by like speeds. At the discretion of the chief steward, the qualifying session may be replaced by a second practice session, in which case the qualifying order will be determined by practice speeds. In order to integrate the CTT events with regional road races, it may be necessary to restrict all CTT cars to one run group.

1. SCHEDULE

A typical daily schedule will be as follows (check event Supplemental Regulations for actual schedule)

a. Practice.

- 20 minute practice session per CTT run group
- While there are no maximum speed limits imposed, the intent of the practice session is to let drivers get a feel for the corners and the current track conditions without racing on the straights.
- Passing allowed in designated zones according to passing regulations
- Passengers allowed in this session
- Corner stations manned by road race workers
- Lead / follow groupings of cars may be implemented for the purpose of instruction or track familiarization.
- Instruction available upon request.

b. Qualifying Session.

- Typically 20 minutes per CTT run group,
- The fastest lap set during the session will establish run speed for sorting into groups, or will determine starting order for the entire group, if running a single run group.
- Cars spaced sufficiently so there is no bunching, but separation remains driver responsibility
- Passing allowed
- Corner stations manned by road race workers
- Alternatively the chief steward may decide to replace the qualifying session with a second practice session. Qualifying order will then be determined by practice speeds.

c. Competition Sessions

- 30 minute sessions typical, but should be changed to mimic the road racing race length. May be divided into 2 x 20 minute sessions at the discretion of the Chief Steward or Operating Steward.
- 10 – 12 cars per mile of track; La Junta 16 to 20 cars; Pueblo 22 to 26 cars; High Plains Raceway 30 – 36 cars; Pikes Peak Raceway 13 to 16 cars
- Corner Stations manned by road race workers
- Hot Pits attended
- Cars sorted from fastest to slowest within the run group
- Cars will maintain a slow and controlled pace during the pace lap so cars are in close formation when the green flag is waved. This allows the faster cars the maximum amount of clear track before running into lapped traffic.

2.

Hot pits will be open. A Grid worker will control entry back on the track to prevent collisions or impeding another car. Fueling in the hot pits is not allowed.

IV. TIMING AND SCORING

Timing will be done using the AMB transponder system. The Colorado Region Club Time Trials program will provide the transponders for use during the event, although competitors are encouraged to purchase their own transponders. A separate fee is charged for “transponder rental”.

It is the responsibility of the competitor to purchase and mount the mounting clip that holds the transponder, prior to the event.

All laps will be timed during the competition sessions. The lowest time for a single lap will be counted during the competition session. Certain events may also include the CTT Drivers Award, in which case the fastest 3 laps during the competition session will be used to determine the event winner. The driver with the lowest mean deviation between the fastest 3 laps will be declared the event winner. The aim of the CTT Drivers Award is to reward fast, consistent driving without any emphasis on vehicle modifications.

V. ENTRANT ELIGIBILITY AND LICENSING

Driver eligibility:

1. All entrants must be a SCCA member, at least 18 years old, and possess a “full privilege” operators (driver’s) license from their state of residence. Entrants must show proof of these requirements at registration.
2. Entrants to the CO Club Time Trials program should have completed a minimum of 6 Solo events without incident. The CO Club Time Trials program will waive the requirement for 6 Solo events if the entrant can provide proof of previous high-speed track experience to the Chief Steward prior to the event.
3. The CO Club Time Trials program will accept PCA, NASA, BMWCCA and SCCA Club licenses. The Chief Steward may require a CTT entrant to participate in the PDX program in order to conduct a “check ride” to determine suitability for CTT participation.
4. Participation in the PDX program will count as high speed track experience, and will qualify a driver to be eligible to drive in the CTT, upon being signed off by a program instructor.
5. Drivers will be issued a Log Book at the first event they attend. The Drivers Log Book is a record of participation, and can be upgraded to a full license for CTT upon application to SCCA HQ, Topeka, KS.

VI. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection conducted in accordance with TTR Section 11 must be successfully completed prior to competition. One of the authorized tech inspection stations, or by the CTT tech inspectors may

conduct annual Tech Inspections. There may be a \$40.00 charge imposed by the Tech Inspection Stations for the Annual Tech Inspection. A driver / vehicle logbook will be issued to those vehicles passing an annual tech. The CTT Tech Chief reserves the right to conduct spot inspections, in paddock, on grid, or in impounds.

Karts and Formula Cars are not permitted in Colorado Club Time Trials events. Sports racer, or other fendered racing vehicles may be eligible to compete in CTT, but only with prior approval from the series director.

Vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Racing specifications must meet all current GCR safety equipment requirements.
2. Vehicles prepared to Club Time Trial specifications must meet all current Club Time Trial safety equipment requirements.
3. Vehicles prepared to Solo specifications must meet the following additional requirements:
 - a. Prepared and Modified category vehicles, and all open or convertible, Stock and Street Prepared category vehicles must have a roll bar meeting current TTR Section 18 requirements (exception: open cars may substitute factory hardtops). In addition, Stock and Street Prepared vehicles whose owners wish to install, or are required to have, or currently have a roll bar must have a diagonal brace on the roll bar. The brace may be removable but must be the same size/dimension as the tubing used for the hoop and be attached at the highest possible point on one vertical leg of the roll bar and the lowest possible point of the other vertical leg of the roll bar. Bolt-in roll bars are permitted. It is highly recommended that all Solo II prepared vehicles have roll cages/roll bars meeting current TTR Section 18 requirements. Roll cages are highly recommended for all vehicles and, if installed, must conform to current TTR Section 18.
 - b. A driver restraint system as described in the current TTR Section 20 is required for all Prepared and Modified category, and for all Stock and Street Prepared category vehicles equipped with a roll bar or roll cage. Stock and Street Prepared category vehicles not equipped with a roll bar or a roll cage may not use an upper body restraint system other than the factory system.
 - c. All Drivers or cars must use either Arm Restraints or window nets.
 - d. Fire systems are not required but highly recommended. A handheld fire extinguisher complying with Section 12.22.2 of the GCR is highly recommended.
 - d. All vehicles shall have working brake lights.
 - e. All vehicles may add brake cooling hoses and ducting and are encouraged to do so.

VII. DRIVER SAFETY EQUIPMENT REQUIREMENTS

The following equipment must be displayed for Tech Inspection and be used during competition by all drivers:

1. A helmet meeting the current Solo II requirements as a minimum.
2. All cars that do not have a window net, the driver must wear an approved arm restraint system. The two front windows shall be down on all cars.
3. Drivers of open cars shall wear goggles or face shields.
4. SCCA approved fire resistant clothing as listed in the current GCR, Section 4.7, is required for drivers of Solo II Prepared and Modified category vehicles, and Club Racing GT, Production, and Sports Racing vehicles. This includes suits, gloves, socks, and shoes. Fire retardant clothing is highly recommended for all drivers.

5. Drivers of Solo Stock and Street Prepared vehicles must at a minimum wear 100% cotton (no blends) outerwear that effectively covers the body from neck to ankles and wrists. All drivers must wear shoes that cover the entire foot. Fire retardant gloves are highly recommended.

VIII. DRIVING

Time Trials Passing Procedures

Purpose

The passing procedures for Time Trials events are designed to provide orderly flow of on-track traffic despite differing vehicle speeds while preventing car-to-car contact.

Rules

1. Cars must *never* be adjacent to each other (between the bumper lines of another) on the track:
 - a. Under any yellow, full-course black, red or checkered flag track conditions.
 - b. In any location designated a no-passing zone by the event's Chief Operating Steward.
 - c. Unless a passing signal has been given by a slower car's driver to a faster one's in a designated passing zone under a green flag track condition.
2. The driver of a car overtaken by a faster one on the track should, or if given a blue passing flag must, allow the faster car to pass at the first opportunity permitted above by signaling via hand gesture or turn signal to the side of the track opposite his car.
3. The driver of a car passing another must first acknowledge the slower car's signal by hand gesture, and then initiate the pass to the side indicated by the signal, only if sufficient room exists to complete the pass before the end of the designated passing zone.
4. In any case, the car being passed should initially remain online and at speed, but *must* slow down *if necessary* to allow the passing car to pass the slower car's front bumper line before the end of the passing zone.

Exceptions

1. Cars entering the track may be passed in the vicinity of the track entrance under any flag condition (except red) IF a passing signal has been given by the entering car's driver to the side opposite the entrance AND the entrance is within the boundaries of a designated passing zone. Entering cars' drivers must signal accordingly and adjust their speed to allow passing cars to pass the entering car's front bumper line before the end of the passing zone.
2. Cars exiting the track, as signaled by the driver via raised fist and/or 4-way flashers, may be passed in the vicinity of and to the side opposite the track exit under any flag condition (except red).
3. Cars that have left the track surface and are stopped or are coming to a stop may be passed with care at any track location and under any flag condition (except red).
4. *Clearly* disabled cars may be passed *with extreme care*, if there is sufficient room, at any track location and under any flag condition (except red). The driver of a disabled car should drive his vehicle offline and signal by raised hand and/or 4-way flashers if able, and exit the track as soon as possible.

Hot Pits

The hot pits will be open during the competition sessions. Drivers may enter the hot pits at their discretion. Before entering the hot pits from the course, the driver should signal by raising an arm or using a turn signal in cars so equipped. Cars will be released back to the track by a grid marshal when safe. There shall be no refueling in the hot pits.

The “hot pit” will be the pit area in which the car itself is placed and which is part of or connects with the access road leading directly to the track. Any crewmember in the pits shall be a member of the SCCA. All other persons under eighteen (18) years old are prohibited from entering the pit area or any other hazardous area. Any known medical condition (including pregnancy) that could affect medical fitness to perform the duties of a crewmember may prohibit admittance to the pit area or any other hazardous area.

Pets are prohibited in the hot pits.

Drivers Meeting

There will be a drivers meeting each day of the event. The Steward will cover the following:

1. The meaning of flag signals and flagging procedures
2. The location of the black flag station and where to report if black flagged
3. The location and marking of the designated passing zones
4. The procedure for passing and being passed, hand signals and pulling over
5. The location and marking of any cone chicanes or corner markings
6. Any other Rules of the Road, Supplementary Regulations, etc.

IX. Flags

The following flags will be obeyed WITHOUT QUESTION

RED

EXTREME DANGER - THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the racetrack. Stay in car with safety equipment on; do not move until directed by a worker or official. When released by a worker proceed cautiously to the pits.

Only race control can authorize the use of a red flag.

GREEN

When displayed, the green flag indicates that the course is clear and the competition session is running. This flag is only displayed from the starter's stand

YELLOW

Motionless - Take Care, Danger, Slow Down, No Passing.

Waved - Great Danger, Slow Down, Be Prepared To Stop, No Passing.

YELLOW WITH VERTICAL RED STRIPES

Take care. A slippery condition exists on the road that cannot be corrected in a reasonable time during which competition is halted. No re-run will be granted when a slick flag is displayed.

BLUE WITH DIAGONAL YELLOW STRIPE

Motionless - Another competitor is following you, you should give way at the next designated passing zone by moving to the right, signaling and slowing down as necessary.

Waved - Another competitor is quickly overtaking you, give way as soon as it is safe, by moving to the right after the corner, signaling and slowing down as necessary.

BLACK

Closed - (Furled) Pointed or shaken at an individual car from the Starter's stand:

WARNING! You have been observed driving in an unsafe and/or improper manner. If the action continues, you shall be given the open black flag

Open - Displayed at the black flag location and accompanied by a number board indicating the car number - proceed directly to the hot pits and the location designated by the Chief Steward for consultation with officials. DO NOT TAKE ANOTHER LAP.

BLACK WITH ORANGE BALL

There is something mechanically wrong with your car. Proceed to track exit and your pit with reduced speed.

CHECKERED

You have completed your run. Slow and pull off the course into the assigned area. This flag is only displayed from the starter's stand

A Mandatory class on Flagging and Communications (F&C) will be given prior to the event for all participants. Any first time CTT participant must attend the PDX classroom session in order to be eligible to drive during CTT sessions. It is highly recommended that all competitors/workers read the F&C Handbook available at:

http://www.scca.org/amateur/club_racing/09FCManual.pdf

It is also recommended that all drivers wishing to participate in the PDX/CTT program work an event in a flagging or corner station, in order to become familiar with procedures used to control vehicles on track.