



SUPPLEMENTARY REGULATIONS

"Its Miller Time" - Regional/Enduro/PDX/Double Club Time Trials

October 18 - 19, 2008

Pueblo Motorsports Park, Pueblo Colorado

Continental Divide Region, SCCA, Inc

Held under the 2008 SCCA General Competition Rules / 2008 SCCA Time Trials Rules

And 2008 Club Time Trials Supplemental Rules - Colorado Region

Regional Races are part of the Rocky Mountain Division Regional Championship Series

Club Time Trials are part of the Rocky Mountain Division Regional Championship Series

Sanction Numbers **08-R-351-S/08-E-352-S/08-CT-353-S/08-CT-354-S/08-PDX-355-S**

1. GENERAL

A. The organizers reserve the right to refuse issuance of credentials to the premises or event for any reason except race, color, creed, sex or national origin.

B. The organizers reserve the right to postpone, abandon or cancel the event or any part of the event in accordance with GCR 3.2.7.

C. Absolutely NO ALCOHOL may be consumed on the premises until the last group is off the track at the end of the day. NO ALCOHOL may be consumed in the IMPOUND area.

D. GLASS BOTTLES and CONTAINERS are NOT ALLOWED at the track as a matter of track regulations

E. Every participant must display credentials at all times. Credential rules will be strictly enforced.

F. Radio frequencies in use by event officials are: 466.5875 and 468.3125. Participants are requested to not transmit on these frequencies.

G. Rocky Mountain Division (RMDiv) permanent numbers are purchased through the RMDiv numbering program. Temporary numbers are on a first-come basis for each event and are subject to race group configuration.

H. In accordance with GCR Section 3.1.4, Continental Divide Region SCCA accepts certain PCA, BMW CCA, NASA, SVRA, VMC et al listed competition licenses to compete in its regional club racing. See GCR 3.1.5)

J. PUBLIC ADDRESS SYSTEM. There is a PA system but it may not be heard in all areas of the paddock. There is also a radio announcement system on 89.1 FM which may also be used.

K. EMERGENCY SERVICES. Race cars that are disabled during an on-track session may be moved to a safe location on track and held in that location until the end of the session or an additional session in order to expedite the schedule.

2. ENTRY / REGISTRATION

A. See ENTRY FORM for information about the Chief Registrar for this event. On-line registration for this event will be available at www.dlbracing.com.

B. Each Driver/Entrant will receive one driver and four crew passes. There is no charge for crew over four, just request them at registration. Only the driver, entrant or crew chief may change the crew list.

C. An entry consists of one driver and one car within the same class. For the Enduro, it will consist of one car and multiple drivers. A change in any entry after the start of an event requires re-registering and may involve additional fees.

D. An entry form must be filled out COMPLETELY by every driver/entrant wishing entry to the weekend's competition. All entries must include the transponder number on the form or clearly indicate if a rental will be required.

E. All competitors are encouraged to send prepayment in the form of check, MasterCard, Visa or American Express along with their entry form. A \$25.00 fee WILL be assessed on all returned checks and bankcards.

F. The ENTRY DEADLINE is 12:01 AM on Monday October 13, 2008. A \$25.00 late fee MAY be assessed thereafter.

G. Refunds may be considered for cars that have not been on the racing surface as verified by the Chief of Timing and Scoring. Refunds will NOT be made at the track. Refund requests must be submitted in writing within ten days of the race date to the Chief Registrar. Refunds will be in accordance with GCR 3.2.7 and GCR 4.7.3. Refund forms are available at Registration and Hospitality.

H. SCCA requires Photo ID for all licensed members. Photo IDs are available during registration hours and by arrangement with Hospitality. The fee for a Photo ID is \$5.00.

I. All persons arriving after Registration closes will be considered spectators and will not be allowed in any hot areas, regardless of membership or license status.

J. Temporary/Trial memberships and Licenses may be available at Registration during scheduled hours only. See Registration for additional information. The issuing region may charge fees.

K. See SCHEDULE for Registration hours.

3. TECH / IMPOUND

A. See SCHEDULE for Tech and Scale hours.

B. Impound is co-located with Tech.

C. There will be NO SMOKING or ALCOHOL allowed in the Impound area.

D. An event Tech sticker will be issued after a receipt has been presented, the vehicle logbook has been signed and the driver's gear or helmet sticker has been checked. Any car involved in a metal-to-metal contact with another car must report to Tech at the end of that session or race.

E. The order of inspection at the track will be:

1. RMDiv Standard inspection; logbook and helmet sticker and helmet medical tag.

2. Re-inspection, logbook notation.

3. Annual inspection

4. Cars with no logbook, i.e. new cars or lost logbooks.
- F. Fuel will be tested in accordance with the GCR. All competitors will be allowed two voluntary tests.
- G. Compliance and/or safety inspections may be performed on the pre-grid.
- H. Driving on or off the scales is prohibited, motors must be turned off and competitors (and crew) must push cars on and off the scales.

4. PADDOCK

- A. Paddock rules will be strictly enforced. Friendly and voluntary compliance with these rules are expected.
- B. The event organizers may exclude areas as off limits and designate them unavailable for any parking or paddock space. All Stationary awnings, trailers cars, and support vehicles MUST remain in the marked paddock space.
- C. DO NOT encroach into the designated Emergency Vehicle areas.
- D. Accessways for general paddock traffic and Emergency Vehicles must be kept clear at all times. DO NOT place stationary awnings, trailers, cars, or support vehicles in any location as to restrict free travel of Emergency Vehicles in the paddock. THIS MEANS do not block the paved driving lanes. Vehicles that cause problems will be requested to be moved or moved at the direction of the Stewards.
- E. Anyone operating a 2, 3 or 4-wheeled vehicle in the paddock must have a valid motor vehicle operator's license. Use of skates, rollerblades, skateboards or scooters such as GoPeds and Segways are expressly PROHIBITED.
- F. The paddock speed limit is 10 MPH.
- G. All vehicles in the paddock are the responsibility of their respective entrants and drivers. Motorized vehicles are to be used for utility purposes only and all vehicles must be operated in a safe manner.
- H. Entrants are responsible for the conduct of their crew, guests, minors, and pets. All minors must be under direct adult supervision at all times. All pets must be leashed and under direct adult supervision at all times.
- I. Do not drive stakes into any paved surfaces.

6. PIT and GRID

- A. Crewmembers must leave the grid at the one-minute warning.
- B. DO NOT scrub tires in the paddock, grid or hot pit lane.

7. TIMING & SCORING / TRANSPONDERS

- A. AMB TRANX260 System Transponders are required for all cars in all classes for all races.
- B. Transponders will be available for rent at the track on a first-come basis for a fee of \$50 per day or \$75 for the event, along with a \$300 credit card deposit. It is the driver's responsibility to ensure their transponder is working properly. A vehicle without a working transponder may not be scored for the event. Any competitor needing a rental unit should alert the Chief Registrar at the time of entry submission to allow for the necessary arrangements.

- C. NO personal timing beacons will be allowed within 20 feet on either side of the T & S system. NO personal timing beacons will be allowed across track from Start/Finish
- D. NO cars will be allowed to stop in the "Dead Zone" area of the hot pits so as not to interfere with the transponder system.
- E. The Sunday grid for Regional Races (Groups 4 and 6) will be set by the finishing order from that group's Saturday race. If insufficient cars are entered for groups 4 or 6 on Sunday, they may be combined.

8. FLAGGING

- A. In a RED FLAG condition, drivers shall stop immediately at the nearest corner station that can be reached safely and await further instructions.
- B. In a FULL COURSE YELLOW condition, each vehicle must slow to form behind a pace vehicle. If a pace vehicle is not used, Start/Finish will designate the car number of the race leader with a "PACE" sign-board who will act as the pace vehicle.

9. RESULTS and TROPHIES

- A. Results and trophies are available at Hospitality when the results are final.
- B. Hospitality will close 45 minutes after results for the final group are posted.
- C. No trophies will be mailed. Trophies for Saturday events must be picked up no later than noon on Sunday.

10. GUESTS

- A. Non-members will be issued a non-member credential.
- B. Individuals with non-member credentials will not be allowed access into any HOT areas.

11. ROCKY MOUNTAIN DIVISION REGIONAL and SPEC CLASSES

- A. Rules for RMDiv regional and spec classes are available online at www.scca-cdr.org/racepage.htm and select Regional Class Rules.
- B. CLUB FORD (CF). Club Ford is a regional only class. Eligible cars are Formula Ford cars manufactured prior to Jan 1, 1984 with the following exclusion: Swift DB-1. All Club Fords are required to qualify and race on the American Racer spec tire at each regional event. These tires may be available for sale or rent at the track (contact Road Racing Services (303) 973-8005 racing@ecentral.com at least one week prior to the event to ensure availability). Any car not in compliance with the above requirements must compete as a Formula Ford for the entire event. All Club Ford cars must comply with SCCA rules applicable to Formula Ford in the current GCR and FCS and must display the class designation CF. Class administrator is: Mark Zarlengo, 303-871-8146, zman19@aol.com.
- C. CLUB FORMULA CONTINENTAL (CC): This class is designated to provide a more competitive racing environment for older Formula Continental cars. Only Formula Continental cars produced in 1995 and before are eligible. All Club Continentals are required to qualify and race on the Spec Tire designated for this class. Any Club Continental not in compliance with the above requirements must compete as a Formula Continental for

the entire event. All Club Continental cars must comply with the SCCA rules applicable to Formula Continental in the 2008 GCR and must display the class designation CC. Class Administrator is: Greg Lambert, 303-805-7423, glambert@e3si.com.

D. FORMULA JUNIOR (FJ). FJ is a regional only class. FJ cars are single seat formula cars with unmodified motorcycle engines (up to 1100cc) and transmissions. FJ cars have no wings. FJ cars must comply Section 9.1.1.G.1 of the 2008 GCR and must display the class designation FJ.

E. IT EVERYTHING (ITE). ITE is a regional only class split into two classes; ITE-O for cars with a displacement over 3 liters and ITE-U for cars with engine displacement less than 3 liters. Forced induction (supercharging or turbocharging) would be addressed by multiplying the engine displacement by 1.4 to determine the displacement to be used for classification. ITE-O would run with the big-bore sedan group and the ITE-U would run with the small-bore production group. The intent of the split is to allow the smaller displacement cars, which do not fit within the traditional IT classes a place to run where they would have a better chance of being competitive. The hope is that this would eventually lead to an increase in car counts. These are race cars with fenders and doors that conform to present or past Pro Racing or Club Racing classes which meet the general regulations of Section 9.1.3 of the CGR for IT and do not fit within the rules for other Improved Touring Classes. All ITE cars must run on DOT approved tires and display the class designation ITE-O or ITE-U. Class administrator is: Karl McColl, 303-403-2670, mccoll5@comcast.net.

F. SPEC RX-7 (S7). Spec RX-7 is as a regional only class. Eligible cars are Mazda RX-7 vehicles. The vehicles meet the general regulations of Section 9.1.3 of the GCR and are limited in preparation. S7 cars must comply with the RMDiv S7 rules and run on, Toyo Proxes RA1 205/60R13 spec tires and display the class designator S7. Any car not in compliance with the published RMDiv rules must compete as an ITA. Class administrator is: Jeff Wilson, 303-278-2147, JWAsaQuinn@aol.com.

G. SPEC 944 (S944). Spec 944 is a regional only class for Porsche 944 and 944S automobiles. S944 is an Improved Touring class and the rules are a modified form of GCR 9.1.3. In case of conflict, these rules supercede GCR 9.1.3. S944 cars must display the class designator S944. Class administrator is: Joe Gilmore, 720-318-5100, jrgbox@yahoo.com.

H. SPEC E30 (SE30). Spec E30 is a regional only class for BMW E30 automobiles. SE30 is an Improved Touring class and the rules are a modified form of GCR 9.1.3. In case of conflict, these rules supercede GCR 9.1.3. SE30 cars must display the class designator SE30. Class administrator is: Joe Gilmore, 720-318-5100, jrgbox@yahoo.com.

I. BABY GRAND® (GTB) GTB is a regional only class for Baby Grand® stockcars manufactured by Baby Grand Manufacturing, or its successor Baby Grands, Inc and sanctioned by the Miniature Motorsports Racing Association (MMRA). GTB must display the class designator GTB. Class administrator is: Jeff Wilson, 303-278-2147, JWAsaQuinn@aol.com. Rules are also available on-line at: www.MMRARacing.com.

J. The following GCR recognized classes are raced in RMDiv and run under the rules in the GCR.

SPEC SPORTS RACER (SRSCCA).
SUPER PRODUCTION (SP).
LEGEND CARS (LC)

12. CONDUCT OF THE ENDURANCE RACE

A. Drivers: There shall be a minimum of two drivers per car. No driver may drive more than 60 consecutive minutes. At least one driver from each team must be at the Mandatory Driver's Meeting.

B. Pit Assignments: All teams will be assigned a hot pit space. Teams shall ensure that the driving and emergency lane is clear at all times.

C. Qualifying, Timing and Scoring:

1. Qualifying times for cars may be set by any of the drivers in either qualifying session. Drivers may swap in the Hot Pits during Qualifying.

2. Timing and Scoring: During the Enduro, provisional standings will be posted at the 30 and 60-minute points.

3. Enduro timing: Once the Enduro begins, the clock will continue to run until the full 4 hours have elapsed. After 4 hours, THE LEADING CAR WILL BE GIVEN THE CHECKERED FLAG.

D. Stopping the race: Black and Red flags will be as normal. All work on cars in or entering the pits must cease until the race has been restarted. Restart grids, if required, will be per the GCR,

E. Body Damage and Repairs: Any car suffering severe body damage may be prevented from continuing until satisfactory repairs are made. Major repairs, or those requiring extra supplies and equipment, must be performed in the paddock. For safety, race officials may request a car be moved to the paddock for any lengthy repair. A Scrutineer or official observer may accompany the car from the time it leaves the pits until it either returns to the competition or is officially retired.

F. Pit Rules:

1. Pit Lane Speed: It is the driver's responsibility to maintain a SAFE and REASONABLE speed at all times while operating the vehicle in the pit lane and paddock. Maximum speed in the pit lane is 45 MPH, in the paddock it is 10 MPH. It is not permitted to drive a car in reverse or against traffic under its own power in the pit lane unless under the direct supervision of a race official or pit marshal.

2. Pit Stop Personnel: A maximum of five crew members are allowed to work on the car at any time. This does not include the drivers or fire bottle person. The fire bottle must be manned for the duration of all pit stops. The crew chief shall ensure that all personnel and equipment are clear of the car before releasing it.

3. Pit Closing: In the event of an emergency in the pit lane, the pits will be closed to all competitors. A "Pits Closed" sign will be displayed at flag station 9 until the situation has been resolved. Cars may wait in the pit-in lane. No competitor may enter the pits until the "Pits Closed" sign has been withdrawn. Cars and personnel in the pits must obey the instructions of the officials.

4. Working Pit Area: The working pit area is defined as the Hot Pit area, pavement and 30 feet into the grass. Each person in the working pit area must be properly attired. No smoking in the working pit area. Welding or other spark producing activity is strictly prohibited in the working pit area and any other area where fuel is stored. No spikes or other objects may be driven into the asphalt of the pit lane.

5. Compressed Gas Bottles: This applies to all air bottles/gas cylinders containing over 150 psi compressed gas. All air bottles/gas cylinders must have a protective structure around the gauges and valves when the cylinder manufacturer's metallic screw on valve cover is not in place. Proper components/accessories must be used with air bottles/gas cylinders at all times. No home built or modified items may be used in order to minimize the risk of component failure.

5. Fire Bottle: Each team must provide at least one 10-pound or larger ABC-type manned fire extinguisher in the working pits. This requirement is in addition to those supplied by the event organizer.

6. Electricity: There is no electricity available in the working pit area. Teams may use a generator.

7. Temporary Shelters: Pit structures, timing stands, etc. must not be constructed in such a manner that they create a fire or safety hazard. Erected structures must not overhang the asphalt. It is recommended that shelters be tied down in case of high winds.

8. Refueling:

a. Entrants must make their own arrangements for handling fuel, oil and water in their pit. Spillage and/or careless handling of fuel, water or oil will not be tolerated and may result in a fine or other penalty being assessed. It is the responsibility of each crew to clean up any fuel, oil or water spills in their pit, or pit lane, as soon as possible.

b. All refueling equipment is subject to the approval of the Chief Steward. Gravity feed overhead rigs and pressurized systems are not allowed.

c. A maximum of 50 gallons of fuel may be stored in any one pit.

d. Refueling and the addition of lubricants to vehicles may occur in the pit lane or paddock areas only.

e. During refueling, the engine must be off, and the driver out of the car.

f. No work will be permitted on the car during refueling. No one may be under the car during refueling.

g. All fire bottle and refueling personnel must wear protective clothing:

- Eye protection, such as goggles
- Face covering (balaclava or full face helmet)
- Fire retardant gloves
- Nomex or equivalent suit (SFI 3-2A1)
- Nomex socks
- Full cover shoes

9. Jack Stands: At least two jack stands must support a car whenever a person is beneath the car.

G. Signaling: A maximum of two crew persons will be permitted at the track wall for the purpose of signaling.

Spectating in the signaling area (within 30 feet of the wall) is prohibited.

H. Cleanup: All items brought to the pit must be removed at the end of the event. Each team must supply its own oil dry to absorb any fluid spillage.

13. PERFORMANCE DRIVING EXPERIENCE

A. The PDX program is the first step in the ladder of the Time Trials program. It provides an instructional environment for drivers who simply want to improve their driving skills and increase their enjoyment of driving their street vehicle. True to the "run what ya brung" adage, all it takes to be a part is your street car, a valid license and a helmet (Snell M-95 or better).

B. PDX events are held in conjunction with the Regional club racing events.

C. PDX participates as its own separate run group.

D. Each and every PDX participant will have their own instructor assigned to them for their session. Entrants in single seat cars may share an instructor with another student.

14. CLUB TIME TRIALS

A. 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.

B. Those who wish to compete in Time trials need previous experience at a Time Trial, a Competition license (SCCA, PCA, BMW, and CCA) or have completed a PDX and be signed off by an instructor.

15. PDX / CTT REGISTRATION

A. Entries accepted ONLINE ONLY at www.dlbracing.com. Please note that PDX / CTT registration is shown as a separate event from the Regional / Enduro. Make sure you are entering for the PDX / CTT. Questions can be answered by Grant at Gbarclay@aol.com. Registration will close at 12:01 am on Thursday October 16th, 2008. Event workers may register the day of the event, but please let Grant know ahead of time of your interest at Gbarclay@aol.com.

Check-in/Registration will be in the Timing Tower (over the concession stand) Friday evening and Saturday/Sunday

B. CTT Transponder rental will cost \$25.00 per driver for the event. Drivers are encouraged, but not required, to purchase their own transponder.

C. ALL PDX and CTT participants in 2008 will need to be SCCA members prior to taking part in the PDX or CTT. Memberships can be purchased through www.scca.com or contact GBarclay@aol.com. Weekend Membership packages will be available at registration, but we cannot process any other type of membership package at registration.

D. Unless posted otherwise, entry fees for this event are as follows

- PDX \$99.00 – per day (event worker free)
- CTT \$125.00, single day, \$225.00 both days
- Transponder Rental \$25.00, entire event

16. PDX / CTT OFFICIALS

Colorado Region Time Trials Steward:

Grant Barclay – Gbarclay@aol.com.

Chief Operating Steward:

Josh Hadler – jhadler@rmsolo.org

Chief of Safety:

David Walker – david.walker@lonemustang.com

Chief Instructors

Dan Goodman – dandeman69@hotmail.com

David Jobusch – djobusch@comcast.net

Questions regarding tech – Gbarclay@aol.com

17. PDX / CTT INFORMATION

All PDX/CTT information can be found at www.sccatimetrials.org

A. Entries accepted ONLY at www.DLBRacing.com. Please note that PDX/CTT registration is shown as a separate event from the Regional event. Make sure you are entering for the PDX/CTT. Questions can be addressed to Grant at Gbarclay@aol.com. Registration will close at 12:01 am Thursday Oct 16th, 2008. Event Workers may register the day of the event, but please indicate your interest in participating to Grant at Gbarclay@aol.com. Event workers will also need to attend the Classroom Session on Friday evening, see schedule for details.

B. CTT Transponder rental will cost \$25.00 per driver for the event. Drivers are encouraged, but not required, to purchase their own transponder.

C. ALL PDX and CTT participants in 2008 will need to be SCCA members prior to taking part in the PDX or CTT. Memberships can be purchased through www.scca.com or contact Gbarclay@aol.com. Weekend Membership packages will be available at registration, but we cannot process any other type of membership package at registration.

D. PDX Classroom Session: The PDX classroom session is mandatory for ALL PDX participants. For this event the classroom session will take place at the registration trailer at Pueblo Motorsport Park on Friday evening starting at approx 7:00pm, and the classroom session will take between 60 and 90 minutes. PDX entrants will not be allowed on track without attending the classroom session.

E. PDX and CTT entrants are reminded that no motorized vehicles are allowed on the track once the track has been closed for competition. Entrants are allowed to walk the track, but are requested to seek permission from the Chief or Operating Steward first.

F. Classing: PDX entries will be accepted for any car that meets the minimum safety standards as laid out on the www.sccatimetrials.org website. Contact Gbarclay@aol.com if you have any questions. CTT entries will be accepted for any car that is legal for any recognized SCCA Club Racing class, your logbook will be required as proof of legality. CTT will also accept any car that meets the SCCA Solo Classing requirements. Please note, that certain Mod and Prepared classes require increased safety equipment, details can be found at www.sccatimetrials.org, or contact Gbarclay@aol.com if you have any questions.

G. Competition: The intent of the 2008 Colorado Region Club Trials program is to focus on driver development, not on outright competition. Competition sessions will be timed, and times will be posted. Awards will not be given out based on classing and timing, but will be presented to foster driver development. Further details on the mission statement for the program for 2008 can be found at www.sccatimetrials.org.

H. CTT Drivers Meetings. Attendance at the CTT Drivers Meeting is mandatory for all CTT entrants. The drivers meeting will be held each morning, immediately following the PDX, and will be held in the CTT paddock. Please inquire at registration for the exact location. There will be CTT Discussion Sessions after Practice, and after Qualifying. Attendance is not mandatory, but is encouraged. Instructors will be available at these sessions, and entrants are encouraged to seek their council.

I. PDX/CTT Check-in on site. PDX/CTT check in will be open during the PDX Classroom Session on Friday evening at the T&S tower above the concession stand. All PDX entrants MUST check in during this time. CTT entrants can check in each morning, from 7am until the start of the CTT driver's meeting, approx 8:30 am. Entrants are reminded that they must register on-line at www.DLBRacing.com. No registration will be handled at the event. Entrants are to show proof of membership, a valid driver's license, and their CTT logbook at Check-in. PDX drivers will be issued their novice logbook during the classroom session on Friday evening

J. PDX/CTT Tech. Entrants can have their vehicles tech'd on Friday afternoon in the CTT paddock area (approx 7:00 pm until the end of the PDX classroom session). There will be limited time for tech inspections on Saturday and Sunday morning prior to the PDX. Pre-event tech inspections can be conducted at selected service centers along the Front Range. Please see the website, www.sccatimetrials.org, for details. Pre-event tech is not mandatory, but is encouraged.

K. PDX/CTT Vehicle tow points. All PDX/CTT vehicles are required to have tow points accessible on the front and the rear of the vehicle. These items will be checked during tech, and any vehicle without suitable tow points will not be allowed to participate. Factory tow hooks and tow points are acceptable for Stock, Street Touring or Street Prepared vehicles and must be installed prior to tech inspection. For Modified or Prepared vehicles, it is strongly suggested to follow the protocol laid out in the GCR or the TTR, factory tow hooks will be the minimum standard accepted. The CTT Chief Steward reserves the right to refuse track access to any vehicle not meeting these recommendations.