

ROCKY MOUNTAIN DIVISION CLUB TIME TRIALS GENERAL RULES AND REGULATIONS

I. PURPOSE

SCCA Club Time Trials is a bridge program, halfway between PDX and Club Racing.

II. CONCEPT

SCCA Club Time Trials events will generally be run at approved SCCA Club Racing racetracks. Time Trials events may be held in conjunction with the Colorado Region and/or Continental Divide Region road race Regional and Rational Events. The goal is to acclimatize the Club Time Trial participants to the structure and organization of road racing events.

Club Time Trials (CTT) CTT builds on PDX instruction, while allowing drivers to compete. CTT offers drivers a high-speed motorsports competition. CTT Practice may be untimed. CTT drivers are required to have previous experience at a PDX event with approval to compete by the CTT Steward.

III. EVENT OPERATING RULES

Club Time Trial events in Colorado will be held under the SCCA Club Racing Time Trials Rules. Additional event rules and regulations will be included in the Supplemental Regulations of the host region.

Club Time Trials competitors will be grouped based on cars of similar speed. 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

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

A. Practice

- i. 15 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
- ii. Passing allowed in designated zones according to passing regulations
- iii. Passengers are not allowed in these sessions
- iv. Lead / follow groupings of cars may be implemented for the purpose of instruction or track familiarization
- v. Instruction available upon request.

B. Qualifying

- i. 15 minute qualifying session per CTT run group
- ii. The fastest lap set during the session will establish run speed for sorting into groups, or will determine starting order for the group, if running a single group
- iii. Cars spaced sufficiently so there is no bunching, but separation remains driver responsibility
- iv. Passing allowed in all areas. Passing is not recommended in any corner. NO Corner Diving!
- v. Event organizers may replace the qualifying session with a second practice session and qualifying order will then be determined by practice speeds

C. Competition Sessions

- i. 15 minute competition sessions per CTT run group
- ii. Cars sorted from fastest to slowest within the run group
- iii. Cars will maintain a slow and controlled pace during the pace lap for a 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

The Hot Pits will be open during sessions and 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 hosting region will provide the transponders during the event. CTT 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 include trophies based on criteria outlined in either the event supplemental regulations or in conjunction with a series of events.

V. ELIGIBILITY AND LICENSING

1. CTT entrants must hold an annual SCCA membership, be 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 CTT program should have completed a PDX event without incident, a minimum of 6 event days is recommended.
 - a. The CO Club Time Trials program will waive this requirement if the entrant can provide proof of previous high- speed track experience to the Chief Steward prior to the event.
 - b. The CTT 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 determine suitability for CTT participation.
3. 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.
4. Drivers will be issued a Log Book at the first event they attend. The Drivers Log Book is a record of participation.

VI. VEHICLE SAFETY EQUIPMENT REQUIREMENTS

A vehicle safety inspection must be successfully completed prior to competition. CTT tech inspectors may conduct Tech Inspections and can direct participants to locations where a pre-inspection can be performed. The CTT Tech Chief reserves the right to conduct spot inspections, in paddock, on grid, or during impounds.

Karts and Formula Cars are not permitted in Club Time Trials events. Sports racer or other closed wheel racing vehicles may be eligible to compete in CTT with prior approval from the series director. Vehicles must meet the following applicable requirements:

1. Vehicles prepared to Club Time Trial specifications must meet all current Club Time Trial safety equipment requirements.
2. Fire systems are not required but highly recommended. A handheld fire extinguisher complying with the GCR is highly recommended.
3. All vehicles shall have working brake lights.
4. 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 requirements as a minimum.
2. The two front windows shall be down on all cars.

VIII. DRIVING AND PASSING PROCEDURES

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.

Passing 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.
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.
3. 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.

Passing 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.
2. Cars exiting the track, as signaled by the driver via raised fist 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 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 closed fist. Cars will be released back to the track by a grid marshal when safe. There shall be no refueling 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.

Drivers Download Meeting

There will be a drivers download meeting after each session. The Chief Instructor will cover the following:

1. Driver behavior and correction
2. Instruction and guidelines for driving lines for that track
3. Event updates and track conditions
4. Driver questions from the session

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.

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 or black flag station.

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 start or the black flag station 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.