Sports Car Club of America

Recommended Rule Changes (June 07)

The following is a summary of proposed rule changes made by the Time Trials Administrative Council. These items will be presented to the Board of Directors for approval. Comments, both for and against, should be sent to the TTAC via e-mail at timetrials@scca.com.

Item 1. Effective 1/1/08: Change section 9.2.1.L and 9.2.1.N to read as follows:

L. Seats – For PDX (Level 1) and Club Trials (Level 2) events the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. ~~Effective 1/1/2008 –~~ *It is highly recommended that* for Track Trials (Level 3) and Hillclimb (Level 4) events, the driver's seat shall be replaced with a one-piece bucket type race seat ~~meeting SFI requirements minimum~~ and include an upper brace if non-FIA *homologated*.

N. Passenger Seat – For PDX (Level 1) and Club Trials (Level 2) events, if a folding seat, it shall be securely bolted or strapped in place. For Track Trials (Level 3) and Hillclimb (Level 4) events, the requirements of paragraph L. above apply *(e.g. – if the driver's seat has been replaced with a one piece bucket type race seat, then the passenger seat shall be replaced with a similar seat, both shall include an upper brace if non-FIA homologated.*

(March 29 minutes, published June Fastrack)

Item 2. Effective 1/1/08: Add a new section BB. to 9.2.1 to read as follows:

BB. On all carburetors, (except SU, C and D Sports racers with motorcycle-type carburetors and Formula 500 Mikuni VM38) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

(March 29 minutes, published June Fastrack)

Item 3. Effective 1/1/08: Change the first and second bullets of section 10.1 to read as follows:

- All classes listed in the current GCR (both National and Regional~~ – i.e. all classes listed in GCR 9.1.1 through 9.1.10~~) must be accommodated *in Club Trials (level 2), Track Trials (Level 3) and Hillclimb (Level 4) events.* This rule is to allow a place to compete for any car prepared to a GCR class but does not restrict classes from being consolidated because of limited participation.

- *All classes listed in the current Solo National Rules must be accommodated in Club Trials (Level 2) events.* It is strongly ~~suggested~~ *recommended* that the Solo Street Prepared and Street Mod class cars are accommodated *in Track Trials (Level 3) and Hillclimbs (Level 4) events,* provided that they have the required Time Trials safety equipment.

(March 29 minutes, published June Fastrack)

Item 4. Effective 1/1/08: Change selected portions of section 10.3 to read as follows: (Portions omitted remain unchanged)

1. A standard SCCA *Time Trial* Vehicle Logbook shall be used by all competitors at all *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* Time Trials competitions, unless exempted by the Supplementary Regulations. *The Club Racing Vehicle Logbook is acceptable for those cars that are prepared to the current GCR.*

The SCCA Time Trials Logbooks and their corresponding serial numbers are obtained from the Time Trials Divisional Program Manager. For divisions that do not have a Time Trials Divisional Program Manager, the logbooks and serial number shall be obtained from the Club Racing Manager.

5. The Vehicle Logbook may be issued by ~~the~~ *a licensed* TT Technical ~~and Safety~~ Inspector *or Club Racing Scrutineer* ~~for the Division~~, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 9. Technical and Safety Inspection. The logbook issue date is the date of registration. *When a car receives a Time Trials logbook, it should be clearly noted what Level the roll structure is approved for.*

6. Identity Numbers:
   A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.

   B. The first *two letters shall* ~~digit(s)~~ correspond~~ing~~ to the *issuing Division's* ~~region's~~ identity number shall be separated from the balance of the numbers *(3 digits +)* by a dash (-). *It is highly recommended that the serial number be followed by another dash and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).*

   C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered *via the Time Trials Divisional Program Manager or Club Racing Manager* during a thorough inspection.

(March 29 minutes, published June Fastrack)

Item 5. Effective 1/1/08: Change section 10.21 to read as follows:
The installation of scattershields or explosion-proof bell housings shall be required on all cars *that do not have a stock firewall/tunnel (e.g. GT, Formula, and Sports Racing classes)* ~~(except Showroom Stock, Spec Miata, Touring and Improved Touring)~~ *or* where the failure of the clutch or flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

Minimum material specifications are:

.125 inch SAE 4130 alloy steel
.250 inch mild steel plate
.250 inch aluminum alloy
NHRA or SFI approved flexible shields.

(March 29 minutes, published June Fastrack)

Item 6. Effective 1/1/08: change section 10.22 to read as follows:
All cars competing in *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* events, with detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place.

Movable panels such as sliding sunroofs shall be closed. *It is highly recommended that* glass sunroofs ~~must~~ be removed *as follows:* ~~Metal sunroofs may be retained if bolted in.~~ All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over TTR rules.
(March 29 minutes, published June Fastrack)

Item 7. Effective 1/1/08: Change section 10.23 to read as follows:
*It is highly recommended for all cars competing in Track Trials (Level 3) and Hillclimb (Level 4) events that o*il holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. *For any purpose built race car the oil catch tank is required (e.g. any GCR class car unless otherwise specified as exempt in the current GCR).* Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.
(March 29 minutes, published June Fastrack)

Item 8. Effective 1/1/08: Change section 10.24 to read as follows:
It is highly recommended that all cars competing in *Track Trials (*Level 3*)* and *Hillclimb (*Level 4*)* events, except Showroom Stock and Touring shall be equipped with a master switch easily accessible from outside the car. *For any purpose built race car the master kill switch is required (e.g. – any GCR class car unless otherwise specified as exempt in the current GCR.)* Spec Racer Fords shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
(March 29 minutes, published June Fastrack)

Item 9. Effective 1/1/08: Change section 11.4 to read as follows:
~~Roll cages (as specified in the GCR, Section 18) are required for the following classes: GT1, Specials, Super Production, all Formula classes, all Sports Racer classes, open GT, and open Production vehicles. In these vehicles, the roll cage structure must meet current GCR requirements for the specific class. If the vehicle does not fall into a Club Racing class, the cage should be prepared to the GCR equivalent or greater (for example, a tube-frame Special car should be compared to a GT class cage, while a street-driven car the ends up in Special because of odd modifications could be comparable to a Production or IT cage).~~

~~All other classes at Special Time Trials events are required to have a minimum of a roll bar that meets the description in section 18 of the TTR.~~

All new cars registering on or after January 1, 2011 must meet current year roll cage specifications as listed in the GCR. If a class is not listed in the GCR, it should use the equivalent GCR class specifications, for example, Street Prepared or Street Mod cars should use the SS/IT specs, Specials should use the Production/GT specs or Formula/Sports Racer

specs where applicable, etc. Street Prepared and Street Mod class cars shall be exempt from the current side protection requirements, but must still include a single "door" bar on each side of the car. Bolt-in and bolt-together structures shall be permitted in all cars, provided that such structures are designed properly (i.e. overlapping/telescoping sections with double bolts, etc.)

As of January 1, 2013, ALL cars running in Level 4 events must meet current year GCR specifications for Roll Cages.

As of the dates listed above, the exemption for Vintage and Historic cars below will no longer be in effect. All cars shall comply with the above rules.

If a car is running in a Vintage or Historic class and prepared to those specifications, they may run only a roll bar if no cage was used at the time the car was originally raced. This applies to all the cars with cage requirements, including Formulas (cars) and Sports Racers. Competitors are encouraged to use full roll cages if at all possible. The purpose of this tolerance is to allow for original race cars to be raced in original form (or as close as possible) without devaluing the vehicle by installing a full roll cage. This shall NOT be interpreted to apply to kit cars, special constructions, replicas, or any car that has been significantly modified from its condition as originally raced. Vintage and Historic cars may upgrade to current tires, batteries, incidental items, and other unavailable items to return the car to racing condition.
(March 29 minutes, published June Fastrack)

Item 10. Effective 1/1/08: Change section 10.19 to read as follows:
Fire systems*/extinguishers* are strongly recommended, but not required in *PDX (Level 1) and Club Trial (Level 2) events* ~~Time Trials~~. All cars *competing in Track Trials (Level 3) and Hillclimb (Level 4) events* shall meet the minimum requirements set forth in GCR section 9.3.22.B.
(March 29 minutes, published June Fastrack)

Item 11. Effective 1/1/08: Change section 12. to read as follows:
All drivers in *PDX (Level 1) and Club Trials (Level 2)* ~~SCCA sanctioned speed~~ events *may utilize a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints. All drivers competing in Track Trials (Level 3) and Hillclimb (Level 4) events* shall utilize either a five, six or seven point restraint harness meeting the ~~following~~ specifications.

A seven-point restraint harness is recommended *for all events*. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

12.1. PDX (Level 1) and Club Trials (Level 2)

1. *A four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. Open or convertible cars in PDX (Level 1) or Club Trials (Level 2) events shall adhere to the restraint requirements for Track Trials (Level 3) and Hillclimb (Level 4) events.*

2. *The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.*

3. *The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.*

4. *The single anti submarine strap of a five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.*

5. *The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.*

6. *Each seat (lap) and shoulder belt of the harness (4, 5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.*

7. *All 4, 5, 6, and 7 point driver restraint systems shall meet one of the following: SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.*

   A. *Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.*

   B. *Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers*

are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

C. *Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.*

D. *If a restraint system has more than one type of certification label, the label with the latest expiration may be used.*

8. *Harness Threading: Assemble in accordance with manufacturers instructions.*

9. *FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.*

12.2. Track Trials (Level 3) and Hillclimb (Level 4)

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

2. A six or seven point system, recommended for use in all automobiles, consists of a three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.

3. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.

4. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder

point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.

6. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.

7. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). Six or seven point system antisubmarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

8. All driver restraint systems shall meet one of the following:
   SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

   A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.

   B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)

   C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification

8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.

D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

9. Harness Threading: Assemble in accordance with manufacturers instructions.

10. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.

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