SCCA® Time Trials Rule Book

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This document is the rules and general guidelines for all SCCA Time Trial Events and are placed here for the benefit of regional and divisional organizers.

The following sections and organizational rules on this page are mandatory in all SCCA Time Trials Events that an SCCA Region solely or jointly organizes, conducts, sanctions, or otherwise cooperates as a Region in organizing. The titles of mandatory sections are underlined at the top of their respective pages.

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I. Time Trials Overview

1. SCCA

The Sports Car Club of America, INC. (SCCA) is a 501(c)4 nonprofit organization incorporated in the state of Connecticut, dedicated to owning, operating, and preserving sports cars; arranging and regulating sports car events and exhibitions; encouraging safe and sportsmanlike conduct on public highways; and developing technical information relevant to these purposes.

2. Time Trials

Time Trials is the term for competition in which competitors vie for the fastest lap or elapsed time to complete a designated course. Time Trials competitors may share the track or course, but these events are not wheel-to-wheel competitions.

Within the Time Trials program, there are three primary formats:

1. **Time Attack**
   "Time Attack" is the modern term which best described traditional Time Trials. This format means competing for the best lap on a closed course purpose built for performance driving or motorsports.
2. **TrackSprint**
   TrackSprint is a format for competition on a specific section of a closed course purpose built for performance driving or motorsports. (E.g., a standing-start run from a specific point on track to a flying finish at a different point on track.) Though cars may share the course, there should be enough space to avoid cars passing or running in close proximity to each other.
3. **HillClimb**
   Hillclimb is a competition where one car at a time competes on a closed public road, typically with "climbing" elevation as a primary feature. Though cars may share the course, there should be enough space to avoid cars passing or running in close proximity to each other.

3. Assumption of Risk

Time Trials are a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.

The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death, or loss or damage to property or resources and waives any claims for bodily injury or death, or loss or damage to property or resources against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, and other participants and discharges such persons and entities from responsibility for such losses.

4. Participant Conduct

1. All participants, including competitors, officials, crew and guests are expected to act in a mature and sportsmanlike manner. Behavior strictly prohibited at SCCA Time Trials Events include, but are not limited to: bribery, fraud, reckless actions, refusing to cooperate with officials and/or competitors, acting unsportsmanlike and threatening or committing physical violence.
2. **Alcohol, Drugs and Narcotics**
   1. No driver, entrant or crew member may consume alcohol until all practice, qualifying or racing for their class is finished for the day. No official may consume alcohol until their duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event—other than following the conclusion of their activities—shall not participate on that day, may be excluded from the balance of the event and may be penalized as specified. Alcohol may not be consumed in the pits until after all of the day's on-track activities are concluded.
   2. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drug that affects the ability of the participant to safely participate in the event, or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Certain prescription and non-prescription medicines may

also impair performance, so competent medical authority should be consulted prior to using such medicines and participating in the event. Any participant who violates this prohibition may be penalized as specified.

3. **Firearms**
   Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in vehicles while on course.
4. Drivers and entrants are responsible for the behavior or their crew and guests. Persons who sign the waiver for minors are responsible for the behavior of those minors.

5. Media Rights

Participants agree to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizers of an event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films, video, and video pictures concerning competitors, their drivers, teams, or cars involved in the event(s) on any medium whatsoever that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure) for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party.

II. Driver Eligibility

1. Time Trials Driver Requirements

1. Weekend or Full Membership of the SCCA.
2. Valid government-issued driver's license.
3. Be able to handle the physical and mental demands of competition for the length of a session for each session of the event.
    1. SCCA Time Trials Driver Fitness Guidelines
    SCCA Time Trials Drivers should be able to participate in competition in a car at high speeds for extended periods of time. This form is a guide and tool for you to determine if you are medically qualified to participate in a Time Trials event. Failure to be able to deal with the stresses of automobile competition may jeopardize the driver or others while attending a competitive event.
    Drivers entering an SCCA Time Trials Event should be able to handle the physical and mental demands below for the length of a session for each session of an event.
        A. The functional suggested requirements of a driver in a competition automobile are:
            1. Ability to rapidly operate acceleration, braking, and steering mechanisms/systems.
            2. Vision: distant vision correctable to 20/40 each eye, ability to distinguish basic colors, and peripheral vision to 70 degrees in the horizontal median for each eye.
            3. Should have minimal chance of sudden incapacitation from any disease process.
            4. Ability for rapid mental activity, problem solving, and decision-making.
            5. Ability to maintain an aerobic level heart rate for more than 20 minutes.
        B. The environment the driver may operate in is:
            1. Temperature extremes from 0 degrees (F) to 120 degrees (F) for long periods of time.
            2. Smoke, fumes, vapor, caustic chemicals, and dust.
            3. Loud noise and vibration.
            4. Increased potential for exposure to fire.
4. A Time Trials License from the SCCA/recognized sanctioning body or a competition license from a recognized sanctioning body.

2. Minor Driver Requirements

All drivers 17 years old or younger must meet the Driver Eligibility requirements and contact Event Officials before the event and get approval from the Event Lead.

In addition the following items are required for participation by a minor:

1. Completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. (Note: forms vary by state and witnessing method.)
2. Completed Minor's Assumption of Risk Acknowledgment. (Note: forms vary by state and witnessing method.)
3. Weekend or Full Membership of the SCCA.
4. A valid driver's license which does not require a passenger in the vehicle, issued by state, province, territory or country.
5. When applying for a Time Trials License, the minor must apply directly to SCCA Member Services.

3. Licensing

1. **Novice License**
    The SCCA Time Trials Novice License may be issued to any eligible member of the SCCA and is for those who have participated in zero or very few competitive events on track. It is

recommended that passing for these drivers is only by point-by, and only on the longest straights of a track.

1. Time Trials Novice License Eligibility Requirements:
    - **A.** Annual Member of the SCCA.
    - **B.** Valid government-issued driver's license.

2. **Intermediate License**
The SCCA Time Trials Intermediate License is for those drivers who, as a novice, successfully completed events and demonstrated proper Time Trials knowledge of Rules of The Track. These drivers may be broken up into groups based on experience or speed for events.
    1. Time Trials Intermediate License Requirements:
        - **A.** Annual Member of the SCCA.
        - **B.** A minimum of four completed events with a "satisfactory" rating at a Time Trials event recorded in the driver's membership file on a Novice License shall count toward licensing. A standalone TrackSprint format may only count as one of these.
        - **C.** Appropriate Track Day or Time Trials experience with the SCCA or other groups, as determined by a Time Trials Event Lead or Time Trial Nationals Officials.

3. **Advanced License**
The SCCA Time Trials Advanced License is for those drivers who, as an intermediate, successfully completed events and demonstrated proper Time Trials knowledge of Rules of The Track. These drivers may be broken up into groups based on experience or speed for events.
    1. Time Trials Advanced License Requirements:
        - **A.** Annual Member of the SCCA.
        - **B.** A minimum of six completed events with a "satisfactory" rating at a Time Trials event recorded in the driver's membership file with an Intermediate License shall count toward licensing. A standalone TrackSprint format may only count as one of these.
        - **C.** Appropriate Track Day or Time Trials experience with the SCCA or other groups, as determined by an event lead or Time Trial Nationals Officials.

4. **Time Trials Pro Driver License**
The SCCA Time Trials Pro License is for those drivers who have, as an Advanced Licensed Driver, successfully completed events and demonstrated proper Time Trials knowledge of Rules of The Track. These drivers may be broken up into groups based on experience or speed for events.
    1. Time Trials Pro License Requirements:
        - **A.** Full Membership of the SCCA.
        - **B.** Appropriate satisfactory Time Trials experience with GridLife or Global Time Attack as determined by SCCA, GridLife, or Global Time Attack Officials.

5. **Alternate Accepted Licenses**
The following competition and alternate licenses are accepted for Time Trials Events:
    1. SCCA Novice and Full Competition License.
    2. Any license listed in the SCCA General Competition Rules, Section 2.8.B.
    3. Canadian ACN-FIA Licenses.
    4. Other sanctioning body Time Trials Licenses (drivers should be placed in groups with the closest passing rules to their issuing sanctioning body or club).

Looking for a Time Trials license? Answer a few questions here and we'll be in contact with your license information (or questions, if we have any).

III. Vehicle Eligibility

1. Overview

SCCA Time Trials are open to most four-wheeled vehicles that pass the safety inspection. Different regions, tracks and events may have different rules, so entrants should check with the organizers, rules or supplementary regulations of the event you plan on attending.

2. Detailed Vehicle Eligibility Criteria

1. **SCCA Time Trials Events are open to any vehicle that:**
    1. Meet all of the Safety Level 1 Standards, and when necessary, the SCCA rules required for special construction (GT, Sports Racers, Formula Cars, Specials etc).
    2. Has at least four (4) wheels, grouped in equal sets of half of the wheels on the vehicle per side.
    3. Is properly muffled.
    4. Does not have a high center of gravity. Potentially unstable vehicles with a high center of gravity–determined by whether or not they are wider than they are tall–are excluded from SCCA Time Trials. Width is the average track width of the vehicle, and height is measured from the ground to the highest point. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks or tires with less than 200 tread wear rating.)
    5. Is a vintage or alternate-series racing car that meets safety specifications for their sanctioning body.
    6. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these rules.
2. **In addition:**
    1. Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can withstand competition use.
    2. Non-production or non-production-based vehicles like Sports Racers, Specials, Formula Cars, Dwarf Cars, etc. are not eligible to compete in Time Attack Challenge or Time Attack National Championship events, unless they have been specifically classed by the Time Trials Board (TTB).

If you haven't found your vehicle in either the **Sport** or **Tuner** Category, please fill out this form to have the Car Classing Committee review it for classing. This is to class **Sport** and **Tuner** Category cars only
- **Max** and **Unlimited** will fit any production-based full-size car based on classing formulas. Formula Cars, Sports Racers and Specials are not classed in the Time Trials National rules, but you can find a suggested regional classing for those cars in the Unlimited Category rules section.

IV. Safety Rules

Motorsports are inherently dangerous. These Rules are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, properly using superior safety gear, paying attention, and reporting unsatisfactory issues to the event officials. Drivers are responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Drivers must have a Technical Inspection (Tech) Sheet completed and available to present to an SCCA Official.

Entrants are reminded that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars and helmets meet the highest safety standards possible.

National Time Trials Events and some SCCA Regions require more than the minimum safety required by these Rules. In these cases, there are two additional Safety Levels.

1. Safety Level 1

1. All Vehicles

1. Seats and Seat belts

- **A.** All vehicles must provide factory original (or better) seats that are securely mounted.
- **B.** All vehicles must have seat belts with a minimum of three (3) mounting points mounted in accordance with manufacturers' recommendations when applicable (SFI or FIA rated are recommended).
- **C.** When in-car coaches are utilized, any seat and restraints used by the coach shall match or exceed those used by the driver.

2. Interior

- **A.** The interior and trunk must be emptied and clear of all loose items, including floor mats which are not secured with clips or fasteners.

3. Brakes

- **A.** Brake pads or shoes should not be more than 50% worn at the start of an event and should not ever be more than 85% worn during competition.
- **B.** Brake fluid must be clean and full (DOT 4 recommended).
- **C.** Vehicles must have at least one working brake light.
- **D.** There must be no brake fluid leaks.
- **E.** Rotors and drums must be in good condition without cracks or discoloration.

4. Tires and Wheels

- **A.** Tires must be in good condition with adequate tread and speed rating.
- **B.** All lug nuts, wheel bolts or wheel nuts must be present and torqued to spec.
- **C.** Hub caps, or any wheel cosmetic accessory which is not positively secured by clip or fastener, must be removed.
- **D.** Wheels must not have cracks or structural damage.

5. Suspension and Steering

- **A.** Wheel bearings must not have play.
- **B.** Ball joints must be in good condition.
- **C.** Steering must not have excessive play.
- **D.** Shocks/Struts must not be leaking.

6. Engine and Drivetrain

- **A.** All fluids must be at correct levels. Fluid caps must be tight and secure, overflow containers present and there must not be any fluid leaks.
- **B.** Belts and hoses must be in good condition.
- **C.** Battery must be secured, and battery terminals covered. (Note: flexible battery hold-downs, such as bungee cords/straps, are not acceptable.)
- **D.** Exhaust system must be functional. (There may be sound restrictions.)

E. Throttle must have a quick, positive return.

7. **Roll Bars**
   - **A.** When present, any roll bar must be properly installed and securely attached.
   - **B.** When present, any part of a roll bar able to be contacted by a driver's head must have padding.
8. **Other**
   - **A.** Glass must not have any severe cracks.
   - **B.** A rear-view device must be present, and any rear-view mirrors must be secure and free of cracks.
   - **C.** Any video cameras/recording devices must be securely mounted.

2. Convertibles

It is highly recommended that all convertible vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards set in the Time Trials Safety Standard Level 2 (see below). However, minimum safety standards requires the vehicle meets at least one of the following criteria and is not subject to any of the listed exceptions:

1. Convertible vehicles up to and including the 2005 model year must have rollover protection meeting one of the following criteria:
   - **A.** The vehicle is equipped with documented factory installed roll over protection. (Examples of manufacturer-documented roll over protection include hydroformed and reinforced a-pillars or windshield frame and factory installed roll bars and/or "pop-up" bars that are designated as roll over protection.)
   - **B.** The vehicle is equipped with a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection. (E.g., "style" bars are not acceptable.)
     1. Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of 1/2 inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.
   - **C.** The vehicle is equipped with a roll bar that meets the Safety Level 2 standards for material and construction.
2. Convertible vehicles of the 2006 model year or later must have a roll bar that meets the Safety Level 2 standards for material and construction unless one of the following criteria is met.
   - **A.** The vehicle is equipped with documented factory-installed roll over protection or a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection.
   - **B.** The vehicle is six (6) cylinders, with the OE drivetrain and may only be naturally aspirated.
   - **C.** The vehicle is four (4) cylinders or less, with the OE drivetrain, including any forced-induction equipment.

   Note: This means that for 2006+ vehicles, if the engine is not the original equipment model as delivered in that vehicle, aftermarket forced induction has been installed, or the vehicle has more than six (6) cylinders or six (6) cylinders and forced induction of any type, the vehicle must have aftermarket rollover protection or documented factory rollover protection.
3. **T-tops and targa top cars:**
   T-top and targa top cars are not considered convertibles, and do not fall under the convertible requirements.

3. Driver Gear

1. **Helmets**
   - **A.** Helmets meeting at least one of the following standards must be worn while on track:

1. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2020, M2020, EA2016, SA2015, SA2010, SAH2010, M2015, M2010)
2. SFI standards 31.1/2010, 31.1/2015, 31.1/2020, 41.1/2010, 41.1/2015, 41.1/2020
3. FIA standards 8859-2020, 8860-2018, 8860-2018-ABP, 8859-2015, 8860-2010;

B. Full face shall be worn in open vehicles without windshields (E.g., formula car, sports racer, exoskeleton kit-cars). A face shield, goggles, or similar face protection (conventional eyeglasses are not sufficient) shall be worn while competing in any other vehicle with less than the standard-size windshield.

C. For maximum protection, helmets must fit securely and should provide adequate peripheral vision. The chin strap must be securely fastened.

2. Clothing

A. Shoes covering the entire foot shall be worn.

2. Safety Level 2

1. Overview

Safety Level 2 generally means an appropriate racing-specific seat, 4-point roll bar, 5-point racing harness, arm restraints or window net, and fire-retardant helmets and clothing.

All vehicles required to meet Safety Level 2 Standards must meet the Safety Level 1 Standards, plus the additions below.

2. Vehicle Equipment

1. Roll Bars

These specifications apply to all vehicles (other than those issued an SCCA Logbook before 1/1/19). Cars issued an SCCA Logbook before 1/1/19 may continue to compete with their previously approved rollover structure or comply with the following specifications.

A roll bar is defined as a main hoop and diagonal placed behind the driver and supplemented by two braces. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. Roll bars must meet the following criteria:

A. One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.

B. The top of the roll bar must be above the top of the driver's helmet when the driver is in normal driving position.

C. The two (2) vertical members forming the sides of the hoop must be more than 15 inches apart (inside dimension), and it is desirable that it extend the full width of the cockpit.

D. An inspection hole of at least 3/16 inch diameter to facilitate verification of wall thickness may be required. It must be drilled in a non-critical area of a roll bar member at least three inches from any weld or bend.

E. All bolts and nuts shall be SAE Grade 5 or better, 5/16-inch minimum diameter.

F. Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of 1/2 inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.

G. The size of tubing to be used for the main hoop, braces and diagonals shall be determined on the basis of the weight of the car. The following minimum sizes are required and are based upon the weight of the car without the driver. Dimensions are nominal; 0.010-inch variation in wall thickness is allowed.

Vehicle Weight (Without driver)	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1,500 lbs.	1.25 x 0.090
1,501–1,700 lbs.	1.375 x 0.080
1,701–2,699 lbs.	1.500 x 0.095 1.625 x 0.080
2,700 lbs. and up	1.500 x 0.120 1.750 x 0.095 2.000 x 0.080

H. The roll bar hoop and all braces must be of seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). For cars logbooked before 1/1/16, existing ERW tubing is acceptable.

I. All welding should be of the highest possible quality with full penetration. Craters should be filled to the cross section of the weld and undercut should be no more than 0.01 inch deep.

J. All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the braces attached within the top third of the roll hoop. At a minimum, two (2) braces must be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. Diagonal lateral bracing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest alternative (and hence most preferable), there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable. In convertible vehicles with a production line beginning 1990 or later, such as the Mazda Miata, a “V” design, also known as a “double diagonal” used between the rear supports is acceptable.

K. Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one (1) tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two (2) bolts must be used to secure each telescope section. The telescope section must be at least eight inches in length. One (1) bolt is required if one (1) end is welded to the main hoop.

L. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.

M. In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the car floor. The important consideration is that the load be distributed over as large an area as possible. A backing plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

N. Mounting plates bolted to the structure shall not be less than 0.1875 inch thick and the use of a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together is recommended. A minimum of three (3) bolts per plate is required for bolted mounting plates.

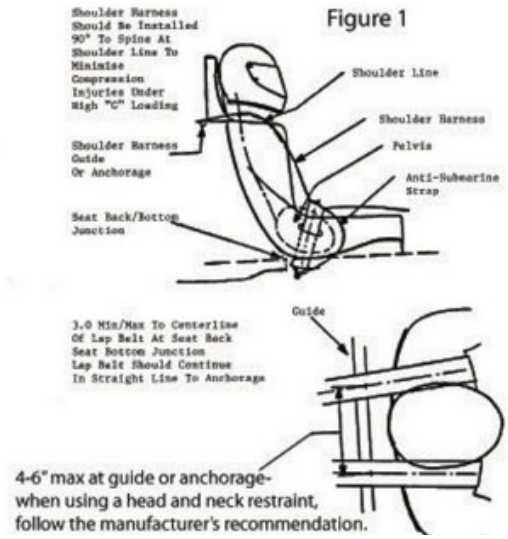
O. Mounting plates welded to the structure shall not be less than 0.080 inch thick. Whenever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

2. Seats

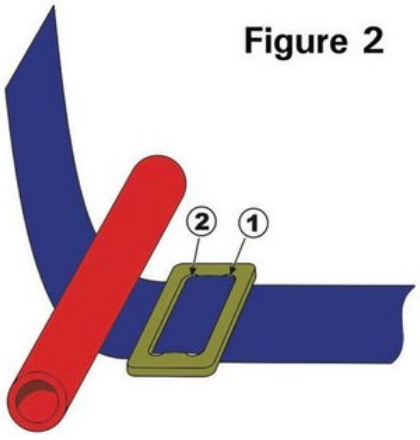
Replacement Seats must a one-piece, bucket-type race seat, be securely mounted and provide fore/aft and lateral support. Replacement Seats must accommodate, with appropriate routing, 5 (or more) point safety belts including sub-strap. OE seats may not be modified to accommodate belts, aftermarket seats must be installed per manufacture

guidelines. It is highly recommended that the passenger side has the same or better equipment as the driver's side.

3. **Driver Restraints**
   - **A.** All drivers shall utilize either a 5-, 6- or 7-point restraint harness.
   - **B.** The following harness requirements must be met:
     1. Shoulder straps shall be separate.
     2. Two inch shoulder straps shall only be used with head and neck devices.
     3. All harnesses shall bear labels bearing either of the following SFI or FIA certifications:
        - **a.** SFI specification 16.1 or 16.
        - **b.** FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.
     4. Harnesses shall be in good condition (no cuts, abrasions, abnormal wear, etc.). It is highly recommended that harnesses are not utilized past their expiration date.
     5. The following steps shall be taken when threading harness through a harness bar
        - **a.** Figure 1

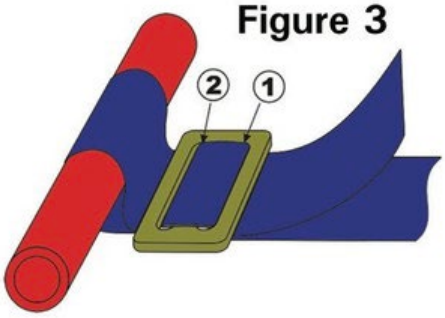


        - **b.** Figure 2



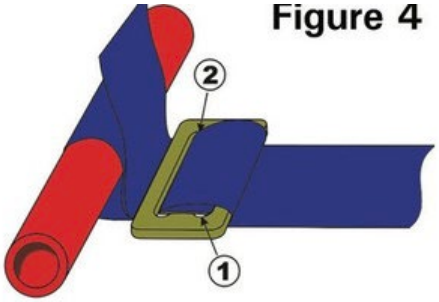
        - **c.** Figure 3

Figure 3



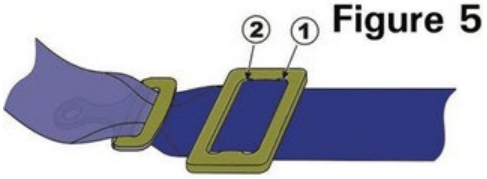
d. Figure 4

Figure 4



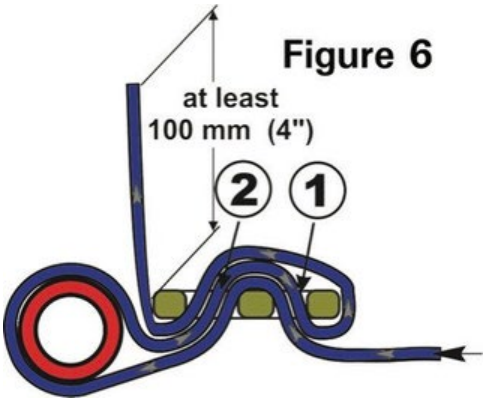
e. Figure 5

Figure 5



f. Figure 6

Figure 6



4. Fire Suppression

A. All vehicles shall have a device (such as a fire bottle/fire extinguisher/fire suppression system) securely mounted with metal mounting brackets of the quick-release type within reach of the driver to suppress fires.
The device should meet at least one of the following minimum requirements:

1. On-board fire systems per SCCA Road Racing General Competition Rules (GCR).

2. Halon 1301 or 1211, 2 pound minimum capacity by weight.

3. Dry chemical, 2 pound minimum with a positive indicator showing charge. Chemical: 10 BC or 1A10BC Underwriters Laboratory rating.

3. Driver Safety Gear

1. **Helmets**
    - **A.** For Safety Level 2, helmets meeting one of the following standards are acceptable and must be worn while on course:
        1. Snell Foundation Standards with Snell sticker 2015 or later for Special Application (SA2020, EA2016, SA2015).
        2. SFI standards 31.1/2015, 31.1/2020
        3. FIA standards 8859-2015, 8860-2010 or newer.
    - **B.** **For drivers of any vehicle without a DOT-approved windshield** (such as kit-cars, Sports Racers, Formula Cars and Specials) or any other vehicle with less than standard-sized windshield, helmets meeting these additional criteria are required:
        1. Helmets must be full face.
        2. A shield, preferably made of impact-resistant materials, shall be used while on course (conventional eyeglasses are not sufficient).
2. **Driver Clothing**
    - **A.** Driving suits shall meet one of the following standards:
        1. FIA standards (8856 -1986, 8856-2000 or 8856-2018).
        2. SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification.
        3. Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear.
        4. Gloves made of leather and/or accepted fire-resistant material containing no holes.
        5. Socks made of accepted fire-resistant material.
        6. Face coverings (balaclavas) of accepted fire-resistant material for drivers with beards or mustaches.
        7. Shoes, with uppers of leather and/or nonflammable material that, at a minimum, cover the instep
3. **Driver Accessory Gear**
    - **A.** For drivers of any vehicle where the compatibility of belts and seats meet the use of head and neck support systems, the use of a head and neck support system is highly recommended.
    - **B.** For a track-based event (Time Attack/TrackSprint) a driver's-side window safety net or arm restraints are highly recommended for all cars.
    - **C.** For a HillClimb event, arm restraints are required in any open car and a window net or arm restraints are required for closed cars.

3. Safety Level 3

1. **Overview**

    It is intended that Safety Level 3 be similar to that of SCCA Road Racing. Vehicles of motorsports-specific construction are required to meet these specifications. For National Time Trial Events, vehicles prepared beyond Max Category Rules and competing on tires without DOT-Approval must meet Safety Level 3 Standards.

    All Safety Level 3 vehicles must meet the requirements of Safety Levels 1 and 2, plus the inclusion of a roll cage compliant with specifications listed here. A roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these Rules.

    These specifications apply to all vehicles other than those issued an SCCA Logbook before 1/1/19. Cars issued an SCCA Logbook before 1/1/19 may continue to compete with the previously approved rollover structure or comply with the following specifications.

    Please see SCCA General Competition Rules section 9.4 for diagrams and illustrations.

2. **Roll Cages**

1. **Main Hoop**
   The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.
   - **A.** On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.
   - **B.** On open cars retaining the windshield frame, the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet.
   - **C.** Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car, the hoop must be at least as high as the top of the rear corner of the door. The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet.
2. **Main Hoop Bracing**
   - **A.** Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop or extend from the top of one rear brace to the bottom of the opposite rear brace. Automobiles with mid-mounted engines can have the lower mounting point attach to the frame of the automobile within 6 inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop. In convertible vehicles with a production line beginning 1990 or later, such as the Mazda Miata, a "V" design, also known as a "double diagonal" used between the rear supports is acceptable.
   - **B.** Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point as described. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness.
   - **C.** Cars must have two (2) braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees.
   - **D.** Open cars must have two (2) braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.
   - **E.** On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty bar). Alternatively, the rear window may be removed and a clear, LEXAN™ replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody.
3. **Front Hoop**
   - **A.** Roll cages may be of two designs, low front hoop or high front hoop. All closed-top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoops are also referred to as side hoops.
     1. Closed cars: The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top

of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top “halo” hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations, there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

2. Open cars: The height of the front hoop must be consistent across the full width of the cockpit.

B. Front Hoop Bracing

All open cars with a high front hoop and all tube frame closed cars must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended production-chassis cars also have the front hoop brace.

1. Tube(s) may extend, from each front down tube, forward to the firewall. For Unlimited or SCCA GCR-class cars which allow it, tube(s) may extend through the firewall. In this case it is recommended this tube, one on each side, connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

4. Side Protection

A. Side tubes connecting the front and main hoops across both door openings are strongly recommended. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another.

B. NASCAR-style side protection or one bar bisecting another to form an “X” is permitted. Door side tubes may extend into the front door.

1. Door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified.
2. The stock outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the Rules.

5. Roll Cage Attachment Points

A. Production-chassis cars: The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of six (6) points as specified in these Rules.

B. Tube-frame cars: The roll cage shall be integrated into the frame or chassis.

C. Mounting Plates

1. Mounting plates welded to the structure of the car shall not be less than 0.080 inches thick and no more than 0.25 inch thick. Plates may be on multiple planes.
2. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. Plates may be on multiple planes but shall not be greater than 15 inches on any side.
3. Fasteners for bolted or riveted mounting plates must be Grade 5/Metric 8.8 or better with a minimum diameter of 5/16 inch.

6. Roll Cage Tubing

A. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130 or T45), or Docol R8 tubing must be used for all roll cage structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

B. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

Vehicle Weight (not including driver)	Tubing Size (inches) (outer diameter x wall thickness)
~~Up to 1,000 lbs.~~	~~1.00 x 0.060~~
~~1,001–~~ Up to 1,500 lbs.	1.25 x 0.090
1,501–1,700 lbs.	1.375 x 0.080
1,701–2,699 lbs.	1.500 x 0.095 1.625 x 0.080
2,700 lbs. and up	1.500 x 0.120 1.750 x 0.095 2.000 x 0.080

C. For purposes of determining tubing sizes, the vehicle weight is as raced without driver, fuel and ballast. The minus tolerance for wall thickness should not be less than 0.010 inch below the nominal thickness.

D. The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

E. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to 0.010 inch.

F. Either an inspection hole between 3/16- and 1/4-inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the logbook and inspected by such means.

7. Basic Design Consideration

A. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.

B. No portion of the roll cage may have an aerodynamic effect by creating a vertical force.

C. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than three times the diameter of the tubing.

D. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Procedures for welding alloy steel shall be in accordance with accepted industry practice. It is recommended that a certified AWS D1.1 welder do all welding.

E. It is recommended that gussets be used at all joints.

F. Any number of additional tube elements is permitted within the boundaries of the cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.

G. Removable roll cage bracing is acceptable in one of the following configurations.

1. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least two (2) bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.

2. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered or muff-type. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

8. **Manufacturer Supplied/FIA/MSA Homologated Cages**
    - **A.** Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.
    - **B.** Cars may compete with an approved MSA (Motor Sports Association UK) Roll Over Protection System Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services. Cars must have MSA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the cage was approved by the MSA.
    - **C.** Cars which do not comply with the design criteria set forth for roll hoops must have a waiver/homologation certificate issued by the Road Racing Technical Staff. Cars which are excepted from the published design criteria, shall at all times have available for examination a current logbook, a copy of the letter of exception from the Road Racing department and supporting engineering documentation. Cars which have previously been issued homologation Certificates may satisfy this rule by presentation of said certificate or a copy. Vehicles with an SCCA logbook issued before prior to January 1, 1983 do not require homologation certificates.
    - **D.** **Note:** This line primarily applies to those who own older SCCA road racing cars or factory-built racecars that probably had a previous history with the SCCA or other sanctioning body. While the Road Racing Technical Staff can evaluate and approve another design, the far easier (and less expensive path) here is to build it to the published specs. If you have an older formula car or sports racer, it should have a homologation certificate that goes with it.

4. Alternate Accepted Logbooks

1. **Accepted Alternate Sanctioning Bodies**
    1. National Auto Sport Association (NASA)
    2. BMW Car Club of America (BMWCCA)
    3. Porsche Club of America (PCA)
    4. Porsche Owners Club (POC)
    5. **Note:** At Time Trials National events, the roll bar/roll cage minimums for DOT and non-DOT tires must be met.
2. **Accepted Vintage Sanctioning Bodies**
    1. Sports Car Club of America (SCCA)
    2. Classic SportsCar Racing Group (CSRG)
    3. Society of Vintage Racing Enthusiasts (SOVREN)
    4. Sportscar Vintage Racing Association (SVRA)
    5. Vintage Auto Racing Association (VARA)
    6. Vintage Motorsports Council (VMC)
    7. Vintage Drivers Club of America (VDCA)
    8. Historic Sportscar Racing (HSR)
    9. American IndyCar Series (AIS)

5. Vehicle and Driver Gear Safety Inspection

Vehicles must be inspected to participate in SCCA Time Trials and the official tech form must be filled out, signed by the driver and turned in to the designated event official(s). The driver is responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces.

1. Whenever the following items are installed on a vehicle, an SCCA Tech Inspector must evaluate the installation:

1. Any aftermarket safety item required by SCCA Rules.
2. Aftermarket seat(s).
3. Aftermarket seat belts/racing harnesses.
4. Roll bar or roll cage.

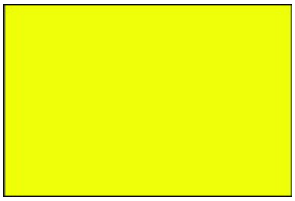
2. **Inspection Requirements**
   Items must be inspected for secure installation and proper fasteners (e.g., sandwich plates on bolt-in roll bars/cages). The driver is responsible for the installation being compliant with manufacturer guidelines, and adequate material (e.g., tubing size and thickness) but inspectors should be on the lookout for obvious inappropriate installation or improper material.
3. **Required Driver Gear Safety Inspection**
   The following driver gear safety items must be inspected by an SCCA Official. A vehicle shall not get approval to go on track until gear for the driver(s) of that car has been checked.
   1. Helmets must be inspected, and a tech sticker should be affixed so that officials can easily check that the helmet has been inspected and approved. Helmet stickers may be annual.
   2. Any required driver gear item must be inspected by an SCCA Tech Inspector.
4. **Logbooks/Annual Inspections**
   1. Vehicles may be annually inspected, and that inspection may be noted with proof of inspection (e.g., sticker, card or logbook).
   2. A vehicle with an annual tech is not required to be inspected at an event, but the driver shall still turn in a completed tech form.
   3. Any change or addition to aftermarket safety equipment requires a re-inspection, even if that vehicle is within the annual inspection period.
   4. SCCA Road Racing Annual Inspections may be honored and a Road Racing vehicle with an annual tech is not required to be inspected at an event, but the driver shall still turn in a completed tech form.

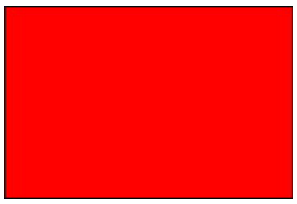
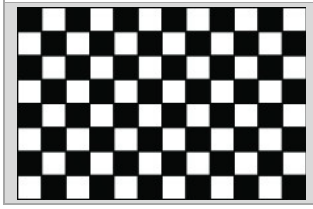
V. Rules Of The Track

The following sections govern the procedures for all SCCA Sanctioned events for the procedures listed.

1. Flags

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be changed or amended by the event Supplemental Regulations.

Description and Meanings of Each Flag	
	**Green Flag** When displayed, the Green Flag indicates that the course is clear, and that competition is underway. The Green Flag is ordinarily shown only by the Start/Finish line official.
	**Yellow Flag** The yellow can be shown in one of two ways: Being waved (Waving) or held still (Standing). **Standing/Motionless Yellow:** You are approaching an incident where your and other's safety is at risk. The track boundaries may be clear but there is immediate danger to you or others beside the track. Slow significantly and proceed through the incident at a reduced speed. There is no passing from the Yellow Flag until past any emergency incident(s). **Waving Yellow:** You are approaching an incident that has great danger to you and others. The track may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a waving Yellow Flag in single file order. There is no passing from the Yellow Flag until past any emergency incident(s). The yellow-flag zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the Yellow Flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.
	**Blue Flag** The Blue Flag can also be shown waving or being held still, and the design may be solid blue, or blue with a yellow or orange diagonal stripe. **Standing/Motionless Blue Flag:** Another competitor is following very closely and may wish to be let by. **Waving Blue Flag:** Another competitor is approaching you at a high rate of speed or being greatly held up. Let them by as soon as safely possible.
	**Yellow with Vertical Red Stripes** This flag is commonly known as the "Debris Flag" and indicates a slippery condition exists, or debris is present on the racing surface. This flag is displayed standing and may be put away or "dropped" after everyone has a chance to see it, but the debris or slippery condition may still exist.

	**White** Caution and take care for a slow-moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for two (2) flag stations prior to the vehicle in question. In addition, a standing White Flag may be displayed during the first lap of each group's first session of the day to indicate the location of flag stations, unless another flag is already being used for a track condition.
	**Black Flag** **Closed (furled):** Pointed or shaken at an individual car from the starter's stand (optionally, accompanied by a number board indicating the car number). WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG. **Open (with number board):** Displayed from the starter's stand with a number board indicating the car number. If your car number is shown, proceed directly to the pits and the location designated by the Event Lead or Competition Director, or event Supplemental Regulations for consultation with SCCA Officials. DO NOT TAKE ANOTHER LAP. **NOTE:** This flag and number board may also be displayed at station(s) elsewhere on the course. **Open (shown at all stations):** Black Flag All. The session has been stopped; all cars must stop competing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an "ALL" sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course. Official timing shall be stopped at the presentation of a Black Flag All and no laps completed during a Black Flag All shall count for official times.
	**Black with Orange or Red Ball** The Mechanical or "Meatball" Flag. Displayed from the Starter's stand with a number board indicating the car number. If your car number is shown, there is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Competition Director, Event Lead or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP. **NOTE:** This flag and number board may also be displayed at station(s) elsewhere on the course.
	**Red** Displayed at each station and on the Starter's stand. EXTREME DANGER—THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to pit lane. Once a Red Flag has been displayed, it will not be withdrawn until all cars have come to a stop.
	**Checkered** Displayed at the end of a session to indicate that the session is finished. Continue cautiously to pit lane.

1. **Minimal Flag Sets**
   It is possible that some events will only use the Yellow, Black and Checkered flags, and the Blue Flag if passing is allowed.

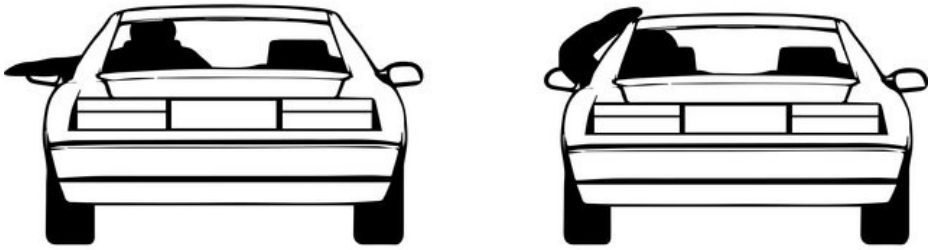
   If an event uses only those flags, the Yellow Flag will be used for any condition which might require the Yellow, White or Debris flags and the Black Flag will be used for any time officials want to see a driver whether the issue is behavioral (Black) or for a mechanical problem (Meatball).
2. **Lights instead of Flags**
   Some tracks and events may use lights in the place of flags. Check the event's Supplemental Regulations for where on the course and for what purpose lights, if any, will be used.

2. Passing

Time Trials are not wheel-to-wheel competition. All passing—no matter the procedure—should be done with care, and with the least amount of disruption to each competitor's lap, session or event.

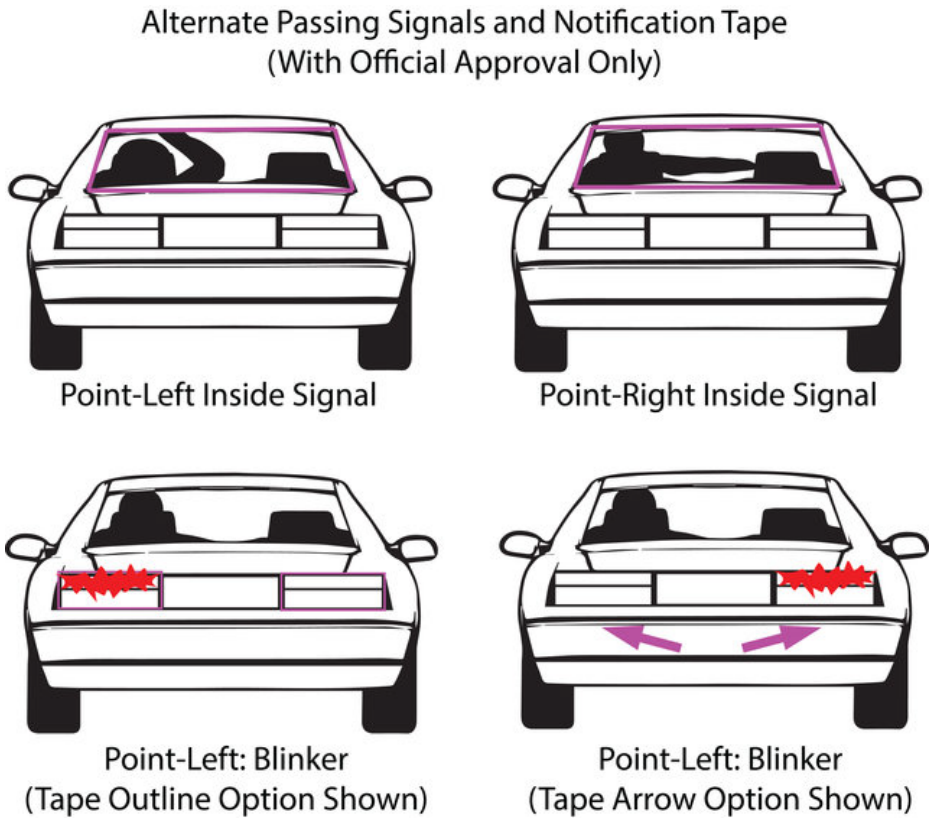
1. **Passing Zone**
   A passing zone is a designated area on track where passing is allowed to take place. Whenever possible, passing zones should be marked with cones or signs.
2. **Passing Signals**
   A passing signal or "point-by" is a signal given by a leading car, giving permission to a following car to overtake. As a general rule, a point-by should be given by the driver being passed by extending an arm out of the driver's window and indicating which direction the passing driver should go. Once a driver has given a point-by, they should make sure the passing driver has adequate space and speed differential to complete the pass safely (e.g., by slowing down enough to let the passing driver by).

Standard Passing Signals



Point-By to the Left Point-By to the Right

1. **Drivers of vehicles with window nets or other driver-window obstructions** may point-by from inside the car. Other drivers shall be notified of any driver using an inside-the-car point-by, and the rear window of inside-point-by cars should be marked with a bright color tape contrasting as much as possible with the color of the car to let other drivers know where to look.
2. **For drivers with physical conditions which render the use of a hand signal inappropriate**, these drivers may use turn signals with the approval of the Event Lead. Other drivers shall be notified of any driver using a turn signal for point-by and the turn signals of that car shall be marked with a bright color tape contrasting as much as possible with the color of the car.



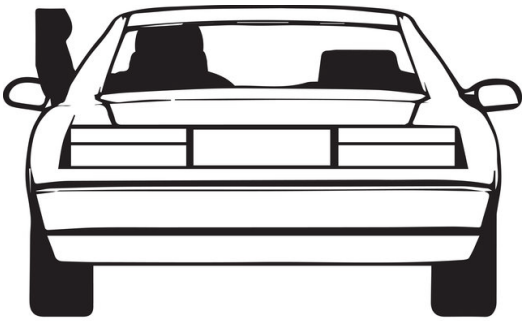
3. **Suggested Passing Zone Rules**
    1. **Advanced Level drivers:** It is suggested that the most experienced Time Trials drivers are able to pass anywhere on track, with passes in corners accomplished with a point-by. Passes on straights may be done without a point-by.
    2. **Intermediate Level drivers:** It is suggested that Time Trials drivers with intermediate levels of experience may pass anywhere on track, but that passes are always with a point-by.
    3. **Beginner or Novice Level drivers:** It is suggested that Time Trials drivers with the least amount of experience be limited to passing on the longest straights only, and passes are always with a point-by.

3. Entering and Exiting the Track

1. **Entering the Track**
   When entering the track drivers should always:
    1. Obey signals from any pit-out worker.
    2. Keep an eye on mirrors as you enter the track, looking for any traffic the worker might have missed.
    3. Do not cross the "Blend Line" – a line on the track which acts as an "invisible wall" allowing the driver to look for traffic without crossing into the driving line.
2. **Exiting the Track**
   Whenever a driver exits the track into the pits, drivers should always:

    A. Plan early: Last minute "dives" onto pit road can be dangerous for you and other drivers on course.

    B. Display a "pit-in signal." Whenever possible, drivers should give a pit-in signal to notify other drivers they will be coming into the pits. The pit-in signal is made by raising an arm out the window and holding up a fist. Pit-in signals should be given with enough time to allow other drivers to react to potentially greater closing speeds.



Pit-In Signal

4. Passengers

1. **Scored Sessions**
   No passengers are permitted during any scored session or run during an SCCA Time Trials event
2. **Unscored Sessions**
   Passengers may be permitted during and unscored session during a Time Trials Event, with the approval of the Event Lead or designated event official.

5. Stopping on Course

1. If for any reason a driver is forced to stop their car on the course during an event, it should be their first duty to place their car in such a manner as to cause no danger or obstruction to other competitors.
2. Unless the vehicle is on fire, drivers of disabled vehicles shall remain seated and in full gear until given instructions otherwise by an official. If the vehicle is on fire, the driver should exit the vehicle and get behind a barrier. It is not recommended drivers cross a course when seeking safety.

6. Rules of the Grid

Grid shall be defined as the area where vehicles are staged and readied for the start. This area shall be a “hot” area by definition and personnel access shall be restricted as such. Grid shall be restricted to only those vehicles which are being readied to start.

7. Rules of the Paddock

The paddock is defined as the area reserved for the parking of or working on participating automobiles. At Time Trials events, these areas should be defined as “cold” areas, and as such, be open to spectators (if applicable), unless otherwise restricted in the Supplemental Regulations for an event.

1. Cars shall not be run in gear with the drive wheels off the ground.
2. Jack stands must be used whenever any person is under any part of a lifted vehicle.
3. All vehicles must be securely held in place via chock, stand, or other positive method whenever the driver is not seated in the driver’s seat.
4. Any compressed gas cylinders with pressures above 200 psi must have a cage or similar device to protect the valve/regulator/gauge assembly when rigged for use.
5. Any pets must be securely fastened to a leash and securely held by a stationary object or by an adult at all times.
6. All minors shall be under adult supervision at all times.
7. No person may ride on the external bodywork of any vehicle in the pit/paddock.

~~Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplementary Regulations.~~ Subject to Federal (FAA), State, Local laws, the rules imposed by the venue and with the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as event organizer), Unmanned Aircraft Vehicle (“UAV” or “Drone”) operators/owners must provide proof of FAA certification and provide a certificate of insurance (COI) evidencing $5M of primary liability insurance naming SCCA and the venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA regulations in accordance with Title 14 Code of Federal Regulations Part 107, including those for proximity to people, restricted property, and

public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents.

VI. National Competition Format And Rules

The Tire Rack SCCA Time Attack Challenge is a series of events where competitors go for the fastest lap time (Time Attack) and the fastest time from a standing start at a segment of a track (TrackSprint). Multiple sessions or courses can be run during an event, with combined times determining how you stack up at the end of the event.

These are the rules for how each of those formats are run, what penalties there might be and how drivers should conduct themselves on track.

Of course, all of the Rules of the Track apply, and these National Competition Rules build on those basics to create the procedures for National Challenge events.

1. Time Trials National Competition Formats

1. **Time Attack**
   Time Attack is a competitive, scored session with specified allotted time or a specific number of laps. The fastest single lap in a session will be used for event scoring. Time Attack is not a race, so competitors will need to manage themselves and traffic to allow for everyone to get the best shot at a good lap.
   1. **Start**
      Vehicles will be released from pit lane for a warm up lap led by the first car leaving the grid. The start of each session will be signaled by a Green Flag at the start/finish line after the single pace lap, but competitors may separate and accelerate before they reach the start/finish and the Green Flag. Warm up lap pace should be at such a speed as to allow all cars to enter the track before the first car comes around in order to create track space and give the best chance for clean laps for each driver.
      - **A.** Passing on the out lap is by point-by only, even if the group rules allow passing without a point during the session.
   2. **Track Limits/Loss of Control**
      - **A.** Drivers are expected to use hard-paved surfaces only and keep a portion of one tire within the marked track limits at all times.
      - **B.** Any vehicle leaving the paved course area with all four wheels OR deemed to have a “significant loss of control” on course in a Time Attack session shall self-report to the pit area for a discussion with the Driver Coach for that session. If appropriate (and timely), the driver may proceed back on track after receiving appropriate signals from the Pit Marshal. Drivers who do not self-report will be black flagged for a discussion with the Driver Coach. Drivers may be black flagged for discussion with the Driver Coach in the case of repeated two (2) or three (3) wheels-off situations.
      - **C.** Drivers deemed to have exceeded track limits or experienced a significant loss of control will have their fastest lap of that session disqualified. A second offense may result in disqualification from that session. Further offenses may result in exclusion from the event. Track limits are defined as paved track surface and adjacent curbing.
        1. Exceptions may be made if the off-course resulted from controlled avoidance of an unsafe situation or for offs resulting from sportsmanship (E.g., pulling over when on a cool-down lap to clear the line for faster cars).
   3. **Session Interruption**
      Any driver deemed to have caused a Black Flag All or Red Flag condition for a driving error or mechanical issue will receive one warning. A second offense will result in exclusion from resuming that session. Further offenses may result in exclusion from the event.
   4. **Sportsmanship Standards**
      Drivers are reminded that SCCA Time Trials Events are not wheel-to-wheel competition, but a contest of lap times. Drivers are expected to share the track and work together so that all drivers may perform to the best of their ability. Drivers deemed to have interfered with a competitor intentionally or thoughtlessly will be disqualified from that session. Further offenses shall result in exclusion from the event.

5. **Session End**
   Sessions shall normally be ended by a Checkered Flag shown at the Start/Finish after the session time or number of laps has elapsed. After receiving the Checkered Flag ending the session, drivers will be given cool down time to exit the track.
   - **A.** It is permissible to use a second Checkered Flag as a reminder after competitors have seen the Checkered Flag at the Start/Finish line.
   - **B.** It is permissible that a session be ended with a Black Flag All all in the event of an incident requiring that flag condition.
   - **C.** If the session is stopped with a Black Flag All or Red Flag, no more lap times will be officially scored once the Black or Red Flag is shown and competitors should slow down and proceed to the pits (Black Flag) or stop (Red Flag).
6. **Flag Violations**
   - **A.** If a driver fails to obey a yellow, black, red or checkered flag they may lose their fastest lap of that session.
   - **B.** Repeated offenses may result in exclusion from sessions or the event.

2. **TrackSprint**
   TrackSprint is an SCCA event format which utilizes a specific portion of a track for a point-to-point course which competitors attempt to complete as fast as they can. Vehicles should be separated by enough time that they will not be caught or catch the cars running in succession with them. There should not be passing in a TrackSprint.
   1. **Course**
      TrackSprint is a format where a portion of a track is run from a standing start for time. When approved, TrackSprint “runs” may use portions of the track including chicanes and layouts not normally used in Lapping or Time Attack sessions, and/or running sections of a track backwards.
      - **A. Cones**
        Cones may not be used as features or obstacles (E.g., Lane changes, slaloms) as part of TrackSprint but may be used at the discretion of officials for safety reasons or to define a course in a non-traditional location or area of the course.
        1. Organizers may assign penalties for the displacement of cones or missing sections of the course; any penalties to be assigned should be noted in the Supplemental Regulations.
   2. **Grid**
      Vehicles shall be staged in a grid area near the course.
   3. **Start**
      Vehicles will be released from a grid to the start line. A driver’s run is considered to have started when they are released by the Starter. A driver’s time starts when they trip the timing light, and the start line shall be clearly indicated.
   4. **Track Limits/Loss of Control**
      Drivers are expected to keep all four tires fully inside track limits at all times. Drivers deemed to have exceeded track limits will have that run/lap disqualified. A second offense may result in disqualification from that session. Further offenses may result in exclusion from the event. Track limits are defined as paved track surface and adjacent curbing. Exceptions may be made if the off-course resulted from controlled avoidance of an unsafe situation.
   5. **Session Interruption**
      Drivers deemed to have caused a Red Flag condition or cause another driver to slow because of mechanical difficulty or loss of control will have their single fastest run from that session disqualified but may complete all runs in that session. A second offense may result in exclusion from the session or event.
   6. **Finish**
      The Finish is defined as the timing line where the recorded competition time stops and will be clearly indicated. Drivers are expected to slow their vehicle to pit-lane speed and

proceed back to the grid area. Drivers who do not slow to pit-lane speed may lose their fastest run.

7. **Re-Runs**
   A re-run may be granted to a driver who has had to slow for a Yellow Flag, debris on course or for catching the car in front of them. If a driver has already had an issue on that run, that driver may not be granted a re-run.
   - **A.** Re-runs will be granted only for timing failure, object on the course, Red Flag, catching the car in front, or other situations at the discretion of the Competition Director for that group and will not be given because of mechanical or other failure of the competitor's car.
   - **B.** Re-runs should be taken as soon as practical, subject to the discretion of Event Officials.
   - **C.** If a competitor has had an issue on course which would disqualify that run (such as an off-course), no re-runs shall be given to that competitor for that run.
   - **D.** In the case in which a flag condition or slower car disrupts a competitor's run, the competitor must thereafter continue through the remainder of the course at a reasonable pace, below competition speed, and will be granted a re-run if appropriate. Delaying the event by failing to complete the remainder of the course in a timely fashion, or incurring additional penalties, may result in forfeiture of the re-run.
   - **E.** Being caught by a competitor (having a car appear in your mirrors) is not grounds for a re-run, but any driver who catches another is cautioned not to cause a distraction to the driver ahead of them by staying too close. Passing is strictly prohibited unless the car ahead is having mechanical difficulty or has gone off course. Aggressive or distracting behavior behind a driver you have caught may result in penalties.

2. Time Trials National Event Procedures

1. **Unscored Sessions**
   Unscored lapping sessions or passes of the course may be timed and may be used for practice or group seeding. Passing rules should be the same or more restrictive as the group's scored sessions. Unscored sessions may be done at speed, or controlled by a pace car and used as familiarization. Any unscored sessions run at speed shall have the same minimum safety standards as scored sessions.
   1. **Unscored Session Etiquette**
      Despite not being scored, drivers are reminded to share the track, not to hinder other drivers, give point-bys when needed, and may be asked to report to the Driver Coach for any off-course or loss of control.
2. **Groups and Grid**
   1. **Groups**
      - **A.** Groups in "Time Attack" style sessions should be divided by competitor experience and license grade without regard to class. Group passing rules should follow a graduated progression based on experience.
      - **B.** SCCA TrackSprint Grouping may not need to be heavily influenced by experience, because there should not be passing during TrackSprint runs.
      - **C.** Organizers may allow competitors to run outside of their groups for mechanical problems, re-runs or other issues, but may assign penalties for competitors running out of assigned groups.
   2. **Grid**
      Whenever possible, competitors at SCCA Time Trials Events should be positioned on grid in order of their best times from previous scored and unscored sessions. Competitors late to grid may lose their earned grid spot.
3. **Late Starts and Early Exits**

1. **Late Session Starts**
   Drivers are not required to be on grid to participate in a session, they may join late.
   - **A.** Drivers who start late may be held until every car has gotten a clear lap so as to cause the least disruption to those already on track.
2. **Early Session Exit**
   Drivers entering the paddock before a session ends may keep any times run during that session but may forfeit those times if they return to the track during that session—if the event is one which uses impound procedures.

4. **Rain Event**
   If Event Officials declare a “rain event,” then competitors in restricted-tire classes (Sport, Tuner, Max) may change to an alternate set of tires, even if the rules require a single set for an entire event.
5. **Scoring**
   Scoring of SCCA Time Attack Challenge and Time Attack National Championship final results will be determined by the cumulative time of fastest laps or runs of a given event.

VII. National Classing And Modification Allowances

1. Sport Category

These are the vehicle preparation rules for the Sport Category of SCCA National Time Trials Competition.

Sport Category, along with Tuner and Max, are restricted rulesets. If a modification is not specifically authorized in these Rules, it is not allowed. (If it doesn't say you can, you can't.)

1. Overview

1. Philosophy

Sport Category is intended to be for the lightly modified daily driver. Sport Category modifications should be generally available at retail performance outlets without having to "custom order" parts, and should be able to be installed by one person, in their driveway, using tools purchased at local hardware or home-improvement stores. This does not include additive or subtractive processes such as welding or removing material to create adjustment. Modifications should not need specialty tools or equipment to adjust or tune (e.g., scales).

Any allowed modification must be a direct-replacement part, using the same attachment points, type and number of fasteners and may not perform any function other than the original purpose of the part being replaced.

In keeping with a spirit of competition with comradery, entrants may be asked to declare specific brand and model numbers of modifications. SCCA shall be free to publish installed modifications.

Sport Category is a restricted ruleset. If a modification is not specifically authorized in these Rules, it is not allowed. (If it doesn't say you can, you can't.)

2. Safety

A. Vehicles running in Sport, Tuner and Max Categories must meet **Safety Level 1 Standards**.

1. Roll bars, cages, racing harnesses and other safety equipment may be added, and must meet manufacturers' guidelines for installation. It is highly recommended that they at least meet the minimum for Safety Level 2 or Safety Level 3 Standards.
2. Nothing in the rules prevents you from adding safety equipment; the minimum amount of modification to install safety equipment is allowed.
3. To facilitate safety, vehicles that have an added roll bar (4-points) may remove carpet, seats and trim (including convertible tops) behind the front seats. Vehicles that have an added roll cage (6-points) may remove carpet, seats and trim (including convertible tops) other than the dash.

B. Fuel cells may be used in cars with the following restrictions and allowances:

1. Any replacement fuel cell should be constructed and installed to racing standards. (E.g., FIA/SFI approval, fuel cell enclosure, bladder, and foam baffling.)
2. OE lines may be replaced in conjunction with a fuel cell provided they are shielded.
3. Any fuel lines—including gauge and vent lines—that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded.
4. Drivers of cars with modified or replaced OE fuel lines or tanks must wear a suit, shoes, gloves and underwear as specified in SCCA Time Trials Safety Level 2 Standards.
5. Vehicles with modified or replaced OE fuel lines or tanks must have an on-board fire suppression (fire bottle or system) meeting SCCA Time Trials Safety Level 2 Standards.

6. Participants are cautioned that this is not an allowance to maximize fuel delivery by installing higher-performance parts than authorized by category rules. (E.g., installing an upgraded fuel pump if it's not otherwise allowed.)

3. Vehicle Eligibility

To be eligible for Sport Category:

- **A.** A minimum of 1,000 of that model must have been produced that model year for road use.
- **B.** The vehicle must be capable of being licensed for normal road use in North America and delivered through the manufacturer's North American retail sales outlets.

4. General Modification Rules

The following items are guidelines for general repair and modifications in Sport and Tuner Categories:

- **A.** Other than when necessary for safety enhancements, an authorized addition, modification, substitution or removal may not perform a prohibited function nor does it permit the addition, modification, substitution or removal of any other component unless it is specifically authorized.
- **B.** Any part which becomes partially or completely detached during on-track sessions must be fixed and inspected by officials before that vehicle can return to the track. If the part is an aerodynamic addition, the part shall be completely removed for the remainder of the competition.
- **C.** Parts (other than brakes and fluids) are not permitted to be replaced or changed after the car has passed tech inspection unless an Event Official has determined the part to be unsafe or broken badly enough that not changing it would keep the participant from the event.
- **D.** Expendable replacement parts (e.g., bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, fuel filler caps, electrical sensors, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material, specifications, etc.), are used in the same location, and provide no performance benefit. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.
- **E.** Any repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the OE does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only. It is not permitted to use non-compliant parts even if they have been set to OE specifications.
- **F.** Items which do not require the modification or replacement of existing parts and do not increase the peak performance of the vehicle are permitted. (E.g., a turbo or alternator blanket.)
- **G.** Except for authorized modifications, other modifications or equipment will place the car in higher levels as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.
- **H.** Vehicles may be street-driven cars, and SCCA does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and Federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

2. **Interior/Bodywork**
    1. **Interior**
        - **A.** Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications including pedal cover kits, alternate shift knobs and paddles which have little or no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. Delayed shutdown devices such as a “turbo timer,” which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®). The addition of small holes for attachment hardware for cosmetic modifications is implicit (e.g., holes for fasteners to mount additional gauges).
        - **B.** The driver and front passenger seats may be replaced with the following restrictions.
            1. The seating surface must be fully upholstered.
            2. The top of the seat, or an attached headrest, may not be below the center of the driver’s head.
            3. The seat shall be securely mounted, so as to provide fore/aft and lateral support.
            4. Passenger seat must be either OE or match the requirements for the driver’s seat.
        - **C.** Alternate steering wheels are allowed, provided the outside diameter is not changed by more than 1-inch from the standard size. Steering wheels with an integral airbag may not be changed unless Safety Levels 2 or 3 Standards are met.
        - **D.** Short shift kits which only change the length of the shift rod attached to the gear shift knob may be installed. Kits which change other linkage, mounting brackets and/or tension through springs are expressly disallowed.
        - **E.** A hole may be added to interior body panels, the engine compartment, the trunk, and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels.
        - **F.** Any item that cannot be held permanently in place by factory-installed fasteners may be removed.
        - **G.** Spare tires, tools and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed, if necessary, to ensure compliance with safety inspection requirements.
        - **H.** Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.
        - **I.** With the addition of Safety equipment, the following allowances apply:
            1. If the vehicle is equipped with at least a 4-point roll bar, driver’s seat, and restraints meeting SCCA Time Trials Safety Level 2 Standards:
                - **a.** Rear seats carpet and trim behind the seats may be removed.
                - **b.** Sunroofs, moonroofs, and similar roof-mounted panel cartridges may be replaced by an alternate solid panel serving no other purpose. Attachment is unrestricted but must be secure.
                - **c.** Airbags may be removed.

                  Airbag-equipped steering wheels may be replaced or have the airbag removed.
                - **d.** Convertible soft tops and related structure and brackets may be removed.
            2. If the vehicle is equipped with a minimum 6-point roll cage, driver’s seat and restraints meeting SCCA Time Trials Safety Level 3 Standards, all interior carpet, trim and passenger seats other than the factory dash may be removed.

2. **Bodywork**
    - **A.** Addition or removal of spoilers, splitters, spoilers, single-element rear wings, bumper covers, valances, side skirts, convertible hard tops and scoops/vents is allowed provided that:
        1. The removal of parts matches a production model of that generation classed in Sport Category. (eg., You may not remove parts unless a model of that vehicle was available without the part or parts.)
        2. It is a production part which is standard or optional equipment of a model of the vehicle classed in Sport Category.
        3. It is listed in the vehicle manufacturer's accessory catalog for that vehicle for normal highway use. This may not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc.).
        4. All allowed parts must be installed as directed by the manufacturer. Exact replicas, including weight, from alternate sources are also permitted.
        5. Updated parts, replacement parts, or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be standard parts.
        6. Wings and Spoilers are subject to the following restrictions unless the vehicle is in the same class:
            - **a.** The part may not be adjustable.
            - **b.** The unit (wing, supports and end plates) may not be constructed by more than three primary pieces. (E.g., a wing with separate wing element, end plates and supports as in a Cayman GT4 or Camaro ZL1 1LE would not be allowed on a lower-class Cayman or Camaro.)
    - **B.** Factory emblems, mud flaps, bolt-on front valance lips/spoilers and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.
    - **C.** Hood straps or fasteners may be added.
    - **D.** Cars may add one (1) rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.
    - **E.** Tow bar brackets may be installed but may serve no other purpose.
    - **F.** Tow hooks and tie downs may be added, modified or replaced. Addition of tow hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function.

3. **Wheels and Tires**
    1. **Wheels**
        - **A.** Any width or diameter wheel and wheel spacers may be used provided it complies with the following:
            1. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization. (e.g., FIA, SFI, SAE, TUV, etc.)
            2. Wheel spacers are permitted.
            3. Wheel studs, lug nuts, valve stems (including pressure-relief types) and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts, but the number of fasteners may not be changed.
            4. Tire pressure monitoring sensors may be removed.

5. Centerlock/spline drive/knock-off type hubs may be converted to lug-type hubs.
6. Aftermarket, accessory-catalog or non-standard OE wheels shall meet the minimum wheel weights determined by the following formula and multiplier.

(Diameter + Width) x Multiplier	
15-inch Wheels	(Diameter + Width) * 0.48
16 and 17-inch Wheels	(Diameter + Width) * 0.58
18-inch Wheels	(Diameter + Width) * 0.65
19 and 20-inch Wheels	(Diameter + Width) * 0.71

Example: For a 15-inch diameter by 7.5-inch width (15x7.5) wheel: 15 + 7.5 = 22.5, then multiply 22.5 x 0.48 which = minimum weight of 10.8 lbs. for any 15x7.5-inch wheel.

2. Tires

Tires must meet the following requirements to be eligible for use in Sport Category. No tire model will be eligible for Time Trials competition until it meets all requirements of this section. Tire models not meeting the requirements by January 1st are not eligible for Time Trials competition until after the Time Trials National Championships of the year.

A. Specification

1. Minimum UTQG Treadwear Grade of 200.
2. Minimum molded tread depth of 7/32 inch as specified by the manufacturer.
3. Listed in a current year or prior two years of the “Tire Guide®” and/or the “Tread Design Guide®” (www.tireguides.com).
4. US Department of Transportation (DOT) approval.
5. Tires must be designed for highway use on passenger cars.

B. Eligibility Requirements

The following are prerequisites before a tire can be used in competition at National Time Trials Events.

1. Tire availability: Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.
2. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate this section. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.
3. Tire models must have tires available in at least four (4) rim diameters and in at least six (6) sizes which meet these requirements.
4. Material Change: Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in this section.
5. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.
6. Reintroduction: Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of this section.

C. Tire Size Limits

Tires are limited to the OE section width, or have a section width up to and including the following (mm):

CLASS	DRIVE	WIDTH LIMIT (in MM)
Sport 1 (S1)	2-Wheel Drive	355

	All-Wheel-Drive	335
Sport 2 (S2)	2-Wheel Drive	315
	All-Wheel Drive	305
Sport 3 (S3)	2-Wheel Drive	285
	All-Wheel Drive	265
Sport 4 (S4)	2-Wheel Drive	265
	All-Wheel Drive	245
Sport 5 (S5)	2-Wheel Drive	245
	All-Wheel Drive	225
Sport 6 (S6)	2-Wheel Drive	225
	All-Wheel Drive	215

Cars in Classes 2–6 and are otherwise legal for Sport Category may bump up classes based on tire size. Cars in Sport 1 with oversized tires will go into their vehicle-appropriate Tuner Category class.

D. Tire Use

1. Scored Sessions
   Unless a "wet session" is declared by event officials, vehicles must run on the same set of tires for all scored competition rounds, and the tires should be marked with a stamp on grid of the first competition. Tires may also be replaced at the discretion of the Technical Chief in cases where there is a safety issue~~s such~~ resulting from a tire being damage~~d. or excessive wear~~. (Entrants are warned that damage caused by deliberate abusive handling, ~~or~~ deliberate shaving, or having excessive wear before the start of the event, should not be given a replacement allowance.)
2. Unscored Sessions
   Vehicles are required to practice on tires which are legal for scored sessions in their class, but do not have to be the same set.

E. Other

1. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved or modified.
2. Tires must have a minimum tread depth of 2/32nds at two (2) points 180 degrees apart.
3. No recap and/or retread tires may be used.
4. Excluded tires: Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design.
5. The tire must not appear on the following exclusion list, which may be altered at any time by the Time Trials Board (TTB) upon notification of membership.
   - Kumho V720 ACR (less than minimum molded tread depth)
   - ~~Vitour Tempesta P1~~

4. Brakes

1. The make and material of brake pad/shoe linings (friction material) may be changed.
2. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and match the OE design and are constructed of the OE or heavier materials. Thickness includes the individual plates of a vented rotor, as well as the overall dimension. The diameter for replacement rotors is measured at the minimum outside dimension. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area.
3. Brake lines may be substituted with alternate DOT-approved flexible brake lines.
4. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.
5. Standard anti-lock braking systems (ABS) may be electrically disabled but may not be

removed or altered in any other way.

6. Brake Rotors and Calipers may be swapped to OE option package configurations from the same model and generation of car, providing the rotor width and diameter are of equal or larger sizes and the number of caliper pistons is the equal or greater. The allowances from 1–5 also apply to option package swaps.
7. Air ducts may be fitted to the brakes and changes may be made to option-package lights, splash shields, backing plates, dirt shields and removable trim pieces to facilitate instillation and routing but not parts like bumper-covers. The intent is that altered parts are easily put back to “stock” or not cosmetically visible. Ducts or holes may serve no other purpose. Control arm mounted brake ducting, or air scoops, may also be fitted, providing they serve no other purpose.

5. Steering and Suspension

1. Shocks

The make of shock absorbers, struts and strut housings may be substituted providing that the number, type (e.g., tube, lever, etc.), system of attachment, material, design and attachment points are not altered, except as noted below. The interchange of gas and hydraulic shocks absorbers is permitted.

A. The shock may be OE or OE equivalent from other vehicles of the same model, not including vehicles on the exclusion list.

B. The shocks/struts may be from the manufacturer’s accessory catalog.

C. The shock must be on the "Alternate Approved Shock" list in these rules.

D. Any other allowed shock must be commonly available (or have been available) at SCCA supporting partner Tire Rack, for regular retail sales and without custom order and may not be height-adjustable. (E.g., no threaded body coil-overs or coil-over conversions.) Parts do not have to be sourced from the Tire Rack, but they must be as they would have come off the shelf from there (e.g., no revalving), or the shock must be on a specific approval list.

If you believe there is a commonly available retail unit which otherwise fits the intent of these Rules but is not on the "Alternate Approved Shock" list, or is not available at The Tire Rack you may write in for specific approval of that brand and model.

E. The following restrictions apply to any and all allowed shocks:

1. Only one shock damping adjustment control is allowed.
2. Suspension geometry and alignment capability, not including ride height, may not be altered by the substitution of alternate shock absorbers. Aftermarket strut housings are allowed provided that they meet the category shock requirements defined herein (i.e., that no suspension geometry changes result). This includes the position of the steering arm attachment point in the case of struts with integrated steering arms.
3. The mounting hardware shall be of the original type. The use of any shock absorber bushing material, including metal, is permitted. Pressed or bonded bushings may be removed from standard parts to facilitate the use of alternate bushings which fit in the original location without alterations to the part. This does not permit the use of an offset shock bushing. A shock absorber bushing may be implemented as a spherical bearing. The bushing attaching the end of a strut to the body or frame on a strut type suspension is a suspension bushing, not a shock bushing. For cars with a bayonet/shaft-type upper shock mount, this allowance permits the removal of the shock bushing from the upper mounting plate (e.g., drilling, cutting, burning out the bushing) and replacing it with another bushing. This also includes shock bushings located in control arms, etc. This does not allow other modifications to the plate itself or use of an alternate plate.
4. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the

minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

- **a.** The enlarged hole must remain concentric with the original configuration.
- **b.** The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).
- **c.** Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permits enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OE as an assembly. This includes drilling out and/or removal of the metal sleeve.

F. Bump stops may be substituted or modified, provided they are in the same location as stock. (Shocks/struts with an internal bump stop on the shock shaft meet this requirement.)

G. A hole may be added to interior body panels, the engine compartment, the trunk and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels.

2. Springs

A set of springs or "Lowering Kit" may be substituted providing that the number, type, system of attachment and attachment points are not altered, except as noted below:

A. The set of springs/lowering kit may be OE from the same model and generation car.

B. The set of springs/lowering kit may be from the manufacturer’s accessory catalog.

C. Any other allowed set of springs or lowering kit must be commonly available (or have been available) at SCCA supporting partner Tire Rack, for regular retail sales and without custom order.

1. Parts do not have to be sourced from Tire Rack, but they must be as they would have come off the shelf from there, or the set of springs must be on a specific approval list.
2. If you believe there is a commonly available retail unit which otherwise fits the intent of these Rules but is not available at Tire Rack you may write in for specific approval of that brand and model.

3. Anti-Roll/Sway Bars

Substitution, addition or removal of sway bars (at one or both ends of the car) and supporting hardware (brackets, end links, bushings, etc.) is permitted, subject to the following restrictions.

A. Substitution, addition or removal of sway bars may serve no other purpose than that of a sway bar.

B. No modification to the body, frame, or other components to accommodate sway bar addition or substitution is allowed. Non-standard lateral members which connect between the brackets for the bar are not permitted.

C. A substituted sway bar must run the OE route, and mount to the OE places.

D. The sway bar and mounting brackets may be OE from the same model car.

E. The sway bar may be from the manufacturer’s accessory catalog.

F. Any other allowed sway bar must be commonly available (or have been available) at SCCA supporting partner Tire Rack, for regular retail sales and without custom order.

1. Parts do not have to be sourced from Tire Rack, but they must be as they would have come off the shelf from there, or the set of springs must be on the specific alternate approval list.

2. If you believe there is a commonly available retail unit which otherwise fits the intent of these Rules but is not available at Tire Rack you may write in for specific approval of that brand and model.
3. Tire Rack availability is not required for brackets, end links and other mounting hardware.

4. **Strut Tower Braces**
You can install a 2-point strut brace if there were no strut braces, or replace a 2-point with a 2-point, or replace a 3-point with a 3-point.

A. Strut bars are permitted with all types of suspension, subject to the following constraints:
1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
3. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only “bolt-on” attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

5. **Suspension**

A. Both the front and rear suspension may be adjusted through their designed range of adjustment by use of factory adjustment arrangements or by taking advantage of inherent manufacturing tolerances. This encompasses both alignment and ride height parameters if such adjustments are provided by the standard components and specified by the factory as normal methods of adjustment. However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.

B. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed, and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specifications. The use of alignment lockout kits is allowed, provided it does not allow adjustment beyond what is capable with the factory hardware.

C. Ride height may only be altered by factory adjustments or as incidental to allowed modifications.

D. Changes in alignment parameters that result directly from the use of the allowed components are permitted.

E. For strut-type suspensions, either camber bolts or camber plates may be installed, provided they are a commercially available product intended for the specific application. Resulting ride height changes from installation are permitted. For camber bolts, modification of the strut ears is not permitted unless specified in the service manual or a TSB by the manufacturer, and a maximum of one camber bolt per corner is allowed. For camber plates, any type of bearing or bushing may be used in the camber plate attachment to the strut. The drilling of holes to allow installation is not permitted. The center clearance hole may not be modified.

6. **Electrical**

1. The make of spark plugs, points, ignition coil and high-tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and

serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

2. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.
3. Ignition settings may not be mechanically adjusted outside factory specifications.
4. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet safety inspection requirements. It may serve no other purpose.
5. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.
6. On cars without the ability to turn off anti-lock braking systems (ABS), electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ABS/ESC/TC are permitted. These modifications are limited to altering the inputs to the ABS/ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals, etc.) and may serve no other purpose. Any codes or error lights resulting from ABS/ESC/TC modifications are permitted.
7. On cars equipped with computer-aided gear selection or “skip-shift” features from the manufacturer, modifications to defeat the skip-shift feature are permitted any may serve no other purpose.
8. On cars with electronically-controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the PCM/ECU provided the OE component is still installed. Such devices shall perform no other function.
9. The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc.

7. **Engine and Drivetrain**
    1. **Engine Control/ECU/Electronics**
        - **A.** OE traction control systems may be electrically disabled, but not removed or altered in any other way.
        - **B.** The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below.
            1. OE ECU software may be reprogramed, but no changes to the factory ECU hardware are permitted.
            2. Any OE OBD2 or newer communications port functionality must remain.
            3. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software.
            4. Only OE sensors may be used for engine management.
            5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
    2. **Intake**

        The air intake system up to, but not including, the engine inlet may be modified or replaced.
        - **A.** The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first relative to the intake flow.
        - **B.** The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting.
        - **C.** Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.
    3. **Cooling System**

        Engine cooling radiators may be replaced or added with alternate parts subject to the following restrictions:
        - **A.** Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.

B. Radiator must mount to OE radiator mounts.

C. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).

D. The installation of water expansion tanks is allowed. A water expansion tank is the container which catches overflow coolant.

E. Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

F. Modifications necessary for additional radiators must be the minimum required for installation.

4. Engine Rebuilds/Service Limits

A. Engines may be rebored to the manufacturer's first standard overbore, not to exceed 0.020 inch (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or first overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.

B. Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

5. Transmissions/Differentials/Transfer Cases

A. Transmission and differential coolers and lines may be added.

B. Shifter bushings may be replaced; non-metal bushings may not be replaced with metal bushings.

6. Exhaust

A. Any part of the exhaust system beyond (downstream from) the last catalytic converter, if so equipped, may be substituted or removed provided the system exits the car in the original location and meets safety requirements.

B. Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations.

C. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged.

D. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable.

E. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high-performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type.

F. Exhaust hangers which are welded on the car are considered part of the body and may not be changed or removed.

7. Oil/Lubrication

A. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.

B. Any oil or grease, including synthetic, is permitted.

C. Coolers and lines may be added for lubricating and hydraulic-type fluids (i.e. not fuel).

D. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains intact.

E. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication with additional oil supplied through the standard fuel delivery system.

8. **Engine Cosmetics**
    - **A.** Engine “dress-up” items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.
    - **B.** Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.
    - **C.** Silicone replacement hoses are permitted as alternate components provided they meet standard parameters with regard to size, shape, location, and performance equivalence.

8. **Other**
    1. **Out of Production Cars**
    Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted.
        - **A.** The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances.
        - **B.** Substitute parts which provide improvements in performance (e.g., superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.

9. **Fuel**
    1. **Allowed Fuels**
        - **A.** Sport and Tuner Category vehicles will use fuel which is “Federally approved for use on public highways.” This does not allow racing-type fuels which are available at service station pumps.
        - **B.** Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer for regular road use (e.g., in the owner’s manual for flex-fuel vehicles, not including emergency situations).
        - **C.** Propane or Compressed Natural Gas (CNG) fuel may be used in any category provided that the following conditions are met:
            1. The tank must be located in a safe location on the car and be firmly and securely mounted. This does not permit the cutting of vehicle sheet metal (e.g., the trunk floor) for tank installation.
            2. The tank must conform to Federal and local container standards and have an emergency relief/cut-off control.
            3. For use of propane or CNG as a fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
            4. The entire system must meet local ordinances covering the use and transmission of compressed gas.
            5. Propane or CNG may not be used in combination with another fuel.

10. **Classing**
    The intent of Sport Category classing is that these are daily-driven cars, or absolutely could be daily-driven. We do not guarantee the competitiveness of every car, as it would be nearly impossible and certainly overly complicated.

    What we have done is based the "cars to have" for each class on the most attainable and desirable cars that are 3–12 years old participating in Track Day and Regional Autocross; the cars people buy when competition isn't their primary goal. Pro series have something called "Balance of Performance" (BOP) to help make cars equal, and you can call the SCCA Time Trials Sport classing a "Balance of Popularity."

    If you do not see your car listed, it has not been classed. If you would like to have your car evaluated for classing, use the "Contact Us" page to fill out a classing request form.

Makes, types and models will be classified by the Time Trials Board (TTB) when requested, and as soon as sufficient information is available to do so. The TTB may reclassify a car at any time up to and including December of the calendar year following that of the initial classification. Initial classification includes the addition of a new listing on an exclusion list.

1. **Sport 1 (S1)**

SPORT 1 (S1)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Alfa Romeo			
Guilia	Quadrifoglio	2016-2022	
Audi			
R8	V10, standard	All	
RS5	Sportback	2019+	
RS6		2021+	
BMW			
M2	All	2023+	
M3		2020+	
M4		2021+	
M3	Competition (xDrive included)	2021+	
M4	Competition (xDrive included)	2022+	
M4	CS	2018+	
M5	Competition	2023	
M6	F06/F12/F13	2012-2018	
Cadillac			
CT4	V Blackwing	2022+	
CT5	V Blackwing	2022+	
Chevrolet			
Camaro z/28		2014-2015	S2
Camaro	ZL1 All	2018-2023	
Corvette	Naturally Aspirated	2014-2019	
Corvette	Stringray, including Z51	2020+	
Corvette	Z06	2006-2013	
Dodge			
Viper		2003-2006	
Ferrari			
550 Maranello		1996-2001	
Lotus			
Emira		2022+	
Evora	GT	2020-2021	
Maserati			
Grecale	Trofeo	2022+	
Mercedes			
C63/C63S	Twin Turbo	2015-2021	
SL55	AMG	2002-2006	
Nissan			
GT-R	base	2009+	
Porsche			
718	Spyder (Non-RS)	2019-2023	
911	Carrera Base	2020+	
911	Carrera T	2017-2023	
911	Carrera S Chronosport	2011-2019	
911	Carrera GTS	2014-2021	
911	GT3	1999-2005	
Boxster	Spyder	2016-2019	

SPORT 1 (S1)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Boxster/Cayman	S, GTS	2017-2022	
Cayman	GT4 3.8L	2016-2019	
Cayman	GT4 4.0 L	2020-2022	
Panamera	Turbo	2016-2023	
Tesla			
S	Non-Plaid	2012+	

2. **Sport 2 (S2)**

SPORT 2 (S2)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Acura			
TLX	Type S	2023+	
Alfa Romeo			
4C		2014-2020	
Audi			
RS3		2017-2020	
RS5		2012-2015	
R8	V8 4.2	2006-2015	
S4		2016-2019	
TT	RS	2012-2021	
BMW			
M240i		2016-2021	
340i	M Sport	2016-2018	
M340i	xDrive	2019-2026	
i4	eDrive40	2021-2024	
M440i	xDrive	2021-2022	
1M		2011-2012	
M2	Base	2016-2021	
M2	Competition	2019-2021	
M3/M4		2007-2020	
M3	Competition	2011-2012	
M4	Competition	2017-2020	
M6		2005-2010	
X3	M50	2025+	
Cadillac			
ATS	V	2016-2019	
CTS	V	2009-2015	
CTS	VSPORT (TT V6)	2014-2019	
Chevrolet			
Camaro	LT1	2020+	
Camaro	SS	2010+	
Camaro	SS 1LE	2017-2022	
Corvette	Z07	1991-1996	
Corvette	Non-Z06	~~1997~~2006-2013	
Corvette	Z06	2001-2004	
Corvette	ZR1	1990-1995	
Dodge			
Challenger	Scat Pack	2014+	
Challenger	SRT8	2008+	

SPORT 2 (S2)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Charger	Scat Pack, Widebody	2020-2023	
Viper		1991-2002	
Ford			
Mustang	Dark Horse (All)	2024	
Mustang	GT, GT Perf Pkg	2015-2023	
Mustang	Mach 1	2021-2023	
Mustang	GT350	2016-2020	
Mustang	Boss 302	2012-2013	
Hyundai			
Ioniq 5	N	2025	
Infinity			
Q50	Red Sport 400	2016-2022	
Jaguar			
F-Type	400 Sport	2018	
F-Type	R	2013-2019	
XKR		2010-2015	
Kia			
EV6	GT	2022-2026	
Lexus			
GS-F		2016+	
IS-F		2008-2014	
RC-F	Non-Fuji Edition	2015+	
Lotus			
Elise		2005-2011	
Maserati			
Gran Turismo	Base	2007-2019	
Gran Turismo	Sport	2012-2019	
Gran Turismo	MC Sportline	2009-2019	
Ghibli	Trofeo	2021-2024	
Mercedes			
C63	AMG 507 (Non SC)	2008-2015	
CL63	AMG (V8)	2007-2014	
CLA45	AMG	2020-2023	
GLA45	AMG	2016-2019	
Nissan			
Z	Base + Nismo	2023+	
Porsche			
Boxster/Cayman	S	2013-2016	
Boxster/Cayman	Base 4 Cylinder	2017-2024	S1
Cayman	R	2011-2012	
Boxster/Cayman	GTS	2014-2016	
Boxster	Spyder	2011-2012	
Panamera	Turbo	2009-2016	
911	Turbo	1997-2004	
911	Carrera S	2006-2012	
911	Carrera 4S	2006-2012	
911	Carrera	2012-2015	
911	Carrera S non-Power Kit	2012-2014	

SPORT 2 (S2)			
Model	**Trim**	**Years**	**Class Prior to 2023**
911	Carrera 4S non-Power Kit	2012-2014	
Tesla			
Model 3	Long range RWD	2017-2019	
Model 3	RWD	2023+	
Model 3	SR+	2019-2020	
Model 3	Performance	2018+	
Toyota			
Supra	Turbo	1993-1998	
Supra	GR (3.0)	2020+	
VW			
Golf	R	2022+	

3. Sport 3 (S3)

SPORT 3 (S3)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Acura			
Integra	Type S	2024	
NSX		1990-2005	S2
Alfa Romeo			
Giulia	Ti	2016+	
Audi			
A3	2.0T All	2015-2018	
S3		2013-2020	
S3	Quattro Wagon	2006-2013	
S4		2009-2016	
S5	3.0T FSI	2008-2017	
TT		2016-2023	
TT	S	2009-2018	
BMW			
135i		2008-2013	
M235i		2014-2016	
330i	xDrive Sport Wagon	2017-2019	
335D		2004-2013	
335i	All	2006-2013	
440i	xDrive	2014-2020	
535i	RWD	2004-2010	
650i	Base	2005-2010	
M3		2001-2006	
M5		1998-2003	
Z4 Coupe	M	2006-2008	
Z4 35i	M	2009-2016	
Z4 35is	M	2009-2016	
Cadillac			
ATS	3.6L V6	2013-2015	
CTS	V	2004-2007	
CT4	V	2022	S2
Chevrolet			
Camaro	SS	1998-2002	

SPORT 3 (S3)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Corvette	Z07	1984-1991	
Corvette	Base	1984-1997	
Corvette	Non-Z06	1997-2005	
SS		2014-2017	
SSR	SSR	2003-2006	
Chrysler			
Crossfire	SRT6	2004-2008	S2
Dodge			
Challenger R/T	Scat Pack	2015-2022	S2
Ford			
Focus	RS	2016-2018	
Mustang	Ecoboost	2015-2023	
Mustang	Base	2024+	
Mustang	GT	2011-2014	
Taurus	SHO	2010-2018	
Genesis			
G70	3.3T	2019-2022	
Honda			
Civic	Type R	2016 +	
Hyundai			
Elantra	N	2022+	
Genesis	R-Spec (All)	2013-2016	
Veloster	N	2019-2022	
Kia			
K5	GT	2021-2023	
Stinger	GT	2018-2023	S2
Stinger	GT2	2018-2023	
Lexus			
GS-F		2016-2020	S2
GS350	FSport	2016-2020	
RC350	FSport	2019-2025	
Lotus			
Evora	Base - NA	2010-2014	
Mercedes			
C450	AMG 4MATIC	2015-2016	
C55	AMG	2004-2007	
CLK55	AMG	2003-2006	
SL550	All	2007-2013	
SLK55	AMG	2005-2011	
Mini			
Cooper	JCW GP3	2020-2022	
Mitsubishi			
Evo		All	
Nissan			
370Z	Nismo	2009-2013	S2
Polestar			
2	Dual Motor, Performance Pack	2020-2024	
Pontiac			
Firebird	Firehawk/Formula/Trans Am	1998-2002	
G8	V8, GXP	2008-2009	

SPORT 3 (S3)			
Model	**Trim**	**Years**	**Class Prior to 2023**
GTO		2004-2006	
Porsche			
Boxster	S	2005-2012	
Cayman	S	2005-2012	
Cayman	Base	2009-2012	
Cayman	Base	2014-2016	
911 Carrera	2, 2S, 4, 4S	1999-2008	
928	S4	1987-1991	
Subaru			
WRX	ALL	2009-2021	
WRX	STI	All	
Toyota			
Supra	GR 2.0	2021-Current	S2
Corolla	GR	2023-Current	
Volkswagen			
Golf	R	2015-2021	
Volvo			
V60	Polestar	2016-2018	

4. **Sport 4 (S4)**

SPORT 4 (S4)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Acura			
CL	Type S	2000-2003	
Integra		2022+	
RDX	All	2019+	
Audi			
TT	1.8T Quattro	1998-2006	
TT	VR6 (All)	2003-2010	
TT	Base	2014-2022	S3
BMW			
228i	Sport	2014-2016	
230i	All	2017+	
328i		2006-2013	
330i		2019-2024	
430i	X-Drive	2014-2020	
540i		1996-2003	
M3 (Non-LTW)		1986-1999	S3
M5	M	1987-1996	
Z3	M Coupe	1998-2002	S3
Z4	3.0i	2003-2008	
Buick			
Regal	GS	2012-2017	
Cadillac			
CTS	V6	2004-2007	
Chevrolet			
Camaro	Z28 (All)	1993-1997	
Camaro	V6	2010-2022	

SPORT 4 (S4)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Camaro	Turbo 4	2016-2022	S3
Cobalt	SS (Non-NA)	2005-2010	S3
Corvette	Base	1968-1982	S3
Impala	LT 6 cyl	2014-2020	
Chrysler			
Crossfire	Base	2004-2008	S3
Dodge			
Charger	R/T	2006+	S3
Dart	SXT 1.4 turbo	2013-2016	
Neon	SRT-4		
Stealth	R/T Turbo	1990-1996	S3
Fiat			
124	Abarth	2017-2020	S3
Ford			
Focus	ST	2013-2018	
Fusion	SE AWD 2.0T	2017-2020	
Mustang	V6	2011-2017	S3
Mustang	GT	2005-2010	S3
Mustang	Mach 1	2003-2004	S3
Mustang	Cobra	1994-1995	
Mustang	Cobra SVT	1996-1998	S3
Mustang	GT	1964-1968	
Honda			
S2000	Non-CR	2000-2009	S5
Civic	Si	2017+	
Hyundai			
Elantra	N-Line	2021+	
Elantra	Sport	2017-2020	
Elantra GT	Sport	2018-2020	
Genesis	3.8 Track	2009-2011	
Kona	N	2022+	
Sonata	SE Turbo	2011-2013	
Veloster	Turbo, Turbo RSpec	2013-2016	
Infiniti			
G35		2002-2007	S3
G37		2007-2015	
Q50	3.0T S	2014-2020	S3
Kia			
Forte	GT	2018-2023	
Lexus			
IS300	Base	2014-2020	
IS300	FSport	2014-2020	
Mazda			
3	2.5 Turbo	2021+	
MazdaSpeed 3			
MazdaSpeed 6		2006-2007	S3
RX-7		1992-1995	S3
Mercedes			
E350	Sport	2010-2016	
SL500	Sport	1989-2001	

SPORT 4 (S4)			
Model	**Trim**	**Years**	**Class Prior to 2023**
SLK 250		2012-2015	
MINI			
Cooper	S	2007+	
JCW	Hardtop	2009-2014	S3
Nissan			
300ZX	Turbo	1983-1989	
350Z		2003-2009	S3
370Z	Non-Nismo	ALL	S3
Pontiac			
Firebird	Firehawk/Formula/Trans Am	1993-1997	S3
Solstice	GXP	2007-2009	S3
Porsche			
Boxster	S	1996-2004	
Cayman	Base 2.7	2006-2008	
Boxster	Base 2.7	2006-2008	
Macan	S	2014-2021	S3
911 (964)	C2, C4	1989-1994	
928		1978-1987	
944	Turbo	1982-1991	S3
968		1992-1995	S3
Saab			
9-3	2.8T	All	
9-3	2.0T	All	
Saturn			
Sky	Redline	2007-2009	S3
Subaru			
BRZ	Base/Premium/tS	2022+	S3
Legacy	GT	2003-2009	S3
Forester	XT	2004-2008	
WRX	Premium	2022-2023	
Toyota			
Camry	TRD	2018+	
GR86	Base/Premium	2022+	S3
Prius	All	2023+	
Volkswagen			
Jetta	GLI	2012-2018	
Golf	GTI	2010+	
Golf	R	2012-2013	
Passat	W8 4 Motion	2001-2004	
R32		2004 & 2008	S3
Volvo			
C30	T5	2008-2013	
S60	R	2004-2007	S3

5. Sport 5 (S5)

SPORT 5 (S5)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Acura			
Integra	Type R	1997-2001	S4
TSX		2004-2014	

SPORT 5 (S5)			
Model	**Trim**	**Years**	**Class Prior to 2023**
TLX	4cyl Technology	2015-2020	S4
Audi			
A3		2006-2013	S4
A4	1.8T	2001-2006	S4
A4	2.0T	2004-2013	S4
A4	B8 (2.0T)	2008-2013	
BMW			
128i		2008-2013	S4
3 series	E30, Non-M3	1984-1991	
3 series	E36 & E46, 6cyl Non-M3	1992-2006	S4
Z3	2.8i	1997-2000	
Z3	3.0i	2000-2002	
Z4	2.5i	2003-2008	
Chevrolet			
Camaro	Z28	1988-1992	
	IROC	1988-1992	
Chrysler			
Conquest	TSI	1987-1989	
Dodge			
Omni	GLH and GLH-S	1984-1986	
Fiat			
124 Spider	Lusso/Classica	2017-2020	
500	Abarth	2012-2019	
Ford			
Fiesta	ST	2014-2019	S4
Mustang	LX	1987-1993	
Mustang	GT	1994-2004	S3
Mustang	SVO	1984-1986	S4
Taurus	SHO	1989-1999	
Thunderbird	LX	1994-1997	
Honda			
Accord	EX V6	2003-2007	S4
Accord	EX-L	2008-2012	
Civic	Sport Hatchback	2016-2021	
Lexus			
IS300		2000-2004	S4
IS350		2006-2013	
LS400	Base	1997-2000	
RC 200T	F Sport	2016-2017	S4
SC300	Base	1992-2000	
Mazda			
MX-5 Miata		2016-2023	
Mazdaspeed Miata		2004-2005	S4
RX7 Turbo II		1987-1992	S4
Mercedes			
C230	Kompressor	2002-2005	
SLK	280	2005-2008	
Mitsubishi			
Starion	ESI-R	1987-1989	
Nissan			
Altima	Coupe S	2007-2013	

SPORT 5 (S5)			
Model	**Trim**	**Years**	**Class Prior to 2023**
300ZX	Non-turbo	1990-1996	
Sentra	Nismo	2017-2019	S4
SE-R	All (Incl. Spec-V)	2004-2006	
Pontiac			
G6	GTP	2005-2010	
G8	V6	2008-2009	
Solstice		2006-2010	
Porsche			
911	3.2 Carrera	1984-1989	
944	Non-Turbo	1982-1991	S4
Boxster	Non-S	1996-2004	
Saturn			
Sky		2006-2010	
Subaru			
BRZ	Limited/Premium	2013-2020	S6
WRX		2000-2008	S4
Toyota			
Camry	XLE/XSE V6	2018-2027	
FRS	Limited/Premium	2013-2020	S6
MR2	Turbo	1989-1995	
Volvo			
V70	R	1997-1999	S4
VW			
Eos	Sport	2006-2016	
Golf	Sportwagon	2015-2019	S4
GTI	20th Anniversary	1999-2005	S4
GTi	2.0T	2006-2009	
Rabbit	2.5S	2006-2009	

6. Sport 6 (S6)

SPORT 6 (S6)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Acura			
Integra	GS-R	1992-1995	
RSX		2002-2006	
Alfa Romeo			
Milano	verde	1987-1989	
Milano	Gold	1987-1989	
BMW			
318is		1992-1998	
318ti		1995-1999	
325i		2006-2011	S4
528i	Base	1997-2000	S4
Z3	1.9	1995-1998	
Z3	2.5L	2000-2002	S5
2002	Base	1968-1975	
Chevrolet			
Bolt	LT	2017-2022	
Camaro	V6	1993-2002	
Cobalt	SS (Naturally Aspirated)	2005-2010	
Cruz	LT	2014-2022	
Impala	LT 4 cyl	2014-2020	S5

SPORT 6 (S6)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Sonic	All	2012-2020	
Volt		2016-2019	
Datsun			
240/260/280z		1970-1978	
521		1966-1972	
Dodge			
Charger		1982-1987	
Dart	SXT (2.4)	2013-2016	
Neon	ACR (Naturally Asp)	1995-1999	
Neon	RT	2001-2004	
Fiat			
500	All NA	2012-2019	
Spider	124	1973-1978	
Ford			
Contour	SVT	1998-2000	
Crown Vic	LX	1992-2012	
Festiva	L	1988-1993	
Focus	ZX3	2002-2011	S5
Focus	SE	2011-2018	
Mustang	V6	1999-2010	S4
Probe	GT	1989-1992	
ZX2	All	1998-2003	
Honda			
Accord	All	1990-1993	
Accord	EX V6	1994-1997	S4
Accord	Sport	2013-2017	
Civic	Si	1988-2015	S5
Civic	DX	1988-1991	
Civic	EX	1988-2015	S5
Civic	LX	1988-2015	S5
CRX	All		
Del Sol	All		
Fit	LX	2007-2020	
Prelude	All	1978-2001	
Hyundai			
Tiburon	GS	2007-2008	
Veloster	Gamma 1.6 GDi	2012-2021	
Infiniti			
Q45		1997-2000	
Jensen			
Healey		1972-1976	
Kia			
Optima	EX	2011-2015	S5
Soul	X-Line	2019+	
Lexus			
GS300	Base	1997-2005	S4
Mazda			
Mazda2	Touring	2007-2014	S5
Mazda3	Naturally Asp	2004-2018	
Protegé	All	1998-2003	
MX-5 Miata		1990-2015	

SPORT 6 (S6)			
Model	**Trim**	**Years**	**Class Prior to 2023**
RX-7	Naturally Asp	1979-1991	
RX-8	All		S5
Mercedes			
M320		1995-2002	
Mercury			
Tracer	LTS	1993-1996	
Mini			
Cooper	Base and S	2002-2006	S5
Mitsubishi			
Mirage	1.2L	2014-2022	
Eclipse	RS	2000-2005	
Nissan			
Sentra	All	2013-2019	S4
240sx	SE	1994-1998	S4
300ZX	Non-Turbo	1984-1989	
Sentra	SE-R	1990-1994	
Versa	All	2012-2019	
Pontiac			
Solstice	Base	2006-2010	S5
Fiero	GT	1985-1988	
Porsche			
914	1.8 L	1974-1975	
924		1986-1988	
924	S	1986-1988	
Saturn			
Sky	Base	2006-2010	S5
Scion			
tC		All	
Subaru			
Forester	Sport	2019-2022	S4
Impreza	2.5L	2001-2007	
Impreza		1992-2001	
Legacy	L FWD	1995-1999	S5
SVX	LSi	1992-1996	S5
Suzuki			
Swift	GT	1989-1994	
Toyota			
Camry	4 cyl	2018-2022	S4
Camry	LE	2012-2017	S4
Celica	Supra	1982-1986	
Celica	GT-S	2000-2005	S4
Corolla	XSE	2013-2019	
Corolla	XSE Hatch	2019-2022	S4
MR2	Naturally Asp	ALL	
Yaris		2006-2013	S5
Triumph			
Spitfire		1974-1980	
TR8		1987-1981	
VW			
CC	Sport 2.0T & 3.6 VR6	2008-2016	
Corrado	G60	1989-1993	
Golf	VR6	1997-2003	S4
Golf	Not otherwise classed	1998-2008	S5

SPORT 6 (S6)			
Model	**Trim**	**Years**	**Class Prior to 2023**
Golf	2.5	2010-2014	S5
Jetta	S	2011-2018	S5
Jetta	VR6	1999-2005	
New Beetle	TDI	1998-2006	
Passat	1.8T FWD	1997-2000	
Volvo			
240/242/244/245		1975-1993	

7. **Alternate Motorsports Series Classing**
This is where we're going to put cars that might not quite meet the rules, but we think they can go in this category anyway. Only one Alternate Motorsport Allowance can be used at a time! Your car must be built specifically for one of the series mentioned below vs running another Alternate Motorsport Series allowance to compete there. Example: Spec e46 cannot use the SCCA Road Racing T3 allowance to then run in Tuner.

   A. Cars listed as eligible in and prepared to the current **SCCA Solo Street Category** Rules are permitted to compete in their listed Time Trials Sport classes and are not restricted to Sport Class tire-width limits. Solo SSR-class vehicles are restricted to Sport Category minimum tread wear ratings. Vehicles with this allowance are not permitted to interchange preparation Rules.

   B. Cars listed as eligible in and prepared to the current SCCA Autocross **Solo Spec Coup (SSC)** Rules are permitted to compete in Time Trials Sport Class 5 (S5). SSC cars with this allowance are not permitted to interchange preparation Rules and must run on the spec tire.

   C. Cars listed as eligible in and prepared to the previous SCCA **Road Race Showroom Stock** Rules are permitted to compete in their respective Time Trials Sport classes provided they run on Time Trials legal tires. Vehicles with this allowance are not permitted to interchange preparation Rules otherwise.

8. **Sport Category Exclusion List**
We're gonna put some of the coolest cars here. Part of what will be cool about them is they are awesome enough to be on the exclusion list.

SPORT CATEGORY EXCLUSION LIST	
Model	**Trim**
Acura	
	NSX 2016+
BMW	
	M3/M4 CS 2018+ M3 GTS 2010 M3 LTW 1995 M4 GTS 2016
Chevrolet	
	Corvette Z06, 2015+ Corvette ZR1, All Corvette Grand Sport, 2027+ S10 Base, 1994-2004
Dodge	
	Viper GTS-R or ACR Viper GT 2013-17 Viper SRT 2013-17 Hellcat Redeye Widebody Challenger SRT Super Stock 2021+ Charger Hellcat Widebody
Ferrari	

SPORT CATEGORY EXCLUSION LIST	
Model	**Trim**
	812 Superfast, All
Ford	
	Mustang GT500 2020+ Mustang GT350R
Honda	
	S2000 CR
Lamborghini	
	Gallardo All 2004-2013
Lotus	
	Exige S 2006-2008 Exige S240 2008-2011
Nissan	
	GT-R Nismo
Mercedes Benz	
	AMG GT GTS 2015-2023
McLaren	
	720 S MP4-12C
Porsche	
	911 Turbo, Turbo S 2013-2015 GT4 RS GT3 RS 2015+ GT3 2006+ GTS 2017-2019

2. Tuner Category

These are the vehicle preparation rules for the Tuner Category of SCCA National Time Trials Competition. As with Sport Category, they are broken down into an Overview and then the "Authorized Modifications" (i.e., what you can do to your car and have it stay in Tuner Category).

1. Overview

1. Philosophy

The Tuner Category is meant for street-driven cars with bolt-on modifications that offer a degree of adjustability. Vehicle modifications are meant to fit between the current Sport and Max Categories, providing a natural competition outlet for auto enthusiasts using sports cars and sedans equipped with common suspension and engine modifications compatible with street use.

Modifications must still be bolt-on modifications; in most cases bolting to the OE locations, but different from Sport Category these parts may be more "tunable." Items like adjustable ride-height coilovers, more complex sway bars and, for some cars, ECU hardware changes are allowed. Suspension geometry-altering items like bump-steer correction or roll-center correction kits will not be allowed. As this is a street car, aftermarket aero items such as wings, splitters, spoilers and diffusers will not be allowed.

Tuner Category is a restricted ruleset. If a modification is not specifically authorized in these Rules, it is not allowed. (If it doesn't say you can, you can't.)

2. Safety

A. Vehicles running in Sport, Tuner and Max Categories must meet **Safety Level 1 Standards**.

1. Roll bars, cages, racing harnesses and other safety equipment may be added, and must meet manufacturers' guidelines for installation. It is highly recommended that they at least meet the minimum for Safety Level 2 or Safety Level 3 Standards.

2. Nothing in the rules prevents you from adding safety equipment; the minimum amount of modification to install safety equipment is allowed.
3. To facilitate safety, vehicles that have an added roll bar (4-points) may remove carpet, seats and trim (including convertible tops) behind the front seats. Vehicles that have an added roll cage (6-points) may remove carpet, seats and trim (including convertible tops) other than the dash.

B. Fuel cells may be used in cars with the following restrictions and allowances:

1. Any replacement fuel cell should be constructed and installed to racing standards. (E.g., FIA/SFI approval, fuel cell enclosure, bladder, and foam baffling.)
2. OE lines may be replaced in conjunction with a fuel cell provided they are shielded.
3. Any fuel lines—including gauge and vent lines—that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded.
4. Drivers of cars with modified or replaced OE fuel lines or tanks must wear a suit, shoes, gloves and underwear as specified in SCCA Time Trials Safety Level 2 Standards.
5. Vehicles with modified or replaced OE fuel lines or tanks must have an on-board fire suppression (fire bottle or system) meeting SCCA Time Trials Safety Level 2 Standards.
6. Participants are cautioned that this is not an allowance to maximize fuel delivery by installing higher-performance parts than authorized by category rules. (E.g., installing an upgraded fuel pump if it's not otherwise allowed.)

C. Vehicle Eligibility

To be eligible for Sport Category:

1. A minimum of 1,000 of that model must have been produced that model year for road use.
2. The vehicle must be capable of being licensed for normal road use in North America and delivered through the manufacturer's North American retail sales outlets.

D. General Modification Rules

The following items are guidelines for general repair and modifications in Sport and Tuner Categories:

1. Other than when necessary for safety enhancements, an authorized addition, modification, substitution or removal may not perform a prohibited function nor does it permit the addition, modification, substitution or removal of any other component unless it is specifically authorized.
2. Any part which becomes partially or completely detached during on-track sessions must be fixed and inspected by officials before that vehicle can return to the track. If the part is an aerodynamic addition, the part shall be completely removed for the remainder of the competition.
3. Parts (other than brakes and fluids) are not permitted to be replaced or changed after the car has passed tech inspection unless an Event Official has determined the part to be unsafe or broken badly enough that not changing it would keep the participant from the event.
4. Expendable replacement parts (e.g., bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, fuel filler caps, electrical sensors, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material, specifications, etc.), are used in the same location, and provide no performance benefit. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer.

They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.

5. Any repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the OE does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only. It is not permitted to use non-compliant parts even if they have been set to OE specifications.
6. Items which do not require the modification or replacement of existing parts and do not increase the peak performance of the vehicle are permitted. (E.g., a turbo or alternator blanket.)
7. Except for authorized modifications, other modifications or equipment will place the car in higher levels as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.
8. Vehicles may be street-driven cars, and SCCA does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and Federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

2. **Interior and Bodywork**
    1. **Interior**
        - **A.** A hole may be added through the bodywork to route a remote reservoir for shocks/struts and hose to a remote mounting location. Such holes may serve no other purpose.
        - **B.** Any steering wheel may be used. An alternate steering wheel assembly—including all mounting hardware—which replaces an airbag-equipped wheel is not required to have an airbag. An alternate wheel is not required to have a horn button.
        - **C.** Any shift linkage may be used.
    2. **Bodywork**
        - **A.** Front hoods, engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front and rear bodywork, and side skirts may be replaced with factory parts or exact duplicates in order to facilitate allowed modifications. This does not permit adding components with additional vents or ducting for airflow.
        - **B.** Vehicles with removable hardtops may use an exact replica hard top including one made of alternate materials. Replacement pieces must be able to use OE hinges and latching mechanisms as standard. Rear glass in such hardtops may be of automotive safety glass or polycarbonate material.
        - **C.** Factory rub strips may be removed.
        - **D.** OE “pop-up” headlights may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights can accommodate the alternate headlight, but the unit may not be relocated, and the repositioning may serve no other purpose. All associated hardware may be removed, replaced or modified.
        - **E.** Fenders may be rolled but not flared, but no material may be added or removed, pinch-welds may not be expanded, nor may the general shape and contour of the fender be modified.
        - **F.** Commercially available bodywork cladding, molding, trim, accessories, lights and other appearance modifications including flexible “chin lips,” which have little or no effect on performance and/or handling and do not materially reduce the weight of

the car are permitted. The addition of small holes for attachment hardware for cosmetic modifications is implicit (e.g., holes for fasteners to mount side skirts). This allowance **–** seemingly grey for any SCCA traditionalists – is to encompass exactly what it says. Cosmetic items. This is intended to allow mass-produced aftermarket items which resemble what a factory accessory catalog or auto-parts store accessory isle might have. Meaning, this allowance is for items which may look like performance parts but do not change anything which could affect warranties by increasing stress/improving performance.

3. **Wheels and Tires**
    1. **Wheels**
        - **A.** Any width or diameter wheel and wheel spacers may be used provided it complies with the following:
            1. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization. (e.g., FIA, SFI, SAE, TUV, etc.)
            2. Wheel spacers are permitted.
            3. Wheel studs, lug nuts, valve stems (including pressure-relief types) and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts, but the number of fasteners may not be changed.
            4. Tire pressure monitoring sensors may be removed.
            5. Centerlock/spline drive/knock-off type hubs may be converted to lug-type hubs.
        - **B.** There are no wheel weight restrictions in Tuner Category.
    2. **Tires**
        - **A.** Tires must meet the eligibility and use requirements of the Sport Category, but do not have to meet Sport Category width limits.
        - **B.** Tuner Tire Width Limits
          Tires shall have a section width up to and including the following (mm):

CLASS	DRIVE	WIDTH LIMIT (In MM)
Tuner 1 (T1)	2-Wheel Drive	355
	All-Wheel-Drive	335
Tuner 2 (T2)	2-Wheel Drive	315
	All-Wheel Drive	305
Tuner 3 (T3)	2-Wheel Drive	285
	All-Wheel Drive	265
Tuner 4 (T4)	2-Wheel Drive	265
	All-Wheel Drive	245
Tuner 5 (T5)	2-Wheel Drive	245
	All-Wheel Drive	225

        - **C.** Cars in Tuner Classes 2–5 and are otherwise legal for Tuner Category may bump up classes based on tire size. Cars in Tuner 1 with oversized tires will go into their appropriate Prepped or Max Category class.
4. **Brakes**
    1. Non-standard brake rotors may be used provided they are of equal or larger dimensions. Nominal reductions in rotor thickness or diameter in common big brake kits are permitted.
    2. Aluminum rotor hats are allowed.
    3. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors.
    4. Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of or surface area of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency

brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.

5. Air ducts may be fitted to the brakes and changes may be made in the body/structure for their use. Ducts or holes may serve no other purpose. Backing plates and dirt shields may be modified or removed.
6. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose.

5. Steering and Suspension

1. Steering

Steering rack bushings may be replaced but must attach in the factory location(s) without additional modification or changes. Steering rack position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. This does not allow shimming or otherwise relocating the steering rack.

2. Shocks and Struts

A. Shocks and Strut Replacement Allowances:

1. Any shock absorbers may be used.
2. Shock absorber mounting brackets which serve no other purpose may be altered, added, or replaced, provided that the attachment points on the body/frame/subframe/chassis/suspension member are not altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). The system of attachment may be changed.
3. The number of shock absorbers shall be the same as standard.
4. No shock absorber may be capable of adjustment while the car is in motion, unless fitted as original equipment.
5. MacPherson strut equipped cars may substitute struts and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). It is intended to allow the strut length changes needed to accommodate permitted modifications which affect ride height and suspension travel.

B. The following additional allowances apply to cars originally equipped with separate spring and shock absorber assemblies.

1. **A.** Coil springs may be relocated so they encircle the body of the shock absorber in a “coilover” configuration.
2. **B.** Coil spring perches may be modified, added, or replaced and their position may be adjustable.
3. **C.** Additional bolt holes may be drilled for coilover assembly mounting brackets. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

3. Springs

Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, if they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed. For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration.

4. **Anti-Sway (Roll) Bars**
   Substitution or removal of sway bars (at one or both ends of the car) and supporting hardware (brackets, end links, bushings, etc.) is permitted. Tow hooks may be removed for the installation of sway bars.

5. **Strut Braces**
   Strut bars are permitted with all types of suspension, subject to the following constraints:

   A. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.

   B. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.

   C. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2 inches (50.8mm) in any direction of the actual suspension attachment to the chassis.

   D. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only “bolt-on” attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

6. **Suspension**

   A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm.

   B. Suspension bushings may be replaced with bushings of any materials ~~(except metal)~~ if they fit in the original location. Offset bushings may be used. The use of replacement bushings with an amount of metal greater than the amount found in the standard bushing for that particular application is limited to one link or arm per corner of the vehicle, with the same link or arm being chosen on both sides of an axle. On double/unequal arm (e.g., wishbone, multi-link) suspensions located on the steering axle of the vehicle, the use of replacement bushings with an amount of metal greater than the amount found in the standard bushing for that particular application is allowed only if there are no other replacement bushings on that axle that result in changes to alignment parameters, such as offset bushings. ~~In a replacement bushing, the amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited unless there is a solid metal bushing as an OE part for the specific year/make/model.~~ This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. ~~If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts.~~ Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

   C. The following allowances apply to strut-type suspensions. Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes to perform the installation is permitted. The center clearance hole may not be modified. Any type of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing

mount). Any ride height change resulting from installation of camber plates is allowed. Caster changes resulting from the use of camber plates are permitted.

D. Camber bolts may be installed providing these parts use the original, unmodified mounting points and meet the restrictions specified in Sport Category. Caster changes resulting from the use of camber bolts are permitted.

E. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be adjustable, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be adjustable OR other methods of camber adjustment as allowed by the previous sections may be used, but NOT both.
3. The non-adjusting control arms for vehicles having integral bushing/arm assemblies may be replaced subject to the following restrictions.
    - **a.** Arm length must remain the same as OE.
    - **b.** The part may not be adjustable.
    - **c.** The replacement arms must attach to the original standard mounting points. All bushings must meet the requirements of this section. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
    - **d.** Any allowed arm must be commonly available (or have been available) at SCCA supporting partner Tire Rack, for regular retail sales and without custom order. Parts do not have to be sourced from Tire Rack, but they must be as they would have come off the shelf there, or the part must be on a specific approval list.
    - **e.** If you believe there is a commonly available retail unit which otherwise fits the intent of these Rules but is not available at Tire Rack you may write in for specific approval of that brand and model.

F. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.

G. Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.

H. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Tuner Category Rules. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

I. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

Note: Many modern suspension designs known by other names, actually function as double A–arm designs. These include the rear suspensions on 1988-on Honda Civic/Integra, Chrysler/Plymouth/Dodge Neon, BMW E36, and most “multi-link” and are covered by the double/unequal arm rule.

J. On strut-equipped cars, the strut’s lower integral mounting bracket, for attachment to the upright or spindle, is unrestricted provided it attaches to the standard location. Any resulting change to the position of the strut centerline is allowed. Such brackets shall serve no other purpose. This does not allow for changes to the

integral steering arm on cars that have the steering arm integrated with the strut body.

K. Changes in alignment parameters that result directly from the use of the allowed components are permitted. For example, the dimensional changes resulting from the use of a cylindrical offset bushing that meets the restrictions of Tuner Category Rules are allowed, including those resulting from a change in the pivoting action to:

1. About the mounting bolt, or
2. About the bushing itself.

L. Subframe mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Subframe position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited unless there is a solid metal bushing as an OE part for the specific year/make/model on a trim level classed in Tuner Category.

M. The following list is Solid Axle Rear Wheel Drive (RWD) Suspension Allowances:

1. Addition or replacement of suspension stabilizers (linkage connecting the axle housing or De Deion to the chassis, which controls lateral suspension location) is permitted.
2. Traction bars or torque arms may be added or replaced.
3. A Panhard rod may be added or replaced.
4. The upper arm(s) may be removed, replaced, or modified and the upper pickup points on the rear axle housing may be relocated.
5. The lower arms may be replaced or modified and the lower pickup points on the rear axle housing may be relocated.
6. Differential covers and attaching hardware may be replaced.
7. Methods of attachment and attachment points are unrestricted but may serve no other purpose (e.g., chassis stiffening). This does not authorize removal of a welded-on part of a subframe to accommodate the installation.

N. The following non-adjustable control arms not available at Tire Rack are allowed in SCCA Time Trials Tuner Category:

There are no models listed at this time.

7. Sub Frame Connectors

Longitudinal (fore-aft) subframe connectors (SFCs) are permitted with the following restrictions:

A. They must only connect previously unconnected boxed frame rails on unibody vehicles.

B. Each SFC must attach at no more than three (3) points on the unibody (e.g., front, rear, and one point in between such as a seat mount brace or rocker box brace).

C. SFCs must be bolted in place and not welded.

D. No cutting of OE subframes or floorpan stampings is permitted. Drilling is permitted for mounting bolts only.

E. No cross-car/lateral/triangulated connections directly between the driver's side and passenger's side SFCs are permitted. Connections to OE components such as tunnel braces or closure panels via bolts are allowed and count as the third point of attachment. No alteration to the OE components is permitted.

F. SFCs may not be used to attach other components (including but not limited to torque arm front mounts or driveshaft loops) and may serve no other purpose.

6. Electrical

Except for those with electric and hybrid powertrains, Tuner Category vehicles may do everything allowed in Sport Category plus the list below.

1. OE traction control systems may be electrically disabled, but not removed or altered in any

other way.

2. The make, model number and size of the battery may be changed, but not its voltage.
3. Relocation of the battery or batteries is permitted but not into the passenger compartment. If the battery is relocated and the original battery tray can be removed by simply unbolting it, the tray may be removed or relocated with the battery. Holes may be drilled for mounting or passage of cables. Longer or shorter cables may be substituted to permit relocation.
4. The number of battery or batteries may not be changed from standard. The area behind the rearmost seat is not considered to be within the passenger compartment. The area under the rearmost seat is within the passenger compartment.
5. Holes may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than necessary to facilitate allowed modifications in this section and shall serve no other purpose.
6. Any starter, generator or alternator may be used in the original position. An alternator or generator must have an electrical output (including amperage) equal to or greater than the original equipment unit. Any generator or alternator pulley and belt of the same type as standard may be used.
7. Electrically driven fans are allowed. Flex fans are not allowed.

7. Engine and Drivetrain

1. Engine Control/ECU/Electronics

In addition to the Sport Category allowed modifications, the following modifications may be made to Tuner Category ECU/engine controls:

A. For all model years, the following allowances apply:

1. The standard PCM/ECU may be re-programmed without restriction.
2. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.
3. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.
4. Alternate computer control modules may be used whenever an equivalent change to the conventional system is allowed. For example, alternate computer module control of ignition settings or fuel injection is allowed.

B. 1995 and older vehicles, in addition, may replace the standard PCM/ECU without restriction.

C. Boost may be controlled through a mechanical boost controller.

2. Intake

In addition to the Sport Category allowed modifications, the following modifications may be made to Tuner Category vehicle intakes:

A. Intercoolers

As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and configuration and are subject to the following restrictions:

1. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts.
2. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation.

B. Charge Pipes

Charge pipes may be modified or replaced. Replacement charge pipes may delete or block off factory pipes designed to enhance intake sounds (“noisemakers”). Modification or deletion of vehicle components (e.g. plastic shrouds, wheel well liners) to permit routing of alternate charge pipes is not allowed.

C. Compressor Bypass Valves

Compressor Bypass Valves (CBVs), blow-off valves, and pop-off valves may be replaced or modified.

3. **Cooling System**
   Engine cooling radiators may be replaced or added with alternate parts subject to the following restrictions:
   - **A.** Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.
   - **B.** Radiator must mount to OE radiator mounts.
   - **C.** Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).
   - **D.** The installation of water expansion tanks is allowed. A water expansion tank is the container which catches overflow coolant.
   - **E.** Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.
   - **F.** Modifications necessary for additional radiators must be the minimum required for installation.
4. **Engine Rebuilds/Service Limits**
   - **A.** Engines may be rebored to the manufacturer's first standard overbore, not to exceed 0.020 inch (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or first overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.
   - **B.** Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.
5. **Transmissions/Differentials/Transfer Cases**
   - **A.** Limited Slip Differentials (LSD): Any mechanical LSD unit is permitted. Final drive ring and pinion gears may be replaced with alternate parts, provided the final drive does not change.
   - **B.** Any mechanical shift linkage may be used.
   - **C.** Any clutch disc and pressure plate of stock diameter and design may be used, provided that they can be bolted directly to an unmodified stock flywheel.
   - **D.** Alternate flywheels are permitted. Flywheel material shall be the same type as OE and the ring gear diameter must be the same as the OE flywheel.
   - **E.** Any transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited. All components between the transmission and the mounting structure are considered to be part of the mount assembly.
   - **F.** Differential mount bushings may be replaced but must attach in the standard location(s) without additional modification or changes. Differential position may not be changed. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited.
   - **G.** Electronic Transmission/Differential Control
     1. The Transmission Control Unit (TCU) may be re-programmed. This allowance only applies to modification of transmission behaviors and does not extend to re-programming any other components.

2. Electronic differentials may be re-programmed. This allowance only applies to changing differential behaviors and does not extend to re-programming any other components.

6. Exhaust

A. Exhaust manifolds, headers, downpipes, and associated EGR tubes may be replaced with alternate units. Exhaust exit may be relocated provided it meets safety requirements. Relocation of the oxygen sensor on the header is permitted. Exhaust heat shields which cover only, and attach solely to, these parts may also be replaced, removed, or modified. All other exhaust heat shields may be modified the minimum amount necessary to accommodate allowed alternate exhaust components. Mounting brackets/hardware which serve no other purpose are considered part of the exhaust components.

B. Catalytic converters

Any catalytic converters are allowed, provided they meet the following restrictions.

1. Catalytic converters must attach within 18” (457.2 mm) of the original unit.
2. Multiple catalytic converters may be replaced by a single unit.
3. The inlet of the single replacement converter may be located no further downstream than 18” (457.2 mm) along the piping flow path from the original exit of the final OE converter.
4. The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections.
5. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3” (76.2 mm).

Note: The SCCA does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and Federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

7. Oil/Lubrication

A. Oil pans, oil-pan baffles, windage trays, oil pickups and differential covers may be modified or substituted with the following restrictions:

1. Addition or modification of crankshaft scrapers is not allowed.

B. Engine oil, transmission fluid, differential fluid and power steering fluid coolers may be added or substituted (including oil to coolant heat exchangers), but may not serve any additional purpose.

C. Oil accumulators and associated hardware may be installed given it serves no other purpose. If any portion of the oiling system is inside the driver compartment, the vehicle and driver must meet safety level 2 standards at a minimum.

8. Engine Accessories

The following external engine components may be changed or replaced, with the listed restrictions:

A. Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.

B. Any engine mount is allowed provided it attaches only to the original mounting points, does not relocate the engine (other than incidental to changes in compliance material), and weighs no less than the OE mount. The amount of metal in a replacement bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are

specifically prohibited. All components between the engine and the mounting structure are considered to be part of the mount assembly.

8. **Other**
    1. **Out of Production Cars**
    Where a car is out of production and the manufacturer is either out of business, stocks no parts or no longer has a required part, a part of any origin but as similar as possible to the original may be substituted.
        - **A.** The entrant must be prepared to show documentary evidence that one of the three circumstances above applies and that the substituted part is as similar as possible under the circumstances.
        - **B.** Substitute parts which provide improvements in performance (e.g., superior gearing, lighter weight, better camshaft profile, etc.) are not permitted under this allowance.
9. **Fuel**
    1. **Allowed Fuel**
        - **A.** Sport and Tuner Category vehicles will use fuel which is “Federally approved for use on public highways.” This does not allow racing-type fuels which are available at service station pumps.
        - **B.** Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer for regular road use (e.g., in the owner’s manual for flex-fuel vehicles, not including emergency situations).
        - **C.** Propane or Compressed Natural Gas (CNG) fuel may be used in any category provided that the following conditions are met:
            1. The tank must be located in a safe location on the car and be firmly and securely mounted. This does not permit the cutting of vehicle sheet metal (e.g., the trunk floor) for tank installation.
            2. The tank must conform to Federal and local container standards and have an emergency relief/cut-off control.
            3. For use of propane or CNG as a fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
            4. The entire system must meet local ordinances covering the use and transmission of compressed gas.
            5. Propane or CNG may not be used in combination with another fuel.
10. **Classing**
    1. **Exclusion List**
    Even more awesome cars we considered, and ultimately decided, "This is certainly a dream car, and Max Category is the place for dream cars, whether it's the car you dream to build, or the car you dream to buy." And as awesome as all of the cars on this list are, they are automatically placed in Max 1!

Model	Trim
Acura	
	NSX - 2016+
Alfa	
	Giulia Quadrifoglio - 2016-2022
Audi	
	RS5 Sportback - 2019+ TT RS - 2012-2021 R8 V10 - 2013-2015
BMW	
	M2 - 2023+ M3 - LTW 1995 M3 - GTS 2010

Model	Trim
	M3 - 2021+
	M3 - Comp 2021+
	M4 - GTS 2016
	M4 - 2021+
	M4 - CS 2018-2020
	M5 - Comp 2023+
	M6 - 2012+
Cadillac	
	ATS V - 2016+
	CT5 - Blackwing 2023+
Chevrolet	
	Camaro - ZI1 (all)
	Corvette Z06 2006+
	Corvette ZR1 All
	Corvette C8 - 2020+
	Corvette E-Ray - 2024+
	Corvette Grand Sport – 2027+
	S10 Base – 1994-2004
Dodge	
	Charger SRT Super Stock 2021+
	All Hellcat Widebody - All
	All Hellcat Redeye Widebody - All
	Viper - 2003+
	Viper GTS-R or ACR - All
Ferrari	
	458 Italia - All
	550 Maranello - 1996-2002
	812 Superfast - All
Ford	
	Mustang Shelby GT500 - 2010-2015
	GT350 R - All
	GT500 - 2020+
Lamborghini	
	Gallardo (All) - All
McLaren	
	720 S
	MP4-12C
Mercedes Benz	
	SL55 AMG - 2002-2006
	AMG GT GTS - 2015-2023
	C63/C63S - 2015-2021
Nissan	
	GTR (All) - All
Porsche	
	718 Spyder - 2019-2023
	911 Turbo, Turbo S - 2013-2015
	911 Carrera GTS - 2014-2021
	Boxster Spyder - 2016-2019
	Carrera S SportChrono - 2011-2019
	Cayman GT4 - 2016-2022
	GT4 RS - All
	GT3 2006+
	GT3 RS 2015+
	Panamera Turbo - 2016+

2. **Alternate Motorsports Series Classing**
This is where we're going to put cars that might not quite meet the rules, but we think they can go in this category anyway. Only one Alternate Motorsport Allowance can be used at a time! Your car must be built specifically for one of the series mentioned below vs running another Alternate Motorsport Series allowance to compete there. Example: Spec e46 cannot use the SCCA Road Racing T3 allowance to then run in Tuner.

   A. Cars listed as eligible in and prepared to the **SCCA Road Race National Touring 2, 3 and 4** Rules are permitted to compete in their respective Time Trials Tuner Class provided they run on Time Trials legal tires. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

   B. Cars listed as eligible in and prepared to the **SCCA Road Race National Spec Miata** Rules are permitted to compete in Time Trials Tuner Class 5 (T5) provided they run on Time Trials legal tires. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

   C. Cars listed as eligible in and prepared to the **SCCA Solo Street Touring** Rules are permitted to compete in their respective Time Trials Tuner Class. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

Note: SCCA Solo Street Prepared has been rejected for Tuner Category inclusion because a full-tilt Street Prepared car is an engine-swapped, intake-manifold customized Frankenstein creation which is awesome, but doesn't belong in Tuner Category.

3. **Tuner 1 (T1)**

TUNER 1 (T1)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Acura			
TLX	Type S	2021-2023	T2
Alfa Romeo			
4C		2014-2020	T2
Audi			
RS3		2017+	T2
RS6		2023	T1
R8	V8 4.2	2006-2015	T2
BMW			
440i	xDrive	2014-2020	T2
M2	Base	2016-2021	T2
M2	Competition	2019-2022	T2
M240i		2016-2021	T2
M3		2007-2013	T2
M3	Competition	2011-2012	T2
M3		2014-2018	T2
M340i	xDrive	2019-2026	
M4	Competition	2017+	
M4		2015-2021	
M6		2005-2010	T2
X3	M Competition	2016-2020	T2
Cadillac			
CT4	V Blackwing	2022+	
CTS	V	2009-2015	T1
Chevrolet			
Camaro	SS 1LE	2017-2022	T2
Camaro	LT1	2020+	T2
Camaro	SS	2010-2015	T2
Camaro	SS	2016-2024	
Camaro	Z28	2014-2015	T1
Corvette	Stingray	2014-2019	T2

TUNER 1 (T1)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Corvette	Non-Z06	2005-2013	T2
Corvette	Z06	2001-2004	T2
Corvette	ZR1	1990-1995	T2
Dodge			
Challenger	Scat Pack	2014+	T2
Viper		1991-2002	T2/T1
Ford			
Mustang	Dark Horse (All)	2024+	T2
Mustang	GT, GT Perf Pkg	2015-2023	T2
Mustang	Mach 1	2021-2023	T2
Mustang	GT350	2016-2020	T1
Mustang	V8	2011-2014	T2
Hyundai			
Ioniq 5	N	2025	T3
Jaguar			
F-Type	R	2013-2019	
XKR		2010-2015	T2
Kia			
EV6	GT	2022-2026	
Lexus			
RC-F	Non-Track Edition	2015-2020	T2
Lotus			
Emira		2022+	T1
Evora	GT	2020-2021	T1
Exige	S	2006-2008	T2
Exige	S240	2008-2010	T2
Maserati			
Gran Turismo	Base, Sport, MC Sportline	2007-2019	T2
Grecale	Trofeo	2022+	
Mercedes			
C63	AMG 507 (Non SC)	2008-2015	T2
CL63	AMG (V8)	2007-2014	T2
CLA45	AMG	2020-2023	T2
GLA45	AMG	2016-2019	T1
SL55	AMG	2002-2006	
Nissan			
Z	Base + Nismo	2023+	T1
Porsche			
Boxster	S	2013-2016	T2
Boxster	Spyder	2011-2012	
Cayman	Base (2.0T)	2017-2024	T2
Cayman	GTS	2014-2016	T2
Cayman	S	2012-2016	T1
Cayman	R	2011-2012	T2
Cayman	S, GTS	2017-2022	T1
Panamera	Turbo	2009-2016	
911	Carrera	2020+	T2
911	Carrera T	2017-2023	T3
911	Carrera	2012-2015	T1
911	Carrera S, 4S non-Power Kit	2012-2014	T2
911	Carrera S, 4S	2006-2012	T1
911	Carrera 2, 2S, 4, 4S	1999-2006	T2
911	GT3	1999-2005	T1
911	Turbo	1997-2004	T2

TUNER 1 (T1)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Tesla			
Model 3	Performance	2018+	T2
Model S	Non-Plaid	2012+	T1
Model Y	Performance	2020+	
Toyota			
Supra	GR (3.0)	2020+	T2

4. **Tuner 2 (T2)**

TUNER 2 (T2)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Acura			
Integra	Type S	2024	T2
NSX		1990-2005	T2
TSX		2023+	T2
Audi			
RS5	Ti	2012-2015	T2
S3		2013-2020	
S3	Quattro Wagon	2006-2013	
S4		2016-2019	T2
S5	3.0T FSI	2008-2017	T3
TT		2016-2023	
BMW			
1M		2011-2012	T2
335i	F3X/N55	2008-2013	T3
i4	EDrive40	2021-2024	T2
M235i		2014-2016	T2
M3		2001-2006	T3
M5		1998-2003	T3
X3	M50	2025+	
Z4 Coupe	M	2006-2008	T3
Z4 35i	M	2009-2016	T3
Z4 35is	M	2009-2016	T3
Cadillac			
CTS	VSPORT (TT V6)	2014-2019	T2
CTS	V	2004-2007	T3
CT4	V	2022+	T2
Chevrolet			
Camaro	Z28/SS	1998-2002	T3
Corvette	Base, Z07, Non-Z06	1984-2004	T3
SS		2014-2017	T2
Chrysler			
Crossfire	SRT6	2004-2008	T2
Dodge			
Challenger	SRT8	2008+	T2
Charger	Scat Pack, widebody	2015-2022	T3
Charger	R/T	2021+	T3
Stealth	R/T Turbo	All	T2
Ford			
Focus	RS	2016-2018	T3
Mustang	V8	1964-2014	T3
Mustang	Cobra	1994-1995	T3

TUNER 2 (T2)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Mustang	Cobra SVT	1996-1998	T3
Mustang	Boss 302	2012-2013	T2
Mustang	Base	2024+	
Genesis			
G70	3.3T	2019-2022	T2
Honda			
Civic	Type R	2016+	T2/T3
Accord	Sport 2.0T	2018-2022	
Hyundai			
Elantra	N	2022+	T3
Genesis	2.0T & 3.8	All	T3
Ioniq	5	2025	T3
Ioniq	6 Limited	2024+	
Kona	N	2022+	T4
Veloster	N	2019-2022	T3
Infiniti			
Q50	Red Sport 400	2016-2022	T2
Jaguar			
F-Type	400 Sport	2018+	T2
Kia			
K5	GT	2021-2023	T3
Stinger	GT	2018-2023	T3
Stinger	GT2	2018-2023	T3
Lexus			
GS-F		2016-2020	T2
IS-F		2008-2014	T2
Lotus			
Elise		2005-2011	T2
Evora	Non-Supercharged	2010-2014	T3
Exige		2006-2008	T2
Maserati			
Ghibli	Trofeo	2021-2024	
Mazda			
RX-7		1992-1995	
Mercedes			
C450	AMG 4MATIC	2015-2016	T3
C55	AMG	2004-2007	T3
CLK55	AMG	2003-2006	T3
SL550	All	2007-2013	T3
SLK55	AMG	2005-2011	T3
Mini			
Cooper	JCW GP3	2020-2022	
Mitsubishi			
Evo		All	T3
Nissan			
300ZX	Twin Turbo	1990-1996	T3
Polestar			
2	Dual Motor, Performance Pack	2020-2024	T3
Pontiac			
Firebird	Trans Am	1998-2002	T3
G8	V8, GXP	2008-2009	
GTO		2004-2006	T3
Solstice	GXP	2007-2009	T3

TUNER 2 (T2)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Porsche			
928	S4	1987-1991	
944	Turbo	All	T3
Boxster	Base	2012-2016	T3
Boxster	S	2005-2012	T3
Cayman	Base	2012-2016	T3
Cayman	S	2005-2012	T3
Saturn			
Sky	Redline	All	T3
Subaru			
WRX	Non-STI	2015+	T3
STI	All	2004-2014	T3
STI	All	2021+	
Tesla			
Model 3	Long Range RWD	2017-2019	T2
Model 3	RWD	2023+	
Model 3	SR+	2019-2020	T2
Model Y	Non-Performance	2020+	
Toyota			
Corolla	GR	2023+	T3
Supra	GR 2.0	2021-Current	T2
Supra	Turbo	1993-1998	T2
Volkswagen			
Golf	R	2015+	T2
Volvo			
V60	Polestar	2016-2018	T3

5. **Tuner 3 (T3)**

TUNER 3 (T3)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Acura			
Integra	Type R	1997-2001	T3
Integra		2022+	
TSX		2004-2014	T4
Alfa Romeo			
Guilia	TI	2016+	
Audi			
TT	S	2009-2015	
BMW			
228i	Sport	2013+	T3
230i	All	2017+	T3
328i		2012-2016	
330i	RWD	2019-2024	T4
335D		2006-2011	T3
430i	X-Drive	2014-2020	T3
535i	Base, RWD	2004-2010	T3
540i		1996-2003	T3
M3	(Non-LTW)	1992-1999	T4
Z3	M, Roadster and Coupe	1996-2002	T3
Z4	sDrive30i	2009+	
Z4	3.0i	2003-2008	T3
Buick			

TUNER 3 (T3)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Regal	GS	2012-2017	T3
Cadillac			
ATS	V6	2013-2015	T3
Chevrolet			
Camaro	Z28 (All)	1993-1997	T3
Camaro	Turbo 4	2016-2022	T3
Cobalt	SS (Non-NA)	2005-2010	T3
Corvette	Base	1968-1982	T3
SSR	SSR	2003-2006	
Dodge			
Neon	SRT-4	2003-2005	T3
Ford			
Focus	ST	2013-2018	T4
Mustang	V6	2011-2015	T3
Mustang	Ecoboost	2015-2022	T3
Honda			
S2000	All	All	T4
Civic	Si	2017+	T4
Hyundai			
Elantra	N-Line	2021+	
Sonata	SE Turbo	2011-2013	T3
Veloster	Turbo, Turbo RSpec	2013-2017	T4
Infiniti			
G35		2002-2007	T3
G37		2007-2015	T3
Q50	3.0T S	2016+	T3
Lexus			
GS350	Base AWD	2011-2020	
GS300	V8	1997-2005	T3
GS350	FSport	2016-2020	T3
IS300	Base	2014-2020	T3
IS350		2006-20213	T4
RC200T	FSport	2015	T3
RC350	FSport	2019-2025	
Mazda			
3	2.5L Turbo	2021+	
MX-5	Mazdaspeed	2004-2005	T3
Nissan			
300ZX	Turbo	1983-1989	T4
350Z	All	All	T3
370Z	All	All	T3
Pontiac			
Firebird	Firehawk/Formula/Trans Am	1993-1997	T3
Porsche			
Boxster	Base	2005-2011	T3
Cayman	Base	2005-2011	T3
Macan	S	2014+	T3
911 (964)	C2, C4	1989-1994	T4
911	Carrera 3.2	1984-1989	T4
928		1978-1986	
944	S2	1982-1991	T4
Saab			
9-3	2.8T	All	T4

TUNER 3 (T3)			
Model	**Trim**	**Years**	**Class Prior to 2025**
9-3	2.0T	All	T4
Subaru			
BRZ	Base/Premium/tS	2022+	T3
Legacy	GT	2003-2009	T3
WRX		2002-2011	T3
Toyota			
Camry	TRD, XLE, XSE	2018+	T3
GR86	Base/Premium/Trueno	2022+	T3
MR2	Turbo	1991-1995	T3
Volkswagen			
Jetta	GLI	2011+	T4
Golf	GTI	2003+	T4
Golf	R	2012-2013	T4
Golf	Sportwagen	2012-2019	T4
Eos	Sport	2006-2016	
Volvo			
C30	T5	2008-2013	T4
S60	R	2004-2007	T3
S60	T5 (FWD)	2011-2018	

6. **Tuner 4 (T4)**

TUNER 4 (T4)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Acura			
CL	Type S	2000-2003	T4
Integra		1986-2001	T4
RSX		All	T4
TSX		2004-2014	T4
Audi			
A3		2006-2013	T4
A4	1.8T	2001-2006	T4
A4	2.0T	2004-2013	T4
A4	V6	2001-2004	
TT	1.8T Quattro	1998-2006	T4
TT	VR6 (FWD/AWD)	2003-2010	T4
BMW			
128i		2008-2013	T4
325i/325is		1992-2013	T4
328i/328is		1992-2013	T4
330i/330is		1999-2005	T4
Z3	Non-M	1996-2002	T4
Z4	2.5i	2006-2015	T4
Cadillac			
CTS	V6	2004-2007	T4
Chevrolet			
Bolt		2017+	T4
Camaro	V6	1993-2002	T4
Cobalt	Naturally Aspirated	2005-2010	T4
Cruz	LT	2014+	T4
Impala	LT 6 Cyl	2014-2020	T4

TUNER 4 (T4)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Volt		2016+	T4
Chrysler			
Conquest	TSI	1987-1989	T4
Crossfire	Base	2004-2008	T4
Dodge			
Dart	SXT (1.4T)	All	T4
Omni	GLH and GLH-S	1984-1986	T4
Fiat			
500	Turbo	2013-2016	
500	Abarth	2008+	T4
Ford			
Crown Vic		1997-2007	T4
Fiesta	ST	2014-2019	T4
Fusion	Sport (3.5L)	2010-2012	T4
Fusion	SE AWD 2.0T	2017-2020	T4
Mustang	SVO	1984-1986	T4
Mustang	V6	1999-2010	T4
Taurus	SHO	1989-1999	T4
Thunderbird	LX	1994-1997	T4
Honda			
Accord	EX V6	2003-2007	T4
Civic	Si	1995-2016	T4
Civic	Sport Hatchback	2016-2021	T4
Hyundai			
Elantra	Sport & GT Sport	2017-2020	T4
Infiniti			
Q45		1997-2000	T4
Kia			
Forte	GT	2018-2023	T4
Lexus			
GS300	Non-V8	1997-2005	T4
IS300		2000-2004	T4
SC300	Base	1992-2000	T4
Mazda			
3	Touring & Sport	2013-2018	T4
Mazdaspeed 3		All	T4
Mazdaspeed Protegé		All	T4
MX-5 Miata		2006-2024	T4
RX7 Turbo II		1987-1992	T4
RX-8		All	T4
Mercedes			
C230	Kompressor	2002-2005	
E350	Sport	2010-2016	T4
SL500	Sport	1989-2001	T4
SLK	280	2005-2008	
Mini			
Cooper	S, JCW	2007+	T4/T3
Countryman	S	2011-2014	
Countryman	JCW	2012-2016	
Mitsubishi			
Starion	ESi-R	1987-1989	T4
Nissan			

TUNER 4 (T4)			
Model	**Trim**	**Years**	**Class Prior to 2025**
300ZX	Non-turbo	1984-1989	
300ZX	Non-turbo	1990-1996	T4
Altima	Coupe S	2007-2013	
Sentra		2013+	T4
Sentra	Nismo	2017-2019	T4
SE-R	All (Incl. Spec-V)	2002-2006	T4
Pontiac			
G6	GTP	2005-2010	
G8	V6	2008-2009	
Solstice		2006-2010	T4
Porsche			
944	Non-Turbo	1982-1991	T4
968		1992-1995	T4
Boxster	Non-S	1996-2004	T4
Saturn			
Sky	Non-Redline	All	T4
Scion			
FR-S		All	T4
Subaru			
BRZ	Limited/Premium	2013-2021	T4
Forester	XT	2004-2008	T4
SVX		1991-1996	T4
Toyota			
Camry	4 Cyl	2018+	T4
86	Limited/Premium	2013-2021	T4
Celica	GTS	1999-2006	T4
Prius		2022+	T4
Volvo			
V70	R	1997-1999	T4
VW			
Golf	VR6	1997-2003	T4
Golf	2.5	2009-2012	T4
Jetta	VR6	1999-2005	T4
Jetta	S	2011-2019	T4
Jetta	R-Line	2019-2021	T4
Rabbit	2.5S	2006-2009	T4

7. Tuner 5 (T5)

TUNER 5 (T5)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Alfa Romeo			
Milano	verde	1987-1989	T5
Milano	Gold	1987-1989	T5
BMW			
2002	Base	1968-1975	T5
3 Series	E30, non-M	All	T5
318is		1992-1998	T5
318ti		1995-1999	T5
Z3	1.9	1995-1998	T5
Chevrolet			
Impala	LT 4 cyl	2014-2020	T5

TUNER 5 (T5)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Sonic	All	2012-2020	T5
Datsun			
240/260/280z		1970-1978	T5
521		1966-1972	T5
Dodge			
Charger		1982-1987	T5
Dart	SXT (2.4)	2013-2016	T5
Neon	All	1995-1999	T5
Neon	RT	2001-2004	T5
Fiat			
500	POP (Naturally Aspirated, All)	2012-2019	
Spider	124	1973-1978	
Ford			
Contour	SVT	1998-2000	T5
Escort	ZX2	All	T5
Festiva	L	1988-1993	T5
Fiesta		2008-2012	T5
Focus	ZX3	2002-2011	T5
Focus	SE	2011-2018	T4
Probe	GT	1989-1992	T5
GMC			
Sonoma	2.2L	1994-2004	T5
Honda			
Accord	All	1990-1993	T5
Accord	EX V6	1994-1997	T5
Accord	Sport	2013-2017	T5
Civic		1972-1991	T5
Civic	DX	1988-1991	
Civic	EX	1992-2021	T5
Civic	LX	2011-2017	T5
CRX	All	All	T5
Del Sol	All	All	T5
Fit	All	2007+	T5
Prelude	All	1978-2001	T5
Hyundai			
Tiburon	GS	2007-2008	T5
Veloster	Gamma 1.6 GDi	2012-2021	T5
Jensen			
Healey		1972-1976	T5
Kia			
Optima	EX	2011-2015	T5
Soul	X-Line	2019+	T5
Lexus			
LS400	Base	1997-2000	
Mazda			
Mazda2	All	All	T5
Mazda3	Naturally Asp	2004-2013	T5
MX-5 Miata		1990-2005	T5
Protegé	All	1998-2003	T5
RX-7	Naturally Asp	1979-1991	T5
Mercedes			
190E	Non-Evo, Non 16V	All	T5
M320		1995-2002	T5

TUNER 5 (T5)			
Model	**Trim**	**Years**	**Class Prior to 2025**
Mercury			
Tracer	LTS	1993-1996	T5
MG			
MGB	Base and GT	1962-1980	T5
Mini			
Cooper	Base and S	2002-2006	T5
Mitsubishi			
Eclipse	RS	2000-2005	
Mirage	1.2L	2014-2022	T5
Nissan			
240sx		1994-1998	T5
Sentra	SE-R	1990-1994	T5
Versa		2012-2019	T5
Pontiac			
Fiero	GT	1985-1988	T5
Porsche			
914	1.8 L	1974-1975	T5
924		1986-1988	T5
924	S	1986-1988	T5
Scion			
tC		All	T5
Subaru			
Forester	Sport	2019-2022	T5
Impreza	2.5L	2001-2007	T5
Impreza		1992-2001	T5
Impreza	Sport	2012-2016	T5
Legacy	L FWD	1995-1999	T5
Suzuki			
Swift	GT	1989-1994	T5
Toyota			
Camry	XSE	2023-2027	
Celica	Supra	1982-1986	T5
Corolla	XSE	2013-2019	T5
Corolla	XSE Hatch	2019-2022	T5
MR2	Naturally Asp	ALL	T5
Prius	All	1997-2021	T5
Yaris		2006-2013	T5
Triumph			
Spitfire		1974-1980	T5
TR8		1978-1981	T5
VW			
CC	Sport 2.0T & 3.6 VR6	2008-2016	T5
Corrado	G60	1989-1993	T5
New Beetle	TDI	1998-2006	T5
Passat	1.8T FWD	1997-2000	T5
Volvo			
240/242/244/245		1975-1993	T5

3. Max Category

These are the vehicle preparation rules for the Sport Category of SCCA National Time Trial Competition. They are broken down into an Overview and then the "Authorized Modifications" (i.e., what you can do to your car and have it stay in Max Category).

1. Overview

1. **Philosophy**
   Max Category is a place for enthusiasts to maximize the street-worthy car of their dreams with minimal limits on engine, suspension and bodywork. Max Category vehicles must have all road-going equipment such as headlights, tail lights, blinkers and windshields/windscreens, if delivered with such. Other than specifically classed kit-cars which do not have headlights and such, Max Category vehicles must be able to be street driven.

   Max Category is a restricted ruleset. If modifications are not specifically authorized in these Rules, it is not allowed. (If it doesn't say you can, you can't.)

2. **Safety**
   - **A.** Vehicles running in Sport, Tuner and Max Categories must meet **Safety Level 1 Standards**.
     1. Roll bars, cages, racing harnesses and other safety equipment may be added, and must meet manufacturers' guidelines for installation. It is highly recommended that they at least meet the minimum for Safety Level 2 or Safety Level 3 Standards.
     2. Nothing in the rules prevents you from adding safety equipment; the minimum amount of modification to install safety equipment is allowed.
     3. To facilitate safety, vehicles that have an added roll bar (4-points) may remove carpet, seats and trim (including convertible tops) behind the front seats. Vehicles that have an added roll cage (6-points) may remove carpet, seats and trim (including convertible tops) other than the dash.
   - **B.** Fuel cells may be used in cars with the following restrictions and allowances:
     1. Any replacement fuel cell should be constructed and installed to racing standards. (E.g., FIA/SFI approval, fuel cell enclosure, bladder, and foam baffling.)
     2. OE lines may be replaced in conjunction with a fuel cell provided they are shielded.
     3. Any fuel lines—including gauge and vent lines—that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded.
     4. Drivers of cars with modified or replaced OE fuel lines or tanks must wear a suit, shoes, gloves and underwear as specified in SCCA Time Trials Safety Level 2 Standards.
     5. Vehicles with modified or replaced OE fuel lines or tanks must have an on-board fire suppression (fire bottle or system) meeting SCCA Time Trials Safety Level 2 Standards.
     6. Participants are cautioned that this is not an allowance to maximize fuel delivery by installing higher-performance parts than authorized by category rules. (E.g., installing an upgraded fuel pump if it's not otherwise allowed.)

3. **Vehicle Eligibility**
   Max Category is open to production cars and eligible kit cars using almost any automobile drivetrain and is meant to fit between the current Tuner and Unlimited Categories.

4. **General Modification Rules**
   All of the general modification rules of Sport and Tuner Categories are allowed in Max.

   Max Category vehicles may only be driven, stopped and steered through the wheels and tires. When the word "unrestricted" is used in these rules, it is under the assumption that the modifications and controls are within this parameter.

   Max Category vehicles are likely to be street-driven cars, and SCCA does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

2. **Chassis, Interior and Bodywork**
    1. **Chassis**
    The frame or unibody (from shock tower to shock tower or “ladder” frame) is sacrosanct. These must stay intact unless otherwise allowed in these Rules.
        - **A.** Body, frame and sheet metal (such as transmission tunnel) may be altered to the minimum extent required to allow engine swaps, transmission swaps and suspension modifications.
        - **B.** Subframes may be replaced or modified.
        - **C.** Vehicle perimeter and wheelbase must be full-scale to original model. Incidental wheelbase and overall dimension changes resulting from the allowed replacement of suspension components or modification of suspension design are allowed. This is not an allowance to shorten or lengthen the chassis/body (e.g., change the scale from the original).
    2. **Interior**
        - **A.** Cosmetic interior components like panels, carpet and seats may be replaced (but not removed), as long as fire walls are retained and fumes are not vented into the cockpit. Panels may be added to insulate the driver from venting and exhaust. The driver’s normal seated position may not be relocated, unless it is a right-side drive conversion to match existing production cars.
        - **B.** Fuel tank/cell may be modified or replaced and must be separated from the driver/passengers as originally manufactured or by a metal panel/bulkhead if the OE structure is modified. If the fuel tank is moved from the OE location, it should be a motorsports-style fuel cell constructed of a housing, bladder and foam. Fuel must not vent into the driver/passenger compartment directly or indirectly.
        - **C.** As with Sport/Tuner Categories, there is a “safety loophole.” If you add a roll bar meeting Safety Level 2 Standards, you can remove carpet and trim (convertible tops included) from behind the driver and passenger seats and even replace an airbag-equipped steering wheel. If you install a full cage meeting Safety Level 3 Standards, you can remove all the trim and carpet other than the dash.
    3. **Bodywork**
        - **A.** No portion of the vehicle or bodywork (other than exhaust/exhaust hangers) may be less than 3 inches from the ground.
        - **B.** Body panels may be modified or replaced in the original standard locations. Frame or Unibody may only be modified the minimal amount to account for allowed modifications. Subframes may be replaced or modified.
        - **C.** Body panels may be attached with removable fasteners (e.g., Dzus®).
        - **D.** “Side Skirts” sometimes referred to as “barge boards” may be added with the following restrictions:
            1. No portion of the side skirts/barge boards may be less than 3 inches from the ground.
            2. Horizontal portions of a side-skirt/barge-board may not extend more than 3-inches from OE bodywork when viewed from above.
            3. They may not extend further than 12” inboard from the outer limits of OE bodywork.
        - **E.** Fenders and running boards may be removed from vehicles with a production year prior to 1946, as long as the removal of those parts does not expose the interior of the car or engine compartment.
        - **F.** Vehicles prepared to safety level 3 may substitute glass windows located behind the drivers seat with alternates made of transparent polycarbonate material with a thickness of at least 3mm. This includes the rear windows in a 4-door car, vent and quarter windows, and the rear window. Size, shape and location must be the same as factory. Alternate windows must be securely fastened to the vehicle. Rear window safety straps are highly recommended.

4. Aerodynamic Aids

Wings, wing endplates, spoilers, canards and splitters may be added, removed, or modified with the following restrictions.

A. A rear wing may be added, removed, or modified with the following restrictions:

1. May not be added in addition to an OE wing.

2. Only one wing may be added.

3. The total surface area of rear wings shall not exceed 8.0 sq. ft. as calculated by multiplying the maximum chord by the maximum span. Definitions of the element (camber) and angle of attack when mounted on the vehicle will not affect the area measurement. The area for multiple element wings will be the sum of the individual areas of each of the elements.

4. The number of wing elements is limited to two (2).

5. Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.

6. Wings, and any component thereof, may not extend beyond the OE vehicle width as defined by the outermost portion of the OE bodywork Including mirrors, door handles, rub strips and trim.

7. No portion of the wing or its components (including endplates and mounts) may be more than 6 inches (15.24 cm) forward of the rear axle, more than 6 inches (15.24 cm) beyond the rearmost portion of the bodywork, and have the following restrictions on height:

a. On sedans/coupes/trucks the wing may not be more than 10 inches (25.4 cm) above the roofline of the vehicle. For convertibles/roadsters with no roof and targas with no rear window, the windshield frame, or windshield of any material shall be considered the top of the roofline.

b. On hatchbacks/wagons/Sport Utility Vehicles, the wing may not be more than 14 inches (35.56 cm) above the roofline of the vehicle.

8. Reinforcements to the wing mounting area may be used but may serve no other purpose.

9. All commercially available wings, splitters, air dams, and diffusers that are vehicle model specific and installed per the manufacturer's directions are permitted with the following exclusions:

There are currently no excluded products

10. Aftermarket spoilers and aftermarket rear wings are mutually exclusive such that a builder may add one or the other, but not both.

B. A spoiler may be added to the rear of the car provided it complies with the following:

1. The spoiler may extend no more than 10 inches (254 mm) from the original bodywork in any direction.

2. Aftermarket spoilers and aftermarket rear wings are mutually exclusive such that a builder may add one or the other, but not both.

C. Canards are allowed with the following restrictions:

1. Canards may not extend beyond the OE vehicle width as defined by the outermost portion of the OE bodywork including mirrors, door handles, rub strips and trim.

D. A front spoiler/air dam/splitter is permitted, with the following restrictions:

1. A front splitter, air dam, spoiler, and vertical members (e.g., fences, endplates) may be added below the top of the bumper. Components may extend a maximum of 6.0" (152.4 mm) from the front bodywork/fascia as viewed from above.

2. Splitters may not extend rearward past the vertical centerline of the front wheels.
3. OE (factory) front spoiler/splitters are permitted, and if mounted in the stock location, have no height restrictions.

E. Diffusers are allowed with the following restrictions:

1. May not extend forward past the vertical centerline of the rear wheels.
2. May not extend more than 6” from the rear bodywork, as viewed from above.
3. OE (factory) front diffusers are permitted.

F. All aerodynamic modifications are subject to technical and/or safety inspections by Event Officials.

3. Wheels, Tires and Brakes

1. Wheels

Any wheels are allowed. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).

2. Tires

Tires must meet the following requirements to be eligible for use in Max Category. No tire model will be eligible for Time Trials competition until it meets all requirements of this Section. Tire models not meeting the requirements by January 1 are not eligible for Time Trials competition until after the Time Trials National Championships of the year.

A. Original Equipment (OE) Tires

OE DOT-Approved Tires may be run providing the following conditions are met:

1. The tire size and model is as delivered from the factory on that model and trim level car. (E.g., The 100UTQG GoodYear Eagle F1 Supercar 305/30ZR19 (Front) and 325/30ZR19 (Rear) on the 2018 Chevrolet Camaro ZL1 1LE.)
2. The car is not prepped beyond Sport Category rules. (The car does not have to be classed in Sport Category, but its modification may not be beyond those rules.)
3. The tire must not appear on the following exclusion list, which may be altered at any time by the Time Trials Board (TTB) upon notification of membership.

   There are no tires currently listed.

B. Aftermarket/Non-OE Tires

1. Specification
   a. Minimum UTQG Treadwear Grade of 200.
   b. Minimum molded tread depth of 7/32 inch as specified by the manufacturer.
   c. Listed in a current year or prior two years of the “Tire Guide®” and/or the “Tread Design Guide®” (www.tireguides.com).
   d. US Department of Transportation (DOT) approval.
   e. Tires must be designed for highway use on passenger cars.
2. Eligibility Requirements

   The following are prerequisites before a tire can be used in competition at National Time Trials Events.
   a. Tire availability: Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.
   b. Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate this Section. Extensive shortages may result in the tire being placed on the exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected

competitors may not be used.

c. Tire models must have tires available in at least four (4) rim diameters and in at least six (6) sizes which meet these requirements.

d. Material Change: Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in this Section.

e. A tire model which was previously allowed by these rules continues to be eligible for competition until specifically disallowed.

f. Reintroduction: Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of this Section.

g. The tire must not appear on the following exclusion list, which may be altered at any time by the Time Trials Board (TTB) upon notification of membership.

- Kumho V720 ACR (less than minimum molded tread depth)
- ~~Vitour Tempesta P1~~

C. Tire Use

1. Scored Sessions
Unless a “wet session” is declared by event officials, vehicles must run on the same set of tires for all scored competition rounds, and the tires should be marked with a stamp on grid of the first competition. Tires may also be replaced at the discretion of the Technical Chief in cases safety issues such as damage or excessive wear. (Entrants are warned that damage caused by deliberate abusive handling or deliberate shaving should not be given a replacement allowance.)

2. Unscored Sessions
Vehicles are required to practice on tires which are legal for scored sessions in their class, but do not have to be the same set.

D. Other

1. Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved or modified.

2. Tires must have a minimum tread depth of 2/32nds at two (2) points 180 degrees apart.

3. No recap and/or retread tires may be used.

4. Excluded tires: Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design.

3. Brakes
Components, lines, hoses and method of attachment are unrestricted.

4. Steering and Suspension

1. Steering
Components, lines, hoses and method of attachment are unrestricted.

2. Suspension
Components and method of attachment are unrestricted.

5. Electrical
Other than electric or hybrid cars, electrical system components and wiring are unrestricted.

All Electric and Hybrid cars with any modification to the drivetrain or power supply, including both modified OE EV’s and vehicles that have been converted in whole or in part to Electric power and/or homebuilt electrified vehicles are recommended to follow Section 4 of the SCREV document. The SCREV document (Supplemental Common Rules for Electrified Vehicles) can be found in the File Cabinet of your Member Account Portal (my.scca.com).

6. **Engine and Drivetrain**
    1. **Engine Control/ECU/Electronics**
    Other than electric or hybrid cars, electrical system components and wiring are unrestricted.

    All Electric and Hybrid cars with any modification to the drivetrain or power supply, including both modified OE EV's and vehicles that have been converted in whole or in part to Electric power and/or homebuilt electrified vehicles are recommended to follow Section 4 of the SCREV document. The SCREV document (Supplemental Common Rules for Electrified Vehicles) can be found in the File Cabinet of your Member Account Portal (my.scca.com).

    2. **Intake**
    Intakes are unrestricted. Forced induction may be added.

    3. **Cooling**
    Cooling systems for engine, transmissions and differentials are unrestricted.

    4. **Engine**
        A. **Allowed Engine Modifications**
        Components (internal and external) may be modified or replaced, other than the following restrictions:
            1. Engines must be derived from production automobiles. Motorcycle, snowmobile, marine or other engines of non-automobile design are not permitted.
            2. The engine orientation and the general engine bay location must not be changed from OE. (E.g., Vehicles with transverse engines may only install an engine in a transverse orientation, vehicles with longitudinal engines may only install an engine in a longitudinal orientation, front-engine stays front-engine, rear/mid-engine stays rear/mid-engine.)

        B. **Engine Modification Definitions**
        The following criteria is how "modified" or "unmodified" engines are defined for Max Category classing criteria.
            1. Modified Combustion Engine
            The following criteria are used to define "modification" of an internal combustion engine:
                a. Modification or replacement of OE (or OE equivalent) head gasket, head bolts or parts in the valve train, or rotating assembly. (E.g., valve springs, lifters, rockers, camshaft(s), pistons, rods, crankshaft, balance shafts, rotors, etc.) This restriction does not include oil pumps or water pumps.
                b. Modification or machining of the engine block, head or rotor-housing beyond factory shop-manual limits.
                c. As well as #1 and #2 above, modification or replacement of the following OE (or OE equivalent) parts of a forced-induction engine will be considered modified:

i. Turbocharger, including turbine wheel, turbine housing, compressor, compressor housing, intake manifold and any fastening hardware.
    i. Where a non-US market vehicle may not have come with specific emissions equipment (e.g., TGV) forced-induction engines may remove that equipment or, if the ability exists, replace it with a part which does not increase performance relative to the O.E. part. (e.g., TGV deletes which do not increase the diameter or length of the intake.)
ii. Supercharger, including housing, phasing gear, rotors, intake manifold and any fastening hardware.

2. Modified Electrical or Hybrid Engine
   The following criteria are used to define “modification” of an electrical engine or hybrid drivetrain:
   a. Increase in voltage output of electric motors by any means.
   b. Change in number, type or discharge rate of OE batteries.

5. **Transmission/Differential/Transfer Cases**
   The transmission, differentials and transfer cases may be changed with the following restrictions:
   A. The units must be from production-vehicles (no race-specific applications).
   B. The internals of those cases may be modified or replaced, as long as it is not a dogbox or sequential conversion.
   C. The reverse gear must be functional.
6. **Exhaust**
   Exhaust is unrestricted other than it must exit from under the vehicle. It may exit through the bodywork.

7. **Fuel**
   1. **Max Category Allowed Fuel**
      A. **Fuel System**
         Max Category vehicles fueling system components including injectors, lines and tanks are unrestricted provided they meet all safety rules.
      B. **Allowed Fuel**
         1. Max Category vehicles will use fuel which is “Federally approved for use on public highways.” This does not allow racing-type fuels which are available at service station pumps. The use of E85 is not restricted.
         2. Propane or Compressed Natural Gas (CNG) fuel may be used in any category provided that the following conditions are met:
            a. The tank must be located in a safe location on the car and be firmly and securely mounted. This does not permit the cutting of vehicle sheet metal (e.g., the trunk floor) for tank installation.
            b. The tank must conform to Federal and local container standards and have an emergency relief/cut-off control.
            c. For use of propane or CNG as a fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
            d. The entire system must meet local ordinances covering the use and transmission of compressed gas.
            e. Propane or CNG may not be used in combination with another fuel.

8. **Classing**
   For a PDF of the redlined version of the previous Max 1 rules, click here.
   1. **Max 1 (M1)**
      - **A.** Max 1 eligible vehicles include production vehicles and eligible kit cars powered by the following OE engine displacement or KW-rated motor(s) and not weighing less than the corresponding minimum weight (with driver):
        1. Naturally aspirated 4-cycle engines 3.0L and greater OE measured displacement: 2500lbs.
        2. Naturally aspirated rotary or 2-cycle engines greater than 2.0L OE measured displacement: 2500lbs.
        3. Unmodified ~~single-unit~~ forced-induction engines between 4.5L to 6.4L OE measured displacement: 3000lbs.
        4. Modified, Unmodified, or added forced-induction engines up to 4.5L (4-cycle) or 1.5L (Rotary/2-Cycle) OE measured displacement: 2500lbs.
        5. Electric vehicles with greater than 400KW OE rated motor(s): 2500lbs
      - **B.** Any vehicle underweight or built beyond above allowances goes to Unlimited. (I.e., any Modified FI motor above 4.5L, or any Forced Induction motor over 6.4L)
      - **C.** Max 1 eligible vehicles include the following low-production vehicles (less than 1,000 examples), and kit cars otherwise underweight for their indicated OE engine displacement and aspiration:
        1. Vehicles which meet power, displacement and configurations for the classes below, not weighing less than 1600lbs (with driver).
   2. **Max 2 (M2)**
      - **A.** Max 2 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars powered by the following OE engine displacement or KW-rated motor(s) and not weighing less than the corresponding minimum weight (with driver):
        1. Modified naturally aspirated 4-cycle engines of up to 6.4L OE measured displacement: 3300lbs.
        2. **Unmodified single-unit forced-induction 4-cycle engines between 2.9x and 4.5L OE measured displacement: 3300lbs.**
        3. Unmodified naturally aspirated rotary or 2-cycle engines of up to 2.0L OE measured displacement: 2800lbs.
        4. Unmodified ~~single-unit~~ forced induction 4-cycle engines between 4.5L to 6.4L OE measured displacement: 3800lbs
        5. Unmodified, Modified, or added, forced induction 4-cycle engines between 1.9x to 2.9L OE measured displacement: 2700lbs.
        6. Modified or added forced induction engines up to 1.9L: 2350lbs.
        7. Unmodified, Modified, or added forced induction Rotary engines up to 1.5L: 2800lbs.
        8. Electric vehicles with unmodified OE batteries and up to 400 KW OE rated motor(s): 3000lbs.
        9. Electric vehicles with modified/replaced batteries or modified motor(s) up to 250 KW of OE rated motor(s) 3000lbs.
      - **B.** All Max 2 eligible cars underweight go to Max 1 up to the Max 1 minimum weights. Lighter than that, welcome to Unlimited!
   3. **Max 3 (M3)**
      - **A.** Max 3 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars powered by the following OE engine displacement and not weighing less than the corresponding minimum weight (with driver):
        1. Unmodified naturally aspirated 4-cycle engines of up to 6.4L OE measured displacement: 3800lbs.
      - **B.** All Max 3 eligible cars underweight by up to 800lbs go to Max 2.

4. **Max 4 (M4)**
    - **A.** Max 4 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars powered by the following OE engine displacement or KW-rated motor(s) and not weighing less than the corresponding minimum weight (with driver):
        1. Unmodified naturally aspirated 4-cycle engines between 3.7x and 4.5L OE measured displacement: 3000lbs.
        2. Unmodified naturally aspirated 4-cycle engines between 3.0x and 3.7L OE measured displacement: 2700lbs.
        3. Modified naturally aspirated rotary or 2-cycle engines of up to 1.5L OE measured displacement: 2700lbs.
        4. Modified naturally aspirated 4-cycle between 1.9x and 2.9L OE measured displacement: 2700lbs.
        5. Unmodified ~~single-unit~~ forced induction 4-cylinder, 4-cycle engines between 1.9x and 2.46L OE measured displacement: 3000lbs.
        6. Unmodified ~~single-unit~~ forced induction 3-cylinder, 4-cycle engines between 1.5x and 1.9L OE measured displacement: 3000lbs.
        7. Electric vehicles with unmodified OE batteries and up to 250 KW of OE rated motor(s): 2800lbs.
        8. Electric vehicles with modified/replaced batteries or modified motor(s) up to 175 KW OE rated motor(s) limit: 2800lbs.
    - **B.** All Max 4 eligible cars underweight by up to 300lbs go to Max 2.
5. **Max 5 (M5)**
    - **A.** Max 5 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars powered by the following OE engine displacement or KW-rated motor(s) and not weighing less than the corresponding minimum weight (with driver):
        1. Unmodified naturally aspirated USDM 4-cycle engines between 1.9x and 3.0L OE measured displacement 2550lbs.
        2. Modified naturally aspirated 4-cycle engines of up to 1.9L OE measured displacement: 2200lbs.
        3. Unmodified naturally aspirated 4-cycle engines of up to 1.9L OE measured displacement: 1900lbs.
        4. Unmodified naturally aspirated rotary or 2-cycle engines of up to ~~1.25L~~ 1.5L OE measured displacement: 2550lbs.
        5. Unmodified ~~single-unit~~ forced induction 4-cylinder, 4-cycle engines of up to 1.9L OE measured displacement: 2650lbs.
        6. Electric vehicles with unmodified OE batteries and up to 100KW 175KW of OE rated motor(s): 2550lbs.
    - **B.** All Max 5 eligible cars underweight by up to 300lbs go to Max 4. Lighter than that, welcome to Unlimited.
6. **Max Category Eligible Kit Cars**
   The following kit cars are eligible for Max Category:
    - **A.** Shelby Cobra Models
    - **B.** Shelby Daytona Coupe Models
    - **C.** Corvette 1963 Grand Sport Models
    - **D.** Ariel Atom
    - **E.** Exocet
    - **F.** Noble M400/M12 and Rossion Q1
    - **G.** Brunton Auto - Stalker
    - **H.** Factory Five 818/818C
    - **I.** DF Kit Car Goblin

4. Unlimited Category

Unlimited Category is for production-based vehicles prepared beyond Sport, Tuner and Max which means any vehicle on DOT tires with less than 200 treadwear or on non-DOT tires. We do not expect these vehicles to be streetable. This is where you will find Time Attack monsters, Tube Frame GT cars and race cars that don't fit with the street-driven philosophies of the other categories.

1. **Overview**
    1. **Vehicle Eligibility**
       For National Events, Unlimited Category vehicles must be based on production automobiles and bear a noticeable resemblance to their production counterparts.
        - **A.** Kit cars and reproductions listed in Max Category are eligible for Unlimited Class.
        - **B.** There will be two classes in National Unlimited Category Competition—Unlimited 1 and Unlimited 2. Both classes must be production-based.
        - **C.** Full-scale tube-frame Grand Touring (GT), Production (P) and Prepared-Class cars are considered “production based.”
        - **D.** If Regions run under National Events Classing, and include a non-production class for Unlimited Category vehicles, it is recommended that Regions run the suggested classes for Formula Cars, Sports Racers and Specials.
    2. **Safety**
        - **A.** Vehicles in Unlimited Category must meet Safety Level 1, 2 or 3 Standards, depending on tires and vehicle prep level.
            1. Production vehicles prepped within the Sport Category allowances and running on DOT-Approved tires with a UTQG rating of more than 100 are required to meet Safety Level 1 Standards at a minimum.
            2. Vehicles prepped beyond Sport Category allowances and running on DOT-Approved tires with a UTQG rating of less than 200, or any vehicle on DOT-approved tires with a UTQG rating of less than 100 are required to meet Safety Level 2 Standards at a minimum.
            3. Any vehicles with non-DOT tires are required to meet Safety Level 3 Standards at a minimum.
        - **B.** Drivers in Unlimited Category must meet Safety Level 2 Requirements for driver gear when:
            1. The vehicle has replaced or modified production-vehicle fuel lines and/or fuel tanks, or the vehicle has non production-vehicle fuel lines or fuel tanks.
2. **Authorized Modifications**
   As with Max, Unlimited Category vehicles may only be driven, stopped and steered through the wheels and tires. When the word “unrestricted” is used in these rules, it is under the assumption that the modifications and controls are within this parameter.

   Unlimited Category vehicles may do any modification listed in Sport, Tuner and Max Categories, plus allowances listed below.
    1. **Interior**
       Interior and interior components may be modified, removed and replaced with the following restrictions:
        - **A.** There must be a sealed firewall between the engine and driver.
        - **B.** All fuel system components must be sealed off from the driver.
        - **C.** All exhaust components must be sealed off from the driver.
    2. **Bodywork**
       Bodywork and chassis components may be replaced or modified, with the following restrictions:
        - **A.** Bodywork must bear a noticeable resemblance to production counterparts.
        - **B.** Polycarbonate windows are allowed, with the following restrictions:
            1. Rear, door, vent and quarter window glass can be replaced with a clear polycarbonate material having a minimum thickness of 3 mm. The windows

in the rear door of a four-door car and quarter windows can be run in their stock open or closed position. Ducts can be installed in the door, vent and quarter windows or resultant door window openings, for the sole purpose of supplying cooling air to the driver.

2. If the windshield is replaced, the replacement must be of a polycarbonate material with a minimum thickness of 6 mm, be identical in size and curvature to the stock glass windshield and have a minimum of three (3) vertical inner supports to prevent the windshield from collapsing inward. Inner windshield supports must be a minimum of 0.75 inch by 0.125 inch straps of aluminum. The inner supports must be mounted a minimum of 8 inches apart.

3. **Aerodynamic Aids**
Aerodynamic aids may be removed, replaced or added, with the following restrictions:

   A. Except as OE, aerodynamic aids may not be adjustable while the vehicle is in motion.

4. **Tires and Wheels**
Tires and wheels may be swapped with the following restrictions:

   There are no restrictions at this time.

5. **Brakes**
Brakes may be replaced or modified with the following restrictions:

   A. Brakes must be functional and capable of stopping the car for the duration of any session.

6. **Steering and Suspension**

   A. **Shock Absorbers**
   Shocks/Struts and their components may be swapped, modified or replaced with the following restrictions:

      There are no restrictions at this time.

   B. **Suspension**
   Suspension components may be swapped, modified or replaced with the following restrictions:

      1. Components may pass through any portion of the car with the exception of exterior body (unless OE).

   C. **Anti-sway (roll) bars**
   Anti-sway (roll) bars may be swapped, replaced or modified with the following restrictions:

      There are no restrictions at this time.

7. **Electrical**
Electrical components may be swapped, modified or replaced with the following restrictions:

   There are no restrictions at this time.

8. **Engine and Drivetrain**
Electrical components may be swapped, modified or replaced with the following restrictions:

   There are no restrictions at this time.

9. **Fuel**
In addition to fuels which are allowed by Sport and Tuner Categories, Unlimited Category may use any grade of gasoline, or federally-approved E85. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. Oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

3. Classing

Unlimited is divided into two categories: Unlimited 1 (U1) and Unlimited 2 (U2). There is absolutely no guarantee of competitiveness for any vehicle in Unlimited Category, even though there will absolutely be a wide range of vehicle performance.

1. **Unlimited 1**
   Cars which are production silhouette, but are over the displacement limits or under the weight limits for Unlimited 2. (U2)
   - **A.** U1 minimum weight: None
2. **Unlimited 2**
   Cars which are production silhouette and meet the following criteria:
   - **A.** U2 minimum weight:1,750 Lbs. (With Driver.)
   - **B.** U2 Maximum Displacement, 3.0 Liters corrected displacement.
3. **Displacement Modifiers**
   To determine the corrected displacement for classing purposes, the following formulas will be used:
   - **A.** Rotary: Actual displacement X 2.0
   - **B.** 2-Cycle Engines: Actual displacement X 2.0
   - **C.** Forced induction: Actual or corrected displacement X 1.5
     1. For each additional forced induction unit 0.5 should be added to the forced induction displacement modifier (e.g., twin charged, twin turbo: Actual corrected displacement X 2. Quad turbo: Actual displacement X 3).
4. **Suggested Sports Racer/Formula Car Classing (Regional Events Only)**
   If Regions run under National Events Classing, and include a non-production class for Unlimited Category vehicles, it is recommended that Regions run the suggested classes for Formula Cars, Sports Racers and Specials. Formula Cars and Sports Racers will not be eligible to run at National Time Trials Events.
   - **A. Time Trial Special (TTS)**
     For any open wheel, sports racer or other vehicle which doesn't fit into any other class. Cars must meet safety requirements for SCCA HillClimb or GCR.
   - **B. Time Trial Atlantic (TTA)**
     SCCA Road Race legal Formula Atlantic cars, Formula B/1000 cars, P1 and P2.
   - **C. Time Trial Winged (TTW)**
     Time Trial Winged. SCCA Legal Formula Continental/F2000, Star Formula Mazda, Formula Enterprise, Sports 2000.
   - **D. Time Trial Non-Winged (TTN)**
     SCCA Legal Formula F, Formula 500, Solo Vee, SRF3.
   - **E. Time Trial V (TTV):**
     SCCA Legal Formula Vee, Formula First, SRF.

VIII. Numbers, Class Letters And Other Markings

1. Numbers and Class Letters

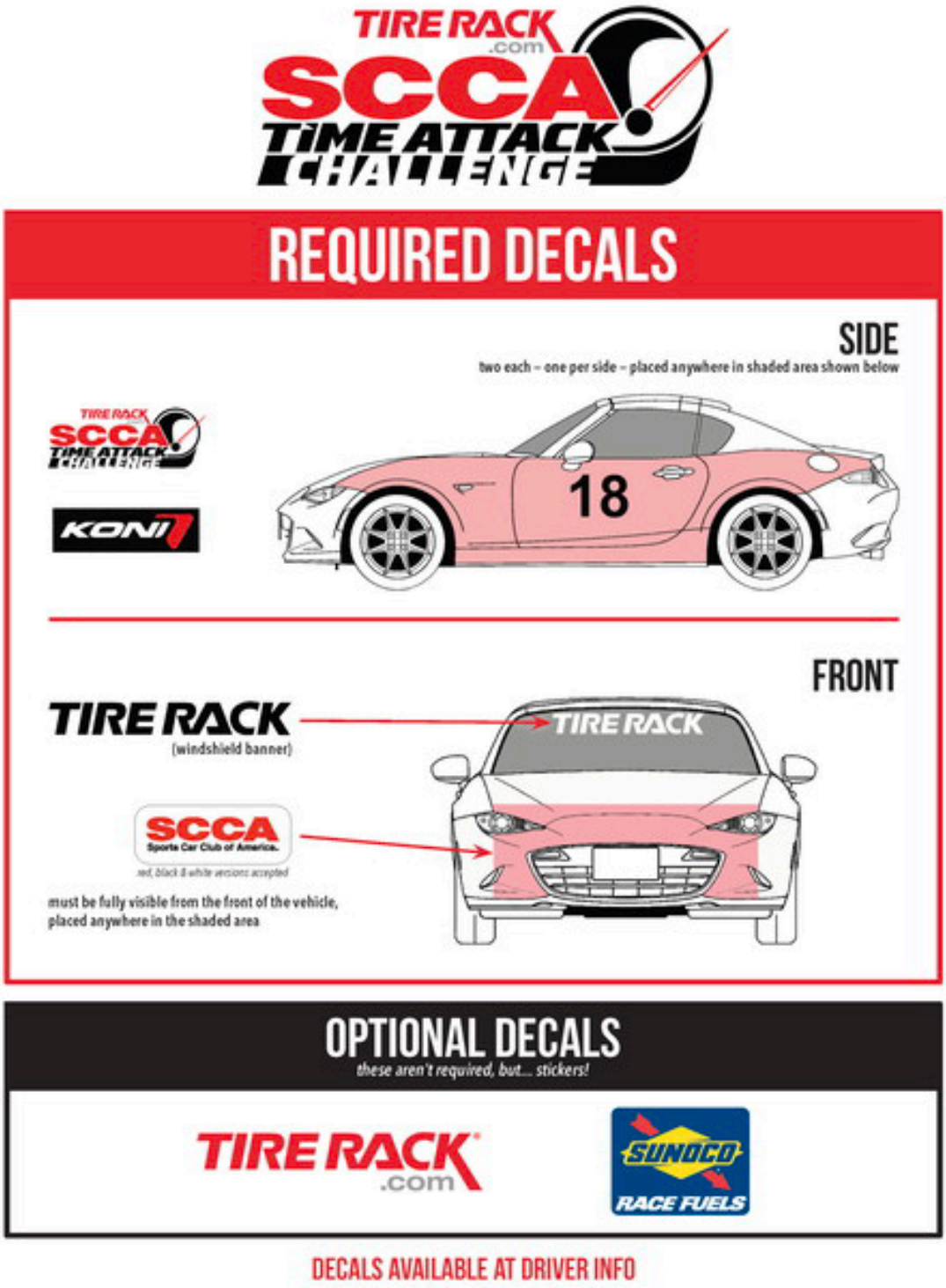
All vehicles must display numbers on body panels on both sides, which must be readable by Timing & Scoring, Course, and Grid workers at all times. Vehicles may include class letters, and if included they should be positioned adjacent to the numbers. When used, class shall be represented by the upper-case abbreviated form rather than be spelled out.

1. All numbers and any class letters should use the same typeface and the same color, and this color must provide adequate contrast to the background color.
2. Generally, numbers should be a minimum of 8 inches (20.5 cm) high with a 1.25 inches (3.25 cm) stroke. Class letters must be a minimum of 4 inches (10.25 cm) high with a 0.75 inch (2 cm) stroke. When used, the height of the class letters should be between 25% and 75% of the height of the numbers. Stroke width should be at least 10% of the height.

   Note: We're using the word "should" here because we don't want anyone to fail tech because their numbers are 7.75 inches tall but otherwise very readable. But please, make some big readable numbers. Make sure they are heavy contrast and easy to read when you're going 100 mph, 100 feet away. Numbers are awesome. Bigger numbers are awesomer. Number plates with easy-to-read numbers are wicked cool as well. Peeling those little numbers off your neighbor's mailbox as you're leaving for the event and putting them on the car is not cool for so many reasons. Let us know you love being seen on track.
3. Numbers should be able to withstand high speeds and variable weather conditions.

   Note: This doesn't mean you can't use tape, but it does mean you should think about how well it's going to stick in all kinds of conditions. Magnets should probably have at least the leading edge taped into place. Our feet get sore walking around helping you look for them on track at the end of the day.
4. For National competition, current official SCCA® required decals must be displayed on each side and front of the vehicle in a prominent location. For National events, official SCCA®-approved National sponsor identification logos must be displayed in an upright position, in a prominent location on each side of the vehicle.
5. Additional sponsor and/or event specific decals may also be required; refer to event supplemental regulations.
6. We're not going to be sticklers about other sanctioning body decals showing up (yet), but know that if they are on your car you have very little chance of being famous on our website. Or, we may photo-edit the logo of our choice onto that spot on your car. (Other than #GridLife and Global Time Attack decals, because NATA for life, yo.)

2. Tire Rack SCCA Time Attack Challenge - Decal Placement Sheet



We know some people might be a little concerned about the stickers and residue on your paint (although we haven't seen them do damage to paint in good condition). If you are worried about removing the stickers from painted sections, a couple of tips from experienced drivers are to put them on over the blue “painters tape” or press the sticky part against your shirt or a shop rag to pick up a little lint which makes them easier to pull off.

IX. Awards

1. Awards

The top three drivers in each class shall be given awards for finishing position.

2. Unused Awards

Unused awards should be given to children of Officials or drivers. You are welcome to change classes to get a trophy, but realize that if you do, you may be taking a trophy from a child.

3. Superlatives

Superlative awards for honors such as spirit, sportsmanship and other categories for which an event official or driver shows outstanding behavior should be given. Event Organizers are encouraged to be inclusive, friendly and fun with these awards.

X. Rules Compliance Query

1. Rules Query

Instead of a “Protest” Competitors with a question or concern about another competitor’s vehicle or behavior may file a "Compliance Query" to the Competition Director, in writing. The Competition Director or designated official or compliance committee will determine the answer to the question as soon as possible and before official results are posted.

1. **Who may file a Compliance Query**
    1. **A.** Event officials.
    2. **B.** Competitors.
2. **What must be included in a Compliance Query**
    1. The question about compliance and rules area covering the item in as much detail as possible.
    2. The name or names of questioner or group of questioners.
    3. Query fee, if applicable.
3. **Query Fees**
    1. There is no fee for Compliance Queries asked through the end of lunch break on the penultimate day of competition. (E.g., Saturday of a Saturday/Sunday or Friday-Saturday-Sunday competition).
    2. Compliance Queries after the end of lunch through the end of competition on Saturday require a fee of $100.
    3. Compliance Queries asked on the final day of competition will require a fee of $500.
    4. Compliance Queries filed by event officials shall have the fee waived.
    5. Event lead or Competition Director reserves the right to waive fee.
    6. Reasonable queries will have question fee returned.
    7. A query should be filed as soon as there is a question raised and shall not be filed after the vehicle/driver has finished their final competition run or released from impound – whichever comes last.
4. **Query Committee**
   The query committee should be made up of the following
    1. The Event Lead(s)
    2. The Competition Director(s)
    3. The official(s) with the closest tie to the subject of the query. (I.e., the chief of tech for a technical compliance issue, driver coach(s) for an on-track procedure issue.)

2. Non-Compliance

If a competitor or vehicle is determined to be non-compliant the following are the series of actions which may be taken. Penalties may be combined.

1. Coaching.
2. Penalty including (but not limited to): Time penalty, Loss of fastest lap(s) or run(s); Position.
3. Reclassification.
4. Disqualification.
5. Recommendation to the TTB for a Monetary Fine.
6. Recommendation to the TTB for exclusion from program for up to one year.

3. Appeals

Generally, participants should be able to have an appeal heard when new evidence is found or it is believed there may have been misapplication of rules. The following applies to National Event Appeals.

1. National Event result appeals will generally not be heard.

2. National Event decisions concerning technical or procedural compliance may be appealed for future clarification by sending an email to **timetrials@scca.com** with the facts of the case within 14 days of the event.
3. TTB is not required to review or hear any appeal.
4. If a National Event Query Committee feels that a participant should be excluded from future events or receive a monetary fine, that decision shall be elevated to the TTB for the final decision.
5. National Appeals should be heard within 45 Days of the Appeal or Recommendation of fine/exclusion being received and participants will be notified of the decision within seven days of that decision.

XI. Appendix A — Officials And Their Duties

1. Licensed Officials and their Duties

1. **Event Lead**
   The Event Lead organizes and oversees the event, making sure all positions are filled and duties are performed as assigned, the event facility is prepared, and all requirements between the SCCA and the host department or Region are met. Whenever possible, the Event Lead should be the "face" of the event by leading meetings.
   1. ~~Persons with a 2018 Time Trials Chief Steward Specialty License are eligible for an Event Lead Specialist License.~~
   2. ~~Persons with a 2018 Time Trials Chief Steward Official-level License are eligible for an Event Lead Official License.~~
2. **Competition Director**
   The Competition Director is responsible for the general conduct of the event in accordance with the Time Trials Rules (TTR) and the Supplementary Regulations.
   1. ~~Persons with a 2018 Time Trials Chief Steward Specialist License are eligible for a Competition Director Specialist License.~~
   2. ~~Persons with a 2018 Time Trials Chief Steward Official License are eligible for a Competition Director Official License~~
3. **Driver Coaches**
   1. **Novice Coach**
      The Novice Coach is responsible for the instruction and guidance of Novice Drivers.
      - **A.** Novice Coach duties include:
        1. Lead Novice classroom sessions.
        2. Help direct Novice Drivers onto the track if no grid worker is present.
        3. Observe and work with the Competition Director and/or control worker to ensure on-track novice driving within Time Trials Rules.
        4. Speak to Novice drivers who have been black flagged or need to come in because of on-track violation.
        5. Lead post-session Novice debriefs.
      - **B.** The Chief Novice Coach shall have a Time Trials Driver Coach Specialist License.
      - **C.** The Chief Novice Coach may designate assistants to help with any mid-session pit-road driver discussions or, when used, act as in-car instructors. Any assistants or in-car instructors shall have a Driver Coach License grade of Regional or higher.
   2. **Driver Coach**
      The Driver Coach is responsible for guidance of Intermediate and Advanced level drivers.
      - **A.** Driver Coach duties include:
        1. Observe and work with the Competition Director and/or control worker to ensure on-track driving within Time Trials Rules.
        2. Speak to advanced and intermediate level drivers who have been black-flagged or need to come in for on-track violations.
        3. Lead any Advanced- or Intermediate-specific meetings or session debriefs.
        4. Direct drivers onto track if no grid worker is present.
4. **Technical (Tech) Inspector**
   1. The Technical Inspector is responsible for:
      - **A.** Certifying that the cars comply with the current Time Trials Rules and any event Supplementary Regulations.
      - **B.** Issuing tech stickers to cars that comply with all safety regulations.
      - **C.** Conducting inspections of cars at the request of the Safety Steward or Competition Director.

D. Reporting to the Competition Director any cars that do not conform with the requirements of the Time Trials Rules.

2. For events with cars requiring Safety Level 2 or higher, the Chief of Tech shall have a Time Trial Tech Official License.

5. Safety Steward

1. The Safety Steward shall have an SCCA Track/TT Safety Steward License.

2. The Safety Steward is responsible for the following duties:

A. To investigate accidents and forward the originals of all reports, including original releases, to the Risk Management Department of SCCA.

B. To notify Risk Management Department, the same day via telephone, of any accident which involves serious injury to a participant or any injury to a spectator.

C. To mail copies of the material sent to the Risk Management Department to the Divisional Safety Steward Administrator.

D. During the event, report to the Event Lead any hazards which require further investigation or action.

E. Before allowing the commencement of the event, verify that an emergency plan is in place.

F. Meet with the Medical Crew to confirm duties, duty stations, equipment, race circuit characteristics, vehicles and other protocol.

G. To perform safety related duties as delegated by the Event Lead.

H. To ensure the presence of appropriate Emergency Services personnel and equipment at all times while the event is underway.

I. Take appropriate measures to ensure adequate crowd control. Deputy Safety Stewards and Crowd Marshals may be assigned for this purpose. It is the responsibility of the TT Safety Steward to review and confirm the placement of all barriers and crowd control devices prior to the start of the event, and to take measure to ensure they remain in position during the event.

J. Use every reasonable means to limit access to restricted areas to those who have proper credentials. The use of a credential system (armbands or the like) is recommended at any event where multiple points of entry are possible.

K. Personally examine the insurance and sanction paperwork prior to the start of the event.

L. Conduct a meeting of course workers, crowd control personnel and Deputy Safety Stewards prior to the actual start of the event.

M. When required, follow guidelines and procedures to approve a TrackSprint course.

N. Make a final course inspection just prior to the beginning of competition or prior to the resumption of competition after a delay of an extended period. This check is to assess the placement of all personnel, safety equipment, barriers and protective placements (hay bales and the like), and to confirm the readiness of Emergency Services personnel and equipment.

3. Non-Compliance with Safety Regulations

In the event of non-compliance with safety regulations, the Safety Steward shall take the following steps:

A. Advise the Event Lead of the infraction and request the situation be remedied before the next car runs or session begins.

B. If step one fails to resolve the situation, inform the Competition Director that the event is shut down until the problem is corrected.

Note: While the event Safety Steward does have the right to cancel an event for safety reasons, this should be used as a last resort ONLY. Every attempt should be made to resolve the situation and continue the event in a timely manner. Safety Stewards should work diligently in cooperation with Event Leads and other Officials to ensure an event that is safe for all participants,

workers, and spectators. Safety is not an area where compromises can be made, and it is up to all officials to work together to continue the long-standing record of safe events that has become the tradition of SCCA.

2. Non-Licensed Officials and their Duties

1. **Ambassador**
   Ambassadors are responsible for accepting, certifying and processing all entries and credentials of officials, and setting up a welcoming environment for participant check-in or at-event registration, including placing all required signs and placards in the registration area.
2. **Timing Chief**
   The Timing Chief is responsible for accurately timing and scoring the event, compiling and publishing the Official Results, and providing the Official Results to event officials.
3. **Sound Measurement**
   The “Chief of Sound” is responsible for monitoring racing vehicles at events where sound control limits are required by the facility being used. Sound readings should be taken in accordance with the SCCA Sound Control Manual.
4. **Worker Chief**
   The Worker Chief is responsible for recruiting, training and assigning qualified persons to corner stations. At least one worker at each station should be an SCCA member, preferably licensed in a specialty. Additionally, the Worker Chief is responsible for overseeing other workers including start line workers, pit and grid workers, and working with the Event Lead or Competition Director to assign a person to the control station.

3. License Grades

1. **Specialist**
   This grade designates those who are capable of taking on leadership positions. They will be responsible for overseeing the training of Apprentices.
   1. Specialist License holders must not have had any upheld protests against conduct for the previous two years.
   2. Obtaining a Specialist License requires an upgrade request and approval by the Time Trials Divisional Administrator or by the ~~Director of Experiential Programs~~ Time Trials Program Manager.
2. **Official**
   This grade is for those who demonstrate competent service and have completed acceptable Apprentice training.
   1. For an Official License other than Safety Steward or Course Inspector, persons should have successfully completed three Time Trials Events while learning duties.
   2. For an upgrade to an Official License as a Safety Steward or Course Inspector, the following must be met:
      - **A.** Completed SCCA-approved Safety Seminar.
      - **B.** Successful completion of four Track or Time Trials Events in any combination.
        1. It is highly recommended two of those four are Time Trials Events or higher.
3. **Apprentice**
   This grade should be used for those in training.
   1. Unless expressly stated within the TTR, officials with an Apprentice License should have an Official or Specialist License holder of the same specialty onsite.
   2. Obtaining this level of license requires no approval and can be issued by contacting SCCA National Office.
   3. Approval for an Apprentice to Official License are to be submitted and approved by the Divisional Time Trial Administrator.
4. **Safety Personnel and Equipment**

1. Emergency Services - Medical and Fire Safety
   To establish equipment and personnel needed to affect a workable medical, fire, and safety plan, detailed plans need to be based on the specific conditions at the event facility and local, state or federal protocols and regulations.

   A. There shall be a vehicle on site staffed by licensed caregivers which should be able to provide initial medical response within two minutes subject to the following criteria:
      1. It is preferred the vehicle have advanced life support (ALS) capabilities.
      2. Vehicle staff must by at least two (2) certified caregivers, one of whom must be an EMT at minimum.
      3. It must be capable of transporting an injured person to the nearest hospital subject to any local laws.
      4. Exceptions to A-C above include:
         a. Events may follow the SCCA Road Racing General Competition Rules (GCR) standards for medical equipment and response.

   B. There shall be at least one (1) course response vehicle or wrecker which shall be equipped as specified below. It is recommended the vehicle be stationed so it can reach any point on the racing surface within two minutes at a speed not to exceed 50 mph.

   C. The course response vehicle MUST be manned whenever the track is “hot” in order to facilitate a rapid response to any on-track incident. There shall be at least one person assigned to each course response vehicle who is trained to use the equipment on the vehicle. It is recommended two (2) persons be assigned to each response vehicle. The course response vehicle shall be capable of flat towing a disabled vehicle. The course response vehicle must contain at least 50 lbs. of dry chemical and/or foam extinguishers (in any combination) along with tow straps, brooms, pry bars and absorbent materials.

   D. It is recommended that the following items be immediately available to the Response Truck Crew:
      1. Sharp knife
      2. Bolt cutters
      3. 3 foot fire axe
      4. Pry bars; 2-foot and 6-foot
      5. Rope (3/4-inch nylon/or strap, 6000 lb. test), 30 feet
      6. Bow saw (30-inch blades) or equivalent tool
      7. Tool box, containing:
         a. Vice grip pliers
         b. Hammer (5 lb.)
         c. Small pry bar
         d. Screwdrivers (flat head and Phillips)
         e. Chisel
         f. Tin shears
         g. Hack saw and blades
      8. Adjustable crescent wrenches (large and small)
      9. Oil dry compound

   E. Comparable equipment may be substituted with the advance approval of the Competition Director and Safety Steward.

2. **Flagging and Communications**
   The Flagging and Communications Chief is responsible for the establishment and operation of the Flagging and Communications organization at each Time Trial event.

   A. The purpose of the Flagging and Communications Organizations is to provide safe course control by:

1. Informing the Competition Director and other officials, through the communication network, of the condition of the course and the participating cars, and of any situation requiring decisions and/or action by the Time Trials Officials
2. Relaying information and instructions from the Competition Director to the persons operating the various emergency vehicles and equipment around the course as well as to the drivers and turn personnel
3. Undertaking emergency action needed to protect the lives and property of drivers, workers, or spectators in the event of an accident
4. Maintaining a clear course
5. Ensuring a sufficient number of corner stations established and manned to keep the entire course under observation at all times and to protect all areas of the course not immediately visible to oncoming drivers

B. Each corner station should be located in accordance with the following considerations:

1. The flaggers have a clear view of the area to be covered
2. Maximum visibility of the flagmen to the oncoming drivers
3. Maximum protection for the corner station crew from out-of-control automobiles

C. Each corner station shall be staffed with a minimum of one person unless otherwise approved by the event Safety Steward. Personnel should be properly dressed while on station. This means no shorts, tank tops, halter tops, beach wear, etc. while the track is “hot.”

1. It is highly recommended that any person on station acting as a first responder should be wearing long sleeves and pants.

D. Each corner station shall be equipped with at least the following:

1. Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations and other stations as appropriate
2. A full set of road racing flags is recommended, and at a minimum, the following flags:
    a. Black Flag
    b. Yellow flag
    c. If passing is allowed at any event, then a Blue Flag (blue with diagonal yellow stripe) is also required.
3. One dry chemical fire extinguisher of at least 10-pound size although two (2) 10-pound extinguishers are recommended at all events
4. Broom (push type) and absorbent materials (e.g., grease sweep, oil dry, etc.)

E. The grid area should be equipped with the same number and type of fire extinguishers as the corner stations for all events.

F. If a start/finish station is used, this station should also have a Green Flag, a Checkered Flag and a Black Flag.

5. Other Time Trials Officials

1. Divisional Time Trials Administrator

The **Divisional Time Trials Administrator** should supervise and administer SCCA policies and standards for designated classes of events and to train SCCA Stewards within each Division and who coordinates with the Time Trials Board.

A. The TT Divisional Administrator has authority to approve Time Trials Officials Licenses and upgrades for TT Driver Licenses.

B. The TT Divisional Administrator must be approved by the ~~Experiential Programs Department~~ Time Trials Program Manager.

C. If there is no Administrator for a Division, the ~~Experiential Programs Department~~ Time Trials Program Manager will handle that Division's administrative responsibilities.

2. Time Trials Board

The Time Trials Board (TTB) shall consist of a total of 4–6 SCCA members selected by the ~~Director of Experiential Programs~~ Time Trials Program Manager who operate with a strategic view of the Time Trial Program.

A. Responsibilities include:

1. Promotion, marketing and growth of the TT programs.
2. Implementation of proposed rule changes for SCCA Time Trials.
3. Oversight of all Regional and Divisional Time Trials Events, sanction approval, driver and worker licensing, as necessary.
4. Develop and maintain the processes for member feedback, response and rule or clarification implementation.

B. All proposed rule language is to be developed and approved by the TTB before submission to the ~~Director of Experiential Programs~~ Board of Directors.

C. The TTB is authorized to form additional subcommittees that operate for a finite period of time and that address a specific concern.

D. The TTB or ~~Director of Experiential Programs~~ Time Trials Program Manager is authorized to appoint specific persons to handle administrative duties of the TTB.

3. Road Race Officials as Time Trials Officials

With the exception of Novice Coach (when Novices may enter) and Event Lead, Time Trials may be run using Road Race Officials.

A. When running a Time Trials Event using Road Race Officials, the following apply:

1. Event Lead should act as an advisor for any Time Trials-specific duties being performed by Road Race Officials.
2. Chief Steward may perform Competition Director duties.
3. Black Flag Steward may perform Pit Road Driver Coach duties.
4. Registrar may perform Ambassador duties.

XII. Appendix B — Organizational And Administrative Procedures

1. Pre-Event Procedures

1. **Time Trials Course Approval**
   Tracks and facilities must be approved for ~~eligible~~ for Time Trials and TrackSprint. ~~must have passed an SCCA Track Inspection and Review Process.~~ The track ~~inspection and~~ review process for Track and Time Trials Events is coordinated by the Head ~~Director~~ of Experiential Programs, or a designated representative. The track review process can be found in the SCCA Operations Manual.

   ~~**1. Eligible Tracks**~~

   A. ~~**Tracks with Road Racing Approval**~~
   ~~Existing tracks and/or configurations with a current review approval which are up to date on inspection and review for Road Racing may be used for Track and Time Trials events.~~

   B. ~~**New Tracks/Tracks without Road Racing Approval**~~
   ~~New tracks and/or configurations will be reviewed by a track inspector selected from a list approved by the SCCA and paid for by the track, and/or an SCCA Region and/or an SCCA Division. The inspector will use a checklist provided by the National Office.~~

   C. ~~**Previously Approved/Decommissioned Tracks**~~
   ~~Previously approved/decommissioned tracks and/or configurations will be addressed on a case-by-case basis under A or B above at the discretion of the National Office.~~ [DF1]

2. **Track Approval Criteria**
   Courses should maximize exposure to a variety of vehicle-handling situations while minimizing exposure to hazards and are subject to the requirements below.

   A. **Flag Stations**
   Flag stations and observation points should be placed as to provide complete, continuous coverage of all parts of the course. They must be manned by at least one person. All stations must be provided with a method of communication to the Competition Director at all times.

   B. **SCCA Oversight**
   The selection of any course for an event shall be subject to the approval of the SCCA. Specifically, the SCCA National Office may:

      1. Limit a course as to the classification of event to be sanctioned at the site.
      2. Restrict the number of cars which may be started simultaneously or in total.
      3. Restrict the number of entries which may be accepted for an event or a competition.
      4. Restrict the course to certain classes and categories of cars.
      5. Restrict the course to selected Time Trials Driver license grades.
      6. Set forth certain areas as “safe” worker areas or restrict areas considered to be “hot."
      7. Designate spectator areas.
      8. Determine eligibility for non-spectator status for Time Trials Events at that facility.

   C. **Course Length**
   The official length of a course shall be measured along the centerline of the road.

   D. **Course Speeds**
   Speeds may be restricted at the discretion of the Safety Steward, but these restrictions should be enforced by observation, either by the instructors in student cars, or by other speed calculation method such as radar (this is not a requirement, and use is at the discretion of the sponsor region). It is not recommended that

cones or other items be used to create false obstacles to slow down vehicles that are at speed.

3. **TrackSprint Course Approval**
   - **A.** TrackSprint Courses may be set at SCCA approved track facilities utilizing any of the layout approved for at-speed use. (E.g., Vehicles could start from the track entry point of Pit Road, but may not use pit road or other non-competition areas as timed portions of a TrackSprint Course.)
   - **B.** TrackSprint Courses may be set at an SCCA approved facility, utilizing sections of the course not previously inspected and approved for Track Day, Time Trials or Road Racing. Cut offs, chicanes, alternate layouts or reversed sections may be approved for a TrackSprint course by a Track Day/Time Trials Safety Steward, provided each of the following criteria are met.
     1. The layout is approved by track management.
     2. The sections used are designed for full-speed use. (E.g., access roads, emergency-vehicle turn-outs, etc. may not be used.)
     3. Any track surface is in comparable condition to the main/approved course.
     4. There is appropriate line-of-site for corner stations.
     5. All barriers – including those protecting corner stations in any impact zones – are comparable to the main course and in good condition appropriate for vehicle impacts.
     6. Appropriate thought and consideration is given to any sections which may double-back on each other or create a proximity issue for two vehicles running simultaneously.

2. **Insurance**
   All events sanctioned by the SCCA shall be insured for Event Liability and Participant Accident coverage. General Liability and Participant Accident coverage must be provided by the SCCA Event Insurance Plan.
   1. ~~Event Liability and Participant Accident coverage may be provided by the SCCA Master Insurance Plan or an equivalent policy (equivalency to be determined by the SCCA Risk Management Department).~~

3. **Sanction Requirements**
   A Sanction is the documentary authority, granted by SCCA, to organize and hold a Time Trials Event. An SCCA sanctioned event may be organized by the SCCA or an SCCA Region or Regions. ~~All events sanctioned by the SCCA shall be insured for Event Liability and Participant Accident coverage, and~~ [DF1] ~~once the following items are chosen or produced and then submitted to the National Office, the sanction will be processed~~, Once a sanction is approved, a ~~the~~ sanction number will be issued, and ~~an~~ event insurance ~~certificate~~ will be automatically requested and sent to the sanction requestor.

   If your region is sanctioning a Time Trials event as part of your Road Race weekend, you may send all documents to your Executive Steward as you normally would, but sanction approval of a Time Trials event ~~is dependent on~~ requires National Office approval.

   - **A.** A. Applying for an SCCA Sanction. All applications must be submitted with the following materials:
     1. Completion of the online Event Sanction Process in the Member Account Portal (MAP).
     2. Event Title/Description
     3. Location
     4. Event Information - Supplemental Regulations
     5. Event Schedule
     6. Officials
     7. Entry Form (if paper registration is permitted)
     8. Link to Online Event Page

2. ~~Event sanction requests are submitted online via the Member Account Portal (MAP) at my.scca.com.~~
    A. ~~An event page with basic information about the event including where to find registration when it opens is strongly encouraged, but Sanction should be issued before Event Registration is opened.~~
3. ~~The online sanction request for a Time Trials event must include the following before sanction number will be issued and event insurance certificate requested:~~
    A. ~~**Title/Description**~~
    ~~Events Must have a Title/Description/Type. (E.g., "Eastwestern Region Time Trials Points Event 4.")~~
    B. ~~**Location/Facility**~~
    ~~Events must be run at tracks and/or configurations which are approved by the SCCA and reviews shall be up to date.~~
    C. ~~**Event Information/Supplemental Regulations**~~
    ~~The Event Information – frequently called "Supplemental Regulations" may be submitted as a pdf document in the "Event Documents" section or as a valid link in the "Notes for Sanction Department". Supplemental Regulations must include key information found below in Event Essentials Section 2.1.~~
    D. ~~**Event Schedule**~~
    ~~A copy of the Event Schedule must be included in the Supplemental Regulations/Event Information or included in the online sanction request as a separate document submitted as a pdf document in the "Event Documents" section or as a valid link in the "Notes for Sanction Department". Event Schedule must include information found below in Event Essentials Section 2.4.~~
    E. ~~**Officials**~~
    ~~The Required Officials should be filled and able to be listed.~~
    F. ~~**Entry Form**~~
    ~~While not required to be shown for sanctioning to be approved, because we understand digital entry forms are difficult to share before registration is opened, Entry Forms are required and must include the information listed in Event Essentials 2.2.~~
4. **Changes**
    No changes should be made to the Event Information/Supplemental Regulations, except for the schedule, event officials and/or class groupings after the beginning of the period for receiving entries unless for safety reasons or forces beyond the control of organizers. All schedule changes should be approved by the highest-ranking official at the event.
5. **Separate Documents**
    If the collection of Event Information/Supplementary Regulations, including the Schedule and Entry Form are divided into different documents printed on paper or as individual digital PDFs (as opposed to a single event page with the schedule leading to an Online Entry form) the sanction number, organizing SCCA department or region, event name, location date of the event and the phrase "this event is held under the SCCA Time Trials Rules" must be included on each document.

2. Time Trials Event Essentials

1. **The Event Page**
    The Event Page describes the pertinent information about the event, who to contact with questions and a way to register. ~~The requirement for the Event Page is being dropped in 2023 to align sanctioning processes between Track Day, Time Trials, Race Experience and Team Enduro, but that doesn't remove the importance of having an event page.~~

    It is critically important that when the Sanction Process starts through "calendaring" an event – potential entrants need a page to go to which explains to them when and how they can register.

When a potential entrant can find an event on scca.com, but not any further information on that event, or has to navigate their way through a region web page before finding more details on that event, it often creates frustration, and may cause the potential entrant to choose not to enter the event.

A. Each region is required to maintain an online event page for every sanctioned event, which may be hosted on the registration platform. The online event page must clearly direct participants to the complete and current version of the entire Supplemental Regulations. The event page does not need to duplicate the contents of the Supplemental Regulations, but must include, at a minimum, the event name, date(s), location, event officials name and contact information, details of the event, entry fee, entry deadlines, refund/ cancellation policy, track rules and policies to call attention to and schedule. participant eligibility and eligible classes. The page must be published at the time the sanction request is submitted and remain accessible through the conclusion of the event.

~~**2.** The Event "Page" is strongly recommended but not required for 2023. Often this can be done inside of your registration host. This page takes the place of the information that might have been mailed together when entries were primarily done through physical mail.~~

~~**3.** The Event Page should contain the following information:~~

- ~~**A.** The name, location, dates, nature, classification and complete description of the event.~~
- ~~**B.** The Sanction number and type of Sanction for the event.~~
- ~~**C.** An announcement conspicuously placed: "Held under the SCCA Time Trials Rules."~~
- ~~**D.** The name and contact information of officials who can answer questions and support event registration.~~
- ~~**E.** The names of the Event Lead, Competition Director, Safety Steward and any Driver Coach(es).~~
- ~~**F.** The Event Schedule.~~
- ~~**G.** Amount of entry fee(s), entry deadlines/cost adjustments, how to pay/what methods are accepted, any refund policy and who to contact for entry changes.~~
- ~~**H.** Any rules which are in addition to the Time Trials Rules, known as "Event Rules". (E.g., increased safety, adjusted/alternate procedures.)~~
  - ~~**1.** Minimum safety standards may not be set below what is outlined in these rules, even if the event or vehicle does not require specific minimum standards. (e.g., If a region decides that Sport Category cars must run roll bars for a specific event, those roll bar construction requirements and material minimums shall not be less than the specifications set forth in the SCCA Time Trials Rules.)~~
- ~~**I.** Any track-specific rules. (E.g., camping rules, parking rules, gate hours, etc.)~~
- ~~**J.** All other information necessary for the proper conduct of the event.~~

4. After event registration is open, changes to the Event Page and the information contained therein should be avoided. If changes are necessary for reasons of safety or forces beyond the control of event organizers, all registered participants should be notified of those changes as soon as reasonable. If those changes prevent an entrant from participating, a full refund should be issued to that participant.

2. Entry Forms

Entry Forms shall contain the following:

1. *The words: "Held under the current SCCA Time Trials Rules and regulations."*
2. *The SCCA sanction number assigned to the event (a placeholder may be added before the sanction number is issued; e.g. ##-TT-####.)*
3. Full names, addresses, membership numbers, Region of Record, and license of entrants and drivers. *(for online registration this information is often part of their profile and may not*

need separate questions).

4. Full description of cars to be entered (year, make, model, trim level).
5. ~~The physical ability statement, "I certify I have the ability to handle the physical and mental demands of competition for the length of a session for each session of the event."~~ Fitness guidelines are listed on scca.com/motorsports/time-trials and should be referenced wherever appropriate.
6. ~~Signatures or digital agreements of entrants and drivers for Waiver of Liability and/or indemnity declarations, acknowledgment of the authority of the TTR, declaration that cars entered comply with the provisions of the Time Trials Rules.~~
7. Sanction Number assigned to the event (a placeholder may be put here before sanction is issued; e.g., xxx-xx-xxx.).
8. Emergency contact information for the driver must be included with the entry.
9. A question asking entrants where they heard about the event. Responses to the question shall include:
    - **A.** SCCA.com
    - **B.** SCCA Region website
    - **C.** Search Engine (i.e., google, bing)
    - **D.** Facebook post/group
    - **E.** Facebook Ads
    - **F.** Instagram post/story
    - **G.** Instagram Ads
    - **H.** Other social media
    - **I.** Word of mouth (friends/family)
    - **J.** Email
    - **K.** Time Trials Partner
    - **L.** From a track
    - **M.** Other
10. Any other information required for the clarification of all other details of the event.

3. **Entries**

An entry is considered official and a competitor is considered entered in an event when a signed, completed, and official entry form has been submitted and received by the organizers, and the entry fee has been paid and received by the organizers.

1. **Right to Refuse Entry**

   The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the contact information given on the Entry Form as soon as possible.

    - **A.** An entry which contains a false or incorrect statement may be determined to be null and void by the Event Lead. The entrant may be deemed guilty of a breach of the ~~TTR~~ Time Trials Rules, the entry fee may be forfeited and further penalties may be imposed.
    - **B.** An entry may be withdrawn without penalty if the withdrawal is made prior to the entry deadline date. In such cases, the organizers should return the entry fee. For withdrawals after the entry deadline, return of all or part of the entry fee is at the organizers' discretion.
2. **Limits on Entrants**

   Event organizers may limit the minimum driving experience or license grade required to enter an event, and/or automobile classes and categories.

4. **Schedules**

1. Event Schedules shall include the following information:
    - **A.** Schedule of planned groups. (Entrants should be able to see how much time/how many runs they are scheduled to receive.)

   B. Times and locations of mandatory meetings, such as Drivers' Meeting, novice classrooms and novice debriefs.
   C. Run groupings (E.g., by class, experience level, etc.)
2. If the Event Schedule is separate from the event page (i.e., a downloadable document) not included on the event page, it shall also include this additional information:
   A. Name, location and date of event.
   B. The ~~Event~~ SCCA Sanction Number.
   C. The name of the organizer (e.g., Region).

3. Post-Event Procedures

1. **Results and Event Reporting**
   The organizer is responsible for the distribution of results and turning in the Event Report as follows:
   1. Organizers must distribute Official Race Results to all participants in a timely manner within 7 days of the event, or within 7 days of any protest or Court of Appeals decision affecting results, whichever occurs first. Results must be made available by one or more of the following methods: ~~Online or printed Official Event Results shall be available to each entrant within seven days of the event, seven days of the notification of any protest decision affecting Results, or seven days of a Court of Appeals decision, whichever is applicable, and whichever comes first. Results must be distributed in at least one of the following ways:~~
      A. Printed or photocopied copies at the event. ~~At the event.~~
      B. Posted to a shared digital location (e.g., event website, registration platform, or shared drive) accessible to all participants~~. Mailed at the organizer's expense~~.
      C. ~~E-mailed.~~
      D. ~~Posted online.~~
   2. Event Report and Participation Report
      A. The Event Lead will send the Event and Participation~~ant~~ Report to Timetrials@scca.com ~~the National Office~~ and Track Day/Time Trials Divisional Administrator within 14 days of the event.
      B. The Event Report is available on the Time Trials program page on SCCA.com.
      C. The Participation~~ant~~ Report must ~~should~~ be a spreadsheet (.csv or .xls~~excl~~) document that includes ~~including~~ separate columns with the following information for each driver:
         1. Driver first name
         2. Driver last name
         3. SCCA member number
         4. Overall position
         5. Place in class
         6. Make/model of vehicle
         7. Passing rules numerical value
            a. No Passing = 0 (E.g., HillClimb, TrackSprint)
            b. Passing with a point-by on straights only = 1
            c. Passing anywhere with a point-by = 2
            d. Open passing on straights, point-by in corners = 3
            e. No point-by required = 4
         8. Satisfactory: "Yes" or "No"
         9. Class (Abbreviated is acceptable.)
         10. ~~*and e*~~*Each apprentice official with a satisfactory or unsatisfactory designation. If an "unsatisfactory" is given, a justification for why should be given.*
         11. ~~**3.1.4.**~~ Event leads are encouraged to also give comments on outstanding positive behavior—especially when the behavior may expedite a license

upgrade (e.g., a driver moving up and proving efficient in groups ahead of expected experience).

3. Event leads are encouraged to also give comments on outstanding positive behavior—especially when the behavior may expedite a license upgrade (e.g., a driver moving up and proving efficient in groups ahead of expected experience).

2. **Event Audit**
The organizer is responsible to submit the post-event audit and appropriate fees to the SCCA National Office within the time limits, as specified below.
    1. All drivers listed on the Official Event Results shall be consistent with the number included in the event audit.
    2. **Event Fee**
    The Event Fees for a Regional event as listed on the Program Event Fees document in the File Cabinet at my.scca.com, must be paid within 30 days of the completion of the event.
    3. **Late Fee**
    A late fee of $250 may be charged on sanction requests submitted online less than 45 days prior to the event, unless prior arrangements have been made and approved by the SCCA National Office.

3. **Postponement, Abandonment or Cancellation**
All or part of an event may be postponed or canceled if a provision for doing so is made in the Supplementary Regulations for the event or if the Event Lead and Safety Steward (in full agreement) order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control.
    1. If an entire event (all classes, all sessions) is postponed for more than 24 hours, it is considered to be cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees should be prorated by time and a reasonable portion of the entry fee returned.
    2. Notification of cancellation must be sent to sanction@scca.com no later than 14 days after the event is cancelled.

4. Time Trials Levels

1. **Regional Time Trials Events**
This page reserved for Regional Event information for Officials.
2. **Time Attack Challenge**
This page is reserved for organizational information for Tire Rack Time Attack Challenge events.
3. **Time Attack National Championship**
This page reserved for organizational information about the Tire Rack SCCA Time Attack National Championship

XIII. Appendix C — Event Guidelines

1. Principal Officials and Required Duties

1. List of Officials

The principal officials, who officiate the event, may include the following:

Event Lead	Safety Steward	Competition Director
Ambassador	Technical Chief	Timing Chief
Driver Coach	Novice Coach	Grid Marshall
Track Director	Flag Chief	Corner Marshall
Paddock Marshall	Coordinator of Camaraderie	Sound Measurement
Social Media Coordinator	Starter	Worker Chief

2. Required Official Duties at an Event

The following positions are required duties at an SCCA Time Trials Event.

1. Event Lead (formerly Event Chair)
2. Safety Steward
3. Competition Director (formerly Chief Steward)
4. Track Control
5. Ambassador (formerly Registrar)
6. Technical Chief
7. Timing Chief
8. Worker Chief
9. Driver Coach
10. Novice Coach (if there are Novice Drivers)
11. Marshalls (Grid or Corner)

3. Required Licenses

These at-track duties require an SCCA Time Trials License:

1. Event Lead
2. Safety Steward
3. Competition Director
4. Technical Chief (when Safety Level 2 or 3 is required)
5. Driver Coach
6. Novice Coach (must have Driver Coach Specialist License)

4. Assistants

~~These officials~~ Licensed officials may have assistants or co-positions to whom any of their duties may be delegated or shared.

1. Assistants do not need to have SCCA Time Trials Licenses for assisted positions.
2. Directors, Chiefs and Coaches are responsible for conduct of assistants.

5. Plurality of Duties

Officials may perform multiple duties at an event.

1. Restrictions on Multiple Duties
   An official shall observe the track during on-track sessions at all times. If a position necessitates focus on something other than the track (e.g., Novice Coach while other groups are on track), there shall be another or others to perform those duties.

   Note: It is possible that one person could be Event, Safety and Competition Director, along with Driver Coach, with another person acting as Novice Coach (each of them sharing Ambassador and Technical Chief duties that would happen pre-event) with one other as Timing Chief. Track-sourced workers could perform as Track Director (Control), Flag Chief, Grid Marshalls and Corner Marshalls. Considering the Timing Chief could be outsourced as well, an SCCA Time Trials event may only require two SCCA members as SCCA-licensed officials.

6. Other Required Personnel

1. **Emergency Services – Medical and Fire Safety**
    - **A.** The dispatching of emergency vehicles on the track should be authorized by the Competition Director. Dispatching procedures should be agreed on in advance by the Competition Director, Safety Steward and emergency response personnel.
    - **B.** The Medical Crew (crew staffing the on-site ambulance) should establish a primary route to the primary and secondary hospital prior to an event. The Event Organizer should confirm the availability of hospital staff and facilities.
    - **C.** All emergency vehicles shall be equipped and staffed at all times while entrant cars are on course.
    - **D.** The event shall be suspended if the basic life support unit or medical personnel are no longer on the premises or are unable to perform their assigned duties.

2. At-Event Paperwork and Documents

1. **Waivers**
   All participants (entrants, drivers, crew, workers and guests receiving hot passes) shall sign the SCCA Participants Agreement (Waiver of Liability) prior to receiving credentials (passes). Holders of an SCCA Annual Waiver may be exempt from this requirement. You can find instructions for completing the electronic SCCA Annual Waiver **here**.
2. **Course Maps**
   Course maps should be available to all students, Coaches, and Officials, and should be marked to indicate:
    1. Passing zones.
    2. Speed-limited areas (if applicable).
    3. Any cones or temporary barriers.
    4. Pit location along with pit in and out.
    5. Flag and observation stations.

3. Meetings, Groups and Coaching

1. **Drivers Meeting**
   A Drivers' Meeting is highly recommended and may be separated by driver groups. These meetings should be given by the Event Lead or, if separated, by the group's Driver Coach and should include the following:
    1. A welcome and thank-you statement.
    2. A reminder that even though it is a competition, drivers should work together to enable everyone to perform their best.
    3. A review—before any track time commences—of any flags or other communication signals which have event-specific procedures.
    4. Group-specific passing rules.
    5. A description of any cars in which drivers are using alternate point-by methods (in-car or blinker).
    6. Track or facility-specific issues of which drivers need to be aware.
    7. A period for questions.
2. **Group Assignments**
   Group assignments should be done by experience, followed by class. It is not recommended that groupings allow substantial gaps in experience in the same group.
    1. Assignments for students should be at the discretion of the Event Lead and/or Ambassador but are subject to adjustment during the event as needed for safety, event flow and customer service.
    2. Factors that should be used for the group assignments are documented previous driving experience, demonstrated driving ability/skills, track presence/awareness, overall attitude, etc.
3. **Coaching**

All drivers, regardless of experience level, should have a coach available for feedback and questions.

1. The following should apply to coaches and coaching practices:
    - **A.** All coaches should be SCCA members.
    - **B.** The Chief Driving Coach shall hold a Time Trials Driving Instructor Official License or higher.
    - **C.** The Chief Driving Coach, Event Lead and Competition Director should be a part of any decision to re-assign driver group.
    - **D.** If there is in-car coaching, the Chief Driving Coach or Novice Coach should not be assigned students so that they may oversee the event as a whole.
    - **E.** Novice Coaching Requirements and Practices:
        1. The Novice Coach must have a Driver Coach License grade of Specialist.
        2. Novices shall have classroom session(s) explaining the Rules of the Track and any format-specific procedures, at a minimum.
            - **a.** The classroom does not need to be in an actual classroom but may take place in a designated gathering area.
            - **b.** It is strongly suggested the Novice Coach have flags on hand to demonstrate the use of to Novice Drivers.
            - **c.** Novice Drivers shall have communication with instructors at regular intervals—either though individual or subset coaches, or by way of debriefs with the Novice Coach.
                - **i.** It is strongly suggested the regular intervals be in the form of post-session debriefs, before the Novice Drivers go back on track.
            - **d.** Coaching should include best methods for ~~coaching how to drive~~ driving faster while remaining in control of the vehicle and minimizing risk.
        3. Novices shall not be on track without being observed by the Novice Coach or designated assistants.
        4. Coaching may be done from a central location, from posts around the course or from inside the car.
            - **a.** In-car coaching may not be utilized during scored sessions.
2. **Driver Evaluation**
   Coaches should note any exceptional situations (good or bad) on the participant log or event entries audit sheet of the applicable driver. These situations may include but are not limited to: well executed maneuvers, good or bad on-track decisions, spins or “offs,” any mechanical issues, Rules violations, etc.

4. Vehicle and On-Track Safety

1. Vehicle Safety Minimums

1. Although there are minimum requirements in these rules, regions are free to require increased safety minimums for specific events, tracks or formats if they feel it necessary.
    - **A.** In these cases, individual safety items must meet the minimums set out in these Rules (i.e., Regions may not require a roll bar which is below the specs of a roll bar defined by the Rules).

2. Flags

1. **Mandatory Flags**
   Officials are only required to use Yellow, Black and Checkered Flags. At events where passing is allowed, the Blue Flag is also mandatory. It shall be marked in the Supplementary Regulations or explained in the drivers' meetings if the minimal flag set will be used.

    - **A.** If the event officials choose to run the minimal flag set, the following multiple-use flag meanings apply:

1. Yellow Flag: Shall be used for Yellow, White and Debris conditions.
2. Black Flag: Shall be used for Black- and Mechanical-Flag situations. The Black Flag may also be used in place of a Red Flag to bring all vehicles to pit lane in an emergency situation.

2. **Lights Instead of Flags**
   Supplemental Regulations will state where on the course and for what purpose lights, if any, will be used.

5. Rules Compliance and Enforcement

1. **Protests**
   It's suggested that any Regional Time Trials event follow the National Query process for questions arising about compliance. A committee of the Event Lead(s), Competition Director(s) and the person closest to the situation (E.g., Chief of Tech for technical rules, Driver Coach for on-track rules) should make up the Query Committee.
   1. For regions using another program's protest process (e.g. from Solo, Road Racing, etc.) the Event Information must include that the other program's appeal process shall not be used, even if said process is outlined in the other program's rules.
   2. Fines or punishments involving revocation of a license may not be issued by regions.
   3. If a decision results in an entrant being barred from participation with the region, the decision must be noted in the Event Report and followed with a specific email to timetrials@scca.com describing the issues, contact information for the people involved, and the decision.
   4. Unless there is a collaborative region series (e.g., Divisional points series) decisions resulting in exclusion from participation may not extend to other events.
2. **Appeals**
   The TTB will act as the National Appeals Board for any decision resulting from a Time Trials Query. For those wishing to have a decision reviewed, an email should be sent to timetrails@scca.com within 14 days of the event.
   1. The TTB is not required to review or hear any appeal which only affects event results.
   2. The TTB shall automatically review any decision which results in a participant being denied the ability to enter an event.
   3. The Appeal shall be heard within 45 days of being received, and participants will be notified of the decision within seven days of that decision.