

PRELIMINARY (For review only)

SCCA Midwest Club Trials Program

1. Purpose:

- 1.1. SCCA Midwest Club Time Trials are intended to provide a competitive environment for advanced level drivers. It is an open passing environment with scoring based on the lowest single lap time recorded in each sessions.

2. Driver Eligibility:

- 2.1. Drivers must hold a minimum of an SCCA Time Trials Novice permit. Time Trials novice permits can be issued at registration on the day of the event. However, it is encouraged to get the license process completed before the event. Holders of full competition licenses from SCCA or other approved sanctioning bodies may also participate.
- 2.2. Approved licenses shall include:
 - SCCA Time Trials License
 - SCCA Full Competition
 - SCCA Full Competition Novice Permit
 - Time Trials or Competition licenses from approved sanctioning bodies per GCR Appendix C Section 2.8.B.
- 2.3. Licenses from organizations that do not issue license cards (e.g. WRL, Chumpcar) may be accepted on a case-by-case basis at the approval of the Chief Instructor. Holders of these licenses are highly encouraged to apply for an SCCA Time Trials or Full Competition License.

3. On Track Conduct

- 3.1. Drivers shall be in control of their vehicle at all times.
- 3.2. Passing is allowed anywhere on the course.
- 3.3. The driver being passed are required to provide a point-by indicating the side for the overtaking driver to pass on.
- 3.4. Initiating a pass without a point-by is prohibited.
- 3.5. Once initiated, passes must not be contested.
- 3.6. Both drivers are responsible for giving each other adequate space to complete the pass as safely as possible. Half a car width between cars is recommended.

4. Timing and Scoring

- 4.1. All cars shall have a working AMB/MyLaps compatible transponder. Function of the transponder is the driver's responsibility.
- 4.2. Times will be made available via computer printout and/or the Race Monitor app available for Android or iOS devices.

5. Championship Points system

- 5.1. Competitors will accrue points only in their declared SCCA CT class and only within the division sanctioning the SCCA CT event they are competing in.
- 5.2. Points will be awarded on a session basis and an event will consist of 3-4 sessions.
- 5.3. Points will be awarded to competitors who finish at least 1 lap in any sessions.
- 5.4. The fastest lap time of the session will be used to determine the finishing position by class.
- 5.5. The 3 highest points sessions per event will be used for calculating season points for the championship.
- 5.6. A driver must participate in a minimum of ten points sessions (per class) to be eligible for championship series trophies, awards, or prizes at the end of the year.
- 5.7. The TT organizing committee may declare that certain events, including the Championship events, will count for "double points"
- 5.8. Points will be distributed for each session as follows:
 - 5.8.1.1. 1st- 50, 2nd- 40, 3rd- 35, 4th- 30, 5th- 25, 6th- 24, 7th- 23, 8th- 22, 9th- 21, 10th- 20...and so on, subtracting one (1) point for each position after 5th.
 - 5.8.1.2. In the extremely unlikely event that two competitors end a session with the same exact fast lap time, a tie will be declared, and both competitors will get the same number of points for the session. The next closest competitor will get points for the position two places down from the tied pair.
 - 5.8.1.3. Last place points will be given to registered competitors who drove on track (during a CT competition session) but never received an official lap time due to a mechanical failure of the vehicle. Drivers disqualified for other rules violations that do not have an official "legal" lap time, will not be given last place points for the event in their declared class.
- 5.9. In the event of a tie for season points, the winner will be decided using the following criteria in the order listed, until the tie is broken:
 - 5.9.1. Most 1st places
 - 5.9.2. Most 2nd places
 - 5.9.3. Most 3rd places
 - 5.9.4. Most 4th places, etc.

6. Declaring a Class

- 6.1. Competitors must declare the class they are competing in at the time of registration or before any competition begins. This can be accomplished by pre-registering in the correct class or by announcing a change in the listed class during the registration or driver's meeting . Switching classes or late registration after the meeting is only permitted with the specific approval of the Chief Steward. A driver can choose to compete or accrue points in any class that is equal to or higher than the vehicle's classification. For all classes, the appropriate CT Classification Form must be filled out completely, scored, and show the appropriate final vehicle classification. The competitor can then declare on the form if the car will be competing in a higher class. Points will accrue only in the class declared by the competitor prior to competition. The competitor can switch classes, using the same vehicle on another event day, provided the above rule is followed and a new declaration is made to the Chief Steward prior to competition. Points will then begin accruing in the new class. There will be no retroactive declarations after-the-fact. A competitor

can switch back and forth between classes multiple times on different days, provided that appropriate class letters are designated on the vehicle, Timing and Scoring is notified of the change in class to update the computer, and a declaration is made to the Chief Steward. (Note: This rule will allow competitors who are planning on mid season modification that will change class to declare a higher class. The competitor can predict the class that the vehicle will eventually be modified to, and begin accruing points in that class from the start of the season, even though the vehicle may not be as competitive early in the season.)

7. Teams

- 7.1. While SCCA CT is primarily a competition between individual drivers in a given class, there are legitimate reasons for drivers to choose to compete as a team, instead of as individuals. Teams are legal in SCCA CT, provided that specific guidelines are followed. While individual competitors will get recognition for their achievements using their full names, teams will be recognized only by their team names. Track records made by a member of a team will be recorded with the team name, not the individual's. Championship trophies, if engraved, will have the team name on them, and website results will list the team name.
- 7.2. A team is composed of two to a maximum of four drivers. A driver may only be on one (1) team per CT class. The primary car owner will be the designated team captain. A team will be recognized by their team name. The Club trials director must approve all chosen names. The team must declare their driver list on the SCCA CT Car Classification form before they will begin to accrue points as a team. Prior points earned by team drivers will not be carried over to the newly formed team. Once the team is declared, the team drivers shall have their future points tallied together. Team drivers may drive the car in competition CT sessions at an event; however, all drivers participating in the event must be registered for that event. A driver may collect points for himself/herself, independent of his/her declared team, as long as he/she notifies the Chief registrar before the first competition session of the day. A team may not run more than one vehicle in the same class during a run session.
- 7.3. If a team splits up mid-season, the team captain will retain rights to the team name and the team's points, and may use any of the team drivers on the original roster to continue to compete; however, all recognition for wins, track records, championship placing, etc. will still go to the team, not any individual.

8. Cars: Eligibility and Markings

- 8.1. Vehicle eligibility shall be per the SCCA Time Trials rules. Unfortunately, open wheeled vehicles are not allowed
- 8.2. Numbers shall be displayed on the driver and passenger sides of the vehicle. Numbers shall be a minimum of 8" tall on a contrasting background.
- 8.3. Class letters shall be displayed on the driver and passenger sides of the vehicle. Class letters shall be a minimum of 4" tall on a contrasting background.

9. Fuel Requirements

- 9.1. It is strongly recommended that pump gas or gasoline/alcohol mixtures up to E85 be used in competition vehicles. Race specific and other exotic fuels/additives can have components that cause very irritating fumes affecting our workers / competitors. Drivers will be required to declare their fuel at the time of registration and will be advised of possible risks. Any vehicle that causes unusual irritation may be disqualified. This rule is for the safety of our workers / competitors and will therefore be strictly enforced.

10. Competition Classes

- 10.1. Classing for Club Trials shall be based on the weight to power ratio of the car and driver expressed in pounds per horsepower. In the case of a team, the team captain will designate a driver for classing purposes. Horsepower for the purposes of classing shall be the stock factory rated specification. A car's class shall be set based on the actual weight of the car and designated driver at the beginning of the event and modified per the rules below. Cars competing in Club Trials may be weighed at the at the end of the competition session for verification.
- 10.2. **Production Class:** Category for series produced production passenger cars that has been approved for on-road use. The following weight to power based classing will be used

C5 = greater than 18.0 lb./hp.
C4 = greater than 14.0 to 18.0
C3 = greater than 10.0 to 14.0
C2 = greater than 6.0 to 10.0
C1 = 6.0 or less

- 10.3. Allowed Modifications with no modifier
 - 10.3.1. Up to 250 lbs. of ballast may be added provided it is securely mounted within the bodywork and serves no other purpose.
 - 10.3.2. Intake up to the throttle body or carburetor is open
 - 10.3.3. Exhaust downstream of the header is open so long as the exhaust exits behind the rear wheels to a safe location.
 - 10.3.4. Suspension
 - 10.3.4.1. Springs, dampers, bushings, and sway bars may be modified or replaced.
 - 10.3.4.2. Non-adjustable after-market dampers are allowed.
 - 10.3.4.3. Additional bracing (e.g. strut tower bars) is allowed.
 - 10.3.5. Brakes
 - 10.3.5.1. Any brake pad material may be used
 - 10.3.5.2. Big brake kits with 4 or less pistons are allowed
 - 10.3.5.3. Brake discs may be slotted or drilled. Non-ferrous discs are allowed only if offered by the vehicle manufacturer.
 - 10.3.5.4. Braided/stainless brake lines are allowed

10.4. Table of modifiers: For the purposes of classing, the weight to power ratio shall be adjusted per the following tables.

10.4.1. Aero

Basic Modifications	-0.1	Simple rear spoiler, fixed wing, side skirts, splitter/air dam
Mild Modifications	- 0.2	Diffuser, flat underbody, Aftermarket nose
Wild Modifications	-0.3	Multi-plane fixed wing, Dynamically adjusted

10.4.2. Brakes

Basic modification	-0.1	2 - Piece rotors
Mild modifications	-0.4	Aftermarket racing or multi-master cylinder system. Any non-OE caliper with greater than 4 pistons. ABS reprogram or swap
Wild modifications	-0.6	Aftermarket 6+ piston systems with non-ferrous rotors. After market or race-developed ABS systems

10.4.3. Suspension

Basic modification	-0.2	Adjustable shocks, re-valving or re-oiling stock shocks
Mild modifications	-0.4	Multi-adjustable shocks, In-car or electronically adjusted shock systems
Wild modifications	-0.6	Remote reservoir systems, modified suspension mounting points

10.4.4. Engine

-0.25	Intake manifold swap or modification
-0.15	Header swap or modification
-0.2	Injector/carburetor swap or modification
-0.3	Performance cam or regrind
-0.4	Overbore (0.060+)
-0.4	Stroke increase
-0.4	Compression ratio increase
-0.5	Head swap
-0.5	Head porting
-0.3	Oversize valves
-1.0	Programmable, flashed, or chipped ECU
-0.8	Turbo boost increased more than 5 psi over stock

Alternatively the competitor may provide real wheel horsepower as measured on a dynamometer. Dyno sheets must be produced on a DynoJet chassis dynamometer. All readings will be corrected to SAE J1349 Rev JUN90 (29.23 in/hg, 77F, zero humidity) and the dyno's smoothing function must be set to 5. Chassis wheel horsepower will be multiplied per the table below to approximate crank horsepower used for classing.

HP multiplier	
1.12	FWD
1.14	RWD
1.21	AWD

If a DynoJet brand dynamometer is not available in your area, sheets from other brands may be evaluated on a case by case basis.

10.4.5. Wheels and Tires

Wheels	1" wider than stock	Free
	> 1" wider than stock	-0.5
DOT tire with tread wear rating	180 or higher	Free
	100 to 179	-0.3
	Less than 100	-0.6
Full race slick	N/A	-0.9

10.4.6. Electric Drive train: Weight to power ratios will apply to the actual delivered horsepower based on the controller settings (e.g. Ludicrous mode). Modifier for the electric drivetrain is -1.3 added to the weight to power ratio.

10.5. Base Competition Weight: In order to level the playing field for the heavier cars please add the following modifiers shown in the table below to the base weight to power ratio. The weight of the car and designated driver will be used to determine the modifier.

2199 or less	-0.3
2599 - 2200	-0.2
2999 - 2600	-0.1
3000 - 3300	0.0
3301 - 3400	0.1
3401 - 3500	0.2
3501 - 3600	0.3
3601 - 3750	0.4
3751 - 3900	0.5
3900 or greater	0.6

Prototype: Category is comprised of purpose built tube frame or monocoque race cars. Spec ford racer and other sports racer cars fall into this category. Weight to power and base weight modifiers are not used for these classes.

Class	Weight / Power
P1	Less than 8.0
P2	8.0 - 10.0
P3	Greater than 10.0