



MiDiv SCCA Time Trials Championship Series

1. Purpose:

- 1.1. When you're ready to race against the clock, **Time Trials (TT)** is ready for you. The next level above track events, Time Trials level 1 builds on the instruction you received during Track events (PDX) while allowing drivers their first chance at competing against the clock. Competition classes are formed with both street and fully-prepared race cars), and winners are decided by fastest time around the course. Time Trials is your first real taste of track competition. Midwest Division Time Trials are intended to provide a competitive environment for advanced level drivers. It is an "point by" vehicle passing environment with scoring based on the lowest single lap time recorded in each session. Awards will be presented each the weekend and for the season.

2. Driver Eligibility

- 2.1. Drivers may compete under a weekend membership as long as a Time Trials Novice permit application is completed and they are approved for competition. Those drivers meeting the requirements of section 2.3 or 2.4 or 2.5 are only required to have a weekend membership.

This option is available for the ONLY two events attended during the 2018 season.

- 2.2. Drivers must hold a minimum of an SCCA Time Trials Novice permit with the exception of the section 2.1 stipulations. 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.
- 2.3. Holders of full competition licenses from SCCA or other approved sanctioning bodies may also participate if the license holder is an SCCA member in good standing.
- 2.4. Approved licenses shall include but not be limited to:
 - 2.4.1. SCCA Time Trials License
 - 2.4.2. SCCA Full Competition
 - 2.4.3. SCCA Full Competition Novice Permit
 - 2.4.4. BMW CCA Club Racing Full Competition
 - 2.4.5. Confederation of Autosport Car Clubs (CACC) Competition
 - 2.4.6. FIA Issued by any sanctioning body
 - 2.4.7. Historic Sports car Racing (HSR) License
 - 2.4.8. ICSCC Area Road Racing or International Road Racing licenses
 - 2.4.9. Midwestern Council of Sports Car Clubs (MCSCC) Full and Novice permit
 - 2.4.10. NASA Time trials
 - 2.4.11. NASA Full Competition
 - 2.4.12. Porsche Club of America Full Competition
 - 2.4.13. SCCA Pro Racing or SCCA Vintage



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- 2.4.14. Sports car Vintage Racing Association (SVRA)
 - 2.4.15. Vintage Auto Racing Association Full Competition
 - 2.4.16. Vintage Motorsports Council (VMC) and VMC member organizations
 - 2.4.17. Grand American Road Racing Association (Grand-Am)
 - 2.4.18. Autobahn Country Club Level 1/Level 2
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- 2.5. Licenses from organizations that do not issue license cards (e.g. WRL, Chump car) may be accepted on a case-by-case basis at the approval of the Chief Instructor. Holders of these licenses are required to be a member in good standing and apply for an SCCA Time Trials or Full Competition License.
 - 2.6. All drivers aged 16 to 17 must contact event officials before the event. A completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment is required (note: forms vary by state and witnessing method). Current SCCA membership is required.
 - 2.7. Use the attached link to access the SCCA Time trials licensing forms. [Time Trials license application](#). The application gives a step by step process for completing the forms. You are only required to complete the [Medical history](#) portion of the medical form. Time trials licensing does not require an evaluation by a physician. After all forms are complete they can be emailed to regional TT instructor license holders for review. Individuals to contact are
 - 2.7.1. DMVR: Randy Sams (randallsams@yahoo.com) or Chris Bienert (rallyfan555@yahoo.com).
 - 2.7.2. KVRG: Jim Wheeler (jwheeler4@kc.rr.com)
 - 2.7.3. AVRG: TBD
 - 2.7.4. St. Louis: TBDThe review and approval should be completed **BEFORE** the paperwork is sent to SCCA national office.

3. HELMET AND EQUIPMENT

- 3.1. Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR.
- 3.2. 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.
- 3.3. All participants shall wear long sleeve shirts and pants and long with shoes which fully cover the foot at least to the ankle while on course.
- 3.4. Any car/equipment that fully complies with the current SCCA Club Race GCR safety rules is deemed to have satisfied these safety rules.



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4. VEHICLE PREPARATION AND INSPECTION

- 4.1. The entrant is responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Have a Tech inspection sheet completed and available to present to the SCCA tech inspector. Annual tech inspection will be available by appointment. Appendix A contains a sample Tech Sheet. The Annual tech options will be available for those who wish to use it. The Chief of Tech for each event can perform an annual tech upon request and will issue a vehicle log book for a cost of \$10.00. With an annual tech you do not have to bring the car to the tech area you simply bring your TT license, Vehicle log book and personal safety equipment for inspection.

5. ELIGIBILITY OF VEHICLES

- 5.1. Closed wheel vehicles that are in compliance with road race, solo, rally or time trial rules are allowable.
- 5.2. All vehicles must provide factory original (or better) seats that are securely mounted, seat belts (SFI or FIA rated are recommended)
- 5.3. Convertible vehicles operating with the factory roll over protection system are allowable.
- 5.4. Other convertibles should have either a factory hardtop or a 4 point roll bar.
- 5.5. Drivers of open / Targa top vehicles are required run with arm restraints or with the top up.

6. Vehicle Numbers/Stickers

- 6.1. All numbers shall be 1, 2 digit or 3 digit.
- 6.2. 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.
- 6.3. Class letters shall be supplied by the series and shall be displayed on the driver and passenger sides of the vehicle.
- 6.4. Series and series sponsors stickers are required for competition and will be provided by series. We need to support those that support our sport!!

7. General rules of the road

- 7.1. No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the day's on track activities are concluded. Performance impairing substances are prohibited at all times.
- 7.2. Unless specifically authorized by the Chief Steward, passengers are not allowed in a vehicle unless an instructor is driving.



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- 7.3. The SCCA provides event liability and participant accident coverage for those who are properly registered (including waivers and credentials if necessary). Access to some areas requires SCCA membership (weekend memberships are available).
- 7.4. Everyone in attendance must properly follow applicable rules and regulations of the event.

8. On Track Conduct

- 8.1. Drivers shall be in control of their vehicle at all times. Any 4-wheel off situation forfeits all previous lap times and no laps will be scored until driver reports to pit lane for a consultation. A second 4-wheel off situation will result in a forfeit of all lap times for the session and potentially other sanctions up to and including disqualification.
- 8.2. Penalties shall be enforced by the Chief Instructor. If a driver has an issue (protest) a ruling should be issued by the Chief Instructor which may be appealed to the Chief Steward whose decision is final.
- 8.3. Only the Chief Steward may disqualify or exclude a competitor. If the event is being run in conjunction with a Club Race event the Race Chair of the SOM's may hear an appeal of exclusion or disqualification. In standalone TT events, the Chief Steward's disqualification or exclusion is final.
- 8.4. Passing is allowed anywhere on the course unless otherwise specified in the event supplemental regulations
- 8.5. The driver being passed is required to provide a point-by indicating the side to complete the pass on. Initiating a pass without a point-by is prohibited. Once initiated, passes must not be contested.
- 8.6. 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.

9. Timing and Scoring

- 9.1. All cars shall have a working AMB/MyLaps compatible transponder.
- 9.2. It is the driver's responsibility to ensure the transponder is functioning properly
- 9.3. Limited number of rental transponders may be available. Transponders can be reserved during online registration.
- 9.4. Times will be made available via print-out and/or the Race Monitor app available for Android or iOS devices.



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10. Championships Points system

- 10.1. Competitors will accrue points only in their declared SCCA TT class.
- 10.2. Points will be awarded on a session basis. A event will include 2-3 timed sessions depending on the event.
- 10.3. Points will be awarded to competitors who finish at least 1 lap in any sessions.
- 10.4. The fastest lap time of the session will be used to determine the session finishing position by class.
- 10.5. Session points will be used for calculating season points for the championship.
- 10.6. A driver must participate in a minimum of 6 events (per class) to be eligible for championship series trophies, awards, or prizes at the end of the year.
- 10.7. The Season Championship event will count for double points.
- 10.8. Points will be distributed for each session as follows:
 - 10.8.1.1. 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 10th.
 - 10.8.1.2. 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.
- 10.9. 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:
 - 10.9.1.1. Most 1st places
 - 10.9.1.2. Most 2nd places
 - 10.9.1.3. Most 3rd places
 - 10.9.1.4. Most 4th places, etc.
- 10.10. Season championship awards will be given to the top 3 positions in each class after the completion of all events.
- 10.11. Additional awards will be presented for the
 - 10.11.1.1. Fast Lap in each class for the event
 - 10.11.1.2. "Most Improved Driver" award for the weekend. This will awarded to the driver who has the most improved lap times for the weekend across all classes.
 - 10.11.1.3. "Driver Awareness" award for the weekend. This awarded to the driver who uses judgement and skill to avoid on track issues. This is a very special award because the winner is determined by a vote of the workers for the weekend.



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11. Declaring a Class

- 11.1. 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. 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 TT 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.)
- 11.2. Run groups will be set by class. If the run group car counts are not well balanced, every effort will be made to keep all cars of the same class in the same run group. Final determination of the run groups will be decided by the Chief Steward in consultation with the event chairman.

12. Teams

- 12.1. While SCCA TT 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. Some of these reasons include: lack of funding, inability to attend an entire season's events, pooled resources for doing repairs/maintenance/vehicle storage/travel, team sponsorships, expectation of a driver moving up to TT mid-season, and others. 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.
- 12.2. A team is composed of two to a maximum of four drivers. A driver may only be on one (1) team per TT class. The team must have a designated team captain. A team will be recognized by their team name. The Time Trials director must approve all chosen names. The



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team must declare their driver list on the SCCA TT Car Classification form before they will begin to accrue points as a team. Prior points earned by either driver 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 TT sessions at an event; however, both drivers must be registered for that event (if both are driving). 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.

- 12.3. 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.

13. Fuel Requirements

- 13.1. It is strongly recommended that pump gas, diesel 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.

14. Competition Classes

- 14.1. Classing for Time Trials shall be based on the weight to power ratio of the car, driver (or lightest driver for teams) and safety equipment expressed in pounds per horsepower. Horsepower for the purposes of classing shall be the stock factory rated specification (SAE Crank HP). A car's weight shall be verified at the beginning of the event. The Wt/HP ratio will be modified per the tables below. Cars competing in Time Trials may be weighed at the at the end of the competition session for verification. If you are under the minimum weight to meet your class (including modifiers), you are subject to re-classing. *For example, A car was classed using the pre-competition weight of 2120 lbs. and a SAE listed hp. of 136. With -1.5 in modifiers, This car will be classed at 14.08 lbs./hp. or Prod B class. After the competition session, the car is weighted and now weighs 2100 lbs. due to fuel consumption. The car will now be at a Wt./hp. ratio of 13.86 and re-classed to Prod C. The Chief Instructor or Chief Steward has the right to issue a warning if deemed appropriate. If the minimum classing weight is violated a second time during the event you will be automatically re-classed.*
- 14.2. Should you receive lap times that are significantly lower than closest competitor in class, the chief steward in consultation with the chief driving instructor has the authority to re-class the vehicle to a more appropriate class. Should re-classing be required, the lap times for the each session will be applied to the new class and points awarded accordingly.



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14.3. **Production Class:** category for series produced production passenger cars that has been approved for on-road use. The following weight to power based ratio will be used for classing. It is the responsibility of the competitor to maintain ratio for your declared class.

- 14.3.1. Production A (PA) = greater than 18.0 lb./hp.
- 14.3.2. Production B (PB) = greater than 14.0 to 18.0
- 14.3.3. Production C (PC) = greater than 10.0 to 14.0
- 14.3.4. Production D (PD) = greater than 6.0 to 10.0
- 14.3.5. Production E (PE) = 6.0 or less

14.4. Allowed Modifications with no modifier penalty

14.4.1. Up to 250 lbs. of ballast may be added to all cars as required, to meet minimum weight, provided it is securely mounted within the bodywork and serves no other purpose.

14.4.2. Intake up to the throttle body or carburetor is open

14.4.3. Exhaust downstream of the header is open so long as the exhaust exits in the OEM location or behind the rear wheels to a safe location.

14.4.4. Suspension

14.4.4.1. Springs, dampers, bushings, and sway bars may be modified or replaced.

14.4.4.2. Non-adjustable after-market dampers are allowed.

14.4.4.3. Additional bracing (e.g. strut tower bars) is allowed.

14.4.5. Brakes

14.4.5.1. Any brake pad material may be used

14.4.5.2. Big brake kits with 4 or less pistons are allowed

14.4.5.3. Brake discs may be slotted or drilled. Non-ferrous discs are allowed only if offered by the vehicle manufacturer.

14.4.5.4. Braided/stainless brake lines are allowed



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14.5. Table of modifiers: The tables below are used to adjust a vehicles class based on modifications. These modifiers are meant to level the playing field while not restricting the participant to the typical "Class Approved" modifications found in other series.

14.5.1. Aero Modifiers

| | | |
|---------------------|------|--|
| 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 |

14.5.2. Brakes Modifiers

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

14.5.3. Suspension Modifiers

| | | |
|--------------------|------|---|
| Basic modification | -0.2 | Adjustable shocks, max 2 way adjustable (Standard Koni, Bilstein, etc.), re-valving or re-oiling stock shocks |
| Mild modifications | -0.4 | Performance mono-tubes, max 3 way adjustable (MCS, Moton, Penske, etc.)" |
| Wild modifications | -0.8 | Electronic/in-car adjustable shocks, modified suspension mounting points |



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14.5.4. Engine Modifiers: The table below is used to modify the base classing. If Dyno testing is used to determine horsepower the following table will not be used. See dyno classing for further details.

| | |
|-----------------------------|--|
| -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 |
| -0.75 | Programmable, flashed, or chipped ECU on a NA vehicle |
| -1.0 | Programmable, flashed, or chipped ECU on a stock forced induction vehicle including up to 5 PSI boost increase over stock. |
| Dyno or specific Evaluation | Forced induction added to NA vehicle. Includes Programmable, flashed, or chipped ECU. |



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14.5.5. Dyno classing: Alternatively the competitor may provide wheel horsepower as measured on a dynamometer. 3 Dyno sheets must be produced on a Dyno-Jet 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 the crank horsepower used for classing.

| | |
|---------------|-----|
| HP multiplier | |
| 1.12 | FWD |
| 1.14 | RWD |
| 1.21 | AWD |

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

14.5.7. Tire Width Modifier: The following table uses the vehicle weight divided by the metric tire width to determine a modifier. *For example a 2500lb. vehicle with 225 mm tires would receive a score of 11.1 which equates to a modifier of 0.0.*

| | | |
|---------------------|----------------------------------|------|
| Tire width Modifier | Less than 8.0 lbs./mm tire width | -1.2 |
| | Greater than 8.0 to 11.0 | -0.6 |
| | Greater than 11.0 to 14.0 | 0.0 |
| | Greater than 14.0 to 18.0 | 0.6 |
| | Greater than 18.0 | 1.2 |



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| | | |
|--------------------------------------|---|------|
| UTQG DOT tire with tread wear rating | 180 or higher | Free |
| | 100 to 179 | -0.3 |
| | Less than 100 | -0.6 |
| | Auto cross compounds or Non-DOT approved: (Hoosier A7, Goodyear Eagle RS AC, Hankook Ventus Z214:C71,C91) If you have questions please ask before tire purchase. | -3.0 |

14.5.8. 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.

15. **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.

| Class | Wt./power |
|-------|-------------------|
| P1 | Less than 10.0 |
| P2 | Greater than 10.0 |

16. Prototype class will have only the following modifiers

| | | |
|-------------------------|--|------|
| Sequential Transmission | | -0.2 |
|-------------------------|--|------|