
The Time Trials Rules (also referred to herein as the TTR) were established to provide a framework for the Time Trials program within the Club Racing Department of the Sports Car Club of America (SCCA). These rules shall govern any event that is sanctioned by the SCCA as a Time Trials event.

1.1 USING THE TIME TRIALS RULES

Any rules found in the TTR shall take precedence over the SCCA's General Competition Rules (GCR) and/or Solo Rules at Time Trials events.

For specifications for particular classes or automobiles, please refer to the following:

For SS, T, AS, IT, P, GT, FA, FF, FV, F500, Sports Racers, SRF, and any other SCCA Club Racing Class, refer to the current GCR Specification Books.

For any Solo class, refer to the Solo rules.

For any other class, refer to the Supplementary Regulations of a particular event or series.

Note: Please remember that in areas where the Time Trials rules conflict with other preparation rules, the Time Trials rules take precedence. All safety items discussed in the Time Trials rules are specified as the minimum, and preparation may exceed these rules if class rules allow.

- A. The SCCA may revise the TTR or issue Supplements to it, at any time by "FasTrack," "Racing Bulletins," or "Tech Bulletins" on the official SCCA website. All supplements will have a published stated date.
- B. If circumstances create a situation where a rule clarification or change is found necessary to be implemented immediately, the Board of Directors may issue a memorandum stating the change and its effective date. Those memorandums will be posted on the SCCA website and shall be sent to all TT Chief Stewards of the Division, TT Safety Stewards of the Division, and Chiefs of Tech of the Division that will be affected prior to publication in FasTrack.
- C. Effective on January 1st of each year, all previous editions of the TTR will be superseded by the current edition. No revisions previously published in FasTrack will remain in effect unless included in the new edition of the TTR.
- D. Interpretation and Application of the TTR:

FIA. The address of SCCA is:

SCCA, Inc.
Club Racing
Building 300, B Street
Topeka, Kansas 66619

SCCA is sometimes referred to in the TTR as “National Office” or as the “Club Office.”

2.2 TIME TRIALS ADMINISTRATIVE COUNCIL (TTAC)

The TTAC establishes rules and standards for the organization and conduct of SCCA sanctioned Time Trials events, and the licensing of drivers and officials. More information on the TTAC can be found in the Appendix 1.

2.3 DIVISIONS

Geographic separations of the SCCA, established for the administration of SCCA policies, competitions, and events.

2.4 TT DIVISIONAL PROGRAM MANAGER

The individual appointed by the TTAC to supervise and administer SCCA policies and standards for designated classes of events and to train SCCA Stewards within each Division.

2.5 TT SAFETY STEWARD OF THE DIVISION

The individual appointed by the TTAC to supervise events to insure adherence to all SCCA safety rules and guidelines, and to train SCCA TT Safety Stewards within each Division.

2.6 CAR (Automobile)

A self propelled land vehicle running on four wheels, not in a line, which shall be in contact with the ground. At least two (2) wheels shall affect the steering and at least two (2) the propulsion.

2.7 CLASS

A group of cars, classified according to the provisions of the TTR or local Supplementary Regulations.

2.8 CATEGORY

A combination of similar classes of cars.

2.9 COMPETITION

A contest in which a car takes part and which is of a competitive nature or is given a competitive nature by publication of results. Practice and qualifying for starting positions are included in the term “competition”. A competition may also be referred to as a “race”.

2.10 EVENT

An entire program of competitions.

2.11. SPEED EVENT

Competition in which more than one car is on the course at a time, vehicles are driven at maximum speeds, and a high level of driver and vehicle safety equipment is essential.

2.12. NON SPEED EVENT

An event in which the hazards do not exceed those encountered in legal travel on public roads, and which therefore do not require drivers to hold Competition Licenses.

2.13. SANCTION

The documentary authority, granted by the SCCA, to organize and hold a competition.

2.14. SUPPLEMENTARY REGULATIONS

Regulations which are consistent with the TTR and which define the additional ground rules of competition for a specific event. (See Section 5.6.)

2.15. DRIVER


A person named as the driver of a car in any competition. Also, any person who drives a race car in any competition whether or not properly registered, entered, or named as the driver.

2.16. ENTRANT

A person whose entry is accepted for any competition. The signature on an entry form and the membership number shall be that of an individual SCCA member.

2.17. PARTICIPANT

Any person signing an SCCA Participant Agreement (waiver of liability) including all organizers, entrants, drivers, crew, officials, members, workers, and all guests of the above, and any SCCA member in attendance is a participant.



The Time Trials Program is divided into four levels of events. Each level is described in separate sections of the TTR.

3.4. HILLCLIMB – Level 4

Hillclimb events are based on competition on courses that are not suitable for Track Trials and Club Trials events. These may include hill climbs, or other events on approved courses. Care should be taken to offer some basic instruction for novice drivers.

3.4.1. Courses

Courses for Hillclimb events should be composed as to provide for safety in spite of possible hazards. Every reasonable effort should be taken to eliminate or reduce hazards if they are present, but competitors should be aware that Hillclimb events may present hazards that exceed those found at Track Trials events. Cones or other items are not to be used to create false obstacles under any circumstances. Contact the Club Racing Manager at the SCCA National Office regarding any questions on Hillclimb courses.

1. Course maps should be available to all participants and officials, and should be marked to indicate Pit location along with pit in and out (if used) Flag and observation stations Finish shutdown areas.
2. Flag stations and observation points must be placed as to provide complete, continuous coverage of all parts of the course (all parts of the course should be viewable from one or more corner stations). They must be manned by at least two people. All stations must be provided with a method of communication to the Chief Steward at all times.

3.4.2. Instruction

Hillclimb events should provide some instruction in driving techniques if required or requested. If the event does not allow Novices, this section is waived. The following rules shall apply to instructors and instruction practices:

1. The Chief Driving Instructor must be an SCCA member. This person shall hold a Time Trials Competition license or higher, and should have experience in Driving Instruction in some form.
2. It is recommended that Driver Observers be used at various parts of the course to observe all Novice drivers. Corner Station personnel may be used for this purpose, so long as they are informed of their responsibility and agree to act in such a capacity.
3. The Chief Driving Instructor must collect all Novice Participation Log Books prior to the start of the event. It is recommended that this be done at a Novice meeting. The Chief Driving Instructor will return the endorsed logs at the conclusion of the event (a group or individual debriefing is recommended).

3.4.3. Driver Requirements and Responsibilities

Drivers are required to:

1. Have a current SCCA membership.
2. Present a TT License or Novice Permit at events. All Novices must

present their Novice Permit at registration and it will be returned with any notations at the end of the event. Drivers with Time Trials Competition Licenses or higher must present their SCCA membership and license at registration.

3. Dress appropriately. Protective apparel must meet the specifications set forth in TTR Section 10.20. If full face helmets are used, it is recommended that airbags be disabled for the duration of the event.
4. Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Roll bar requirements are listed in TTR Section 11.
5. Immediately return to the pits if directed to by flaggers or other Officials.
6. Follow all event rules as listed in the Supplementary Regulations for the event.

3.4.4. Officials and Workers

The following Officials and Workers are required at events as a minimum.

1. Operating Officials required are TT Chief Steward, TT Chief Driving Instructor (waived if the event is restricted to not include Novices), TT Chief Technical and Safety Inspector, and TT Safety Steward. Each of these officials must be a current SCCA member and hold a valid TT license in that specialty. Official grade licenses are the minimum required for each of these Officials. There shall be no plurality of duties for the TT Safety Steward and TT Chief Driving Instructor.
2. Workers to man each flag or observation station. There should also be at least one pit worker (in addition to a flagger if present at the pits) to direct drivers on course and communicate with drivers in the pits.

3.4.5 General Event Guidelines

All event rules should be reviewed with all participants at the beginning of each day of the event.

1. Any flags or other communication signals for drivers should be reviewed before any track time commences.
2. Run groups should be separated by potential vehicle performance. In the case where open wheeled cars are permitted to run, they shall NOT be on track with any closed-wheel vehicles other than Sports Racer type cars.
3. Items such as schedule, session procedures, and work requirements are at the discretion of the Region holding the event, and shall be

listed in the Supplementary Regulations.

4. All Hillclimb events must be sanctioned in accordance with the current Club Racing Event Sanction Form. Sanction forms are submitted directly (accompanied by the appropriate fees and a copy sent to the TT Divisional Program Manager) to the Club Racing Manager at the National Office, who will then notify the Region of approval.
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The following standards apply to all Time Trials events.

4.1. PIT AND PADDOCK RULES

For the purposes of Time Trials events, the terms Pit and Paddock shall be interchangeable, and shall be defined as the area reserved for the parking of or working on participating automobiles. At Time Trials events, these areas shall be defined as “cold” areas, and as such, be open to spectators (if applicable) unless otherwise restricted in the Supplemental Regulations for an event.

4.1.1. Work on vehicles

The following rules apply to working on vehicles in the Pit/Paddock:

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.

4.1.2. Other activities

1. No motorized vehicle may be operated by anyone not holding a valid state-issued driver’s license.
2. Any pets must be securely fastened to a leash or chain not to exceed 20 feet. This leash or chain must be securely held by a stationary object or must be controlled by an adult at all times.
3. All minors shall be under adult supervision at all times.

4. No person may ride on the external bodywork of any vehicle in the Pit/Paddock.

4.2. GRID RULES

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.

1. Grid shall be restricted to only those vehicles which are being readied to start.
2. No vehicle shall carry passengers on the Grid.
3. No tire-warmers are permitted on Grid.
4. Vehicles on Grid may not be jacked or lifted without specific permission from the Chief Steward.
5. No automobile may be push-started on Grid without specific permission from the Chief of Grid.

4.3. THE START

The flying start shall be the standard in all Time Trials events. It is recommended that the flying start even be used at Hillclimb events, where the start timer is triggered once the car is already in motion. LeMans starts are forbidden in all cases.

The warm-up lap (if used) shall start from re-entry. Single lap timed runs shall be started at the end of the specified warm-up lap with a waving green flag and end with a checkered flag. Continuous lap timed runs shall be started at the end of the specified warm-up lap with a waving green flag. A standing green flag shall indicate the start of the following timed runs. A checkered flag shall indicate the end of the last timed run. If more than two consecutive timed runs are allowed, the starter should indicate, along with the standing green flag, the number of the lap being started. If timing fails to record the start or end of a timed run, additional green flags may be given to allow the driver to continue. However, the driver may elect to pit and take a later rerun. Cool-down laps may be used only if necessary (due to course configuration or position of timing).

Standard Start (practice)

One or more no passing yellow flags or other indication should be given at the beginning of each practice session. This procedure is highly recommended for the first session of each run group on each day of an event.

4.3.1. Starter

For hillclimb and acceleration runs a driver shall be considered as having

started if he crosses the control line at the start.

For time trials at tracks (or other courses where laps are used), once a car enters the course, that run is considered started, even though the starting line may not have been crossed. The event supplementary regulations will define what constitutes a run.

4.3.2. False Start

A false start occurs when the driver crosses the timing line at the start before being instructed to do so by the starter or by a visual starting indicator, or enters the course before being instructed to do so. The penalty for a false start shall be a "Did Not Finish" (DNF).

4.4. TIMING AND SCORING

It is highly recommended that timing in all SCCA-sanctioned Time Trials Events be at least 1/100 second intervals. Electrical timing devices backed by two independent timing devices are highly recommended. Time penalties to be imposed for course deviations, or displacement of course markers, shall be established by the supplementary regulations. Automatically actuated timers are recommended as the primary means of timing.

1. Awards shall be based on the single best recorded run unless otherwise specified by the supplementary regulations.
2. In the case of tied times for FTD or class awards the tied drivers may be afforded an additional run to break the tie, or aggregate times for all official runs may be used to break the tie. The method to be used shall be specified in the supplementary regulations.
3. Reruns shall not be given due to vehicle mechanical failure; however, during continuous timed runs, if the driver raises his hand before the start line, he shall not be counted as having started that timed run and may complete his remaining timed runs on a rerun.
4. Provisional results shall be made available to drivers as soon as possible.

4.4.1. Finisher

To be considered a finisher, a car must receive a time that can be used in scoring and complete the course under its own power at a time within 25 percent of the time of the fastest car in its class.

4.4.2. Minimum Number of Runs

Each contestant will receive a minimum of the opportunity for two timed runs.

4.4.3. Winner

The winner shall be the competitor who covers the prescribed distance of

the competition in the least time, subject to penalties for course deviations or displacement of course markers.

4.5. RULES OF THE ROAD

The following standards apply to all Time Trials events.

4.5.1. Drivers' Meeting

There shall be a drivers' meeting each day of the event. Attendance of all drivers is required. At each meeting a Steward must cover at least the following:

1. The meaning of flag signals and flagging procedures
2. The specific location of red flags around circuit
3. The location of black flag station (if used) and where to report if black flagged
4. Any designated passing zones and all passing procedures
5. Any other Rules of the Road, TTR requirements, Supplementary Regulations, etc. as necessary
6. Penalty procedures for violation of rules. Penalties for violation of rules may be disqualification, additional training or schooling, or other appropriate penalties such as the Stewards may devise. Repeated or flagrant violations and illegal passing on the right shall result in disqualification and may result in revocation of the driver's Time Trials license.

4.5.2. Emergency Procedures on Course

Whenever a driver leaves the course on an airport or parking lot course with all four wheels, he must re-enter at the point he left the course. Failure to do so, or shortcutting the course, will result in the run being scored as a DNF.

During an event, it is expressly forbidden to drive or tow a car at any time or under any conditions in a direction opposite to that in which the event is being run without the specific approval of the TT Safety Steward. Infraction of this rule may mean immediate disqualification.

If for any reason a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors.

Drivers may obtain no assistance during the run other than from their pit crews and in the pits. This does not preclude assistance by event officials for safety reasons.

Cars may not be pushed or moved under power of the starting device while on the course, except to remove them from a hazardous position to one of greater safety.

4.5.3. Flags

The following flags may be used at Time Trials events:

RED - Clear the circuit for emergency vehicle traffic by stopping off course TO THE RIGHT or AS FAR TO THE RIGHT AS CIRCUMSTANCES PERMIT: Stay in car with safety equipment on, do not move until directed by a worker or official.

GREEN - When displayed, the green flag indicates that the course is clear.

YELLOW - Take Care, Danger, Slow Down, No Passing. Waved - Great Danger, Slow Down, Be Prepared To Stop, No Passing.

YELLOW WITH VERTICAL RED STRIPES - Take care. A condition exists on the road which cannot be corrected in a reasonable time during which competition is halted. No re-run will be granted when a debris flag is displayed. Where the condition can be abated a yellow flag will be used and a re-run granted.

BLACK - Return to the Pits immediately and see an Official for instructions.

BLACK WITH ORANGE DOT (MEATBALL) - You appear to have a mechanical problem. Continue offline and cautiously proceed back to the Pits.

CHECKERED - You have completed your run. Slow and pull off the course into the assigned area. This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.

4.6. OFFICIAL AND PRACTICE RUNS

1. All competitors must make at least one practice run. The Chief Steward may waive this requirement.
2. All drivers must be given a reasonable opportunity to start the same number of unobstructed official runs. A run disrupted by display of a red or yellow flag shall normally entitle the driver to a re-run.
3. If the timing mechanism fails, the driver shall be red-flagged at the earliest opportunity and provided an opportunity for an additional run as soon as possible. At Time Trials events on closed courses, if the timing mechanism fails, the driver may be allowed to continue without being red-flagged.

4. Organizers of Time Trials Events shall not allow cars to make timed runs unless both the car and driver conform fully to all safety requirements applying to such events. This shall not preclude exhibition and touring runs by historic or other vehicles, but such runs shall not be timed and the speeds allowed shall not exceed those that would be legal, reasonable, and prudent if the course were a public highway.
 5. Competitors may be given instructional tours of the course with the approval and oversight of the Chief Safety Steward, Chief Steward and Chief Driving Instructor. Media or local celebrities may be given access to the course if they are seated in a passenger seat with the appropriate safety gear on, are belted in, and their "tour" of the course is approved in advance by the Safety Steward, Chief Steward and Chief Driving Instructor.
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5.1. CLASSIFICATION OF EVENTS

Events sanctioned by the SCCA shall be classified according to the persons eligible to take part, the categories of cars eligible to participate, and the awards offered.

5.1.1. SCCA Events

SCCA may grant sanctions to organize various classes of events to be conducted in accordance with the Time Trials Rules.

Performance Driving Experience (PDX) – Level 1 Events

These events shall concentrate on the teaching of safe car handling and performance driving techniques, and shall not be competitive events. SCCA licenses are not required for entrants. TT Participation Log Books are highly recommended for use at PDX events.

Club Trials – Level 2 Events

Club Trials are entry-level competition events and may utilize fixed racing circuits (approved by the National Office) and other temporary courses (airports, large lots, etc.). Typically, Solo classes are utilized, with other classes available in certain areas. Some safety equipment is required for competition. Exposure to hazards is limited by course selection and layout. Some instruction generally accompanies the event. Entrants must be SCCA members and must present a TT Participation Log Book at events.

Track Trials – Level 3 Events

These events utilize fixed racing circuits (approved by the National Office) and other temporary courses (airports, large lots, etc.). More safety equipment is required, such as roll bars, harnesses, driver suits, etc. Novice

instruction is used, but the emphasis is on competition. SCCA memberships, Novice Permits and TT Competition licenses or higher are required.

Hillclimb – Level 4 Events

Safety items are generally similar to Club Racing events, as similar speeds can be achieved. Novice instruction is used if novices are permitted to enter, but some events may restrict entry to TT Competition licenses or higher.

Detailed descriptions of each Level of event are available in the respective section of the TT Rules.

5.1.2. Private Event Definition

A private event is one where no admission charge of any kind is made. Participants' entry fees or other charges to participants are not admission charges. Attendance at private events shall be limited to the following:

- A. Drivers and entrants, plus a nominal crew, whose size may be limited by the Supplementary Regulations, not to exceed a total of six (6), including the driver and entrant.
- B. SCCA members and their guests are required to sign an event waiver.
- C. Any other individual having a specific assigned duty at the event, who holds and has available credentials for the assigned job, plus one guest each.
- D. Minors under twelve (12) years of age are not counted under these limitations.
- E. Advertised non-spectator Time Trials events are considered private events

In addition, the classification of "private event" shall be removed and the appropriate insurance premium for a public event shall be considered due and payable if there is any local newspaper, radio, television, or similar publicity placed by or traceable to the course owner, the organizing region, or a representative of either of them.

5.2. COURSES

Notwithstanding definitions to the contrary, the word 'course' and the word 'circuit' may be used interchangeably in these rules.

5.2.1. The selection of any course for an event shall be subject to the approval of the SCCA. Specifically, the SCCA may:

- A. Limit a course as to the classification of event to be sanctioned there.
- B. Restrict the number of cars which may be started simultaneously or in

total.

- C. Restrict the number of entries which may be accepted for an event or a competition.
- D. Restrict the course to certain classes and categories of cars.
- E. Restrict the course to certain grades of drivers.
- F. Disapprove the course for all SCCA speed events.
- G. Set forth certain areas as "safe" worker areas or restrict areas considered to be "hot".
- H. Designate spectator areas.
- I. Determine eligibility for non-spectator status for Time Trials events at that facility.

5.2.2. Measurement Of Courses

The official length of a course shall be measured along the centerline of the road.

5.3. INSURANCE

5.3.1. Insurance Requirements

All events sanctioned by the SCCA shall be insured for Event Liability and Participant Accident coverage. Event Liability coverage may be provided by the SCCA Master Insurance Plan or an equivalent policy (equivalency to be determined by the SCCA Risk Management Department), if obtained in compliance with the procedures described in paragraph 5.3.5., "Alternative Liability Insurance Procedures for Events." Participant Accident coverage shall be provided by the SCCA Master Plan.

5.3.2. Insurance Availability

The TT Safety Steward shall delay the beginning of the event until he is satisfied that the insurance required under this section is provided.

5.3.3. Coverage And Limits

The minimum coverage and limits for competitive events are available from the National Office upon request.

5.3.4. Increased Limits For Licensed SCCA Members

\$1,000,000 medical reimbursement benefits are provided to licensed SCCA members properly credentialed for an event.

5.3.5. Alternative Liability Insurance Procedures For Events

The organizers and/or promoters of any SCCA-sanctioned event which is to

be insured with liability coverage other than that provided by the current SCCA Master Insurance Plan shall adhere to the following:

- A. A fully worded and certified Liability Policy (or policies) of insurance equivalent to the requirements set forth in Section 5.3.3 above shall be forwarded to the SCCA Risk Management Department so that receipt of the Liability Policy (or policies) will occur not less than twenty (20) days prior to the scheduled commencement of the event to be insured by such Liability Policy (or policies). The Risk Management Department in its sole discretion, shall determine whether the Policy is equivalent and acceptable.

- B. If such fully worded and certified Liability Policy (or policies) is not received by a date twenty (20) days prior to the scheduled commencement of the event to be insured, the Risk Management Department shall have the right, but not the obligation, to cause the event to be insured for liability under the current SCCA Event Insurance Plan. Certificates evidencing such coverage and a billing for the appropriate premium charge therefore shall be sent to the event organizers and promoters. In case the premium charge is unpaid by a date fourteen (14) days prior to the scheduled commencement of the event, the Risk Management Department shall cause the event to be canceled.

5.4. SANCTIONS

An SCCA sanctioned event may be organized by:

- A. The SCCA.
- B. An SCCA Region(s).

5.4.1. Required Approval

The names or emblem of the SCCA shall be associated only with events sanctioned by SCCA. Organizers shall not distribute Entry Forms or Supplementary Regulations for an SCCA event prior to obtaining an SCCA sanction.

5.4.2. Application For SCCA Sanction

Every application for SCCA Sanction shall be submitted on the current Official Form, and shall be accompanied by the appropriate sanction fee, a draft of the Entry Form, Supplementary Regulations, and the Schedule of Events. Applications shall be submitted for approval forty five (45) days prior to the scheduled date of the event and shall state:

- A. The name, official position held, address and contact information of the requestor.

- B. The name, address and contact information of the Chief Registrar of the event.

- C. The nature and classification of the event for which a sanction is requested.
- D. The date and place of the proposed event.

5.4.3. Sanction Procedures

The sanction is the documentary authority, granted by SCCA, to organize and hold a competition. A Sanction Number and document will be issued, within five (5) working days, when all requirements listed below have been met and the application approved. Sanction Numbers will be issued via e-mail and application submission should be planned accordingly.

- A. The event must be listed on the official SCCA calendar. To be considered a firm date request, it is recommended that the region's request be confirmed in writing by the circuit owner/manager.
- B. The course must be approved by the SCCA.
- C. Sanction fees payable to the SCCA must accompany the Sanction Application.
- D. Upon approval of the Application, the National Office will promptly assign a Sanction Number and issue a formal Sanction document to the organizers of the event. (See Section 5.1.1.)
- E. There shall be no refunds of Sanction fees unless notice of cancellation is received by the National Office at least fifteen (15) days prior to the event.
- F. The organizing region will send the Observer Report, Official Time Trial Event Results to the National Office within ten (10) days of the event.

5.4.4. Application for Event on Unapproved Course (Pending)

In the case of an Application for Sanction to conduct an event at a course which is not already approved by the SCCA (see 5.2.), application shall be submitted at least two (2) months before the proposed event and shall be accompanied by a full description of the course and facilities, including a scale map.

5.4.5. Late Fee

A late fee of fifty (50) percent of the sanction fee shall be charged on all sanctions postmarked after the applicable deadline, unless prior arrangements have been made and approved by the National Office Sanction Administrator.

5.5. OFFICIAL SCHEDULE

5.5.1. The official schedule for an event shall contain the following information:

- A. A conspicuous announcement: "Held under the SCCA Time Trials Rules."
- B. The event sanction number.
- C. The name of the organizer (Region).
- D. Name, location, and date of the event.
- E. Schedule of planned competitions.
- F. Classes of cars and groupings.
- G. The names of the TT Chief Steward, TT Safety Steward, TT Chief Driving Instructor and Chief Registrar.
- H. The names of additional principal Officials.

5.6. SUPPLEMENTARY REGULATIONS

5.6.1. The Supplementary Regulations shall establish for competitors and officials the specific conditions for an event. The SCCA Club Racing Manager must approve all regulations different than those of the Time Trials Rules prior to a Sanction being issued. They shall contain the following information:

- A. The name, location, dates, nature, and classification 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 address of the organizers.
- E. The names of the TT Chief Steward and Chief Registrar.
- F. A complete description of the proposed event, including the length of individual competitions, and the classes of cars eligible.
- G. Times of any mandatory meetings, such as Novice, Driver's, Officials, etc.
- H. Times and locations of activities, inspections, and competitions.

- I. The name and address of the Registrar or other person to whom the entry is to be sent, closing date for receipt of entries, and amount of entry fee.
- J. The manner of determining results and awarding trophies and prizes.
- K. All other information necessary for the proper conduct of the event, not already included in the Time Trials Rules.

5.6.2. Changes To The Supplementary Regulations

No changes shall be made to the Supplementary Regulations, except for the schedule, event officials and/or class groupings, after the beginning of the period for receiving entries unless unanimous agreement is given by all affected competitors already entered, or the TT Chief Steward so decides for reasons of safety or forces beyond their control. All schedule changes shall be approved by the TT Chief Steward. Changes of event officials must be submitted to the Time Trials Divisional Program Manager who will then notify the National office.

5.7. ENTRY FORMS

5.7.1. Entry Forms shall contain the following:

- A. Spaces for full names, addresses, membership numbers, and license numbers of entrants and drivers, and for driver's Region of Record
- B. Space for full description of cars to be entered.
- C. An announcement: "Held under the SCCA Time Trials Rules."
- D. Spaces for signatures 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 TTR, persons to be notified in case of accident.
- E. The Sanction Number assigned to the event.
- F. Emergency contact information must be included with the entry.
- G. Any other information required for the clarification of all other details of the event.

5.8. ENTRIES

An entry made and accepted in accordance with the TTR and the Supplementary Regulations shall constitute a contract binding an entrant to take part in the competition entered unless prevented by forces beyond his or her control. The organizers shall comply with the conditions of entry,

provided that the entrant has made every effort to take part in the competition. A breach of such contract may be treated as a breach of the TTR.

An entry is considered official and a competitor is considered entered in an event when:

- A. A signed, completed, and official entry blank has been submitted and received by the organizers (subject to subsequent refusal per section 5.8.1).
- B. The entry fee has been paid and received by the organizers.
- C. All fines due and payable to SCCA must have been paid.
- D. Dual entry is permitted under a single sanction number. Separate entry forms and fees are required for each class entered. Only one (1) Vehicle Logbook is required, but shall contain pictures of each configuration.

5.8.1. Refusal Of 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 address given on the Entry Form as soon as possible.

5.8.2. Falsification Of Entry

An entry which contains a false or incorrect statement may be determined to be null and void by the Time Trials Chief Steward or other First Court. The entrant may be deemed guilty of a breach of the TTR, the entry fee may be forfeited, and further penalties may be imposed.

5.8.3. Withdrawal (Scratch) Of Entry

An entry may be withdrawn without penalty if the withdrawal is made prior to the entry deadline date. In such cases, the organizers shall return the entry fee. For withdrawals after the entry deadline, return of all or part of the entry fee is at the organizers' discretion.

5.9. SUBMISSION TO RULES

5.9.1. Every person, body, group of persons, region of the SCCA, or organizer who applies for and is granted an SCCA sanction to conduct an event, or any person who applies for an SCCA license shall be deemed to have agreed to the following and so acknowledge in writing upon request:

- A. He or she is familiar with the Time Trials Rules.
- B. He or she agrees without reservation to the consequences resulting

from the TT Rules.

- C. He or she renounces the right to have recourse, except with the written consent of the SCCA, to any arbitrator or tribunal not provided for in the TT Rules.

5.10. WAIVERS

All participants (entrants, drivers, crew, workers, and guests receiving passes) shall sign the SCCA Participants Agreement (waiver of liability) prior to receiving credentials (passes).

5.11. ENTRY LIST

It is recommended the event organizers make the official list of competitors available to all entrants at no charge as early as possible prior to the commencement of the event.

5.12. RESULTS

The organizing region will send Official Race Results to the National Office within ten (10) days of the event.

5.13. AWARDS

Awards at Time Trials events are at the sole discretion of the event organizer.

5.14. 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
- B. The TT Chief Steward and TT 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. Cancellation. 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 shall be prorated by time offered and a reasonable portion of the entry fee shall be returned.

5.15. FLAGGING AND COMMUNICATIONS

5.15.1. General Organization

The Flagging and Communications Chief shall be responsible for the establishment and operation of the Flagging and Communications organization at each SCCA speed event. The purpose of this organization shall be to provide safe course control by:

- A. Informing the Chief Steward and other Officials, through the communication network, of the condition of the course and the competing cars, and of any situation requiring decisions and/or action by the Race Officials;
- B. Relaying information and instructions from the Chief Steward to the persons operating the various emergency vehicles and equipment around the course as well as to the race drivers and turn personnel;
- C. Undertaking emergency action needed to protect the lives and property of drivers, workers, or spectators in the event of an accident;
- D. Maintaining a clear course.

5.15.2. Central Control Station

The Communications Chief shall have charge of the Central Control Station where all communications affecting the control of the event are carried out. The Central Control Station shall maintain immediate liaison with the Chief Steward and all corner stations.

5.15.3. Corner Stations

- A. Number - There shall be 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. Location - Each corner station shall be located in accordance with the following considerations: The flagmen to have a clear view of the area to be covered; maximum visibility of the flagmen to the oncoming drivers; maximum protection for the corner station crew from out of control automobiles.
- C. Personnel - Each corner station shall be staffed with a minimum of two (2) unless otherwise approved by the TT Safety Steward for the event. Personnel should be properly dressed while on station. This means no shorts, tank tops, halter tops, beach wear, etc. while the track is "hot". It is highly recommended that any person on station acting as a first responder should be wearing long sleeves and pants of at least 100% cotton material for personal safety reasons.
- D. Equipment - 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 red flag. Flags and their meaning is discussed in the TTR Section 4.5.3 - Flags
3. One dry chemical type fire extinguisher of at least 10 pound size although two (2) 10 pound extinguishers are recommended at all events. Any events where vehicles are running fuels that are primarily alcohol based (greater than 50% by volume) a minimum of two (2) water or foam extinguisher of the proper type are also required. The grid area shall be equipped with the same number and type of fire extinguishers as the corner stations for all events (it is highly recommended that the number of water/foam extinguishers for grid be doubled when alcohol fueled cars are participating).
4. Broom (push type) and absorbent materials (e.g. – grease sweep, oil dry, etc.).
5. If a start/finish station is used, this station shall also have a green flag, a checkered flag, and a black flag.

5.16. EMERGENCY SERVICES - MEDICAL AND FIRE SAFETY

5.16.1. Purpose

- A. To establish equipment and personnel needed to effect 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.
- B. Medical personnel on site need to be familiar with local, state, and federal regulations for accident and medical emergencies.

5.16.2. EMERGENCY SERVICES PERSONNEL AND EQUIPMENT

5.16.2.1. Medical Personnel and Ambulance

The following minimums apply:

- A. There shall be a BLS (Basic Life Support) Unit on site staffed by at least two certified caregivers, one of whom must be an EMT at minimum.
- B. Medical personnel shall report to the TT Safety Steward for the event.
- C. It is recommended the initial medical response, which may be an ambulance, occur within two (2) minutes.

5.16.2.2 Course Response Vehicle

- A. There shall be at least one (1) course response vehicle which shall be equipped as specified in C. below. It is recommended the vehicle be stationed so it can reach any point on the racing surface within two

(2) minutes at a speed not to exceed fifty (50) mph. The course response vehicle **MUST** be manned whenever the track is "hot" in order to facilitate a rapid response to any on track incident.

- B. There shall be at least one (1) 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 race car.
- C. 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. Any event where vehicles are running fuels that are primarily alcohol based (greater than 50% by volume) a minimum of four water and/or foam extinguishers of the proper type are required in addition to the combination. There shall also be at least one person assigned to each response vehicle that is trained in fighting alcohol fuel fires.
- D. Course Response personnel shall report to the TT Safety Steward unless there is a Chief of Emergency Services assigned.

5.16.2.3. Wrecker

- A. There shall be one (1) wrecker or equivalent which shall be capable of lifting or removing any race car from the event. The wrecker may also serve as a fire truck if equipped as specified in 5.16.2.2.
- B. There shall be at least one (1) person assigned to a wrecker who is trained to use the equipment.
- C. Wrecker personnel shall report to the TT Safety Steward unless there is a Chief of Emergency Services assigned.

5.16.3.1. Telephone

There shall be an operating telephone or radio readily available to the Chief Steward and Chief Safety Steward which can contact community emergency services and hospitals.

5.16.3.2. Other Recommended Equipment

It is recommended that the following items be immediately available to the Response Truck Crew:

1. Sharp knife
2. Bolt cutters, 3 foot
3. 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: vice grip pliers, hammer (5 lb), small pry bar,

screwdrivers (flat head and Phillips), chisel, tin shears, hack saw and blades, adjustable crescent wrenches (large and small).

8. Oil dry compound

The equipment should be carried on the response vehicle, wrecker or MERV (Multiple Emergency Response Vehicle).

If a power compound rescue tool and trained operator is available locally through Fire or EMS services, it does not have to be located at the event site.

Comparable equipment may be substituted with the advance approval of the TT Chief Steward and TT Safety Steward.

5.16.4. Operating Rules

5.16.4.1. Emergency Plan

The TT Safety Steward shall, before allowing the commencement of the event, verify that an emergency plan is in place. A copy of the emergency plan should be on file with the National Office.

5.16.4.2. Briefing

The TT Safety Steward shall meet with the Medical Crew to confirm duties, duty stations, equipment, race circuit characteristics, vehicles, and other protocol.

5.16.4.3. Dispatching

The dispatching of emergency vehicles on the track shall be authorized by the Chief Steward. Dispatching procedures shall be agreed on in advance by the Chief Steward, Safety Steward and emergency response personnel.

5.16.4.4. Hospital Arrangements

- A. The Medical Crew (crew staffing the on-site ambulance) shall establish a primary route to the primary and secondary hospital prior to an event.
- B. The Event Organizer shall confirm the availability of hospital staff and facilities.

5.16.4.5. Identification of Personnel

Emergency services personnel should be readily identifiable by some means other than the usual passes (e.g., vest, arm bands, jackets).

5.16.4.6. Start of Race

All emergency vehicles shall be equipped and staffed at all times while race cars are on course.

5.16.4.7. Suspension of Racing

Racing shall be suspended if the personnel specified in 5.16.2.1. and 5.16.2.2., or the equipment specified in 5.16.3.1 and 5.16.3.2, are no longer on the premises or are unable to perform their assigned duties.

5.17. SCHEDULING

Scheduling of Time Trials events within each Division should be handled by methods determined by the TT Divisional Program Manager. Care should be taken to coordinate with the Club Racing Divisional Scheduling Representative. Interdivisional Time Trials events shall be coordinated by the applicable TT Divisional Program Manager.

7.1. LICENSE GRADES

7.1.1. Time Trials Competition

- A. TT Novice permit
- B. TT Competition license
- C. TT Participation Log Book (for PDX and Club Trials)
- D. Minor (See 7.7.)

7.2. PARTICIPATION REQUIREMENTS

A competition license holder shall participate in the minimum number of SCCA races specified for his or her grade of license.

7.3. MEDICAL REQUIREMENTS

- 1. Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A current physical examination form must be submitted every five (5) years for applicant's ages 16-35; every two (2) years for applicants ages 36-59; and every year for applicants age sixty plus (60+). A member shall maintain continuous membership and license for physical examination form to be valid.
- 2. Medical forms are available from regions, the SCCA website and from the National Office.
- 3. Those with a possible history of cardiac abnormality may obtain a license only with the consent of the Medical Review Board, through the National Office.
- 4. A Novice Permit may be issued to an applicant who has diabetes that

requires insulin, provided the Medical Review Board approves. Existing licenses may be renewed subject to normal renewal requirements and approval by the Medical Review Board, through the National Office.

7.4. NOVICE PERMITS

TT Novice permits will be issued by the SCCA National Office or SCCA regions to enable student drivers to obtain the training and experience needed for TT Competition Licenses. Applicants under the age of 18 must apply directly to SCCA Central licensing.

7.4.1. Novice Permit Upgrades

TT Novice permit holders must complete three Track Trials (Level 3) or Hillclimb (Level 4) events with a satisfactory rating by the TT Driving Instructor of the event. Once these are completed, they may apply to the National Office for an upgrade to a TT Competition license. Documented PDX and/or Club Trials experience (Participation Log Book) may be used as a consideration for the upgrade.

7.4.2. Applicants with Prior Racing Experience

The TT Divisional Program Manager may waive all or part of the requirements for drivers with prior racing experience. Participants with a Regional Competition license, its equivalent, or higher, may use that license and do not need to obtain a Time Trials license. A valid Rally America license may be used in place of a TT Novice License; these drivers will retain novice status until obtaining a TT Competition License. All participants in Track Trials (Level 3) or Hillclimb (Level 4) events must have a current SCCA membership.

7.4.3. Racing on a TT Novice Permit

The holder of a TT Novice Permit shall:

- A. Participate in three Time Trials events and obtain the signature of the TT Chief Driving Instructor of the events attesting to satisfactory performance. Novice Permits may not be renewed or reissued for a third consecutive year.
- B. Obtain a physical and submit the Physical form to the TT Divisional Program Manager (who will then forward the original form to the National Office and keep one copy on file) within 6 months of the issue date listed on the Novice Permit. Failure to have a completed Physical form on file by the prescribed date will render the Novice Permit void until such time as the form is received by SCCA.

7.4.4. Revocation

A TT Novice Permit may be revoked by the TT Divisional Program Manager, appointed by the SCCA for his division of record, upon recommendation of the TT Chief Safety Steward or Chief Driving Instructor of an event.

7.5. TT COMPETITION LICENSE REQUIREMENTS

Holders of TT Novice Permits who are current SCCA Regular, or Spouse members in good standing and who have satisfactorily completed the event requirements in 7.4.3 must apply for upgrade to the National Office.

7.5.1. TT Novice Permit as Temporary License

Should a TT Novice licensee choose to attend a restricted TT event (not approved for novices) after fulfilling the requirements for upgrade, they should contact the TT Divisional Program Manager to make arrangements to inform the registrar of the event in question of the current license status.

7.5.2. Renewal of TT Competition License

Renewal forms will be mailed automatically. TT Competition License holders may apply for renewal by submitting to the National Office:

- A. Completed renewal application with a record of completing at least two (2) events during the preceding twenty four (24) months.
- B. A completed Medical form. (See 7.3.)
- C. The appropriate license fee payable to SCCA.

7.5.3. Applicants with Prior Documented Experience

Participation requirements for issuance or renewal of a TT Competition License may be waived in total or in part only by the TT Divisional Program Manager or SCCA Club Racing Manager.

7.6. OTHER COMPETITION LICENSES - Accepted for Time Trials Events.

The following competition licenses are accepted for Time Trials events, SCCA Professional, National, Regional, Vintage and Novice. Also accepted are Canadian ASN and Canada FIA licenses. Other types of competition licenses may be accepted per Supplemental Regulations. Any of the accepted competition licenses must meet the eligibility requirements in 7.6.1.

7.6.1 Eligibility

Entrants with other types of accepted competition licenses must be current SCCA Regular, Spouse or First Gear members in good standing and shall have completed the minimum number of events required for the applicable competition license during the license year.

7.7. LICENSING OF MINORS

No one under sixteen (16) years of age may be issued a Novice Permit or Competition License.

7.7.1. Age of Licensing

The age of licensing is determined by state law but is typically 16 years of

age. Certain states may impose higher age limits and all license applicants must be of the age of licensing for the state they are residing in.

7.10. PROBATION LETTER HOLDERS

1. All SCCA probation letter holders shall present the letter at registration to the Chief Steward.

7.11. TIME TRIALS OFFICIALS' LICENSING SPECIALTIES

1. TT Volunteer
2. TT Driving Instructor
3. TT Chief Steward
4. TT Safety Steward
5. TT Tech Inspector
6. TT Course Inspector

The apprentice grade of any of the above licenses may be issued by any current Regional Executive or anyone holding a Specialist grade license in the category to be issued.

7.11.1. Time Trials Officials License Levels

- A. Apprentice
- B. Official
- C. Specialist

Please note that in Time Trials, these designations are awarded upon demonstration of ability and experience first, with amount of participation as a lesser consideration. The Apprentice grade shall be used for those in training and unless expressly stated within the TTR shall have an Official license holder of the same speciality onsite. Official licensees are those who demonstrate competent service and have completed an acceptable Apprentice period. The Specialist grade will designate those who are capable of taking on leadership positions. Specialists will be responsible for training new Apprentices, and will be those who are eligible for Divisional leadership positions.

7.11.2. Time Trials Officials License Upgrade Guidelines

The following participation guidelines are recommended for license upgrades.

1. License upgrades (except TT Safety Steward or TT Course Inspector) from Apprentice to Official may be obtained upon successful completion of 3 Time Trials events (in any combination) at the Apprentice grade. It is highly recommended that if possible, 2 of the 3 events should be Club Trials (Level 2) or higher.
2. TT Safety Steward or TT Course Inspector licenses may only be upgraded to Official licenses after completing an SCCA approved safety seminar and successful completion of 4 Time Trials events (in

any combination) at the apprentice grade. It is highly recommended that if possible, 3 of the 4 events should be Track Trials (Level 3) or higher.

3. Successful completion of Apprentice grade event participation shall be documented and submitted with the license upgrade application. Documentation shall include the date, location, sanction number, specialty worked and signature of the specialty Official.
4. All license upgrades from Apprentice to Official shall be submitted to the TT Divisional Program Manager for approval.
5. The TT Divisional Program Manager shall endorse all approved licenses for upgrade to the Official grade of license being applied for.
6. All license upgrades to Official approved by the TT Divisional Program Manager, must be submitted to the Club Racing Manager for final review and approval prior to license issue.
7. License upgrades from Official to Specialist may be obtained upon completion of 7 Time Trials events (in any combination) at the Official grade. It is highly recommended that if possible, 2 of the events should be Club Trials (Level 2) and 4 of the events should be Track Trials (Level 3) or higher.
8. License upgrades from Official to Specialist grade of any TT license must be submitted to and approved by the Time Trials Administrative Council after being approved by the TT Divisional Program Manager and before being submitted to the Club Racing Manager for final review and approval prior to issue.

8.1. OFFICIALS

The staff of principal officials, whose duty it shall be to direct the control of the event may include:

- TT Chief Steward
- TT Safety Steward
- Event Chairman
- TT Worker Chief
- Chief of Timing
- TT Chief Technical and Safety Inspector (Scrutineer)
- TT Chief Driving Instructor
- Chief Registrar
- Chief Sound Control

They shall be termed "Officials" and may have assistants also termed "Officials," to whom any of their duties may be delegated. Any worker is considered an official. When a Time Trials event is held in conjunction with a Club Race event, all event officials may be those of the Club Race event.

8.2. RACE OFFICIAL LICENSES

It is required that all Officials under SCCA control at all SCCA sanctioned Time Trials events shall either be licensed in the specialty or hold a logbook in the specialty, except medical personnel and workers in "safe" areas as listed below. These licenses are to be checked at Registration (preferred) or by the Chief of the Specialty at each event.

8.2.1. Official Membership Requirements

- A. The Divisional Time Trials Safety Steward shall have the authority to determine if a work area is classified as "safe" as to allow non-members to be utilized. In the absence of the Divisional TTSS, the event TT Safety Steward, TT Chief Steward, and Event Chairman may deem an area "safe" through unanimous agreement. Any areas not deemed safe by one of the above methods shall default to "hazardous" status and be thereby restricted to SCCA members only.

8.2.2. Minimum Grade of License listed for each level in Section 7.11.

If licensed Time Trials Officials are not available, Club Racing Official Licensees may be substituted. This is intended to allow Regions or Divisions a way to start new programs.

8.3. REQUIRED OFFICIALS

At every event there shall be a TT Chief Steward, TT Safety Steward, and TT Chief Technical and Safety Inspector, in addition to other officials as necessary. Additionally, a TT Chief Driving Instructor must be present at any event where novices are participating.

8.4. RIGHT TO SUPERVISION

The SCCA Club Racing Department reserves the right to designate a qualified person to evaluate any competition.

8.5. APPOINTMENT

8.5.1. SCCA Time Trials Events

All Officials shall be appointed by the Region conducting the event, subject to approval by the Time Trials Divisional Program Manager, or the TT Safety Steward of the Division for TT Safety Steward positions.

8.6. CONDUCT

8.6.1. Standards of Behavior

Every Official shall conduct himself or herself according to the highest standards of behavior. Failure to do so may result in loss of official appointment for the event, or other penalty as determined by the Club Racing Manager.

8.6.2. Loss of License

Any license holder (whose actions are deemed by the SCCA Time Trials Administrative Council to be contrary to the best interest of SCCA) may have his or her license revoked, either for a period specified by the Time Trials Administrative Council, or permanently. This action is appealable to the Board of Directors.

8.7. PLURALITY OF DUTIES

The same person may hold more than one official position. The TT Safety Steward and TT Chief Driving Instructor shall have no plurality of duties.

8.8. POWERS OF THE SOM – Optional

All powers of the SOM shall fall to the TT Chief Steward when this option is used by the event organizers. All Club Race Steward protocols should be followed if the event organizer chooses to utilize an SOM and all related stewards. In the event of a protest, the SOM shall appoint three individuals to hear, discuss, and rule on the protest. These individuals shall have no material interest in the involved parties or in the outcome of the protest.

8.9. TIME TRIALS CHIEF STEWARD

The TT Chief Steward is the executive responsible for the general conduct of the event in accordance with the TTR and the Supplementary Regulations. In the event of a protest, the Chief Steward shall appoint three individuals to hear, discuss, and rule on the protest. These individuals shall have no material interest in the involved parties or in the outcome of the protest.

8.10. EVENT CHAIRMAN

8.10.1. The Event Chairman shall be responsible for the organization of an event. Specifically, he or she shall:

Arrange the required equipment and facilities in accordance with Section 5.16., Emergency Service, Medical, Fire, and Safety.

8.11. CHIEF STARTER - Optional

The Chief Starter shall operate directly under the supervision of the TT Chief Steward. The Chief Starter gives directions to competing drivers by flag, hand, and body signals prescribed by the GCR with respect to starting, suspending, and ending a race.

8.12. COURSE CHIEF - Optional

The Course Chief shall be responsible for final preparation and maintenance of the course and other related duties assigned to them by the Chief of Emergency Services in conjunction with the TT Safety Steward and TT Chief

Steward.

8.13. WORKER CHIEF

The Worker Chief shall be 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 Chief Steward to assign a person to the Control station.

8.14. COMMUNICATIONS CHIEF - Optional

The Communications Chief shall be responsible for the establishment and operation of the communications system, which shall include all corner stations and a central control.

8.15. CHIEF OF TIMING

8.15.1 The Chief Timer and Scorer shall be responsible for the accurate timing and scoring of the event in accordance with the TTR (for non-passing events, lap charts are waived). Specifically, he or she shall:

- A. Recruit, train, assign and supervise qualified personnel to time and score the event.
- B. Furnish the Chief Steward, Chief Driving Instructor and Event Chair any times and results that they may request.
- C. Maintain records of official times and lap charts for all competing cars.
- D. Compile and publish the Official Results of all competitions, submit copies of completed Official Results to the Event Chairman for distribution to the TT Chief Steward, the organizers, and the SCCA, and submit complete Official Results within ten (10) days to the Divisional Points Keeper.
- E. At spectator events, work closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.

8.16. CHIEF TIME TRIALS TECHNICAL AND SAFETY INSPECTOR

8.16.1. The Chief TT Technical and Safety Inspector shall ascertain that the cars comply with the TTR, GCR, Specification Books, and Supplementary Regulations. Specifically, he or she shall:

- A. Approve cars that comply with all safety regulations. This area should be emphasized over compliance with class specifications. This is to say that the Inspector may report a car that does not meet the

specifications of the class if they notice the situation, but they are to be primarily concerned about the car meeting the safety regulations.

- B. Conduct inspections of cars at the request of the TT Safety Steward, TT Chief Driving Instructor or TT Chief Steward.
- C. Report to the TT Chief Steward any cars that he or she finds do not conform with requirements of the TTR and/or the appropriate GCR or Solo Specification Books.

8.17. CHIEF of EMERGENCY SERVICES - Optional

The Chief of Emergency Services shall be responsible, in conjunction with the TT Safety Steward and TT Chief Steward for staffing and equipping the medical organization in accordance with Section 5.16. - Emergency Services.

8.18. TT CHIEF DRIVING INSTRUCTOR

The TT Chief Driving Instructors shall observe all novice participants at several locations throughout an event when possible. The TT Chief Driving Instructor shall record all incidents that involve novices, and at the conclusion of each competition, shall give the TT Divisional Program Manager a written report of all incidents. This will help determine eligibility for upgrades from novice to full licenses. Additionally, the TT Chief Driving Instructor shall arrange for a Novice Orientation at each event. This may be done as a classroom session (or multiple sessions) or a course tour. All novices present at an event must be present for this Orientation unless excused by the TT Chief Steward.

8.19. PRESS OFFICER - Optional

The Press Officer advises the Officials on press information and acts as liaison with the promoter's press director, if any. Chief Officials and SOM shall cooperate with the Press Officer in carrying out his or her responsibility to apprise the press on matters of public interest.

8.20. CHIEF REGISTRAR

The Chief Registrar shall be responsible for accepting, certifying, and processing all entries and credentials for drivers, crew, and Officials and the posting of all required signs/placards in the registration area.

8.21. TIME TRIALS SAFETY STEWARD (TTSS)

8.21.1 TTSS Responsibilities:

- 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.
- D. During the event, to report to the Chief Steward any hazards which require further investigation or action.
- E. To perform safety related duties as delegated by the Chief Steward.
- F. To ensure the presence of appropriate Emergency Services personnel and equipment at all times while the event is underway.
- G. Take appropriate measures to ensure adequate crowd control. Deputy TT 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.
- H. Determine areas of restricted personnel because of safety concerns. If available, this should be done in cooperation with the TT Safety Steward of the Division, or with a TT Course Inspector, if present.
- I. 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.
- J. Personally examine the insurance and sanction paperwork prior to the start of the event.
- K. Conduct a meeting of course workers, crowd control personnel, and Deputy TT Safety Stewards prior to the actual start of the event.
- L. 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.

A visiting TT Safety Steward shall have the responsibility of notifying the Event TT Safety Steward of any safety concerns, and this notification shall serve as informational only. A visiting TTSS has no authority to overrule or negate decisions of the Event TTSS, unless the visiting TTSS is the TTSS of the Division, and then this authority should only be used as a last resort.

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

1. Advise the TT Chief Steward of the infraction and request the situation be remedied before the next car runs.
2. If step one fails to resolve the situation, inform the Chief Steward that the event is shut down until the problem is corrected.
3. If steps above do not result in correction, inform the Chief Steward and Event Chairman in writing (via a Memorandum of Record) that the event insurance is suspended until the problem is corrected, and that they personally will be held legally liable for any further event operation. All workers and participants should be verbally notified of the situation by whatever means are available. Copies of the Memorandum of Record should be sent to the TTSS of the Division and to the Time Trials Administrative Council for review.
4. If steps 1-3 fail to result in corrective action, phone SCCA Insurance and cancel the event for safety reasons. PLEASE NOTE, THIS STEP IS IRREVERSABLE.

While the event TTSS 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 Chairpersons and Chief Stewards 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.

8.22. SOUND CONTROL CHIEF

8.22.1. The Sound Control Chief shall be responsible for monitoring racing vehicles at events where sound control limits are required by the facility being used. Sound readings will be taken in accordance with the SCCA Sound Control Manual. Specifically, he or she shall:

- A. Review or establish sound meter monitoring location.
- B. Establish how reading(s) shall be made.
- C. Advise the TT Chief Steward of the readings.
- D. Submit post-race reports to the TT Chief Steward.
- E. Monitor weather and ambient conditions throughout the day.

9.2. FULL INSPECTION

9.2.1. The points covered at Technical and Safety Inspection shall be:

- A. Eligibility for class entered - compliance with the TTR and GCR and/or Solo Specification Books. Each car shall have a complete and up to date logbook. (See 10.3., Vehicle Logbook)
- B. Appearance suitable for competition.
- C. Appearance neat and clean. Specifically, cars showing excessive damage, structural rust, or that do not bear the prescribed identification marks shall not be approved for competition.
- D. Tires - 120 mph rated or better unless otherwise specified or controlled and not showing cord at any part of the tire.
- E. Brakes - Shall be pedal operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited.
- F. Body Panels Shall be securely mounted. Fender skirts and hub caps shall be removed.
- G. Exhaust System - Shall be directed away from the body and shall terminate at or behind a point which is equidistant from the front and rear hubs.
- H. Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive (more than one spring must be used for redundancy).
- I. Suspension and Steering - Shall be of suitable design and in good working order.
- J. Leakage and Caps - There shall be no visible fluid leaks. Monza (flip top) gas caps are prohibited.
- K. Lights - Brake lights on cars so equipped and taillights on Formula cars shall operate properly.
- L. Seats - the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. It is highly recommended that the driver's seat be replaced with a one-piece bucket type race seat meeting and include an upper brace if non-FIA homologated.
- M. Seat Belts and Shoulder Harness - Shall conform Time Trials rules as listed in section 10.20.7 and Section 12.

- N. Tonneau Covers and Boot Covers - Shall be removed.
- O. Firewall and Floor - Shall comply with Section 10.18.
- P. Mirrors - Shall provide driver visibility to the rear of both sides of the car.
- Q. Driver Safety Equipment shall comply with Section 10.20., Driver Safety Equipment. The scrutineer performing the inspection shall affix a dated, non-removable sticker or decal to helmets (if available) that comply with Section 10.20.2.
- R. Holding Tanks - Oil holding tanks and engine transmission breathers shall comply with Section 10.23., Oil Holding Tank and Breathers.
- S. Wood rim steering wheels are prohibited.
- T. The driver shall not be exposed to header tanks or unshielded fuel and water lines. "Aeroquip" lines are considered to be shielded lines.
- U. Windows shall be clear or uncolored. Officials may require the replacement of windshields that are considered a safety hazard.
- V. Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, CSR, DSR, S2000, FA and Hillclimb Specials where it is allowed.
- W. The mounts for video/photographic cameras shall be of a safe and secure design and are subject to approval by the Chief Tech and Safety Inspector. Helmet mounted cameras may be approved on an individual basis.
- X. Cool suits are allowed in all classes. Water tank mounts shall be of a safe and secure design.
- Y. Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.
- Z. On all carburetors, (except SU, C and D Sports racers with motorcycle-type carburetors and Formula 500 Mikuni VM38) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting.

9.3. IMPOUND - Optional

It is recommended that there be at least one (1) nominal ten (10) pound dry chemical agent capacity, minimum UL 60 BC or ABC rated, CO2 or

equivalent Halon fire extinguisher present in the impound area.

10.1. CLASSIFICATIONS

The Time Trials program shall use a class structure which will maximize participation potential and enhance local competition. This allows each local series to tailor its classes to suit, so long as the following minimum requirements are met:

- All classes listed in the current GCR (both National and Regional) must be accommodated. This rule is to allow a place to compete for any car prepared to a GCR class but does not restrict classes from being consolidated because of limited participation.
- It is strongly recommended that the Solo Street Prepared and Street Mod class cars are accommodated, provided that they have the required Time Trials safety equipment.
- SCCA Vintage-legal cars will also be eligible for Time Trials. These cars may be prepared to current SCCA Vintage rules, and the burden of proof of legality shall fall to the competitor.
- Other classes may be adopted locally as needed, so long as safety requirements are met. These classes may include Specials, Rally, Legends, or other classes. All such classes will be listed in the Supplemental Regulations for the series or event.

10.1.2. HOMOLOGATION REQUIREMENTS

Except for composite chassis construction, homologation is waived for Time Trials events, provided the car meets roll-structure requirements as set forth in Section 11 for the class of car. If the car does not meet roll structure requirements as listed and is not homologated, a special exception must be obtained from the Club Racing Technical Services department at the SCCA National office. If special permission is obtained, the driver **MUST** be in possession of a written copy, and present it upon request of an Official at any time during the event. A log book shall **NOT** be sufficient proof of this exception, only a letter (or copy of the letter) showing the signature of a staff member of the SCCA National Office. Homologation requirements documentation can be obtained from the Club Racing Manager at the SCCA National Office.

10.2. GENERAL PROVISIONS

To compete in an SCCA sanctioned event, all cars shall comply with the requirements of the Time Trials Rules and of the specifications for their category and class. If these General Provisions and Specific Provisions for a

category/class shall conflict, the specific category/class provisions shall take precedence. In Time Trials events, the Time Trials Rules for preparation shall have preference over the GCR in case of conflict.

10.3. VEHICLE LOGBOOKS

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

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

2. Only one Logbook shall be issued for each vehicle (other than as a continuation of the original or replacement). When a continuation logbook is issued the original issuance date of the logbook shall be written on the front page of the continuation logbook. (It is not necessary to present all old logbooks for issuance of annual inspection stamp or a tech sticker.) The possession of two Logbooks for one vehicle shall be deemed a breach of the rules and may be penalized.
3. A complete description of the vehicle, its safety roll bar/roll cage, and the required photographs shall be entered in the places provided. All changes of ownership of the vehicle shall be recorded as provided.
4. ASN Canada FIA Vehicle History Logbooks shall be accepted at all SCCA events.
5. The Vehicle Logbook may be issued by a licensed TT Technical Inspector or Club Racing Scrutineer, who shall also complete the required vehicle information in the front and back of the Logbook. He or she shall conduct a thorough inspection of the vehicle, as provided in Section 9., Technical and Safety Inspection. The logbook issue date is the date of registration. When a car receives a Time Trials logbook, it should be clearly noted what Level the roll structure is approved for.
6. Identity Numbers:
 - A. Each vehicle shall have an identity number corresponding to that of its logbook permanently stamped on its roll bar.
 - B. The first two letters shall digit(s) corresponding to the issuing Division's region's identity number shall be separated from the balance of the numbers (3 digits +) by a dash (-). It is highly recommended that the serial number be followed by another dash

and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes. This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).

- C. The car numbering system, beginning with (001), shall be issued consecutively as the vehicles are registered via the Time Trials Divisional Program Manager or Club Racing Manager during a thorough inspection.
7. All Formula and Sports Racing Cars registered after January 1, 1983 are required to be Homologated by SCCA and issued a Certificate of Approval.
8. At each event, this Logbook and the Homologation Certificate (for cars required by these rules to have one) shall be presented at Technical Inspection with the signature of the driver/entrant for that event in the space provided. During Technical Inspection all deviations regarding both safety and legality shall be noted by the Technical Inspector. If a waiver for the event is permitted, by the Chief Steward or his/her designated representative, the duration of the waiver shall be noted and complied with by the competitor.
9. If a car is protested during an event and found to be illegal, the results of this protest shall be noted by the TT Chief Steward, or delegated to another official, such as the Chief Scrutineer.
10. In the event the vehicle is involved in an accident or is damaged due to a mechanical failure, the damage shall be noted in the Vehicle Logbook by the accident investigator or Chief Technical Inspector.
11. In the event the Vehicle Logbook is not available at Technical Inspection, the vehicle may be accepted for competition only after a thorough inspection during which all details required for the issuance of a logbook shall be recorded.

10.4. FUEL

All cars at SCCA Time Trials events shall use a fuel which meets the following guidelines:

1. For all cars in Solo-based or Solo-derived classes - Fuel must conform to the standards in the current SCCA Solo Rules.
2. For all cars in GCR-based or GCR-derived classes - Fuel must conform to the standards in the current SCCA GCR.

3. For all other vehicles- Fuel must be hydrocarbon/petroleum based (gasoline, diesel), alcohol-based (ethanol, methanol, etc.) or blends of those fuels. Fuels may contain antioxidants, metal deactivators, corrosion inhibitors and lead alkyl compounds such as tetraethyl lead. Oxygen and/ or nitrogen bearing additives (such as nitrous, nitroalkanes, etc.) are prohibited, except for those originally present in service station pump fuel.
4. All vehicles running alcohol-based fuels must have the letter 'A' following the car number (e.g. – 8A, 18A, 28A, etc.). This letter shall be at least four (4) inches high, with a half (1/2) inch stroke on a contrasting background. This is to inform response workers of the presence of the fuel. For cars required to have the alcohol designator, the class designation letters shall not be in close proximity to the alcohol designator. Alternate methods of identifying cars running on alcohol-based fuels are acceptable if they are defined in the supplemental regulations and all safety team members are briefed on the alternate designation. It is also recommended that a dye be applied (if available) to all alcohol fuels to increase fuel fire visibility.
5. Any entrant running a vehicle on alcohol based fuels greater than 50% volume must notify the event officials prior to the published entry deadline date or as specified by supplemental regulations. This is to ensure that proper fire fighting equipment is present at the event. Entrants failing to do so may be disallowed from the event.
6. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.
7. Fuels that meet any of the above requirements but require a pressurized fuel vessel (CNG, propane, etc.) are not permitted.
8. Nitrous or any other fuel enhancement injection systems are not allowed. Cars equipped with such systems must remove the bottles used by the system prior to being allowed on the event site.

10.5. IDENTIFICATION MARKINGS

Each car shall carry identification numbers and class letters per 10.5.1., and 10.5.2., SCCA logos, and any markings required by the Supplementary Regulations. The Chief of Timing shall have the ultimate discretion in determining if the car number or class is displayed appropriately.

10.5.1. Numbers and Class Letters

Numbers shall be placed on both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers shall be no more than two (2) digits, and shall meet the approval of the Chief of Timing and Scoring. Three (3) digit numbers may be used when individually approved in advance by the Chief of Timing and

Scoring. Class letters shall be placed on both sides of the car so that they are legible. Front and rear numbers and class letters are recommended.

10.5.2. Size of Numbers and Class Letters

Numbers shall be at least eight (8) inches high, with a 1.5 inch stroke on a contrasting background (rear winged Formula cars shall have as large a number as possible on their rear wing side plates). Metallic (reflective) numbers and class letters are prohibited. The distance between two (2) numbers shall be at least as wide as the stroke of the numbers. Class letters shall be at least four (4) inches high, with a half (1/2) inch stroke on a contrasting background.

10.6. MECHANICAL CONDITION

A licensed TT Technical and Safety Inspector shall have the responsibility for approving each car before it is allowed to take part in a competition. The inspection procedures used to carry out this responsibility are set out in Section 9., Technical and Safety Inspection. A driver or entrant whose car is disapproved and who drives it in competition or who presents it for recheck after disapproval without the corrections specified may be penalized.

10.6.1. Alterations or Damage After Inspection

Cars which have been altered or damaged after they have been approved at technical and safety inspection shall be subject to reinspection and reapproval.

10.7. LOSS OF BODYWORK

All major body components such as front and rear hoods, fenders, doors, and windscreens shall be maintained in normal position throughout the competition. If loss of bodywork is a safety hazard, the car may be black-flagged. A car completing a competition with bodywork missing may be penalized.

10.8. WEIGHT

All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of a race or qualifying session. Cars found to be underweight at impound are subject to penalty and shall have it noted on the next page of the Vehicle Logbook. The car shall be weighed at the next event and meet the proper minimum weight before being allowed to qualify.

10.8.1. Ballast

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.

10.9. NOISE

The maximum sound pressure level from a car on track shall be measured as provided in the SCCA Sound Control Manual.

10.10. BATTERIES

Battery location is unrestricted within the bodywork (except Showroom Stock, Spec Miata, Touring, and Improved Touring). If located in the driver/passenger compartment, wet cell batteries shall be in a nonconductive marine type container or equivalent. The hot terminal shall be insulated on all cars. All batteries (on-board power supplies) shall be attached securely to the frame or chassis structure independent of the marine type container.

10.11. FUEL CELLS

Requirements for fuel cells are waived in Time Trials; however any car with a fuel cell must meet all requirements of GCR section 9.3.26 and all subsections.

10.12. AERODYNAMIC SKIRTS

Aerodynamic skirts are prohibited in Time Trials competition events except for in the Specials class where moveable side skirts are allowed or as allowed by Supplemental Regulations.

10.13. ACCUMULATORS (e.g., Accusumps)

An accumulator (e.g., Accusump) may be installed (except for Touring, Spec Miata, and Showroom Stock). Location is free, but it shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be of metal braided hose (e.g., Aeroquip).

10.14. TRACK

Track is the distance between the centerlines of the wheels as raced, without driver, measured at a horizontal plane through the wheel hub centerline. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two (2) dimensions obtained are to be added together and divided by two to obtain the average. Measurements are to be taken at both front and rear of the wheels and averaged to compensate for toe-in/out. Under certain circumstances it may be preferable to measure from the outside of one wheel to the outside of another and from this dimension deduct the thickness of one wheel. This should be repeated 180° opposite to the first measurement and the two dimensions averaged.

10.15. WHEEL RIM WIDTH

Wheel rim width shall be measured at the base of the bead seat.

10.16. LIGHTS - BRAKE AND TAIL

All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racer cars shall be equipped with a red taillight of at least the equivalent illumination power of a fifteen (15) watt bulb. This light shall be mounted as high as possible on the centerline of the car and be

clearly visible from the rear. The taillight shall be illuminated when ordered by the Chief Safety Steward.

10.17. VENTILATION

All closed cars shall run with both front door windows fully open. Holes for ventilation in quarter or rear windows on Production or GT cars are not allowed, unless specified in PCS, GTCs.

10.18. FIREWALL AND FLOOR

Firewall and floor shall prevent the passage of flame and debris into the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids, except composite/honeycomb structures. All rear-engine Formula cars are required to have an under tray, from driver's foot area to the firewall, for protection of legs and torso.

10.19. FIRE SYSTEM

All cars shall meet one of the following minimum requirements

1. Halon 1301 or 1211, two (2) pound minimum capacity by weight
2. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.

The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type.

10.20. REQUIRED DRIVER SAFETY EQUIPMENT

Driver's Safety Equipment requirements are specific to the category of Time Trials event.

Drivers must adhere to section 10.20, paragraphs 1. through 8. as written in the TTR in its entirety. The following equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

1. Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiber glass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying FIA standards

of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

2. Crash helmets approved by the Snell Foundation with Snell sticker 2000 or later Special Application (SA00), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced. NOTE: Snell M rating is not allowed for Track Trials (Level 3) and Hillclimb (Level 4) events. The back of each driver's helmet should be labeled with a minimum of the driver's name. The use of a head and neck support system is highly recommended. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.
3. Gloves made of leather and/or accepted fire resistant material containing no holes.
4. Socks made of accepted fire resistant material.
5. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
6. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.
7. A driver's restraint system meeting SCCA standards (See Section 12.) shall be used at all times while on the track.
8. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

All cars at all levels of Time Trials Events that use Section 12 for Driver Restraint systems are hereby allowed to use harnesses up to five (5) years in age, so long as the belts show no signs of fraying or excessive wear, are not discolored, and all mechanical parts function properly.

10.21. SCATTERSHIELDS/CHAIN GUARDS

The installation of scattershields or explosion-proof bell housings shall be required on all cars that do not have a stock firewall/tunnel (e.g. GT, Formula, and Sports Racing classes), or where the failure of the clutch or

flywheel could create a hazard to the driver. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. Minimum material specifications are:

.125 inch SAE 4130 alloy steel

.250 inch mild steel plate

.250 inch aluminum alloy

NHRA or SFI approved flexible shields.

10.22. DETACHABLE PANELS/SUNROOFS

All cars with detachable hardtops, detachable panels, and detachable doors (e.g., Lotus 7) shall be removed, unless authorized in the Category Rules or Specification Book for that car to remain in place. Movable panels such as sliding sunroofs shall be closed. It is highly recommended that glass sunroofs be removed as follows: All sunroofs may be replaced with panel or replacement skin of the same material as the original surrounding roof material. Note: Specification Books take precedence over TTR rules.

10.23. OIL CATCH TANKS, FILTERS, AND BREATHERS

It is highly recommended that oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. For any purpose built race car the oil catch tank is required (e.g. any GCR class car unless otherwise specified as exempt in the current GCR). Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems is prohibited.

10.24. MASTER SWITCH

It is highly recommended that all cars except Showroom Stock and Touring be equipped with a master switch easily accessible from outside the car. For any purpose built race car the master kill switch is required (e.g. – any GCR class car unless otherwise specified as exempt in the current GCR.) Spec Racer Fords shall be wired per RFSR11. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:

1. FORMULA AND SPORTS RACING CARS -- In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or

knob is outside of the body panel immediately in-board of the upright member. This is the standard location on Formula cars built to the Constructor's Association requirements for Formula 1.

2. CLOSED SPORTS RACING CARS, PRODUCTION CARS, IMPROVED TOURING, SPEC MIATA, AND GT CARS -- In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)
3. OPEN PRODUCTION, GT AND IMPROVED TOURING CARS – May exercise a choice among the above locations.

10.25. STEERING WHEEL LOCKS

It is highly recommended that all cars with steering wheel lock devices have the devices removed (except Showroom Stock and Touring).

10.26. FORMULA CAR VISIBILITY

The driver of all Formula cars shall have a field of vision of not less than ninety (90) degrees to either side (total of 180 degrees) with both eyes by turning his or her head, but without lifting his or her head forward or otherwise moving from the normal driving position. Plexiglas or similar uncolored transparent material may be substituted for existing bodywork. "Token" portholes do not satisfy this requirement. Only a structural member such as a roll bar brace or frame tube may interrupt the required field of vision.

10.27. WINDOW SAFETY NETS/ ARM RESTRAINTS

Window safety nets or arm restraints are required. Arm restraints are required on all open cars. Closed cockpit cars may use either arm restraints or a driver's side window net. If window nets are used, they must meet the following requirements. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1., Label" to that effect. The window net shall be equipped with a quick-release device. Nets shall be attached to the roll cage; plastic buckles, hose clamps and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to Figures 1 and 2, "Proper Window Net Installation," for additional information on mounting methods.

FIGURE 1

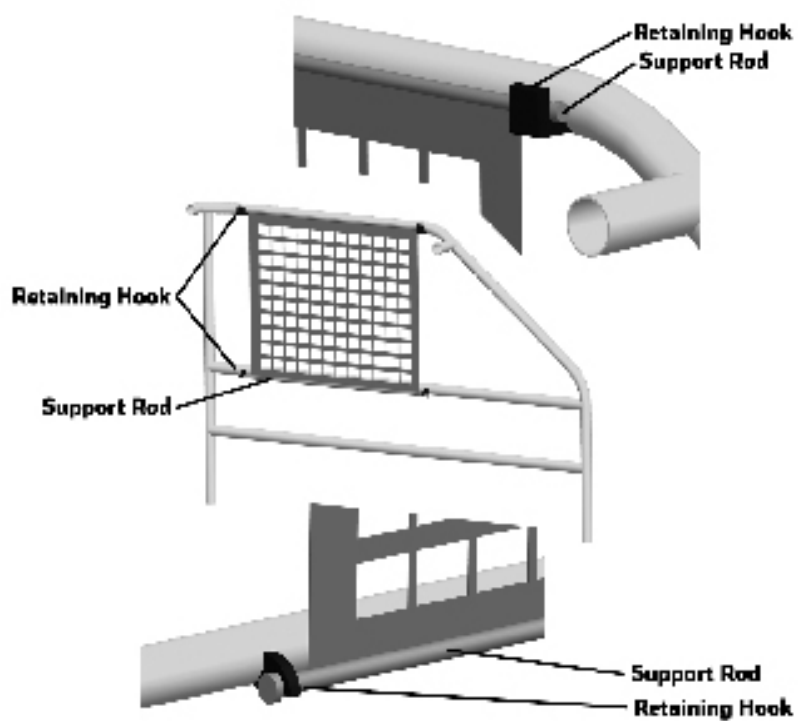
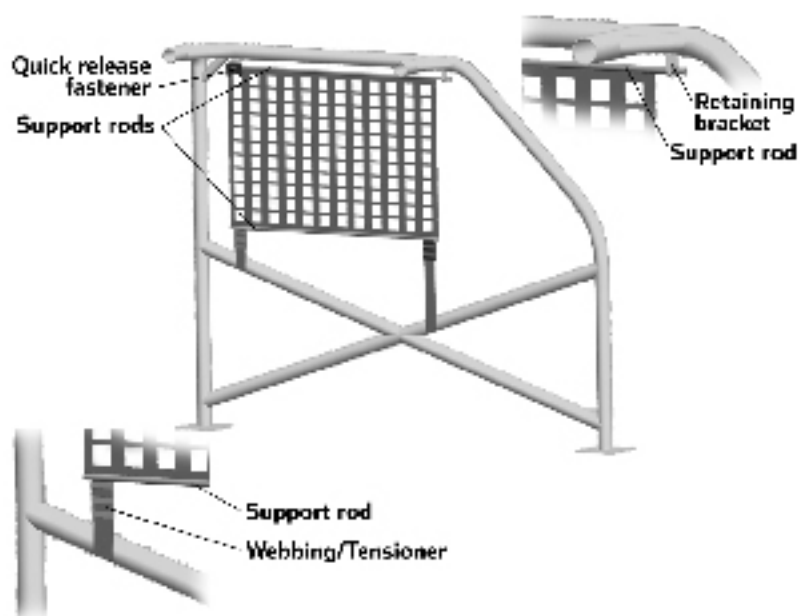


FIGURE
2



10.28. TOWING EYES

Towing eyes are recommended but not required on all cars.

10.29. WHEEL FANS

Wheel fans are permitted, unless otherwise restricted.

10.30. WINDSHIELD CLIPS/REAR WINDOW STRAPS

It is recommended that windshield safety clips and rear window safety straps be installed on all closed cars (except Street Prepared, street Modified, Showroom Stock, Spec Miata, Touring and Improved Touring) where OEM glass is installed. If windshields or rear windows are non-OEM glass (e.g. – Lexan, etc.) then the clip and/or straps are required.

- Three (3) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield.
- Two (2) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of twelve (12) inches apart.
- It is recommended that three (3) one (1) inch wide strips of steel or aluminum be installed behind the windshield to support it from collapsing inwards if it becomes damaged. The rear window shall be secured with two (2) metal straps (1 inch wide x 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window.

10.31. FUEL AND OIL LINES

All fuel and oil lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube, metal braided hoses or bulk headed.

10.32. DATA COLLECTION DEVICES

Data collection devices are considered to be instrumentation and therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instrumentation.

10.33 OIL AND OIL ADDITIVES

Any oil or oil additive may be used. Oil additives are defined as: Any liquid or particulate compound(s) delivered into the engine via the engine oil for the purpose of friction/temperature reduction, and/or metal surface conditioning (i.e. PTFE resins (Teflon, "Slick-50"), Molybdenum Disulfide, etc.).

10.34. CRYOGENIC TREATMENT

Cryogenic treatment of components is allowed unless specifically prohibited in the category or class preparation rules.

10.35. AUTOMATIC TRANSMISSIONS AND HAND CONTROLS

Allowed for Time Trials.

Roll cages are recommended in all automobiles; however specific roll structure requirements depend on the level of Time Trials event attended. In any case, participants should strive to prepare their car to the highest level of safety that is feasible, and the following sections are set as the MINIMUM roll structure requirements for each level. Roll structure requirements of a higher level are suitable for a lower level (i.e. cars prepared to Track Trials (Level 3) requirements are suitable to compete in PDX (Levels 1) and Club Trials (Level 2) events). It is strongly suggested that competitors consider which Level they may wish to compete in the future before constructing their roll structures to simplify future upgrades.

For the purposes of this section a roll bar is defined as a main hoop, placed behind the driver, supplemented by two braces. A roll cage is defined as a main roll hoop with at least 4 additional mounting points including aft braces and either a front halo with down tubes or a high or low front hoop with diagonals connecting to the main hoop.

The Technical Staff of Club Racing shall have the responsibility to ensure specification compliance with SCCA safety standards. To that end, the Technical Staff of Club Racing may or may not accept alternate construction standards from any source that significantly vary from SCCA standards of protection.

11.4. HILLCLIMB (LEVEL 4)

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

All other classes at Hillclimb (Level 4) Time Trials events are required to have a minimum of a roll bar that meets the description in this section of the TTR.

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

11.4.1. Basic Design Considerations

- A. The basic purpose of the roll bar is to protect the driver if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
- B. The top of the roll bar must be a minimum of two (2) inches above the drivers' helmet when the driver is sitting in a normal driving position (as near the roof as possible on closed sedans) and shall not be more than six (6) inches behind the driver. In case of two driver cars, both drivers must be within the roll bar height requirement, however only one driver must be within six inches of the roll bar.
- C. 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.
- D. The two (2) vertical members forming the sides of the hoop shall not be less than fifteen (15) inches apart, inside dimension. It is recommended that the roll bar extend the full width of the cockpit to provide maximum bearing area.
- E. An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.
- F. No portion of the safety roll bar shall have an aerodynamic effect by creating a vertical thrust.
- G. Roll cage or chassis design shall prevent engine intrusion into the driver compartment.

11.4.2. Material

- A. The roll bar hoop and braces must be seamless, ERW or DOM mild

steel tubing (SAE 1010, 1020, 1025) or equivalent, or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used as a chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant.

Note: ERW tubing is not permitted in any GCR class car registered with SCCA after 1/1/2003.

B. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness. Improved Touring roll cage tubing size is to be calculated based on the published vehicle weight minus 180 lbs.

C. Minimum tubing sizes (all Solo class vehicles) for all required roll bar elements (All dimensions in inches):

Over 1500 lbs.	1.50 x .120 or 1.75 x .095
Over 1000 lbs.	1.25 x .090
Under 1000 lbs.	1.00 x .060

Dimensions are nominal. 0.005" variation in wall thickness is allowed.

D. Minimum tubing sizes (all Formula, Sports Racing, GT, and Production Category automobiles, and all automobiles registered prior to June 1, 1994) for all required roll cage elements (All dimensions in inches):

Vehicle Weight	Material	
Without Driver	Mild Steel	Alloy Steel
Up to 1500 lbs.	1.375 x .095	1.375 x .080
1500-2500 lbs.	1.50 x .095	1.375 x .095
Over 2500 lbs.	1.50 x .120	1.50 x .095
	1.625 x .120	
	1.75 x .095	

E. Minimum tubing sizes for (all Showroom Stock, Touring and Improved Touring Category automobiles registered after June 1, 1994) for all required roll cage elements (All dimensions in inches):

Up to 1500 lbs.	1.375 x .095 DOM / Seamless / Alloy
1501-2200 lbs.	1.500 x .095 DOM / Seamless / Alloy
2201-3000 lbs.	1.500 x .120 DOM / Seamless / Alloy
	1.625 x .120 DOM / Seamless / Alloy
	1.750 x .095 DOM / Seamless / Alloy

(American Sedans may construct to these specs regardless of weight.)

3001-4000 lbs.	1.750 x .120 DOM / Seamless / Alloy
Over 4000 lbs.	2.000 x .120 DOM / Seamless / Alloy

Main hoop: 4 bends max., totaling 180° ± 10°

Front hoop: 4 bends max. or
Front downtubes: 2 bends max.
Rear hoop supports: No bends.

If any of the above bend requirements cannot be met, all components of the roll cage shall be fabricated from the tubing size(s) listed for the next heavier category of automobiles.

F. Where bolts and nuts are used, the bolts shall be at least 3/8 inch diameter SAE Grade 5 or equivalent aircraft quality.

11.4.3. Fabrication

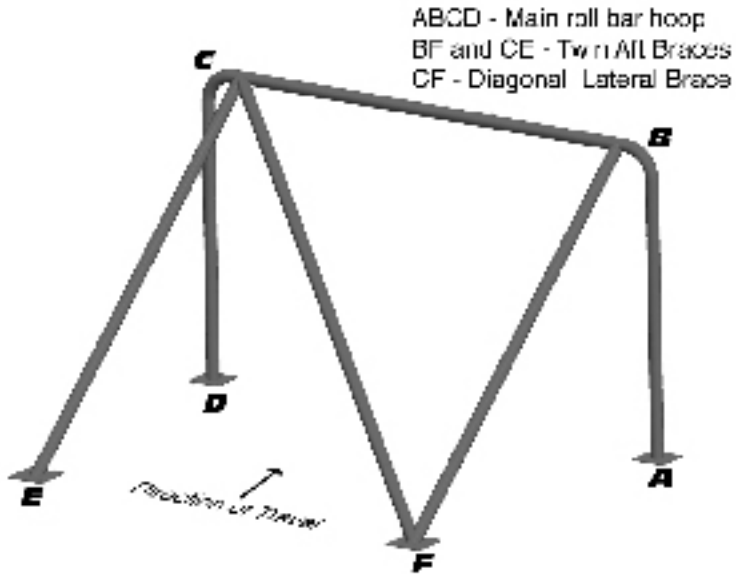
- A. One continuous length of tubing must be used for the roll bar hoop member with smooth continuous bends and no evidence of crimping or wall failure. It is recommended that the radius of the roll bar hoop be such that the minimum outside width measured at a point four (4) inches below the uppermost point is twelve (12) inches. Whenever possible the roll bar hoop should start from the floor of the car and, in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs in order to distribute the loads.
- B. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle. Welds shall be continuous around the entire tubular structure.
- C. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
 - 1. The weld shall have no cracks.
 - 2. Thorough fusion shall exist between weld metal and base metal.
 - 3. All craters shall be filled to the cross section of the weld.
 - 4. Undercut shall be no more than 0.01 inch deep.
- D. Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joint.

11.4.4. Bracing

- A. Roll bar hoops must have two (2) fore/aft braces with tubing of dimensions at least equal to that required for the main hoop itself. Diagonal lateral bracing of equal dimension tubing 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). The following alternatives are permitted. Although installing the diagonal lateral brace in the main hoop is the strongest (and hence most preferable) alternative, there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace as shown in Figure 3 will be acceptable.

FIGURE 3



- B. The bracing must be attached as near as possible to the top of hoop, but not more than six (6) inches below the top of the hoop, and at an included angle of at least thirty (30) degrees. If a single brace is used, it must be attached at the top of the main hoop.
- C. If the fore/aft bracing must be removable, the connection between the roll bar hoop and the brace rod must be of the double-lug type fabricated from material at least 3/16 inch thick and welded through a double or gusset arrangement to avoid distortion or excessive strains caused by welding. It is recommended that the fore/aft brace be attached to a chassis member through a double-lug connection.

11.4.5. Mounting Plates

- A. Roll bars and braces must be attached to the frame of the car wherever possible.
- B. In the case of cars with unitized or frameless construction, or cars with frames where frameless mounting of the roll bar is impractical, mounting plates must be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible.
- C. Mounting plates bolted to the structure shall not be less than .1875 (3/16) 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 3 bolts per plate is required for bolted mounting plates. Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible the mounting plate should extend onto a vertical section of the structure such as a door pillar.

11.4.6. Removable Roll Bars

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 such joint. The telescope section must be at least eight (8) inches in length.

11.4.7. Installation on Cars of Space Frame and Frameless Design

- A. It is important that roll bar structure be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.

- B. On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.


11.4.8. Other Roll Bar Designs (Acceptable For Cars Built Prior To 1/1/79)

Roll bars of alternative material or design may be accepted by the Technical and Safety Inspector upon presentation of data verifying the installation is able to withstand three (3) simultaneously applied loads: 1.5 G Lateral; 5.5 G Fore or aft; 7.5 G Vertical. The induced loads being carried over into the primary structure.

Royal Automobile Club (RAC) certification of alternative designs is acceptable for automobiles registered prior to January 1, 1979.

11.4.9. Roll Bar Padding

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(R) or Ensolite(R) or other similar material with a minimum thickness of one-half inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.



All drivers shall utilize either a five, six or seven point restraint harness meeting the specifications.

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

12.2.

1. A five point system, for use in automobiles where the driver is seated in an upright position, consists of a three (3) inch seat belt, an

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

2. A six or seven point system, recommended for use in all automobiles, consists of a three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.
3. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.
4. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.
5. The single anti submarine strap of the five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.
6. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.
7. Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points)

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

8. All driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.
 - A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.
 - B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)
 - C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.
 - D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.
9. Harness Threading: Assemble in accordance with manufacturers instructions.
10. FIA certified 2-inch shoulder harnesses are allowed when the HANS[®] device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS[®]

device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.

TIME TRIALS ADMINISTRATIVE COUNCIL

Purpose: The purpose of the Time Trials Administrative Council (TTAC) shall be to oversee the Time Trials Program within the Club Racing department of SCCA. This council shall be made up of representatives from each Division.

Responsibilities of the TTAC shall include the following:

1. Maintain and build participation in the Time Trials program.
2. Hold regular meetings to discuss Time Trials issues and concerns.
3. Make decisions on issues that solely and directly affect the Time Trials program.
4. Keep records of items discussed and decisions made.
5. Advise the SCCA Board of Directors of issues within the Time Trials Program and provide regular updates as to the current status of the program. This shall be done through the Club Racing Manager or a

liaison designated by the Board of Directors.

6. Recommend to the Board of Directors appointment to the TT Admin Council for the Time Trials program within each Division.
7. Provide means for member input on Time Trials program concerns.

Members of the Time Trials Administrative Council shall be selected as follows:

1. Each Division may designate up to two (2) representatives to serve on the TT Admin Council.
2. One of these representatives shall be designated the TT Divisional Program Manager. The other representative will serve as a member-at-large. Only TT Divisional Program Managers have voting rights on the TT Admin Council.
3. Members interested in serving as a TT Program Manager or Member at Large shall send a resume to the TT Admin Council. The appointment of each position will be reviewed by the TT Admin Council and the Club Racing Manager and their recommendation given to the Board of Directors for final approval of the appointment.
4. Each year each member of the TT Admin Council will come up for renewal review by the TT Admin Council and the Club Racing Manager.
5. All terms shall begin January 1 and end December 31.
6. Prior to January 1 each year, the TT Admin Council and the Club Racing Manager shall select a chairperson for the following year. If this person is not the TT Divisional Program Manager for that year, they shall preside in a non-voting capacity.
7. The TTAC shall be the main governing body for the Time Trials program. The TTAC will report directly to the SCCA Board of Directors via the Club Racing Manager or a liaison designated by the Board of Directors.

TIME TRIALS SAFETY COUNCIL

Purpose: The purpose of the Time Trials Safety Council (TTSC) shall be to advise the Time Trials Administrative Council (TTAC) on matters of safety. This council shall be made up of representatives from Divisions which have active Time Trials programs by the TT Safety Steward of the Division.

Responsibilities of the TTSC shall include the following:

1. Maintain and improve safety in the Time Trials program.

2. Hold regular meetings to discuss Time Trials safety issues and concerns.
3. Advise and make recommendations to the TTAC on safety issues.
4. Keep records of items discussed and recommendations to be made.
5. Make recommendations to the TT Administrative Council on License upgrades and approvals as needed.
6. Provide means for member input on Time Trials program safety concerns.

Members of the Time Trials Safety Council shall be selected as follows:

1. Each Division may designate (1) representative to the TT Safety Council.
2. Members interested in serving on the TT Safety Council shall send a resume to the TT Safety Council. The resume will be reviewed by the TT Safety Council and their recommendation for appointment be sent to the TT Admin Council and the Club Racing Manager for final approval of the appointment.
3. Each year each member of the TT Safety Council will come up for renewal review by the TT Admin Council and the Club Racing Manager.
4. All terms shall begin January 1 and end December 31.
5. Prior to January 1, the TT Admin Council and the Club Racing Manager shall select a chairperson for the following year.
6. The TT Safety Council will report to the TT Admin Council and shall have no authority to make changes to any rules document.