



2016

TIME TRIAL RULES

Track Trials & Hill Climb

Driver Information

Sports Car Club of America, Inc.
Experiential Programs
6620 SE Dwight St.
Topeka, Kansas 66619
(800) 770-2055
www.scca.com

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PHILOSOPHY: SCCA Track Trials (TT) are timed competitive events where the drivers vie for the fastest individual lap time in their class. SCCA Hill Climbs (HC) are timed competitive events where the drivers vie for the fastest individual elapsed time in their class. Neither TT nor Hill Climbs are designed to be wheel-to-wheel racing.

Motorsports are inherently dangerous. These rules are intended to assist the orderly conduct of a motorsports activity and are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, by properly using superior safety gear, by paying attention, and by reporting unsatisfactory issues to the event officials.

DRIVER ELIGIBILITY: Drivers should meet *one* of the following:

- Those who hold a SCCA Time Trials Competition license, or
- Those who hold a SCCA Time Trials Novice permit, or
- Those who hold a SCCA Competition License (Novice, or Full), or
- Those who hold a racing license from a recognized motorsports organization.

All drivers aged 15 to 17 must contact event officials before the event. A completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement and a completed Minor's Assumption of Risk Acknowledgment is required (note: forms vary by state and witnessing method). A SCCA Time Trials or Competition License is not required. Current SCCA membership (weekend memberships are available) is required.

REQUIRED DRIVER SAFETY EQUIPMENT: Owing to the competitive nature of these events, driver's personal safety gear is required: Driving suits carrying FIA standards (8856-1986 or 8856-2000) or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification; Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear; Gloves made of leather and/or accepted fire resistant material containing no holes; Socks made of accepted fire resistant material; Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches; and Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. 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. Crash helmets meeting Snell Foundation standards (SA2015, SA2010, SAH2010, SA2005, SA2000 (*SA2000 will no longer be accepted as of 1/1/2017*)), SFI standards 31.1A, 31.2A, or FIA standards shall be used. The use of a head and neck support system is highly recommended.

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

ELIGIBILITY OF VEHICLES: All vehicles meeting the minimum vehicle safety equipment standards:

- All current GCR (both National and Regional) classes
- Solo Street Prepared and Street Mod classes
- Vintage-legal (SCCA, HSR, SVRA, etc.) cars

- Other classes (such as Specials, Rally, Legends, other race series, etc)
- Automatic transmissions and hand controls are allowed.

MINIMUM VEHICLE SAFETY EQUIPMENT: All vehicles must have the following safety equipment at a minimum: driver restraints, roll bar or cage, fire extinguisher. Vehicles shall meet the safety requirements for the class in which they are logbooked.

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

- One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.
- The top of the roll bar must be above the top of the driver's helmet when the driver is in normal driving position.
- The two (2) vertical members forming the sides of the hoop must be more than fifteen (15) inches apart (inside dimension), and it is desirable that it extend the full width of the cockpit.
- An inspection hole of at least 3/16 inch diameter to facilitate verification of wall thickness might be required. It must be drilled in a non-critical area of a roll bar member at least three inches from any weld or bend.
- All bolts and nuts shall be SAE Grade 5 or better, 5/16" minimum diameter.
- 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.
- The size of tubing to be used for the main hoop, braces and diagonals shall be determined on the basis of the weight of the car. The following minimum sizes are required and are based upon the weight of the car without the driver. Dimensions are nominal. 0.005" variation in wall thickness is allowed.

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
- The roll bar hoop and all braces must be of seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). For cars logbooked before 1/1/16, existing ERW tubing is acceptable.
- All welding should be of the highest possible quality with full penetration. Craters should be filled to the cross section of the weld, and undercut be no more than 0.01 inch deep.
- All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the braces attached within the top one-third of the roll hoop. At a minimum, two braces must be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. Diagonal lateral bracing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop

on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest (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 running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable.

- Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one (1) tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two (2) bolts must be used to secure each telescope section. The telescope section must be at least eight (8) inches in length. One bolt is required if one end is welded to the main hoop.
- It is recommended that all cars utilize a roll cage as defined in the current GCR.
- Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.
- In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the car floor. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.
- Mounting plates bolted to the structure shall not be less than 0.1875 (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.

FIRE SYSTEMS: All vehicles shall meet one of the following minimum requirements:

- On-board fire systems per GCR
- Halon 1301 or 1211, two (2) pound minimum capacity by weight.
- Dry chemical, two (2) pound minimum with a positive indicator showing charge.
Chemical: 10 BC or 1A10BC Underwriters Laboratory rating.

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

DRIVER RESTRAINTS: All drivers participating in TT or Hill Climb Events shall utilize either a five, six or seven point restraint harness meeting one of the following: SFI specification 16.1 or 16.5, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98. All harnesses shall bear labels bearing either SFI or FIA certification. Shoulder straps shall be separate. Two inch shoulder straps shall only be used with head and neck devices. SFI and FIA harnesses are not subject to a time constraint but shall be in good condition (no cuts, abrasions, abnormal wear, etc.).

SEATS: It is highly recommended that the driver's seat be replaced with a one-piece bucket type race seat and include an upper brace if non-FIA homologated.

VEHICLE PREPARATION AND INSPECTION: The entrant is responsible for insuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Cars must have a SCCA Time Trials or Road Race Logbook or a logbook from an accepted racing organization. Annual Inspections are allowed. Car numbers shall be at least 8 inches high and class letters shall be at least 4 inches high. Vehicles and/or logbooks will be inspected by the SCCA tech inspector at each event.

GENERAL RULES OF THE ROAD:

- No driver, entrant, or crew may consume alcohol until all practice, racing, or track time for his group is finished for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of his activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the day's on track activities are concluded. Performance impairing substances are prohibited at all times.
- Unless specifically authorized by the Chief Steward, passengers are not allowed in a vehicle unless an instructor is driving.
- Procedures will be defined by the operating officials and communicated to the participants during the drivers' meeting and in the supplemental regulations.
- The SCCA provides event liability and participant accident coverage for those who are properly registered (including waivers and credentials if necessary). Access to some areas require SCCA membership (weekend memberships are available).
- Everyone in attendance must properly follow applicable rules and regulations of the event.