

2018 SCCA TIME TRIALS NATIONALS

SPORT CATEGORY RULES (5/16/18 Release)

Cars running in Sport Category must have been series produced in quantities of at least 1,000 in that model year with normal road touring equipment, capable of being licensed for normal road use in the North America, and normally sold and delivered through the manufacturer's North American retail sales outlets.

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

It is intended that any allowed Sport Category Modification be generally available at retail performance outlets without having to "custom order" parts, and could be installed by one person, in their driveway, using tools purchased at local hardware or home-improvement stores - not including additive or subtractive processes such as welding or removing material to create adjustment. Modifications should not need specialty tools or equipment to adjust or tune. (E.g. Scales.)

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

Except for modifications authorized below, other modifications or equipment will place the car in higher levels as appropriate. Configurations involving damaged parts (e.g., blown fuses) are not typically authorized by the manufacturer and hence are not allowed.

Other than when necessary for safety enhancements, you may not perform an otherwise unlisted modification in order to facilitate a permitted one.

Alternate components which are normally expendable and considered replacement parts (e.g., engine and wheel bearings, seals, gaskets, filters, belts, bolts, bulbs, batteries, brake rotors, clutch discs, pressure plates, suspension bushings, drivetrain mounts, fenders, trim pieces, fuel filler caps, electrical sensors, etc.) may be used provided they are essentially identical to the standard parts (e.g., have the same type, size, hardness, weight, material, specifications, etc.), are used in the same location, and provide no performance benefit. The allowance for use of such replacements does not include camshafts, or ring-and-pinion sets, nor does it authorize the use of piston rings having different configurations (e.g., "Total Seal®") from those of the original. Hardware items (nuts, bolts, etc.) may be replaced by similar items of unrestricted origin. Safety wire, threadlocker compounds, and locking nuts are permitted. These allowances are strictly to allow components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative.

Cosmetic alternate parts (parts that may fit due to common platforms) from option packages and manufacturers accessory catalog parts intended for street use may be interchanged/installed between specific vehicles of a particular make and model, but only between configurations from within a particular model generation. Any other conversions (e.g. alternate drivetrain components) are prohibited. Parts which fit this description, which are produced by aftermarket manufacturers are permitted provided they are essentially identical to the standard or accessory parts. Updated parts, replacement parts, or any other changes by the manufacturer documented in the parts catalog or other manufacturer documentation as superseding the original part number used when manufactured are considered to be Standard Parts.

Parts available as replacements through the dealer parts department, the factory, or any other source which do not meet standard part specifications (e.g., hardness, size, etc.) are non-compliant in Sport Category, except as specifically provided elsewhere in these rules.

Cars listed as eligible in and prepared to the current SCCA Autocross Street Category rules are permitted to compete in their respective Time Trial Sport classes. Vehicles with this allowance are not permitted to interchange preparation rules.

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

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

The addition of small holes for attachment hardware for cosmetic modifications is implicit (e.g., holes for fasteners to mount additional gauges). However, these holes may serve no other purpose. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the OE does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a competitive advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only. It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Entrants may be asked to declare specific brand and model numbers of modifications. SCCA shall be free to publish installed modifications.

Parts (other than brakes and fluids) are not permitted to be replaced or changed after the car has passed tech inspection unless an official has determined the part to be unsafe or broken badly enough that not changing it would keep the participant from the event.

Any part which becomes partially or completely detached during on-track sessions must be fixed and inspected by officials before that vehicle can return to the track. If the part is an aerodynamic addition, the part shall be completely removed for the remainder of the competition.

Authorized Modifications

1. Interior and Bodywork

A. Interior

1. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications including pedal cover kits, alternate shift knobs and paddles which have little or no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. Delayed shutdown devices such as the "Turbo Timer," which perform no function while the car is in motion, are permitted. This does permit the installation of an additional mirror (e.g., Wink®).

2. The driver and front passenger seats may be replaced with the following restrictions.

a. The seating surface must be fully upholstered.

b. The top of the seat, or an attached headrest, may not be below the center of the driver's head.

c. The seat shall be securely mounted, so as to provide fore/aft and lateral support.

- d.** Passenger seat must be either OE or match the requirements for the driver's seat.
- 3.** Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.
- 4.** Short shift kits which only change the length of the shift rod attached to the gear shift knob may be installed. Kits which change other linkage, mounting brackets and/or tension through springs are expressly disallowed.
- 5.** A hole may be added to interior body panels, the engine compartment, the trunk, and/or a strut bar to provide access to the adjustment mechanism on a shock absorber. The hole may serve no other purpose and may not be added through the exterior body panels.
- 6.** Any item that cannot be held permanently in place by factory-installed fasteners may be removed.
- 7.** Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Safety Inspection Requirements.
- 8.** Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.
- 9.** The removal of interior carpet, trim and seats is allowed in conjunction with the addition of safety equipment, with the following restrictions.
 - a.** Rear seats, carpet and trim behind the front seats may be removed if the vehicle is equipped with a 4-point roll bar, driver's seat, and restraints meeting SCCA "Hill Climb" standards.
 - b.** All interior carpet, trim and passenger seats other than the factory dash may be removed if the vehicle is equipped with a minimum 6-point Roll Cage, driver's seat and restraints meeting SCCA Time Trial Nationals "Race" standards.
 - c.** Airbags may be removed if either of the above safety levels are met.
 - d.** Airbag-equipped steering wheels may be replaced or have the airbag removed if either of the above safety levels are met.
 - e.** Convertible soft tops and related structure and brackets may be removed as part of this allowance.
- 10.** Fuel Cells may be used in cars with the following restrictions and allowances.
 - a.** OE lines may be replaced in conjunction with a fuel cell provided they are shielded.
 - b.** Any fuel lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded.
 - c.** Drivers of cars with modified or replaced OE fuel lines or tanks must wear a suit, shoes, gloves and underwear as specified in SCCA Time Trials "Race" safety standards.
 - d.** Vehicles with modified or replaced OE fuel lines or tanks must have an on-board fire extinguisher meeting SCCA Time Trials "Hill Climb" safety standards.

B. Bodywork

1. Addition of spoilers, splitters, rear wings, bumper covers, valances, side skirts, and scoops/vents is allowed provided that either:
 - a. It is a production part which is standard or optional equipment of a model of the vehicle.
 - b. It is listed in the vehicle manufacturer's accessory catalog for that vehicle for normal highway use. This may not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc.)
 - c. Parts must be installed as directed by the manufacturer. Exact replicas, including weight, from alternate sources are also permitted.
2. Factory emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal) may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.
3. Hood straps or fasteners may be added.
4. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.
5. Tow bar brackets may be installed but may serve no other purpose.

2. Tires

A. Tires must meet the following requirements to be eligible for use in Sport Category. No tire model will be eligible for Time Trial competition until it meets all requirements of this Section. Tire models not meeting the requirements by April 30 are not eligible for Time Trial competition until after the Time Trial National Championships of the year.

1. Specifications

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

2. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National Time Trial events.

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

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

d. Material Change – Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in Section LEVEL 1.2.A.

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

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

3. Tire Size Limits

a. Tires shall have a section width up to and including the following (mm):

CLASS	DRIVE	WIDTH LIMIT (In MM)
Sport 1 (S1)	2-Wheel Drive	355
	All-Wheel-Drive	335
Sport 2 (S2)	2-Wheel Drive	315
	All-Wheel Drive	305
Sport 3 (S3)	2-Wheel Drive	285
	All-Wheel Drive	265
Sport 4 (S4)	2-Wheel Drive	265
	All-Wheel Drive	245
Sport 5 (S5)	2-Wheel Drive	245
	All-Wheel Drive	225
Sport 6 (S6)	2-Wheel Drive	225
	All-Wheel Drive	215

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

4. Other

a. Any tire which OE on a car is eligible for Sport Category may be used on that car in Regional Time Trial events. OE tires must meet all requirements of this section to be eligible for National TT events.

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

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

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

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

f. The tire must not appear on the following exclusion list, which may be altered at any time by the TTB upon notification of membership.

- Kumho V720 ACR (less than minimum molded tread depth)
- Yokohama A052 (less than minimum molded tread depth)

3. Wheels

A. Any width or diameter wheel and wheel spacers may be used provided it complies with the following:

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

B. Wheel spacers are permitted.

C. Wheel studs, lug nuts, valve stems (including pressure-relief types), and/or bolt length may be changed. Wheel bolts may be replaced with studs and nuts, but the number of fasteners may not be changed.

D. Tire pressure monitoring sensors may be removed.

E. Centerlock/Spline Drive/Knock-off type hubs may be converted to lug type hubs.

F. Aftermarket, Accessory-catalog or non-standard OE wheels shall meet the minimum wheel weights determined by the following formula and multiplier.

Diameter + Width x multiplier.

15 Inch Wheels	(Diameter + Width) * 0.48
16 and 17 Inch Wheels	(Diameter + Width) * 0.58
18 Inch Wheels	(Diameter + Width) * 0.65
19 and 20 Inch Wheels	(Diameter + Width) * 0.77

Example: For a 15x7.5 wheel: $15 + 7.5 = 22.5$, then multiply 22.5×0.48 which = a minimum weight of 10.8 lbs. for any 15x7.5 wheel.

4. Brakes

A. The make and material of brake linings may be changed.

B. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and match the OE design and are constructed of the OE or heavier materials. Thickness includes the individual plates of a vented rotor, as well as the overall dimension. The diameter for replacement rotors is measured at the minimum outside dimension. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area.

C. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

D. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.

E. Standard ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

5. Steering & Suspension

A. SHOCK ABSORBERS

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

1. The shock may be OE or OE equivalent from other vehicles of the same model in the same class.
2. Any other allowed shock must be commonly available (or have been available) at SCCA supporting partner Tire Rack, for regular retail sales and without custom order. Parts do not have to be sourced from the Tire Rack, but they must be as they would have come off the shelf from there (E.g. No revalving), or the shock must be on a specific approval list.
3. If you believe there is a commonly available retail unit which otherwise fits the intent of these rules but is not available at The Tire Rack you may write in for specific approval of that brand and model.
4. The following brand/model shocks not available at The Tire Rack are allowed in SCCA Time Trials Sport Category:

- There are no models listed at this time.

5. The following restrictions apply:

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

6. To facilitate the installation of commonly available aftermarket shock absorbers, struts, or strut inserts whose shaft size is larger than the center hole of an upper shock mount assembly, that hole may be enlarged by the minimum necessary to accommodate the shock shaft size, provided the following restrictions are met:

- a. The enlarged hole must remain concentric with the original configuration.
- b. The enlargement of the hole does not require modification of a bearing (as opposed to a washer, sleeve, or plate).

c. Neither the hole enlargement nor the location of the shock shaft changes any alignment parameter. Provided these constraints are met, this permit enlarging of the center hole in an upper shock mount with an integrated rubber bushing, where the bushing is integral to the mount and bonded to the plate and the mount is provided by the OE as an assembly. This includes drilling out and/or removal of the metal sleeve.

7. Bump stops may be substituted or modified, provided they are in the same location as stock.

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

B. SPRINGS

A set of springs may be substituted (E.g. "Lowering Kit") providing that the number, type, system of attachment and attachment points are not altered, except as noted below.

1. The set of springs may be OE from the same model car.

2. The set of springs may be from the Manufacturers accessory catalog.

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

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

4. If you believe there is a commonly available retail unit which otherwise fits the intent of these rules but is not available at The Tire Rack you may write in for specific approval of that brand and model.

3. The following brand/model springs not available at The Tire Rack are allowed in SCCA Time Trials Sport Category:

- There are no models listed at this time.

C. Anti-Roll (Sway) bars

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

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

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

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

4. The sway bar may be from the Manufacturers accessory catalog.

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

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

6. If you believe there is a commonly available retail unit which otherwise fits the intent of these rules but is not available at The Tire Rack you may write in for specific approval of that brand and model.

7. The following brand/model sway bars not available at The Tire Rack are allowed in SCCA Time Trials Sport Category:

- ECS Tuning Sway Bar (VW, Audi), part number 51310 (ES#2806978)
- Racing Beat Miata Sway Bars, part numbers: 54100-54107

D. Suspension

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

2. Suspension bushings, including but not limited to those which carry the weight of the vehicle and determine ride height, may not be replaced with bushings of a different material or dimension unless they are part of a specified allowance in the Sport Category Rules.

3. If a standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts. Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

4. If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed, and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specification.

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

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

6. Electrical

A. The make of spark plugs, points, ignition coil and high-tension wires is unrestricted including spark plug wires having an in-line capacitor. Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the original standard location and serve no other purpose. (Modification of the distributor cap for the purpose of installing allowed non-standard components is not permitted.)

B. On cars made prior to January 1, 1968, any ignition system using a standard distributor without modification may be used.

- C. Ignition settings may not be mechanically adjusted outside factory specifications.
- D. Additional battery hold-down hardware may be added to supplement the standard equipment in order to meet Safety Inspections Requirements. It may serve no other purpose.
- E. Tire pressure monitoring systems (TPMS) may be disabled. Altering the signal to the TPMS is permitted.
- F. On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These modifications are limited to altering the inputs to the ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals) and may serve no other purpose. Any codes or error lights resulting from ESC/TC modifications are permitted.
- G. On cars equipped with computer-aided gear selection or “skip-shift” features from the manufacturer, modifications to defeat the “skip-shift” feature are permitted any may serve no other purpose.
- H. On cars with electronically-controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the PCM/ECU provided the OE component is still installed. Such devices shall perform no other function.
- I. The addition of electrical grounding cables and associated distribution blocks/terminals is permitted. Holes may be drilled for mounting only. This does not permit the use of electrical enhancement components such as condensers, voltage controllers, etc.

7. Engine & Drivetrain

A. Engine Controls/Electronics

- 1.** Original equipment traction control systems may be electrically disabled, but not removed or altered in any other way.
- 2.** The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below.
 - a.** OE ECU software may be reprogramed, but no changes to the factory ECU hardware are permitted.
 - b.** Any OE OBD2 or newer communications port functionality must remain.
 - c.** The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software.
 - d.** Only OE sensors may be used for engine management.
 - e.** Supplementary (“Piggyback”) ECU may be used subject to the following restrictions:
 - i.** Connects between the standard ECU/PCM and its wiring harness only.
 - ii.** Must be plug-compatible with the standard ECU/PCM (no splices).
 - f.** Ignition timing may be set at any point on factory adjustable distributor ignition systems.
 - g.** VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.

B. Intake

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

C. Cooling System

- 1.** Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:
 - a.** Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part.
 - b.** Radiator must mount to OE radiator mounts.
 - c.** Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g., to allow a cold air intake passage).
- 2.** The installation of water expansion tanks is allowed. A water expansion tank is the container which catches overflow coolant.
- 3.** Thermostats may be added or substituted. A thermostat is a device which controls the passage of water.

C. Engine Service Limits

- 1.** Engines may be rebored to the manufacturer's 1st standard overbore, not to exceed 0.020" (0.508 mm). Sleeving is allowed to repair to the standard bore. Only OE-type standard or 1st overbore pistons of the same configuration and of the same or greater weights are permitted. No interchange between cast and forged pistons is allowed.
- 2.** Valve seats and guides in older engines originally designed for leaded fuel may be only substituted with alternate components if the dimensions are the same as those of the standard components.

D. Transmission/Differentials/Transfer Cases

- 1.** Transmission and differential coolers and lines may be added.
- 2.** Shifter bushings may be replaced; non-metal bushings may not be replaced with metal bushings.

E. Exhaust

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

safety requirements. Vehicles equipped with exhausts that exit in multiple locations may change to a single outlet in any of the original locations. Stainless steel heat exchangers are permitted only if the physical dimensions and configuration remain unchanged. Modifications of any type, including additions to or removal of, the catalytic converters, thermal reactors, or any other pollution control devices in the exhaust system are not allowed and the system must be operable. Replacement catalytic converters must be OE if the vehicle has not exceeded the warranty period as mandated by the EPA. Converters must be of the same type and size and used in the same location as the original equipment converter(s). This does not allow for a high-performance unit. If the vehicle has exceeded the warranty period, replacement catalytic converters must be OE-type. Exhaust hangers which are welded on the car are considered part of the body and may not be changed or removed.

F. Lubrication System

1. Any oil filter may be added if not originally equipped. Canister-type oil filters may be replaced with a spin-on type filter using a minimum amount of hardware and connecting lines.
2. Oil coolers and lines may be added.
3. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
4. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication with additional oil supplied through the standard fuel delivery system.

G. Engine Cosmetics

1. ENGINE "Dress-up" items such as chrome dipsticks and non-standard filler caps are permitted, provided they serve no other purpose.
2. Upper engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic and/or acoustic function.

F. Other Engine Items

1. Silicone replacement hoses are permitted as alternate components provided they meet standard parameters with regard to size, shape, location, and performance equivalence. ~~Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.~~
2. Any oil or grease, including synthetic, is permitted.

8. FUEL

A. LEVEL 1 vehicles will use fuel which is "Federally approved for use on public highways." This does not allow racing-type fuels which are available at service station pumps.

1. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner's manual for flex-fuel vehicles).

B. Propane or CNG (compressed natural gas) fuel may be used in any category provided that the following conditions are met:

1. The tank must be located in a safe location on the car and be firmly and securely mounted. This does not permit the cutting of vehicle sheet metal (e.g., the trunk floor) for tank installation.
2. The tank must conform to Federal and local container standards and have an emergency relief/cut-off control.
3. For use of propane or CNG as a fuel, no changes to the induction system of the engine may be made with the exception of the necessary fuel lines to the carburetor or fuel injection. There may also be no other engine parts changed.
4. The entire system must meet local ordinances covering the use and transmission of compressed gas.
5. Propane or CNG may not be used in combination with another fuel.

9. SAFETY

It is highly recommended that all competition vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials Rules. Roll Cages installed in Sport and Tuner Categories may not pass through the fire wall. In addition, it is also recommended that vehicles utilize an unexpired SFI or FIA-approved racing harness with a minimum of 5 points, an approved motorsports seat and appropriate driver safety gear as outlined in the TT Rules. Below are specific requirements for convertibles, modified vehicles and the Unlimited Category.

A. Convertibles

Convertible vehicles may participate in Time Trials Nationals provided the vehicle meets at least one of the following criteria and is not subject to the below exception:

1. The vehicle is equipped with an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials rules.
2. The vehicle is equipped with documented factory installed roll over protection (examples of manufacture documented roll over protection would include hydroformed and reinforced a-pillars or windshield frames and/or factory installed roll bars and/or "pop-up" bars that are designated as roll over protection.)
3. The Vehicle is a 2006-year model or newer and is classed in the Sport or Tuner Category.

a. Convertible Exception:

- i. Any convertible vehicle equipped with 8 (or more) cylinders and/or forced induction and or a non-original equipment engine, must have an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials rules.

B. Non-Convertibles

Coupes, sedans, targa and t-top equipped vehicles can compete at TT Nationals within the following guidelines:

1. At a minimum, Vehicles must either have the factory seat or appropriate racing seat with properly installed factory or factory-equivalent 3-point belt or approved racing harness.
2. For vehicles not meeting the above requirements, they must have an aftermarket roll bar, racing harness, and racing seat meeting or exceeding the standards set in the SCCA Time Trials Rules.

10. OUT OF PRODUCTION CARS

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

11. CLASSING

As this is a new ruleset for 2018, cars not specifically classed (Those that fall in the “catch-all” areas) may be classed based on feedback up until one month before the 2018 SCCA Time Trials Nationals. Following that, new car makes, types, and models will be classified by the TTB as soon as sufficient information is available to do so. The TTB may reclassify a car at any time up to and including December of the calendar year following that of the initial classification, without the approval of the Board of Directors. “Initial classification” includes the addition of a new listing on an exclusion list.

Sport Level Exclusion List

<i>Audi</i>		Mercedes Benz	
	<i>R10 V8</i>		Black Edition
			AMG (all)
BMW		Mini	
	325 M-Technic		Cooper Hard Top JCW GP
	M3 Lightweight		Cooper S JCW 02-05
Chevrolet		Nissan	
	Callaway Corvette		GT-R NISMO & Track Edition
		Oldsmobile	
Ferrari			442 HO W-41 Sports Package Option
	1994+ (all)		
Ford		Dodge	
	GT		Viper ACR (All)
	Roush Mustangs		Viper TA (All)
	Mustang Cobra R all		Viper SRT (All)
Lamborghini			
	1991 + (all)		
Lotus			
	Elan M100		
McLaren			
	MP4-12C		

Sport 1 (S1):

Acura	NSX (All)	Ford	Shelby Mustang 2005 + Saleen (all)
Audi	R8 (V8)	Nissan	GTR (Not otherwise excluded)
BMW	BMW F80/82/83 M	Porsche	GT (All) 911 Turbo (Not Otherwise Classed) 930 Turbo 911 991+
Chevrolet	Corvette C7 Corvette C6 (Not Otherwise Classed) Camaro ZL1 2010 + Camaro Z28 2010 + Camaro SS 2016+	Pontiac	Firebird Firehawk
Dodge	Viper (Not otherwise excluded)		

Catch-All

Vehicles with more than 5.7 Liter Naturally Aspirated Engines and 5.1 – 5.7 Liter Forced Induction Engines not listed in another class, plus the vehicles listed below.

Sport 2 (S2):

Alfa Romeo	4C	Mitsubishi	Lancer Evolution (all)
BMW	1M E90/92/93 M3	Pontiac	Firebird WS6 1993-2002
Chevrolet	C5 Corvette Z06 C6 Corvette FRC C4 Corvette ZR1 Camaro 2010+ (Not Otherwise Classed) Camaro WS6 1993-2002	Porsche	911 (993 3.8L) 911 (996, 997 Naturally Aspirated)
Dodge	Neon SRT4	Subaru	STI (All)
Ford	Mustang, 2015+ (Not Otherwise Classed) Mustang Boss 302 2011+ Focus RS	Toyota	Supra (Turbo)
		Volkswagen	Golf R32, VR6, R

Honda

Honda Civic Type R

Lotus

Exige

Catch-All

Vehicles with 5.1 – 5.7 Liter Naturally Aspirated Engines and Forced Induction Engines between 4.1 and 5.1 Liters not listed in another class.

Sport 3 (S3):

BMW

E36 M3 (Excluding Lightweight)

E46 M3

Chevrolet

Corvette 1953-1996 Not Otherwise Classed

Camaro 1967-2002 Not Otherwise Classed

Ford

Mustang 1964-2014 Not Otherwise Classed

Lotus

Elise (Naturally Aspirated)

Evora (Naturally Aspirated)

Mazda

RX-7 1992+

Porsche

Boxster S

Cayman S

Porsche 911 (Naturally Aspirated, up to and including 993, Not Otherwise Classed)

Catch-All

Vehicles with 4.1 – 5.1 Liter Naturally Aspirated Engines and Forced Induction Engines between 3.1 and 4.1 Liters not listed in another class.

Sport 4 (S4):

Audi

TT (All)

BMW

6-cylinder NOC

Honda

S2000 (All)

Lexus

300

Mazda

Mazdaspeed Miata

Mini
Cooper (Forced Induction)

Porsche
Boxster/Cayman (1996-2004 2.5L, 2.7L, 2.9L)

Nissan
350/370 Z

Toyota
MR2 Turbo

Catch-All:

Vehicles with 3.1 – 4.1 Liter Naturally Aspirated Engines and Forced Induction Engines between 1.9 and 3.1 Liters not listed in another class.

Sport 5 (S5):

Acura
Integra Type R
RSX Type S

Ford
Focus ST
Fiesta ST

Fiat
500 Arbarth 2008+

~~Honda~~
~~Civic Type R~~

Mazda
RX8
RX7 (Turbo II)
Mazdaspeed 3
Mazdaspeed Protégé

Nissan
Sentra SE-R Spec V

Subaru
WRX

Volkswagen
Golf 1999-2008 (Not otherwise Classed)

Catch-All

Vehicles with 1.9 – 3.1 Liter Naturally Aspirated Engines and Forced-Induction Engines with less than 1.9 liters not otherwise classed

Sport 6 (S6):

Mazda
Miata 1989-2005 (Naturally Aspirated)

Mini

Cooper (Naturally Aspirated)

Subaru

BRZ

Solo Spec Coupe

Scion

FR-S

Solo Spec Coupe

Toyota

86

MR2 (Naturally Aspirated)

Volkswagen

Golf 1974-1999 (Not Otherwise Classed)

Catch-All

Vehicles with less than 1.9 Liter Naturally Aspirated Engines Not otherwise classed.