# SCCA TIME TRIALS NATIONALS

# "Max" Category RULES (5/16/18 Release)

MAX CATEGORY is open to production cars and eligible kit cars using almost any automobile drivetrain and is meant to fit between the current Tuner and Unlimited categories.

MAX CATEGORY is a place for enthusiasts to build the street-worthy car of their dreams with few limits on engine, suspension or bodywork.

MAX CATEGORY vehicles must have all road-going equipment such as headlights, tail lights, blinkers, windshields/windscreens if delivered with such.

MAX CATEGORY participants are cautioned that the intent of these rules is for the cars to be able to be street driven. Competitors may be asked to prove their vehicles would be able to navigate normal road conditions including speed bumps, uneven surface transitions, slow-speed "caught in traffic" laps and navigation of unpaved parking areas to prove road-worthiness.

MAX CATEGORY Vehicles may only be driven, stopped and steered through the wheels and tires. When the word "unrestricted" is used in these rules, it is under the assumption that the modifications and controls are within this parameter.

MAX CATEGORY vehicles are likely to be street driven cars, and SCCA® does not encourage or condone the breaking of laws governing pollution control systems or the alteration of street-driven vehicles contrary to state and federal laws regarding their use. It continues to be the responsibility of the individual to comply with such state and federal laws.

## Authorized Modifications

All SPORT CATEGORY and TUNER CATEGORY allowances, plus all allowances contained in this section.

### 1. Interior and Bodywork

**A.** Interior

**1.** Other than the factory dash, cosmetic interior components may be removed, as long as fire walls are retained, and fumes are not vented into the cockpit. Panels may be added to insulate the driver from venting and exhaust. The driver's normal seated position may not be relocated, unless it is a right-side drive conversion to match existing production cars.

**2.** Exposed metal interior surfaces must be covered, painted, and/or coated. (No "race car" interiors allowed, please.)

**3.** Fuel tank/cell may be modified or replaced and must be separated from the driver/passengers as originally manufactured or by a metal panel/bulkhead if the OE structure is modified. Fuel must not vent into the driver/passenger compartment directly or indirectly.

**B.** Bodywork

**1.** Body panels may be modified or replaced in the original standard locations. Frame may be modified. Subframes may be replaced or modified.

**2.** Vehicle perimeter and wheelbase must be full-scale to original model. Incidental wheelbase changes resulting from the allowed replacement of suspension components or modification of suspension design are allowed. This is not an allowance to shorten or lengthen the chassis/body (e.g., change the scale from the original).

**3.** Body panels may be attached with removable fasteners (e.g., Dzus®).

**4.** Fenders and running boards may be removed from vehicles with a production year prior to 1946, as long as the removal of those parts does not expose the interior of the car or engine compartment.

**5.** Aerodynamic Aids – Wings/Canards/Splitters may be added, removed, or modified with the following restrictions.

**a.** Non-OE wings may only be attached with the following restrictions

**i.** May only be attached ~~to the rear deck/hatch area~~ behind the centerline of the rear axle and may not attach to suspension components.

**ii.** The total combined surface area of all wings shall not exceed 8 sq. ft. (0.7432 m2) as calculated.

**iii.** The number of wing elements is limited to 2.

**iv.** Wings designed to be adjustable while the car is in motion must be locked in a single position.

**v.** Wings, and any component thereof, may not extend beyond the vehicle width as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim.

**vi.** No portion of the wing or its components may be more than 6" (15.24 cm) forward of the rear axle, more than 6" (152.4 mm) beyond the rearmost portion of the bodywork, or more than 6" (15.24 cm) above the roofline of the vehicle, regardless of body style.

**vii.** Reinforcements to the wing mounting area may be used but may serve no other purpose.

**viii.** Wing endplate surface area is limited to 200 sq. in. (1290.3 cm2) each and the number of endplates is limited to a maximum of 2.

**viiii.** For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the wing's point of attachment to the body of the vehicle.

**x.** For a convertible/roadster with no roof or a targa-top with no rear window which retains the OE windshield frame, a windshield of any material that meets the top of the windshield frame shall be considered the top of the roofline and the car may use the wing mounting rules for a closed car.

**xi.** Spoilers and rear wings are mutually exclusive such that a builder may use one or the other, but not both.

**b.** A spoiler may be added to the rear of the car provided it complies with either of the following:

**i.** It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.

**ii.** It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

**iii.** Spoilers and rear wings are mutually exclusive such that a builder may use one or the other, but not both.

**c.** Canards are allowed with the following restrictions

**i.** Canards may extend a maximum of 6" (15.24 cm) forward of front bodywork/fascia as viewed from above.

**ii.** No portion of the canard may extend past the widest part of the front bodywork/fascia as viewed from above.

**iii.** Canard area will be measured in the same manner as wings. Canard area may not exceed 1.2 sq. ft. (1114.8 $cm^2$).

**d.** A front spoiler/air dam/splitter is permitted, with the following restrictions.

**i.** Splitter blade shall be installed parallel to the ground (within ±3° fore and aft) and may extend a maximum of 4" (10.16 cm) forward of the front bodywork/fascia as viewed from above.

**ii.** No part of the front spoiler/air dam shall be lower than three (3.0) inches from the ground.

**iii.** Any non-OE air dam shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs.

**iv.** Splitters may not extend rearward past the vertical centerline of the front wheels.

**v.** No portion of the splitter may extend beyond the widest part of the front bumper as viewed from above.

**vi.** The splitter and canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side.

**vii.** Openings in the front spoiler/air dam are permitted for the purposes of ducting air to the brakes, cooler, and radiator.

**viii.** OE (factory) front spoiler/air dam systems are permitted and if mounted in the stock location, have no height restrictions.

**e.** Diffusers are allowed with the following restrictions.

**i.** May not extend forward past the vertical centerline of the rear wheels.

**ii.** May not extend rearward of the rear bodywork as viewed from above.

**C.** Chassis

1. Body, frame and sheet metal (such as transmission tunnel) may be altered to the extent required to allow engine swaps, transmission swaps and suspension modifications.

## 2. Tires

**A.** Tires must meet the eligibility requirements of SPORT CATEGORY and TUNER CATEGORY other than width restrictions.

## 3. Wheels

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

## 4. Brakes

Components, lines, hoses, and method of attachment are unrestricted.

## 5. Steering and Suspension

### A. Steering

Components, lines, hoses, and method of attachment are unrestricted.

### B. Suspension

Components, lines, hoses, and method of attachment are unrestricted.

## 6. Electrical

Electrical system components and wiring are unrestricted.

## 7. Engine and Drivetrain

Components (internal and external) may be modified or replaced, other than the following restrictions.

**A. Intake:**
Intakes are unrestricted. Forced induction may be added.

**B. Engine:**

**1.** Engines must be derived from production automobiles. Motorcycle, snowmobile, marine, or other engines of non-automobile design are not permitted.

**2.** The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).

### C. Transmission

**1.** The Transmission and all components (internal and external) may be modified or replaced, with the following restrictions.

**a.** All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.

**8. Exhaust**

**A.** Exhaust must exit behind the driver.

**B.** Exhaust may exit through the bodywork.

## 8. Fuel

**A.** MAX CATEGORY Vehicles must meet SPORT CATEGORY fuel rules, but the use of E85 is not restricted.

**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. 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. Safety Minimums

**1.** 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:

**a.** The vehicle is equipped with an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials rules.

**b.** 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.)

**c.** The Vehicle is a 2006-year model or newer and is classed in the Sport or Tuner Category.

**i. Convertible Exception:**

**A.** 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.

**2. Non-Convertibles**

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

**a.** 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.

**b.** 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.

**B.** Modified Fuel Lines/Tanks

**1.** Drivers of cars with modified or replaced OE Fuel lines and/or tanks must wear driver gear including Suits, Gloves, Shoes, Helmet and any required Underwear/Balaclava meeting “HillClimb” Safety Standards.

## 10. Minimum Weights

**A.** Production Vehicles in MAX CATEGORY shall not weigh less than 85% of the manufacturers listed curb weight.

**B.** Kit Cars classed in MAX CATEGORY will be assigned a minimum weight.

**1.** Shelby Cobra Models: 2400 Lbs. w/driver

**2.** Shelby Daytona Coupe Models: 2350 lbs. w/driver

**3.** Corvette 1963 Grand Sport Models: 2400 Lbs. w/driver

**3.** Ariel Atom: 1425 Lbs. w/driver

**4.** Exocet 1425 Lbs. w/driver

## 11. MAX CATEGORY "Max" Category Classing

**A.** Classes

**Max 1 (M1)**
Vehicles with a displacement of more than 5.1 Liters, all vehicles with between 2.61 and 5.1 liters and weigh less than 2,250 and all vehicles with less than 2.61 liters displacement which weigh less than 1,500 Lbs.

**Max 2 (M2)**
Vehicles with an engine displacement between 2.61 Liters – 5.1 Liters, not less than 2,250 Lbs. and vehicles with less than 2.61 liters displacement which weigh between 1,500 -1,750 Lbs.

**Max 3 (M3)**
Vehicles with a displacement of less than 2.61 Liters, not less than 1750 Lbs.

**B.** Displacement Modifiers

- Rotary: Actual displacement X 2.0
- 2-Cycle Engines: Actual displacement X 2.0
- Forced induction: Actual or Corrected Displacement X 1.5
- For each additional forced induction unit 0.5 should be added to the forced induction displacement modifier. E.g. Twin charged, Twin Turbo: Actual Corrected Displacement X 2. Quad turbo: Actual displacement x 3