2026 Time Trials Supplementary Rules
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Time Trials Supplementary Rules

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Texas Region Time Trials Supplementary Rules

1. Governing Rules

- 1.1: Except as modified herein, all Texas Region SCCA Time Trials events are held under the SCCA Time Trial rules.
  - https://timetrials.scca.com/pages/time-trials-event-guidelines

- **1.2 Rule Changes**: Any rule herein may be changed only by majority vote of the Time Trial Committee.

- **1.3 Availability**: These Supplementary Rules shall be available at each event for review by competitors, and shall be posted on the Texas Region SCCA Time Trials web page.

- **1.4 Closed-Wheel Race Cars**: Purpose-built non-production closed-wheel race cars are not explicitly disallowed from Texas Region SCCA Time Trials events, but competitors must contact the TTC and receive written approval prior to registering for an event.

- **1.5 Open-Wheel Race Cars**: Due to safety concerns, open wheel cars that are not explicitly classed in the National Time Trials Classing are not permitted at Texas Region SCCA Time Trials events.

- **1.6 Modified Electrified Vehicles** – Due to safety concerns and limited staff, full electric and partially electrified vehicles that have modified the OEM drive train, battery pack, tractive system or on-board charging system as defined in the SCCA Supplemental Common Rules For Electrified Vehicles, or any vehicles that have been converted in whole or in part to electric power and/or homebuilt electrified vehicles are not permitted at Texas Region SCCA Time Trials events.

2. Time Trial Committee

- **2.1 Committee Composition**: The Time Trial Committee (TTC) shall consist of members who volunteer for committee positions as enumerated below. The Assistant Regional Executive (ARE) for Time Trial shall regulate committee appointments.
  - 2.1.1 The Time Trial ARE shall have the ability to add and/or alter the positions described below as the need arises.
  - 2.1.2 At the discretion of the Time Trial ARE, committee members may concurrently hold more than one position on the committee.

- **2.2 Committee Positions:** In addition to the minimum required positions as defined in the SCCA National Time Trials rules the TTC may be comprised of the following positions and responsibilities. Responsibilities listed here serve as a guideline and should not be considered an exhaustive list. Responsibilities here listed or otherwise

may be reassigned as needed by the Chief of that position or the Time Trials ARE.

- **2.2.1 Assistant Regional Executive for Time Trials:** (also known as the Time Trials Chairman or Time Trials ARE)
    - This position is responsible for event scheduling, budgets, purchase approvals, committee appointments, and communication with the division & national offices. This position must also fulfil all responsibilities to the Texas Region Board of Directors.
- **2.2.2 Chief of Registration/Registrar:**
    - This position is responsible for administering registration for each scheduled event. This position shall assist registrants with questions regarding sign up procedures, billing, refunds or credits, and verifying previous experience and/or licenses as required with coordination with the Chief Driving Instructor.
- **2.2.3 Chief of Waivers:**
    - This position is responsible for ensuring all necessary SCCA and track waivers are signed by all participants, workers, staff, spectators, and anyone else who is attending a Time Trials event. This position is also responsible for ensuring all waiver forms are filled out correctly and either returned to the correct parties or filed/stored for later reference.
- **2.2.4 Chief of Timing & Scoring:**
    - Timing: This position is responsible for all Texas Region owned timing equipment (laptop, decoder, accessories, etc), software (Orbits, Race Monitor, MyLaps Speedhive, etc), and their use before, during, and after events to collect times of all competitors. Times should be made available during the event day via live timing (when possible) or summary results after each session, including printed grid sheets (if requested) for the Chief of Grid as detailed in section 4 of this document. This position is also responsible for the transponder contract with the rental equipment company.
    - Scoring: This position is responsible for ensuring all points-earning events are correctly scored for all classes and competitors. A master record of all points-earning events and their results throughout the season should be kept, updated, and posted after each event for all competitors to access. This master record will be used at season-end for determining which competitors earned a year-end trophy as detailed in section 3 of this document.
- **2.2.5 Chief Driving Instructor:**
    - This position is responsible for administering driver education to any novice drivers. Driver education typically contains a classroom session discussing concepts about safe & accurate performance driving while on track and in-vehicle or lead-follow sessions with the novice drivers. This position is also responsible for recruiting eligible certified volunteers (aka “instructors”) to help administer the on-track and/or classroom portions of the driver education. The Chief Driving Instructor (or an approved instructor at the Chief Driving Instructor’s direction) may administer a “check ride” to any persons who have eligible experience but no equitable solo certification. A “check ride” should only be granted at the discretion of the Chief Driving Instructor.

- **2.2.6 Chief of Grid:**
  - This position is responsible for overseeing operations within grid and "hot pit" during the event. Prior to each session Chief of Grid shall direct competitors to the correct grid spot as detailed in section 4 of this document. This position is also responsible for discussing on-track issues or feedback with competitors as they return to "hot pit".
- **2.2.7 Chief of Marketing:**
  - This position is responsible for advertising of events, recruitment, and outreach. Social media advertising, email blasts, member communication, and other forms of advertisement with the intent to improve event knowledge and registrations.
- **2.2.8 Safety Steward**
  - This position requires a SCCA Track/Time Trials Safety Steward license and is a mandatory position for all Track/Time Trial events. A licensed individual must be listed in the request for event sanction.
  - Duties and responsibilities of the Safety Steward are as defined in the current SCCA national Time Trials rules.
- **2.2.9 Competition Director**
  - The Competition Director is responsible for the general conduct of the event in accordance with the applicable Time Trials Rules and Supplementary Regulations.

- **2.3 Removal from the TTC:** Inasmuch as the TTC is a volunteer group appointed by the Time Trial Chairman, the Time Trial Chairman has the right, with majority approval of the Committee, to remove any TTC member who is not acting in the best interest of the Texas Region Time Trials program.

3. Regional Series Championship

- **3.1 Series Events:** The Regional Series shall consist of announced events, normally beginning in January and ending in December. The events will be held as schedules and track availability permits.

- **3.2 Series Points:** The total points from each competitor's events will count towards the series championship in each class.
  - 3.2.1 A score of "DSQ" (disqualified; for failing to participate, follow rules, as a result of protest, or for other reasons) will be assigned a zero points value and shall be counted as one of the scored events.
  - 3.2.2 A score of "DNS" (did not start in any event session) will be assigned a zero points value. Events in which a DNS is earned may be excluded from the end-of-season points total per the normal scoring rules.
  - 3.2.3 Points toward the series awards will be awarded for each class as follows:
    - 1st Place 9 points
    - 2nd Place 7 points
    - 3rd Place 6 points
    - 4th Place 5 points

- 5th Place 4 points
- 6th Place 3 points
- 7th Place 2 points
- 8th Place and lower 1 point

- **3.3 Trophy Qualification**
  - **3.3.1 Attendance:** A minimum of five points-earning events or more than 50% of the points-earning events held in a calendar year (whichever is greater) within a single class will be used for qualification. An event is defined as an individually sanctioned event with a unique sanction number for the event. This means that a two-day event may or may not have two separate unique sanctioning numbers. Attendance-required events will be announced as soon as possible within the season.

- **3.4 Ties**: In case of a tie, the greater number of 1st place finishes from the competitors' best finishes shall decide, followed by greater number of 2nds, etc. If that fails to break the tie, a 'true-tie' will be called and both competitors will earn the higher finishing place. The next place will NOT be awarded, and the place after will resume being awarded. Ex: If a 2nd place true-tie occurs, two competitors will earn a 2nd place trophy, no 3rd place trophy will be earned, and 4th place will be the next eligible finishing position.

- **3.5 Event Drops**: All drivers will have their two lowest scoring events dropped from the total season points calculation. This points-dropping does not change the drivers minimum event qualification status detailed in section 3.3

- **3.6 Disclaimer**: The championship series rules detailed here will be adhered to as best as possible. However, unanticipated factors may necessitate single-season temporary changes to Trophy Qualifications (3.3) or Event Drops (3.5). Such changes will be announced as expediently as possible.

4. Run Sessions, Impound, and Grid Order

- 4.1 Session and run order designations shall be published as an addendum to the Supplementary Rules for each event, which shall be provided to each entrant prior to the event and shall include at minimum a list of designated event officials and event sanction numbers along with event-specific rules. The Competition Director is reserved the right to make any changes up to and during the event as needed to ensure a fair and safe event.

- 4.2 All classes will be divided into sessions as deemed appropriate by the Competition Director to balance the competition as evenly as possible.

- 4.3 All competitors must run in their assigned competition sessions. Times logged outside of the drivers assigned run sessions will be excluded from results.
  - 4.3.1 If a competitor needs to run outside of their competition session due to

mechanical issues, prior to getting on-track they must 1) receive approval from ALL other competitors in their class and 2) receive approval from the Competition Director and/or Event Lead.
    - 4.3.2 If a competitor desires to share a competition vehicle with another competitor or needs to use another competitor's vehicle due to mechanical issues, prior to getting on-track they must 1) receive approval from ALL other competitors in their class and 2) receive approval from the Competition Director and/or Event Lead.

- 4.4 TTC Member Allowance: TTC members may run out of turn provided it is a result of their duties and does not create a premeditated advantage. The intent of this allowance is to permit committee members to run in the session that best fits the demands of their responsibilities. It is not intended to allow an individual to run within the session with the best course conditions unless doing so is a direct result of performing their job function. Example: if the T&S system experiences problems that take several sessions to resolve, the Chief of Timing & Scoring could legitimately run in the last session.

- 4.5 Following the final run session of the day for each assigned run group, all cars in those run groups or classes will present their vehicles for impound. This impound session will allow all competitors to inspect the competitor's cars from the day. At this point any protests to be lodged must be brought to the attention of the Event Lead within 15 minutes AFTER impound closing for that run group. The TT Committee will notify all parties subject to a protest, review all protests, rule on their validity, and assess any penalties within 72 hours of the last run group session.
    - 4.5.1: In order to ensure impartiality, any TTC member who is personally protested or has a personal relationship with either the protestor or protestee must recuse themselves from consideration of the protest.

5. Vehicle Safety Inspection Requirements

Each entrant, for every event, must complete and sign a Time Trial Tech Sheet (located in the SCCA Time Trial Rules) that shall be submitted during registration/check-in. By entering an event each competitor acknowledges he/she is totally responsible for the proper operation and safety of their vehicle and disavows any responsibility for vehicle safety on the part of SCCA and/or Texas Region, however the SCCA event officials reserve the right to inspect and, if deemed necessary, disqualify any vehicle determined to present undue hazard during an event.

- 5.1 Any vehicle found to be depositing fluids such as oil, brake or transmission fluid or antifreeze on any portion of the event site at any time, may be disqualified from competition until effective repairs are completed.

- 5.2 Vehicles with an overall height equal to or greater than track width (such as those listed in the Solo Rules) are not eligible for competition in Texas Region Time Trial events.

- 5.3 In the event of any incident involving impact or loss of parts/pieces of a vehicle while on course during an event, the vehicle(s) involved must immediately report to the hot pit to be re-checked by the Chief of Tech, Safety Steward or Competition Director prior to continuing competition. Failure to do so may result in disqualification from the event.

- 5.4 Helmets meeting the requirements of the SCCA Time Trial Rules are required and will be checked during check-in for compliance. Helmets must comply with the posted approved eligibility status on the SCCA national website.
  - 5.4.1: Closed Face Helmets: Please see attachment 1 regarding the use of closed face helmets.

- 5.5 All vehicles must comply with the vehicle safety requirements for Safety Level 1 in the SCCA National Time Trials Rules for the year in which the event will be held.

- 5.6 Convertibles: It is highly recommended that all convertible vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards defined in the SCCA National Time Trials safety rules. Please see "Attachment 2" at the bottom of this document for additional reference.

6. Personal Conduct

- 6.1 At no time during the set-up and operation of an event shall any participant (including competitors, crew members, workers, guests, etc.) consume any intoxicating substance or illicit drug. The penalty for such action shall be the immediate suspension of the offender from all further Texas Region Time Trial events for the remainder of the year and loss of eligibility for series awards. Competitors shall be fully responsible for the actions of their guests or crew members in this regard.

- 6.2 All participants shall be responsible for maintaining the integrity and cleanliness of event sites and shall prevent the deposit of any trash or fluids (excluding water) anywhere at or on the event site. Failure to comply with this requirement will result in penalties which may include disqualification from the event and/or disqualification from further competition in Texas Region Time Trial events, at the discretion of the Time Trial Chairman. Competitors shall be fully responsible for the actions of their guests or crew members in this regard.

- 6.3 Pets at Events
  - 6.3.1 Bringing pets to Texas Region Time Trial events is strongly discouraged. Individuals who choose to bring a pet are responsible to see that it is leashed, supervised and under control at all times.
  - 6.3.2 Pets are not allowed in the grid or hot pit areas at any time.
  - 6.3.3 Pets may not be left tied and/or unattended.
  - 6.3.4 Pets are not permitted at events wherein the site does not allow pets. This supersedes all other pet rules.

- 6.4 Waivers and Credentials: A wristband will be issued to every individual present during a Texas Region Time Trial event, upon signature of the event waiver, presentation of a SCCA Annual Waiver Hard Card, or verification of an Annual Waiver on file with the SCCA National office. The wristband will be worn on the wrist and will be visible at all times during the event, to allow event officials and site owners to confirm the SCCA insurance requirements have been satisfied.

- 6.5: Participants in Texas Region Time Trial events are expected to conduct themselves at all times with courtesy to and respect for their fellow competitors, and to promptly adhere to all instructions from event officials which instructions may be communicated verbally, via hand signals, or via flag signals. Violation of this requirement creates potential safety issues and may subject the violator to penalties which can include removal from a session, loss of times, removal from an event, disqualification from future region events, and/or recommendation to the National Time Trial Committee for license probation/suspension/revocation.

7. On-Course Conduct

- 7.1 Flag Signals: Communication between Race Control and drivers will be via flags displayed at designated flag stations located throughout the course. Drivers are responsible for identifying/locating each flag station during their initial out lap and for continuously monitoring each station while on track. Specific flags and their meanings will be communicated to entrants via email from the Competition Director prior to each event, and all drivers are expected & required to review & familiarize themselves with this flag information prior to driving in the event. Drivers shall immediately respond to displayed flag(s) in accordance with those meanings.
  - 7.1.1. Failure to respond to a displayed flag will result in the offending driver being black flagged to the hot pit for counseling.
  - 7.1.2. Multiple failures to respond to a displayed flag may result in progressive disciplinary action at the discretion of the Competition Director and Safety Steward, as follows:
    - 7.1.2.1 Failure to respond to multiple flags during a session, removal from that session or the subsequent session if the last instance occurs more than halfway through the session, and loss of times for the session during which the violation occurred.
    - 7.1.2.2 Failure to respond during multiple sessions, removal from the event, loss of all times for the event, and notice of probation for any subsequent events with notice to the National TTC.
    - 7.1.2.3 Failure to respond at subsequent event, removal from the event and loss of all times for the event, and disqualification from further Texas Region Time Trial participation with notice to the National TTC.

- 7.2. Passing Guidelines
  - 7.2.1 Passing zones: For run groups that require a passing zone, zones will be specifically identified within the pre-event drivers information packet and during

the mandatory morning driver's meeting.

- 7.2.2 Passing Signals: The overtaken driver giving the passing signal must give one signal per car. The overtaking driver is responsible for the decision to pass another car and for accomplishing the pass safely. The overtaken driver is responsible for maintaining a position and speed on the track that enables the pass to occur safely and within the designated passing zone if applicable.
- 7.2.3 Passing is prohibited at any time for all groups while the following flags are displayed: yellow, black, red. This rule will be strictly enforced and a driver who executes a pass while any such flags are displayed will be subject to the disciplinary actions specified in 7.1.1 and 7.1.2.
- 7.2.4 Time Trials run groups are permitted to pass anywhere on the track with a point-by signal. It is the responsibility of the overtaking and overtaken drivers to perform and complete these passes in a safe manner.
- 7.2.5: Track-day/non-competition solo run groups will perform passing on track in the designated passing zones only.
- 7.2.6: Novice/HPDE run groups will perform passing on track at the direction of their in-car coach or pre-arranged lead-follow instructions.
- 7.2.7: The Time Trials ARE and the TTC reserve the right to amend the per-group passing rules and/or passing zones before or during an event. Such changes will be communicated to all drivers as soon as possible.
- 7.2.8: Drivers performing passes unsafely or outside of designated zones where appropriate may be subject to disciplinary actions detailed in sections 7.1.1. and 7.1.2.

- 7.3 Time Trials Staff reserve the right to move a participant into a different run group and/or require any entrant to perform a check ride with a qualified instructor. This can be due but not limited to the criteria listed below. The goal of requiring a check ride and/or moving an entrant into a different run group is to maximize the safety and enjoyment of the event by the entrant and their fellow drivers. Failure to participate in a check ride and/or move groups at the request of the Time Trials Staff may result in discipline as defined in section 6.5 above.
  - Improper regard for flagging as described in section 7.1
  - Improper passing signals as described in section 7.2
  - Unsafe pace/lap times
  - Repeated "off track" incidents
  - Improper track etiquette
  - Ignoring instructions from Grid, Safety, Instructors, Track Personnel, or other event staff

- 7.4: Track Damages: Whether intentional or accidental, individual participants are responsible for any damages they may cause to the rented track, track facilities, and any cleanup supplies used for mitigation of incidents (e.g: fire extinguishers, oil-dry, etc). Bills for such damages may come either directly from the track or from Texas Region SCCA.

8. Car Classification

- 8.1 Determination of the proper class/category of a vehicle is the responsibility of the entrant of that vehicle, however any vehicle which cannot be assigned to a specific class per the Texas Region Supplementary Time Trial Rules must be referred to the Competition Director and/or Time Trials Chairman for review to ensure compliance with the National Time Trials rules and Texas Region Supplementary Time Trial Rules prior to competition.

- 8.2 Car numbers and class letters **must** be on the bodywork of the vehicle, must be displayed on both sides of the vehicle, and must be easily readable by all corner workers, Timing & Scoring, etc. Cars identified as non-compliant during the course of an event may be disqualified from further competition until proper vehicle identification is provided, at the discretion of event officials.

- 8.3 Car numbers or class letters will not be allowed on any vehicle windows.

- 8.4 The Competition Director or, in his absence, the Time Trial Chairman, will have the final authority in the event of any dispute regarding legibility and compliance with this requirement.

9. Appeals

- 9.1 Any participant named as a party to a protest or a penalty action as defined in these Supplementary Rules has the right to appeal a decision or penalty imposed upon him/her. An appeal must be made in writing and presented to the Event Lead within 72 hours of receiving a protest result.

- 9.2 Any such appeal shall be designated as a "Compliance Query" and shall be governed by the latest Time Trials Rules Compliance Query process posted to the SCCA National Time Trials website.

- 9.3 A participant may appeal a final decision of the Texas Region Time Trial Query Committee by sending an email to the national Time Trial Board requesting a review of the decision. The email request must be sent within 14 days of the date of the associated event. Per the Rules Compliance Query process, the following apply to such appeals.
    - 9.3.1 The TTB may, but is not required to, review or hear any appeal which only affects event results.
    - 9.3.2 The TTB shall automatically review any decision which results in a participant being denied the ability to enter an event.
    - 9.3.3 The appeal shall be heard within 45 days of being received, and participants will be notified of the decision within seven days of that decision.

10. Protest Fee

The protest fee shall be $0.00.

11. Drivers per Car

Cars may not be entered with more than one driver in one class without approval from the Time Trials ARE, Competition Director, Chief of Timing & Scoring, and a majority of competitors in the entered class. Participants in the Novice/HPDE group are not permitted to share a car.

12. Passengers

With the exception of an approved instructor, passengers will not be permitted to ride along with Time Trial, Track Day, or HPDE entrants.

13. Registration and Drivers Meeting

- 13.1 Unless changed in an event supplemental and posted on the Texas Region Time Trial web site, registration will begin at 7:00 AM and close no earlier than 8:00 AM.

- 13.2 No entrant will be registered after 8:00 AM unless special arrangements are made with the Chief of Registration. A late registrant is responsible for (i) completing the check-in process including submission of a completed vehicle inspection form, and for (ii) ensuring that the Chief of Timing & Scoring is aware of the late registration.

- 13.3 All entrants must check in with Registration prior to the start of the drivers meeting.

- 13.4 On-line Pre-registration
  - 13.4.1 Event pre-registration will require payment. Event pre-registration must be completed by Wednesday at midnight prior to the event, or such alternate time as deemed appropriate by the Chief of Registration.
  - 13.4.2 There will be no refunds after the event pre-registration deadline, unless specific exception is made by the Time Trial Chairman or Chief of Registration.

- 13.5 On-site Registration (walk-ups)
  - 13.5.1 Participants may be permitted to register on-site the day of the event with approval from Time Trial Chairman and Chief of Registration
  - 13.5.2 The Competition Director reserves the right to limit the number of walk-up entries.
  - 13.5.3 On-site registration may incur a surcharge in addition to the regular fees listed in in the event supplemental regulations as determined by the Time Trials Chairman or Chief of Registration.
  - 13.5.4 Per SCCA insurance requirements, all entrants must be SCCA members; weekend membership is required for non-members and may incur an additional surcharge.

- 13.6 The Time Trial Chairman may impose a cap, or limit, on the number of entries for an event.

- 13.7 There will be a mandatory driver's meeting prior to the first session of the day. All drivers are REQUIRED to attend. Failure to attend may result in disqualification (DSQ) from the event, at the discretion of the Time Trial Chairman, Competition Director, and/or Safety Steward.

14. Fees for Texas Region Time Trial Events

- **14.1 Competitor Fees**: Entry fees shall be determined by the TTC prior to the beginning of registration for the event, and shall be posted on the Time Trial web site as well as incorporated into all forms of event entry. Entry fees shall not be changed after registration for an event is opened.

- **14.2 Instructor Fees**: At events where driver education ("Novice/HPDE Group") is offered, volunteers assisting with driver education are eligible to receive a portion of their normal entry fee covered, assuming they are registered for the event. The entry fee portion may be covered via an up-front discount code, post-event refund, post-event future credit, or a next-event discount code. The method may be chosen by the TTC and/or Chief Driving Instructor.

- **14.3 Committee Fees**: Time Trials Committee members who wish to participate in an event are eligible for an event fee equal to the cost of the instructor fees. A committee member should only participate in competition if they have assigned an assistant with sufficient training such that the event continues to run smoothly while the committee member is on track. Committee members may also run out of turn as detailed in section 4.4 if their duties interfere with running in their normal sessions.

15. Texas Region Time Trials Awards

- **15.1 Award Selection**: The awardees for the annual Texas Region Time Trials awards detailed in the sub-sections below are to be selected by the Time Trials ARE. Nominations may be received from participants, region members, or Time Trials Committee members.

- **15.2 Volunteer of the Year:** Awarded to the Volunteer who most selflessly sacrifices their time, efforts and knowledge for the betterment of Texas Region Time Trials.

- **15.3 Sportsman of the Year:** Awarded to the driver or participant who most exemplifies the Courage, Skill, and Sportsmanship the Time Trials ideals are built upon.

16. Texas Region Time Trials Volunteer of the Year – Past Awardees

2018 – Allison Flack
2019 – Jim Bunch
2020 – Miles Furlong
2021 – David Powers
2022 – Nolan Eberl-Coe

2023 – Eric McGill
2024 – Brian Brooks
2025 – Mikayla Bellardini

17. Texas Region Time Trials Sportsman of the Year – Past Awardees

2018 – Joe Birmingham
2019 – Tom Bergeron
2021 – Geran Rose
2022 – Ryan and Tom Harness
2023 – Stan Whitney
2024 – Darryl Paul
2025 – Scarlett Rose

18. Texas Region Special Procedures

(To be determined by the TTC at a later date)

Attachment 1: Closed Face Helmets

Memo to Time Trial and Solo participants:
There have recently been some questions raised regarding the **use of closed-face helmets in conjunction with an airbag equipped steering wheel**, reference an advisory originally published by the SCCA National Office recommending against such use, so this memo provides a clarification on the subject.
The original advisory read as follows:

PARTICIPATION BULLETIN
FROM: National Staff
TO: All Participants
SUBJECT: Airbag Advisory
It has been brought to the attention of SCCA Technical Services that the use of full-face or closed-face helmets while driving vehicles with active airbag restraint systems may result in injuries in the event of a crash that deploys the airbag. Because of the location of the steering wheel relative to a driver's position, the airbag axis is on a level with the driver's chin. In a crash with airbag deployment, contact with the chin area of a full-face helmet can be so powerful "that the risk of fractures to the jaw cannot be ruled out." (Hubert Gramling, FIA Institute, FT3/AF, 18.5.1999). This applies to vehicles that may be used in Solo, RallyCross, High Performance Car control Clinics, etc. Therefore, it is highly recommended that full-face helmets not be used in vehicles with functional airbag systems.

Subsequent to publication of this advisory and at the request of the SCCA and various other motorsports organization, specific testing (both static and dynamic) was performed at Delphi in Vandalia, OH to determine the validity of the recommendation. The testing showed that the forces actually were well below the threshold level for the types of potential injury that were originally suspected. Hubert Gramling from FIA, who was involved in the original recommendation, was in attendance during the testing as well as Doug Gill from the SCCA National Staff.

Upon completion of the testing the original advisory was withdrawn so, contrary to oft-repeated "tribal knowledge", there is currently no recommendation against the use of a full-face helmet in conjunction with an airbag-equipped vehicle.

That said, there are two additional considerations you should be aware of. First, the testing was done with closed-face helmets designed for use in automotive applications and **not** with helmets designed for use with motorcycle applications, so the **recommendation against use of closed-face motorcycle helmets with airbag-equipped cars** is in my opinion still valid and for the same reasons as the original advisory.

Second, there is some concern (based on actual incidents) that airbag deployment during a crash with a closed-face helmet if the visor is open may direct the airbag into the eye port causing potential eye injury, so it's strongly recommended that the visor should be closed during competition even in closed cars with a full windshield.

Attachment 2: Convertible Vehicle Eligibility

Please see the National Time Trials safety rules regarding convertibles and rollbars for the most recent regulations.

List of convertibles known to have approved rollover protection and approved to run.

- Audi TT, A4, S4, A5, S5, R8
- Aston Martin DB9, DBS
- BMW Z3 w/opt pop-up bars, Z4, E36 w/opt pop-up bars, E46, E90, M Series 1998-present
- Chevrolet Camaro 2011-present
- Chevrolet Corvette C6, C7, C8
- Chrysler Crossfire
- Dodge Viper SRT 2004-present
- Ferrari 360, 430, California
- Honda S2000, NSX
- Infinity G37
- Jaguar XK8, XKR, F-Type 1998-present
- Lamborghini Gallardo, Murcielago, Diablo, LP560, LP640, Performante
- Lexus SC430 2002-present
- Mazda Miata 2007-present – "NC" and "ND" generations
- Mercedes SL (1990+), SLK, CLK, C Class, E Class
- Mini Cooper & Cooper S 2009-present
- Nissan 350Z, 370Z
- Porsche Boxster, Carrera GT, Spider, 996, 997
- Saab 9-3 2004-present
- Volvo C70
- Volkswagen Eos, Beetle (2011+)

List of convertibles known to not have factory rollover protection, not approved to run without approved roll bar or roll cage.

- BMW Z3 1996-1997 w/o factory rollover hoops (1998+ approved to run)
- Chevrolet Camaro pre-2011
- Chevrolet Corvette pre-2005
- Dodge Viper RT 1992-2003
- Ford Mustang all years
- Mazda Miata 1990-2005 – "NA" and "NB" generations
- Pontiac Firebird, Solstice, Solstice GXP
- Saturn Sky
- Toyota Solaris

Note: T-Top versions of these cars are allowed to run.