



NASA Time Trial TTS/TTU/TTR Car Classification Form—2009 (v6.1)

Owner's Name _____ Date _____ Region _____

Car Number _____ Car Color _____ e-mail _____

List all Team Drivers--leave blank if the owner is the only driver and circle here: **owner-driver**

Vehicle: Year _____ Make _____ Model _____ Special Edition? _____

Min. Competition Wt. (w/driver) _____ lbs. Maximum Chassis Dyno hp _____ whp

Adjusted Weight/Power Ratio (use worksheet below to calculate) _____

Time Trial U (TTU) = "adjusted" wt/hp ratio equal to, or greater than, **5.50:1**

Time Trial S (TTS) = "adjusted" wt/hp ratio equal to, or greater than, **8.70:1**

Time Trial Competition Class TT _____

Calculation of Adjusted weight/power ratio (worksheet):

Unadjusted wt/power ratio = Minimum Comp. Wt. divided by maximum Dyno hp = _____

If: 4-door Sedan or 5-door Wagon, add 0.4 = _____

If: Dog-ring/Straight-cut gears (non-synchromesh transmission), subtract 0.2 = _____

If: Sequential/Tiptronic-like/paddle shift/semi-automatic, subtract 0.2 = _____

If: AWD, subtract 0.5 = _____

If: FWD, add 1.0 = _____

If: Non-DOT approved tires, subtract 0.75 (VRL & GAC Hoosiers see App. A) = _____

If: Tire size 275 to 250 (or 10.5" to 9.6" for non-DOT approved), add 0.4 = _____

If: Tire size 245 or smaller (or less than 9.6" for non-DOT approved), add 0.8 = _____

Unless you have a non-production or tube-frame vehicle listed in Section 6.2.7 of the TT rules, if the Minimum Competition Weight is between 3201 and 3299 lbs, you are finished with the calculations. Enter the adjusted wt/power ratio in the section above, and enter your competition Time Trial Class.

If the Minimum Competition Weight is greater than 3299 lbs, find the weight on the table below, and ADD the number listed to the wt/power ratio = _____

3300-3349 lbs +0.05	3550-3599 lbs +0.35	3800-3849 lbs +0.65	4050-4099 lbs +0.9
3350-3399 lbs +0.1	3600-3649 lbs +0.4	3850-3899 lbs +0.7	4100-4149 lbs +0.95
3400-3449 lbs +0.15	3650-3699 lbs +0.45	3900-3949 lbs +0.75	4150-4199 lbs +1.0
3450-3499 lbs +0.2	3700-3749 lbs +0.55	3950-3999 lbs +0.8	4200-4249 lbs +1.05
3500-3549 lbs +0.3	3750-3799 lbs +0.6	4000-4049 lbs +0.85	>4249 lbs +1.1

If the Minimum Competition Weight is less than 3201 lbs, find the weight on the table below, and SUBTRACT the number listed from the wt/power ratio = _____

3200-3151 lbs 0.05	2750-2701 lbs 0.5	2300-2251 lbs 0.95	1850-1801 lbs 1.4
3150-3101 lbs 0.1	2700-2651 lbs 0.55	2250-2201 lbs 1.0	1800-1751 lbs 1.45
3100-3051 lbs 0.15	2650-2601 lbs 0.6	2200-2151 lbs 1.05	1750-1701 lbs 1.5
3050-3001 lbs 0.2	2600-2551 lbs 0.65	2150-2101 lbs 1.1	1700-1651 lbs 1.55
3000-2951 lbs 0.25	2550-2501 lbs 0.7	2100-2051 lbs 1.15	1650-1601 lbs 1.6
2950-2901 lbs 0.3	2500-2451 lbs 0.75	2050-2001 lbs 1.2	1600-1551 lbs 1.65
2900-2851 lbs 0.35	2450-2401 lbs 0.8	2000-1951 lbs 1.25	1550-1501 lbs 1.7
2850-2801 lbs 0.4	2400-2351 lbs 0.85	1950-1901 lbs 1.3	1500-1451 lbs 1.75
2800-2751 lbs 0.45	2350-2301 lbs 0.9	1900-1851 lbs 1.35	< 1451 lbs 1.8

Note: All vehicle weights will be measured to the tenth of a pound (xxxx.x), then rounded off to the nearest pound for all calculations. Any weight ending in “.5” (xxxx.5x) will be rounded up or down to the benefit of the competitor.

Unless you have a non-production or tube-frame vehicle listed in Section 6.2.7 (below) of the TT rules, enter the calculated adjusted weight/power ratio in the section above, and enter your competition Time Trial Class. If you have a vehicle listed in Section 6.2.7 (listed below as of 1-3-09, with all subsequent approvals listed on the website), you must use the modification factor listed with the vehicle to finish the calculation. _____

8 TTS/TTU Approved Non-Production & Tube-Frame Vehicles

The following vehicles are approved for TTS/TTU based on their “adjusted” wt/hp ratio, with the listed modification factors:

- 7's Only Mazda GT Spec RX7 (-0.2 modification factor)
- Active Power GTR MKI, GTR 2D, GTR 70, M6 GTR (-0.75 modification factor)
- Brunton Stalker (If aero mods, wing, or splitter, then -0.75 modification factor)
- Brunton Stalker (If no aero mods, wing, or splitter, +0.75 modification factor)
- Caterham & Lotus 7 (if aero mods, wing, or splitter, then -0.75 modification factor)
- Caterham & Lotus 7 (if no aero mods, wing, or splitter, then +0.75 modification factor)
- Dodge Viper Competition Coupe (-0.2 modification factor)
- Ferrari 348, 355, and 360 Challenge Series (no modification factor)
- Ferrari 430 Challenge (-0.2 modification factor)
- Factory Five GTM Supercar (-0.75 modification factor)
- Factory Five Roadster (if aero mods, wing, or splitter -0.4 modification factor. Note: no modification factor for FF Challenge “standard front air dam”—See Appendix B)
- Factory Five Type 65 Coupe (-0.4 modification factor)
- Lotus 2-Eleven (no modification factor)
- Panoz GTRA, GTWC (-0.2 modification factor)
- Panoz GTS (-0.2 modification factor)
- Porsche 997 & 996 GT3 Cup (-0.4 modification factor)
- Pro Challenge Road Race Spec Car (See Appendix B)
- Rossion Q1 (-0.2 modification factor)
- Thunder Roadster ('08 released body/wing type -0.75 modification factor. Note: must keep chassis, body, wing to TR specs; pre-'08 body style no modification factor—must keep chassis/body to TR specs)

Note: Future approved vehicles will be posted on the Time Trial website <http://www.nasa-tt.com> in the Rules/Classification section.

FWD and RWD vehicles must use a Dynojet model Dynamometer, and AWD vehicles must use either a Dynojet, Mustang, Dyno Dynamics, or Dynapack for testing. However, AWD vehicles must be compliant on any of the four Dyno models listed above that NASA Officials may choose for post-competition inspection.

From the start of competition through the post-session inspection at the end of the weekend, vehicles may not have any adjustments or modifications made to systems that could alter chassis dynamometer readings by changing horsepower levels (without the direct approval of the TT Director.)