



NASA Time Trial TTS/TTU/TTR Car Classification Form—2012 (v9.1)

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? _____

Multiple ECU Maps? Describe switching method: _____

AWD using Mustang or Dyno Dynamics Dyno---> max awhp _____ x 1.1 = _____ (enter below)

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),
Sequential/paddle shift/semi-automatic, subtract 0.2 = _____
(no assessment for automatic transmission utilizing a torque converter)

If: AWD, subtract 0.5 = _____

If: FWD, add 1.0 = _____

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

If: Tire size 10.5" (267mm) to 9.6" (244mm) if non-DOT approved, add 0.4 = _____

If: Tire size 9.5" (241mm) or smaller if non-DOT approved, add 0.8 = _____

If: Tire size 275 to 250 if DOT approved, add 0.4 = _____

If: Tire size 245 or smaller if DOT approved, add 0.8 = _____

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	>4149 lbs +1.0
3450-3499 lbs +0.2	3700-3749 lbs +0.55	3950-3999 lbs +0.8	
3500-3549 lbs +0.3	3750-3799 lbs +0.6	4000-4049 lbs +0.85	

If the Minimum Competition Weight is less than 3151 lbs, find the weight on the table below, and SUBTRACT the number listed from the wt/power ratio = _____

3150-3051 lbs 0.05	2650-2551 lbs 0.3	2150-2051 lbs 0.55	1650-1551 lbs 0.8
3050-2951 lbs 0.1	2550-2451 lbs 0.35	2050-1951 lbs 0.6	1550-1451 lbs 0.85
2950-2851 lbs 0.15	2450-2351 lbs 0.4	1950-1851 lbs 0.65	< 1451 lbs 0.9
2850-2751 lbs 0.2	2350-2251 lbs 0.45	1850-1751 lbs 0.7	
2750-2651 lbs 0.25	2250-2151 lbs 0.5	1750-1651 lbs 0.75	

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 of the TT rules (below), 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 1-1-12, with all subsequent approvals listed on the website), you must use the modification factor listed with the vehicle to finish the calculation. _____

6.2.7 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:

Backdraft Cobra RT3 (TD body style (aero), hardtop, or if any aero mods, wing, or splitter -0.4 modification factor.

Note: no modification factor for FF Challenge “standard front air dam”--See ST Rules Appendix A)

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 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)

Porsche 997 & 996 GT3 Cup (-0.4 modification factor)

Rossion Q1 (-0.2 modification factor)

Note: It is anticipated that the remaining tube-frame vehicles on this list will be deleted in the 2013 TT Rules, leaving the tube-frame vehicles to compete in TTR and TTU (if an STR2 crossover)

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

VRL Hoosiers and GAC Continental Tires:

Viper Racing League and Grand Am Cup Continental Spec. Tires are exempt from the -0.75 modification factor for Non-DOT approved tires.

Each season, the owner/driver must submit a completed NASA TTS/TTU/TTR Car Classification Form and a certified dynamometer (Dyno) report to the TT Director prior to the car’s first competition in order to compete in TTS or TTU.

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.)