



**NASA Time Trial TTS/TTU/TTR Car Classification Form—2010 (v7.1)**

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 Dyno? Mustang 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), 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 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	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 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 Super Touring Class. If you have a vehicle listed in Section 6.2.7 (listed below as of 11-20-09, with all subsequent approvals listed on the website), you must use the modification factor listed with the vehicle to finish the calculation. \_\_\_\_\_

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#### **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:

- 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.

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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.)**