

11. Time Trial (TT)

11.1 What is a Time Trial?

A Time Trial is an environment where NCCC competitors can participate in continuous lapping sessions on a defined road course in a controlled, non-racing situation. Lapping sessions are typically 20 minutes in length, but this length may vary depending upon the venue and the host facility's protocols. NCCC does not sanction road course racing events, i.e., door-to-door competition for position on track at all times, and, as such, a Time Trial does not have an emphasis on track position. Passing may be allowed in controlled situations, such as open straights and is typically not allowed on corners, "esses," or banked sections of the road course. Drivers are divided into run groups based upon experience level, not the car they drive in the event. Placement within a run group is immaterial. Points earned in a Time Trial are based solely upon the driver's time for his/her single best lap time during a continuous run session.

11.2 Scheduling and Sanctioning a Time Trial

A Time Trial requires use of a permanent road course. Renting a road course facility for a day or weekend is typically a cost-prohibitive undertaking for a NCCC club. Therefore, most Time Trials will be scheduled for a "track" day or weekend being conducted by one of many track day hosting organizations. The sanctioning club will be responsible for record-keeping related to NCCC entrants, but the event will not typically be conducted by the NCCC club and NCCC entrants will be co-mingled with drivers of other brand vehicles based upon their experience level. Therefore, NCCC entrants will be subject to NCCC restrictions, but also subject to all the rules and procedures dictated by the primary hosting organization.

11.2.1 Time Trial Organization and Scheduling

1. Most "non-racing" track days are described as being a "High Performance Driver Education" (HPDE) event. The emphasis is specific in that an HPDE is not a race, and there is no timing for a full track session. Only individual lap times are recorded, not car finish positions.
2. Each session may be an individual NCCC sanctioned Time Trial event. The sanctioning club may choose to sanction one or more sessions, but cannot combine the times of multiple sessions because conditions vary between sessions. Each session provides the NCCC competitor with multiple laps to record his/her best lap.
3. HPDE situations are typically not covered by auto insurance companies. Each competitor must be aware of this situation and be fully responsible for their liabilities, which may include liability for damage to another vehicle and/or facilities.

4. Examples of track day event hosting organizations include the Sports Car Club of America (SCCA), the National Auto Sport Association (NASA), American Car Racing Association (ACRA), Professional Auto Sports Association (PASA), Touring Car Racing Association (TCRA), BMW Club of America, Porsche Club of America, etc. In addition, many track owners and several vehicle manufacturer specialty groups host HPDE events.
5. The NCCC club desiring to schedule a Time Trial Event must follow all NCCC rules regarding sanctioning, announcement flyers, results, etc. as dictated in Chapter 1 of this Rulebook.
6. The NCCC club sanctioning a Time Trial must ensure that potential entrants are provided necessary information to enter the event through the event hosting organization and that they are informed of the event host organization's fees, tech inspection requirements, driver safety requirements, and driver education requirements.
7. The NCCC club sanctioning a Time Trial may also charge event entry fees to cover the cost of trophies, meals, promotional "give-aways," etc.

11.2.2 Coordinate with the Event Host(s)

1. The NCCC club sanctioning a Time Trail should contact the event host organization, and potentially the event site management, to make them aware that there will be NCCC entrants in their event. Liaison with the event staff and hosts should assure the event hosts that NCCC entrants participating in their event will be fully aware that they are doing so under the exact same rules, policies, and restrictions that apply to all HPDE entrants.
2. It is essential that the NCCC sanctioning club designate a Site Liaison to ensure that the event runs smoothly and that NCCC is viewed by the host organization as a valuable partner for the future. Provide the event host(s) with the NCCC on-site event Point of Contact person's contact information, particularly a cell phone number that will be monitored during the day of the event. The NCCC contact person should liaise with the track/event staff and be their contact in case of issues regarding the NCCC entrants if required.

11.3 Time Trial Procedures and Rules

The NCCC club sanctioning a Time Trial must be constantly aware that NCCC members are entering an HPDE event hosted by an organization other than NCCC, unless the NCCC club is renting the facility exclusively.

11.3.1 Technical Inspection

1. NCCC entrants must comply with the Technical and Safety requirements applicable to their Corvette in Chapter 2 of this Rulebook for High Speed events. The NCCC Technical Inspection should be conducted prior to the event host/site's "gate open" time to prevent delays to their event schedule.

2. NCCC vehicle classification will be in accordance with the classes identified in Chapter 2 of this Rulebook. Note that this classification is solely for the purposes of NCCC event results and points and, if the event is hosted by another organization, the NCCC classification has nothing to do with the event host's groups and classes during the event.
3. NCCC entrants are further responsible to comply with all Technical and Safety requirements of the hosting organization, as well as the facility where the event is being conducted. Where the technical, equipment, or safety requirements of the event site or host organization are more stringent than those of NCCC, they take precedence.
4. NCCC entrants must have a valid NCCC High Speed Certification to enter the NCCC sanctioned event without restriction. Note that the NCCC High Speed Certification has no validity to the organization hosting the track day event, but only for the record-keeping of entries of the NCCC sanctioned event.
 - A. NCCC entrants without a valid NCCC High Speed Certification may enter the event under NCCC sanction, providing that the driving portion of the event is preceded by a Novice or Beginner Instructional Session conducted by experienced staff. Novice/Beginner instruction must include Instructor "ride-along" sessions and critiques.
 - B. If the course of instruction meets the minimum requirements and intent of the NCCC Rulebook, Chapter 1, Section 1.7.2(2), the applicable RCD may issue a High Speed Certification after the Novice/Beginner has completed instruction and been cleared by the Instructor to be allowed on track in the Beginner Group without an Instructor.
5. Lacking more explicit host organization directions, all cars must have clearly legible numbers on both sides. Numbers must be at least eight (8) inches high and one (1) inch wide. This allows course workers to readily identify individual vehicles while multiple vehicles are on course simultaneously.

11.3.2 Driver's Meeting

1. The Driver's Meeting will be conducted by the hosting organization and/or designated event site staff. It is recommended that the NCCC club sanctioning the Time Trial hold a separate Driver's Meeting in advance. During this NCCC Driver's Meeting, NCCC entrants should be reminded that they are guests entering the event of another organization and should conduct themselves accordingly.
2. The Driver's Meeting **MUST** cover track etiquette, rules, and procedures, as well as flag protocols being used.

11.3.3 Workers and Officials

1. HPDE host organizations typically provide all event staff, including safety workers.
2. In situations where a NCCC club is hosting a Time Trial directly, the following are the **MINIMUM** event staff requirements:
 - A. At least one Corner Worker observing EVERY corner.

- B. Start/Finish Flag Person.
- C. "Hot Pit" Starter and Safety Inspector.
- D. Timing Staff.
- E. Emergency Medical Technicians and Ambulance.
- F. Tow vehicle with crew capable of clearing any track or off-track emergencies.

11.3.4 Special Equipment Requirements

1. HPDE host organizations typically provide all event materials, including safety equipment.
2. In situations where a NCCC club is hosting a Time Trial directly, the following are the **MINIMUM** safety and special equipment requirements:
 - A. Minimum of Green, Yellow, Red, Crossed Blue, and Black flags at EVERY corner work station and the Start/Finish position.
 - B. Additionally, the Start/Finish position must have a Checkered Flag.
 - C. Minimum 10B/C Fire Extinguisher at every worker position, including Hot Pits.
 - D. Transponders for every car, either rented at the track, or owner-provided.
 - E. Timing equipment capable of monitoring transponders and recording lap times for all vehicles simultaneously.
 - F. Track cleaning materials capable of eliminating fuel, oil, brake fluid, or coolant spill residue.
 - G. Two-way radios at EVERY corner, Start/Finish, Emergency crews, event management staff, timing staff, wrecker crew, etc. Note that the radios used **MUST** provide clear and 100% reliable communications over extended distances and varied terrain.

11.3.5 Run Groups

1. The HPDE hosting organization will typically designate run groups and the criteria for participating in each.
2. In situations where a NCCC club is hosting a Time Trial directly, there **MUST** be at least a Novice/Beginner, Intermediate, and Advanced run group. Criteria for entry to these, or additional, groups is the responsibility of the host club, but conservatism evaluating a driver's experience and track etiquette is strongly advised.
 - A. Driver experience and qualifications are the criteria for establishing run groups, not NCCC classes.
 - B. Lady drivers will be in the same run groups with men, based upon their experience.
 - C. The club hosting the Time Trial **MUST** continuously monitor all drivers while on track and expeditiously "down-class" a driver when there is any question of potential safety or driver qualification issues.

- D. Continuous monitoring of all drivers MUST provide the capability to expeditiously “Black Flag” a driver whose car is losing fluids, dropping debris, or who is dangerous, not following rules, etc. If these “Black Flag” situations continue, the host club MUST bar the driver from further participation.

11.3.6 Flags

1. The HPDE hosting organization will typically designate their flag protocol and explain it during the Driver’s Meeting.
2. In situations where a NCCC club is hosting a Time Trial directly, the following are the MINIMUM flags to be used. Their meanings are:
 - A. Black Flag –Track staff needs to talk to the driver or inspect the car. Exit track at the “Hot Pit” lane at first opportunity for further directions.
 - B. Red Flag – Pull to side of track and STOP. Wait for directions.
 - C. Yellow Flag - Caution, slow down, proceed, but no passing. Note that the Yellow may be local, or full-track. Typically a double yellow is used for the full track signal.
 - D. Red/Yellow Striped (or red & yellow flags together) – Debris on track, proceed with caution.
 - E. Blue Flag (with diagonal yellow) – Check your mirrors, let overtaking car(s) pass.
 - F. Green Flag – Go – Course is clear.
 - G. Checkered Flag – session is done - finish a “cool down” lap and proceed to pits.
3. Note that many track sites are now using “electronic flag systems” instead of manual flagging.

11.3.7 Passing

1. The track or the hosting organization will typically establish passing rules, and they will be explained during the Driver’s Meeting.
2. In situations where a NCCC club is hosting a Time Trial directly, passing rules should be conservative and fully explained during the Driver’s Meeting. It is recommended that passing be limited to straights, and that, except for the Advanced Group, the driver being passed should “wave” the overtaking driver by.
 - A. The driver being passed should STAY ON LINE. It is the driver of the overtaking car’s responsibility to safely deviate from the line, pass, and safely return to the line.
 - B. When waving a driver by to pass, indicate the side to pass on.
3. Drivers must constantly safely check their mirrors to be aware when a car is overtaking them.
 - A. If being overtaken, provide a passing “wave by” as soon as possible.
 - B. Note that the “overtaking” car is lapping faster. Do not “race” to stay ahead. Let it pass.

11.4 Parade Laps

Parade Laps are typically not conducted at HPDE events. Therefore, the Time Trial held in conjunction with the HPDE event of another organization would not afford an opportunity for a Parade Lap. If a NCCC club is directly hosting a Time Trial, a Parade Lap is advisable, providing that Parade Lap Leaders are capable of showing following vehicles the proper line through the course.

11.5 Waivers and Insurance

Virtually every track will use its own Insurance Waivers and NCCC entrants must sign the track waiver. The club sanctioning a Time Trial must also have signed Insurance Waivers from all NCCC entrants and these must be kept in accordance with current NCCC Insurance Provider procedures.

11.5.1 Insurance

1. The HPDE event host will have insurance coverage for the event, but this may not cover all NCCC liabilities.
2. The NCCC club sanctioning a Time Trial must obtain an event-specific Insurance Certificate from the NCCC Insurance Provider to cover NCCC club and member liability. This is a requirement, even if the event is hosted by another organization.

11.6 Awards

1. See Section 2.12 of this Rulebook for minimum requirements.

11.7 Protests

1. See Chapter 9 of this Rulebook for protest procedures covering results, awards, etc.
2. When a Time Trial is hosted by a non-NCCC organization, there is no protest for event procedures, course, or safety under the NCCC Rulebook.
3. When a Time Trial is hosted by a NCCC club, there is no protest over any road course site rules, regulations, or procedures; and there is no protest over the course itself.

11.8 NCCC Scoring

1. NCCC competitors will be awarded NCCC points in accordance with the Speed Event criteria of Chapter 8 of this Rulebook.

11.9 Terminology

Esses – An area of a road course comprised of a series of slight left and right turns, similar to a chicane. In contrast to a series of turns, the path through “esses” is predominantly in the same direction.

Hot Pit – A lane, typically parallel to the Start Finish straight, but separated with a safe barrier. The Hot Pit Worker stages cars for safe track entry. The Hot Pit Worker also gives directions to cars exiting the track for a Black Flag. This area can be used by any driver to make a momentary exit from the track without returning to the pit area.

HPDE (High Performance Driver Education) – An event held on a road course comprised of one or more continuous lapping sessions with multiple vehicles on course simultaneously. It is not a racing environment and there is no winner at the end. It is a controlled high speed event with controlled passing opportunities, and may include recording of a driver’s best lap time in a session.

Line – The ideal path through corners, straights, and esses on a road course.

Overtaking – A car is lapping the course faster than the car ahead of it. The driver of the overtaken car is responsible for allowing the driver of the overtaking car to pass safely as soon as possible.

Transponder – Electronic, low power transmitting device that sends a unique serial number which is “read” by the timing equipment so that individual car lap times are recorded for each lap.

Wave By – The driver of a car being overtaken by a quicker lapping car should indicate to the overtaking driver to pass on either his right or left. The driver of the car being passed must maintain the line. The driver of the passing car is responsible for safe deviation from the line, passing, and safe return to the line.