

TIME TRIALS BOARD

TTB Meeting Minutes – August 6, 2020

The SCCA Time Trials Board (TTB) met by phone call on Thursday August 6, 2020. The call was moved back one day to allow TTB members to participate in the online Solo Town Hall on August 5. On the call were Staff members Jon Krolewicz and Heyward Wagner, SCCA BOD Member Charlie Davis, member-at-large Kathy Barnes and classing advisor John Hunter.

During the call, the TTB discussed part-approval requests and feedback and next steps for proposed classing moves and 2021 potential rules changes.

Proposed classing changes for various Miatas and Toyota/Scion/Subaru 86-variant cars were all declined, and feedback on proposed rule changes has been used for

There are proposed rule changes listed this month and The TTB is once again asking for your feedback.

Program Advisories

There are no program advisories at this time.

Part Approval Requests

Not Approved

- **Sport Category - RV6 performance Rear Sway Bar for Honda Civic** – the TTB declined to add this bar to the alternate approved sway bar list because the design does not match that of the OE bar. Although it runs the same route as OE and fits the OE mounting points, the RV6 uses flat construction as the lever ends, and the OE bar uses a singular tubular piece. The TTB feels this is too different from the OE design.
- **Sport Category – Hyperco Composite Leaf Springs** – Though the TTB does believe that leaf springs count as “Springs,” they have declined to allow the Hyperco because they are not the OE material.

Approved

- **Sport Category – Steeda Sway Bars** – The TTB feels that Steeda Sway Bars fit the intent and design for Sport Category and approve all.

- **Sport Category - Johnny O'Connell Corvette C5/C6 Sway Bar set** – The TTB feels that the Johnny O'Connell sway bars for the C5/C6 corvette meet the intend and design for Sport Category.
- **Sport Category - Tein S-Tech Springs** – The TTB feels that all Tein S-Tech Springs fit the intent and design for Sport Category.

Classed Cars

The following cars have been excluded from Sport and Tuner Classes

2017-19 Porsche GT3

The following cars have been added to the Sport & Tuner Classing lists:

2005-10 BMW 650i – S3/T3

2006-13 BMW 325i – S4/T4

2015-20 BMW M3/M4 – S2/T2

2005-10 BMW M6 – S2/T2

2012-18 BMW M6 – S1/T1

2014+ Chevy Cruz LT – S4/T4

1987-89 Chrysler Conquest TSi – S5/T4

2004-08 Chrysler Crossfire SRT – S2/T2

2004-08 Chrysler Crossfire – S3/T3

1970-78 Datsun 240z/260z/280z – S6/T5

1981-87 Dodge Charger – S6/T5

2004-11 Ford Focus ZX3 – S4/T4

2015-17 Ford Mustang GT Performance Pkg – S2/T2

1979-83 Ford Mustang GT – S3/T3

1995-05 Honda Civic Si – S6/T4

2012-16 Honda Civic Si – S5/T4

2018 Jaguar F-Type 400 Sport – S2/T2

2018+ Kia Stinger GT – S2/T2

1998-2003 Mazda Protégé – S6/T5

1987-89 Mitsubishi Starion ESI-R – S5/T4

1993-97 Firebird Firehawk – S3/T3

2016-19 Porsche GT4 – S1/T1

2014+ Porsche Macan S – S3/T3

2003-09 Subaru Legacy GT – S3/T3

1989-94 Suzuki Swift GT – S6/T5

Class Changes for Member Comment:

There are no suggested class changes at this time.

Rule Changes Declined by the TTB at this time

- *Aftermarket camber adjustment in Sport Category:* With the allowance of lowering springs and the camber gains there, the TTB does not feel it's necessary to allow aftermarket camber adjustment at this time.
- *Combine Prepped and Max Categories:* The TTB is continuing to evaluate the place between Prepped and Max and is putting out a set of proposed rules in Prepped in this Feedback. We welcome continued discussion.
- *Allow Sequential dogboxes in Max:* The TTB does not feel that a sequential gearbox is a street car part.
- *Allow Exhaust to exit through the hood in Max:* The TTB does not feel that allowing the exhaust to exit upstream of the driver is in keeping with the philosophy of "street car" and the issues possibly caused by the driver being downstream of the exhaust.
- *Remove minimum ride-heights in Max:* The TTB does not feel like lowering the ride heights is conducive to cars which are intended to be able to be street driven.
- *Lowering the minimum treadwear to 100 in Max Category:* After much research, discussion, many letters and a survey – it is the opinion of the TTB and the majority of Max Category Participants that the Minimum 200 treadwear limit is appropriate other than the case of cars which come on sub 200 treadwear tires from the factory. An allowance for those cars is being suggested for change 1/1/2021. Max Category cars will otherwise keep the minimum of 200 treadwear.

Rules changes to go into Effect 1/1/2021

General Rules

General Modification Rules 1.4.A. Other than when necessary for safety enhancements, an authorized addition, modification, substitution or removal may not perform a prohibited function nor does it permit the addition, modification, substitution or removal of any other component unless it is specifically authorized.

Sport Category

Sport Category Bodywork/Interior 2.2.6. Bolt-on tow hooks and tie downs may be modified or replaced. Addition of tow hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function.

Sport Category Brakes 4.1.7. Air ducts may be fitted to the brakes and changes may be made to option-package lights, splash shields, backing plates and dirt shields but not cosmetic parts like bumper-covers to facilitate installation and routing. Ducts or holes may serve no other purpose.

Sport Category Strut Tower Braces 6. Upper Strut bars or “strut tower braces” are permitted with all types of suspension, subject to the following constraints:

1. Vehicles with no O.E. bar or a 2-point strut bar may add, remove, modify, or substitute, but only with a 2-point strut bar.
2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
3. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only “bolt-on” attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

Tuner Category

Classing

Move BMW E36 M3 move from T3 to T4.

4. Tuner Category Brakes

1. Rotors

Non-standard brake rotors may be used provided they are of equal or larger dimensions. *Nominal reductions in rotor thickness or diameter in common big brake kits are permitted.*

Prepped Category

There are currently no rules recommended to go into effect on 1/1/2021 because we are seeking feedback on the substantial re-write of Prepped rules later in this document.

Max Category

2. Max Category Chassis, Interior and Bodywork

4. A front splitter is permitted, with the following restrictions.

1. No portion of the splitter may extend more than 5 inches (12.7 cm) forward of the front bodywork/fascia as viewed from above.
2. No part of the front spoiler/air dam shall be lower than 3 inches from the ground.
3. Splitters may not extend rearward past the vertical centerline of the front wheels.
4. No portion of the splitter may extend beyond the widest part of the front bodywork, including top of the wheel arch.

3. Max Category Wheels, Tires and Brakes

2. Tires

Tires must meet the following requirements to be eligible for use in Max Category. No tire model will be eligible for Time Trials competition until it meets all requirements of this Section. Tire models not meeting the requirements by April 30 are not eligible for Time Trials competition until after the Time Trials National Championships of the year.

1. OE Tires

OE Tires with a treadwear of 100-199 may be run providing the following conditions are met:

A. The tire size and model is as delivered from the factory on that model and trim level car. (E.g., The 100UTQG GoodYear Eagle F1 Supercar 305/30ZR19 (Front) and 325/30ZR19 (Rear) on the 2018 Chevrolet Camaro ZL1 1LE.)

B. The car is not prepped beyond Sport Category rules. (The car does not have to be classed in Sport Category, but its modification may not be beyond those rules.)

2. Non-OE tires

NO CHANGES

Proposed Changes – Seeking Feedback

The following rule changes are proposed to go into effect 1/1/2021 for Prepped Category – but we are asking for feedback before we make final recommendations to the board.

This is a substantial re-write based on proposed changes and feedback from April, so we have outlined the entire prepped ruleset with new sections in red, and any unchanged sections marked as “No Changes.”

1. Prepped Category Overview

1. Prepped Category Philosophy

Prepped Category is meant for street-drivable vehicles between Tuner and Max categories, with common OE engine swaps, camshafts and power-adding engine bolt-ons including Forced Induction addition and modification. Vehicles in this Category may also install mild aero modifications and O.E. Geometry suspension pieces.

2. Safety – NO CHANGES

3. Vehicle Eligibility – NO CHANGES

4. General Rules – NO CHANGES

2. Prepped Category – Interior, Chassis, Bodywork & Aero

1. Interior – NO CHANGES

2. Chassis – NO CHANGES

3. Bodywork

3. Hoods may have vents installed for cooling purposes. The maximum combined total area of all vents (including OEM) shall not exceed 600 square inches. The 600 square inches includes any area that deviates from the factory hood profile.

4. Aerodynamic Aids

3. Aftermarket front spoilers splitters may be added, with the following restrictions.

A. No part of a front spoiler or splitter shall be lower than 3 inches (7.62 cm) from the ground nor extend beyond the widest part of the front bodywork including the top of the wheel arch

or further than 3 inches (7.62 cm) from the edge of the O.E. bumper cover—whichever is less.

B. No part of the spoiler or splitter shall extend beyond 3 inches (7.62 cm) forward of the front bodywork/fascia as viewed from above.

C. No part of the spoiler/splitter change the profile of the O.E. Bumper or act as an “air dam.”

D. The underside of any splitter blade must be flat and installed parallel to the ground (within $\pm 3^\circ$ fore and aft).

E. Splitters may not extend rearward past the vertical centerline of the front wheels.

F. Openings in the front spoiler are permitted for the purposes of ducting air to the brakes, cooler, and radiator.

3. Prepped Category – Wheels, Tires and Brakes – NO CHANGES

4. Prepped Category – Steering and Suspension

1. Steering – NO CHANGES

2. Shocks and Struts – NO CHANGES

3. Springs – NO CHANGES

4. Anti-Roll (Sway) Bars – NO CHANGES

5. Strut Braces – NO CHANGES

6. Suspension

Prepped Category vehicles may have any modification allowed in Sport or Tuner Categories, plus the allowances below:

A. Ball Joint Extenders/Bump Steer correction which bolt directly to OE parts may be installed.

B. Suspension pieces and integral bushing/arm assemblies may be replaced with the following restrictions:

i. Parts must attach in the original standard mounting points.

ii. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

C. Leaf spring cars may be converted to a coilover design.

7. Sub Frame Connectors – NO CHANGES

5. Prepped Category – Electrical – NO CHANGES

6. Prepped Category – Engine and Drivetrain

1. Engine Control/ECU/Electronics/Fuel Delivery

A. Engine Control/ECU/Electronics – NO CHANGES

B. Fueling

Fuel pumps may be changed, but no other changes – other than for safety – may be done to the fueling system.

2. Intake

Competitors may perform and Sport- or Tuner legal intake modification plus the allowances below:

A. Intake parts from the “ports out” intake manifold, fuel rail/injectors/carburetors, throttle body and intake – including forced induction may be replaced or modified. Minor modifications for fitment are allowed, provided they serve no other purpose.

i. When forced induction is modified, the number of forced-induction units must stay OE, or when forced induction is added to a naturally aspirated engine, only a single unit may be added. (E.g., a single turbo or single supercharger; multi-turbo or twin-charged systems are prohibited.)

3. Cooling – NO CHANGES

4. Engine Rebuilds/Service Limits – NO CHANGES

5. Engines and Swaps

A. Camshafts may be replaced or modified, but cam gears may not be swapped

B. Engines—including swapping OE Forced-induction engines for naturally aspirated and vice-versa—may be replaced with the following restrictions:

i. The engine must be from a production car of the same manufacturer, and that engine must have been produced and delivered in at least 2,500 vehicles per calendar year in any single market (USD, JDM, EDM).

ii. The “long block” (i.e., head and block) must be a matched OE pair.

6. Transmission, Differentials, Transfer Cases – NO CHANGES

7. Prepped Category – Exhaust = NO CHANGES

8. Oil and Lubrication – NO CHANGES

7. Other – NO CHANGES

8. Fuel – NO CHANGES

Feedback on the proposed rules and classing changes can be submitted at:

<https://timetrials.scca.com/pages/contact>