

TIME TRIALS BOARD

TTB Meetings

The SCCA Time Trials Board (TTB) met by phone call on Thursday January 7, 2021. The call was moved back one day to allow TTB members to support a regional program call.

On the call were Staff members Jon Krolewicz and Heyward Wagner, SCCA BOD Members Jeff Zurschmeide and Charlie Davis, members-at-large Kathy Barnes and Bob Tunnell, along with classing advisor John Hunter and technical advisor Randall Prince.

During the call the TTB discussed part approvals, rule clarifications and finalized the Max Category Classing for 2021 and beyond.

Member Advisories

Members are advised that the 2021 rules are now in place to be voted on by the SCCA BOD this month. Included in this document is a full “change list” but Competitors should be advised that Prepped Category has been removed, and there is a new Max Category Structure.

Organizers should be aware that there are a couple of significant changes to the administrative processes for Time Trials – Example Entry Forms are no longer required to receive a sanction, and the post-event reporting process, specifically the participant report, has been made more robust.

Part Approval Requests

Not Approved

- **There are no parts requested on the “not approved” list at this time.** (Meaning, we haven’t decided, or haven’t gotten to it.)

Approved

- **Sport Category – Van Steel Lowering Bolts for Corvettes Part # HCO-HB-C5/6-ADJ and Part # SG-11P8K-C5** – After discussion to clarify the rule to allow the bolt-style “Lowering Kit” for the Corvette, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

- **Sport Category – Spoon Sports Lowering Springs** – After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.
- **Sport Category – Manzo Lowering Springs** – After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

Classed Cars

The following cars have been excluded from Sport Category Classing

2015-2020 Ford Mustang GT350 R

The following cars have been added to Sport and/or Tuner Category Classing

2014-20 Chevrolet Impala LT 4 Cylinder – S5/T5

2014-20 Chevrolet Impala LT 6 Cylinder – S4/T4

1998-2002 Chevrolet Camaro SS – S3/T3

2011-18 Ford Focus SE – S6/T5

2015-20 Ford Mustang GT350R – T1

2002-07 Honda Accord EX V6 – S4/T4

1994-97 Honda Accord EX V6 – S5/T5

2008-14 Mercedes C63 AMG – S2/T2

2017-19 Porsche 911 Carrera T – S1/T1

1974-75 Porsche 914 1.8L – S6/T5

2016- 2021 Porsche Boxster Spyder – S1/T1

2021 Toyota Supra 2.0 – S2/T2

2005-13 Toyota Yaris – S6/T5

Technical Bulletins

There are no technical bulletins at this time.

Clarifications

Tuner Category 2.2.5 Bodywork – Fender Rolling: Wording has been clarified to put some limits on fender rolling. The intent is to allow the inner lip to be flattened and the fender to be pushed out for cosmetic reasons and some tire-clearance. The fender should not be flared by cutting or adding material, by modifying the pinch welds or changing the profile so significantly it doesn't still resemble a stock fenders contours and details.

Tuner Category – 7.7 Oiling/Lubrication: The TTB has been asked to clarify when an allowed baffle becomes a windage tray because many allowed aftermarket Oil Pans have these as a single unit. The TTB has opted to drop the restrictions on windage trays because of the existing grey area and the desire to allow aftermarket oil pans. It does not permit the modification/addition of a, “crank scraper.”

Rule Changes – The following is a list of rule changes stemming from discussion in the second half of 2020, effective immediately pending approval by the SCCA BOD.

Time Trials Procedural Rules

Under Time Trials Website and Rules (<https://timetrials.scca.com/pages/tt-basics>) the following items have been changed:

1.3. Assumption of Risk: The concept of “resources” as something motorsports can cause a loss or damage to has been added. (i.e., time can be lost to unforeseen events.)

2. Driver Eligibility & Licenses: There are no changes, but the structure of this section was adjusted.

Safety Rules

Under the Time Trials Safety Rules (<https://timetrials.scca.com/pages/safety>) the following items have been changed:

1.1.A.1 and 2.3.1.1 Helmets: Rules have been updated to allow the 2020 Snell Specifications and to give a grace period of one year on Snell 2005 specifications.

1.2. Safety Level 1 – Convertibles: Aftermarket Roll Bars which may not meet the letter of SCCA Safety Level 2 Roll Bar requirements are now allowed, providing they fit the following description: “...a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection.”

2.3/3.3 Safety Level 2/3 – Driver Gear: The requirement for Arm Restraints and window nets has been dropped.

National Competition Format Rules

Under the National Competition Format (<https://timetrials.scca.com/pages/national-competition-procedures>) the following items have been changed:

1.1.2.C Off Course/Loss of Control: The wording and exceptions for Off Course/Loss of Control has been clarified to give more leeway for controlled drive-offs, (i.e., if a driver pulls off to let another driver by, specifically in spots where there is pavement beyond the marked track limits.)

2.1. TrackSprint: The wording for TrackSprint has been changed to better describe it for a competitor.

1.2.1.A TrackSprint Cones: The usage of cones for TrackSprint has been clarified.

2.4. Rain Event: The wording for a rain event and who it applies to has been clarified. (Restricted-tire classes only.)

Protests, Awards & Penalties

Under “Protests, Awards & Penalties” (<https://timetrials.scca.com/pages/protests-appeals-and-penalties>) the following items have been changed:

4. Non-Compliance: “Loss of Time/Position/Laps or Runs” have been added as potential penalties.

Vehicle Modification Allowances

1. Overview (Sport, Tuner, Max and Unlimited)

1.1.2.C Roll Bars/Cages: The definition of a roll bar and roll cage has been expanded to include the minimum number of attachment points required to meet the definition of each.

1.2.A Fuel Cells: What defines a fuel cell has been clarified. (Container, Bladder, Foam, and should have safety rating like FIA or SFI)

1.4 General Modification Rules (All Classes): “F.” Items which do not require the modification or replacement of existing parts and do not increase the peak performance of the vehicle are permitted. (E.g., a turbo or alternator blanket.)”

3.2 Tires (Sport, Tuner, Max Categories): Tire Use has been broken into “Scored Sessions” and “Unscored Sessions” and now cars may only practice on tires which are legal for their class. (E.g., Sport/Tuner/Max Category cars may only practice on 200+ TW tires.)

Sport Category

In Sport Category (<https://timetrials.scca.com/pages/sport-category>) the following items have been changed:

2.2.1.F Bodywork – Wings: The rule for interchanging wings/spoilers in Sport Category has been updated to limit the style of wing or spoilers allowed to be interchanged. For example, it has been written to avoid Camaro ZL1 or Cayman GT4 wings on lower classed Camaros and Caymans.

2.2.6. Bodywork – Tow Hooks: Sport Category now allows tow hooks to be added.

3.1.1.F Wheel Weight Minimums: The factor for 19 and 20-inch wheels has been changed to 0.71.

4.1.7 Brake Ducting: Brake ducting is now allowed, and splash shields, dust shields can be modified to accommodate, and option-package lights can be removed to make way for those ducts, but no permanent holes may be cut in the exterior bodywork.

5.2. Suspension – Springs: The term “Lowering Kit” has been added to the allowance to accommodate lowering bolts used on the Chevrolet Corvette and sold as a lowering kit at Tire Rack. Restrictions on mounting location, attachment points, system of attachment are kept in place.

5.3 Suspension – Sway Bars: An allowance for sway bars to be added to vehicles which didn’t originally come with them has been added on an as-approved basis per case.

5.4 Suspension – Strut Tower Braces: Sport Category now allows bolt-on strut tower braces. The rule for Strut tower braces which bolt on to the top of the strut towers (but not the bottom) has been moved from Tuner to Sport.

9.1.2 Fuel – E85: The rule for E85 use has been clarified in Sport/Tuner Categories to only allow it when the vehicle owners manual specifies it for regular road use – emergency use in Owners Manual does not allow E85 use in Sport or Tuner Category.

Tuner Category

In Tuner Category (<https://timetrials.scca.com/pages/tuner-category>) the following items have been changed:

2.2.2 Bodywork – Removable Hard Tops: For vehicles with removable hard tops, aftermarket hard tops are now allowed. They must be a replica of the OE top (no aero advantage over stock) and use all OE latching/fasteners but they can be made of alternate materials. (e.g., composite construction or acrylics in place of glass.)

2.2.5 Bodywork – Fenders: Wording has been clarified to put some limits on fender rolling. The intent is to allow the inner lip to be flattened and the fender to be pushed out for cosmetic reasons and some tire-clearance. The fender should not be flared by cutting or adding material, by modifying the pinch welds or by changing the profile so significantly it doesn't still resemble a stock fender's contours and details.

2.2.6. Bodywork – Cosmetic Trim: An allowance has been added for cosmetic trim additions. The trim might include cladding, rubber molding, even chin lips – but it needs to be mass produced and not increase performance or reduce weight.

4.1.4 Brakes – Calipers: The big brake kit wording has been clarified to include calipers which have the same number or more pistons, or piston area is increased.

7.2. Intake: Charge Pipes and Blow-off valves can now be changed.

7.5.7 Transmission Control: Reprogramming of OE electronic control of differentials and transmissions is now allowed.

7.7 Oil/Lubrication: Wording has been adjusted to allow baffles and items known as “windage trays” because in modern applications, they are often a single part.

9.1.2 Fuel – E85: The rule for E85 use has been clarified in Sport/Tuner Categories to only allow it when the vehicle owner's manual specifies it for regular road use – emergency use in Owner's Manual does not allow E85 use in Sport or Tuner Category.

Prepped Category

Prepped Category has been removed. An archived set of previous rules – including Prepped Category – will be put on the website for reference.

Max Category

In Max Category (<https://timetrials.scca.com/pages/max-category>) the following items have been changed:

2.1. Chassis: What needs to stay “stock” in terms of chassis or unibody has been clarified, but not effectively changed.

2.2.1. Interior: Max Category Interior rules now allow the replacement (but not removal) of the dashboard.

2.2.2. Fuel Tanks: The fuel tank relocation rules for Max Category have been clarified.

2.3.4. Bodywork – Side Skirts: A written allowance for side skirts has been added.

2.4.1. Aerodynamic Aids – Wings: The allowances for wings and endplates has been expanded. Wings now allow two elements and wings/endplates are now limited to within specific distances of the bodywork, but there is no limit on area.

2.4.4. Aerodynamic Aids – Splitters: Splitters may now extend 5” in any direction from the bodywork. The “only as wide as” limit has been dropped.

2.4.4. Aerodynamic Aids – Diffusers: Diffusers may now extend 6” from the rear bodywork in any direction.

6.4 Engine: The definitions and breakdown for how “modified” or “unmodified” have been added.

7.1.1. Fuel – Fueling System Components: Wording has been clarified to allow changes to fueling systems.

Max Category Classing

After extensive discussion and feedback analysis, the TTB has decided to implement the “Level Up” classing format for Max Category, with the following basic classing process.

Max will be divided into five classes based on minimum weights (with driver) and limits on displacement or KW.

The basic gist is this: There is a base unmodified naturally aspirated displacement (or kilowatt) limit for each class. If you have factory unmodified single-unit forced induction or you have modified your naturally aspirated engine – you go up one class. If you have multi-unit forced induction or have added or modified existing forced induction, you go up two classes.

In addition, if you’re under the weight limit of the class, then you would need to go up classes until you find your spot and no car may be less than 95% of curb weight with driver or less than 1,100 lbs. – whichever is higher – and still compete in Max Category.

The “base” classing in each class for unmodified naturally aspirated engines and weights is as follows:

CLASS	4-CYCLE	Rotary	Electrical	Minimum Weight (with driver)
M1	6.4L +	2.0L +	400 KW +	2,500 lbs. (or 95% curb weight)
M2	6.4L	2.0L	400 KW	2,800 lbs. (or 95% curb weight)
M3	4.5L	1.75L	250 KW	2,500 lbs. (or 95% curb weight)
M4	2.9L	1.5L	175 KW	2,200 lbs. (or 95% curb weight)
M5	1.9L	1.25L	100KW	1,900 lbs. (or 95% curb weight)

There was considerable discussion about whether to draw a line for what counted as modified internals, and the decision is that replacement/modification of valvetrain, head gasket, head

bolts, camshaft, crankshaft, rods, pistons or machining of the head, block or housing counts as “modified.”

For forced induction, “OE” means the factory turbocharger or supercharger and all intake components between the induction unit and the engine. (e.g., manifold.)

There was concern in the feedback about enforcement, but there is enforcement of OE internals at all levels and the TTB believes this is the ideal way to do it and would rather try this first and if the ruleset ends up untenable, then it’s easier to “give” later than to “take back.”

Unlimited Category

There are no changes to Unlimited Category (<https://timetrials.scca.com/pages/unlimited-category>) other than the items mentioned in “General Modifications” above.

Official Duties

The following changes have been made to the Official Duties section (<https://timetrials.scca.com/pages/officials-and-their-duties>) of the SCCA Time Trials Rules:

1.5 Course Inspector: This official position has been removed from the Time Trials Rules and Website

1.5 (formerly 1.6) Safety Steward: Approval of TrackSprint courses has been added to Time Trials Safety Steward duties.

Organizational and Administrative Procedures

The following changes have been made to the Organizational and Administrative Procedures section (<https://timetrials.scca.com/pages/organizational-and-administrative-procedures>) of the SCCA Time Trials Rules:

1.1 Time Trials Course Approval: This process has been reorganized and updated to reflect current course approval standards, as well as outline the procedure for TrackSprint Course approval.

1.3 Sanction Requirements: We have dropped the requirement for “Entry Form” has been dropped in order to be issued sanction. This is to reflect the nature of digital registration and the difficulties in including those digital forms in pre-event paperwork. There are still requirements for what information should be collected on an entry form when it is opened.

3.1.3 Post-Event Procedures – Event Reporting: This is the most significant change for SCCA Time Trials Organizers. After two years of collecting information the importance of comprehensive Participation Reports is greater than ever. To enable the SCCA, Regions and Members to better track participant experience the Participation Report is being formalized with specific required fields.

These fields include: First Name, Last Name, Member Number, Overall Finishing Position, Class Finishing Position, Make/Model of Vehicle, A Numerical value for passing rules used and a Yes/No satisfactory performance grade.

The reason for the numerical value for passing grade is that different regions and events label their groups as “Novice,” “Intermediate” or “Advanced.” The numerical value will enable any region to evaluate the experience of any SCCA participant objectively and can be used for group selection, Time Trials Licensing and in some cases as better informed alternate road racing license criteria.

At this point there isn’t an official method for tracking worker/official participation, but we’re exploring a way to include them on the participation report using abbreviation for worker position as “class” e.g., Specialty recorded in the Make/Model line and specific position as class – “EL” for “Event Lead” Though not required at this point, we would love to have the list of Volunteer Officials recorded in this method.

For Member Comment:

There are no items for member comment at this time.