

TIME TRIALS BOARD

TTB Meetings

In a series of conversations, email chains and online discussion the TTB has determined a set of changes for 2021 and a set of items which feedback is requested on.

These changes and potential changes have been put forth based on continued market research, the growth of the Time Trials Program and the landscape of Time Trials in general. In general – Sport Category will remain unchanged. Tuner has some significant changes proposed. Prepped is being proposed for removal and there are significant changes in Tuner and Max to close the gap(s).

- As with the 2019 Rules set, when approved the rules will “freeze” for two years – or until 1/1/2023.
- For those new to the TT/SCCA Rules Process – anytime a rule is written below the red-coloring is new wording. Black is where old wording is retained.

Member Advisories

There are no member advisories at this time.

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 97-13 Sway Bars for the Corvette Part # ASB-C5/6K** – the TTB feels that these do meet the criteria and intent for allowed sway bars and so they have been added to the alternate approved sway bar list.

Classed Cars

The following cars have been excluded from Sport/Tuner Category Classing (Meaning, they go directly to Max Category)

2020 + Ford Mustang GT 500

2019 + Dodge Hellcat Redeye

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

2013-15 Cadillac ATS 3.6 - S3/T3

2018 + Hyundai Elantra GT Sport – S5/T4

2019 + Hyundai Veloster N – S3/T3

2016+ Infiniti Q50 Red Sport 400 – S2/T2

2016+ Infiniti Q50 S – S3/T3

2016 + Lexus GS-F – S2/T2

2009-19 Maserati GranTurismo MC Sportline – S2/T2

2010-16 Mercedes E350 – S4/T4

2012-19 Maserati GranTurismo Sport – S2/T2

2008-12 Mazda 3i – S6/T5

2017+ Nissan Sentra Nismo – S5/T4

2020 Porsche Cayman GT4 4.0L – S1/T1

2017+ Toyota Camry SE – S4/T4

2003-08 VW GTI – S4/T4

2011-19 VW Jetta S – S5/T4

Technical Bulletins

There are no technical bulletins at this time.

Rule Changes - Effective 1/1/2021

Item 1: Safety Clarifications. There will be some clarifications in the rules concerning the description of Fuel Cells and Roll Bar/Roll Cage to help define which is each, and that a replacement fuel cell needs to be a racing-style fuel cell with enclosure, bladder and foam baffling.

Item 2: Tire Use. Each class will be required to practice on tires which are legal for the their car/class/category, closing the loophole for drivers to practice on tires which are above the performance goals for each category. (E.g., A Sport Category car may not practice on tires with less than 200TW.)

Item 3: Fuel use. The TTB is closing a loophole which previously allowed E85 to be used in Sport/Tuner Category when the owner's manual allowed it for "emergency" use. E85 will only

be permissible in Sport/Tuner when the owner's manual allows it for regular road use – e.g., a flex-fuel vehicle.

For Member Comment:

Rule Change Feedback Requested

(Approved rules – or rules adjusted for feedback would be effective 1/1/2021 – Deadline for feedback: 12/1/2020)

Dissolution of Prepped Category

When Prepped Category was developed, it was an attempt at filling the gap between Tuner and Max Categories. It was felt that the vehicles between the two categories were in existence and the provided place would encourage participation. After two years of events it is apparent that despite there being a gap, it is a no-man's land of modification. By the time most enthusiasts take the next step above Tuner the cars venture into Max Category. Because of this, the TTB has opted to remove Prepped Category and in order to close the gap – offer some allowances to Tuner – including some line-item specific engine swaps – and split Max Category into five classes. Look for more details on those allowances and changes further down.

General Modification Allowances (All Categories/Classes)

Item 1: An addition for the allowance of modifications which increase longevity but not performance of a vehicle but DO NOT require modification/replacement of an OE part. For instance, a Turbo Blanket would fall under this, as might a PVC catch-can. Oil pan baffling which installs into the OE oil pan would fall under this, but a crank scraper would not. Wheel bearings would NOT fall under this.

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.)"

There would obviously be some grey area here, but the hard/fast rules would be that the addition would not increase the performance of the car relative to the baseline capabilities. E.g., A turbo blanket allows a car to perform at its peak for longer but does not inherently increase peak performance.

Sport/Tuner/Max Category Allowances

Tire Eligibility. Currently, to be eligible for Sport/Tuner/Max Categories a tire must A) Have been released before April 30th of the current year, and B) Be available in at least four (4) rim diameters and six (6) sizes. The TTB is looking for feedback as to whether these requirements are appropriate for Time Trials competition and if it is appropriate for one category more than another.

Tuner Category Allowances

Item 1: Bodywork. The following bodywork allowance in Tuner Category is being submitted for member comment.

2. Bodywork

A. Front hoods, engine covers, hard tops, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front and rear bodywork, and side skirts may be replaced with the following restrictions:

- 1.** Replacement parts may be factory parts or exact duplicates from any market (E.g., JDM, Euro-spec parts).
- 2.** Front hoods, engine covers, hard tops, trunk lids and hatches not containing glass may be replaced with replicas including those made of alternate material. Replacement pieces must retain any OEM lights and must be able to use OEM hinges and latching mechanisms as standard.
- 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.** Factory rub strips may be removed or replaced with replicas including those made of alternate material. Replacement pieces must be able to use OE attachment mechanisms as standard.
- 5.** Fenders may be rolled or flared, and cosmetic over-fender flares may be added. OE fenders may not be trimmed or cut to facilitate the additions and must taper into the OE bodywork.
- 6.** OE “pop-up” headlights may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by

the manufacturer. Minor repositioning of the headlights can accommodate the alternate headlight, but the unit may not be relocated, and the repositioning may serve no other purpose. All associated hardware may be removed, replaced or modified.

7. Cosmetic trim which has no performance effect and does not materially reduce the weight of the car may be attached to bodywork. (E.g., chrome or carbon trim which acts as bodywork accents.)

Item 2: Aerodynamic Aids

The following allowances are being proposed for Tuner Category. The TTB is asking for your feedback on the overall allowance and specific items.

3. Aerodynamic Aids

Wings, spoilers and splitters may be added, removed or modified and cosmetic canards/dive planes, “side skirts” and diffusers may be added with the following restrictions:

A. Non-OE wings have the following restrictions:

- 1.** May not be added in addition to an OE wing.
- 2.** Only one wing may be added.
- 3.** The number of wing elements is limited to one (1).
- 4.** May only be attached behind the centerline of the rear axle and may only attach to exterior body panels.
- 5.** Wings—and any component thereof—may not extend beyond the vehicle width as defined by the outermost portion of the bodywork including OE mirrors, door handles, rub strips and trim.
- 6.** Wing dimensions are limited to the following amounts for each Tuner Category class:

A. Tuner 1

- 1.** Wing width is limited to 70 inches or within the limits of the body when viewed from above – whichever is less.
- 2.** Wing area is limited to 700 sq. inches.

3. The APR 71-inch GTC-500 wing is permitted, provided it falls within the limits of the body when viewed from above.

B. Tuner 2 (T2) and Tuner 3 (T3)

1. Wing width is limited to 60 inches or within the limits of the body when viewed from above – whichever is less.

2. Wing area is limited to 550 sq. inches.

3. The APR 61-inch GTC-300 wing is permitted, provided it falls within the limits of the body when viewed from above.

C. Tuner 4 (T4) and Tuner 5 (T5)

1. Wing width is limited to 50 inches or within the limits of the body when viewed from above – whichever is less.

2. Wing area is limited to 400 sq. inches.

3. The APR 48-inch GTC-500 “SCCA Spec” wing is permitted, provided it falls within the limits of the body when viewed from above.

D. Vehicles in Tuner Classes 2–5 and are otherwise legal for Tuner Category may bump up classes based on maximum wing size. Vehicles with a wing beyond Tuner 1 wing limits will go into their appropriate Max or Unlimited Category class.

7. Wings designed to be adjustable while the car is in motion must be locked in a single position.

8. Reinforcements to the wing mounting area may be used but may serve no other purpose.

11. For convertibles, roadsters, targa-tops and coupes, no portion of the wing may be higher than the highest point of the OE bodywork including windshield, roof or convertible hard/soft top.

12. Cars with a wagonback/notchback/hatchback style body may have the rear wing assembly, including the end plates and any wicker, mounted a maximum of 6.0 inches above the highest point of the roof.

For this subsection, a wagonback/notchback/hatchback style body (or variations of these) is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline. (E.g., an EF Chassis Honda CRX is considered a “coupe” for the purposes of this rule because its roofline terminates 44 inches forward of the rearmost part of the rear bumper.)

13. A wing may not be added in conjunction with an aftermarket rear spoiler or “duckbill.”

B. A spoiler (E.g., duck bill) may be added to the rear of the car provided it complies with the following:

- 1.** It is a production rear spoiler which is standard or optional equipment of a US model of the vehicle or an exact replica in an alternate material.
- 2.** It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck or trunk lid. No part of the spoiler may extend more than 10 inches (254.0 mm) from the original bodywork in any direction. Alternatively, on a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; however, in such a configuration the spoiler may not extend more than the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the bodywork as viewed from above. The angle of attack is free. The spoiler may not function as a wing.
- 3.** Non-OE spoilers and rear wings are mutually exclusive such that a builder may use one or the other, but not both.

C. A front spoiler/splitter is permitted, with the following restrictions.

- 1.** Any splitter shall be installed parallel to the ground (within $\pm 3^\circ$ fore and aft), attach to the bottom of the bumper and may extend a maximum of 3 inches (7.62 cm) in any direction from the front bodywork/fascia as viewed from above.
- 2.** No part of the front spoiler shall be lower than 3 inches (7.62 cm) from the ground.
- 3.** Splitters may not extend rearward past the forward edge of the front wheel arch.
- 4.** Molded contours in the splitter are allowed, but vertical strakes are not.

5. May not act as a wing (e.g., airflow under and over) other than the allowance for overhang at the sides of the bumper.

6. Mounting style may not change the profile or aerodynamic properties of the OE front bumper/fascia. (E.g., create an air dam blocking off OE ducting or changing the bumper profile.)

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

8. OE (factory) front spoiler/splitter/air dam systems are permitted, and if mounted in the stock location, have no height restrictions.

D. Canards/Dive Planes

Cosmetic front canards/dive planes may be added to the front of the vehicle with the following restrictions:

1. No more than two canards/dive-planes may be added per side.

2. Any canards/dive planes may not attach to any front splitter/spoiler

3. Canards/dive planes may not extend more than 3" from the bodywork.

4. Setting maximum dimensions and then measuring and enforcing this rule sucks. We want to allow the cosmetic things non-competition enthusiasts put on their cars, so they can come to an event and not feel like we are all being rules weenies. So, this line is reserved for a clarification when someone tries to torture this allowance and we want to be able to fix it without an official rule change required. Whence forth we will probably go to a random Track Night in America Driven by Tire Rack event and use the average Canard size found in the Novice group as the maximum area allowed. Proceed carefully. ;-)

E. Diffusers

A cosmetic diffuser may be added to the rear of the car, with the following restrictions:

1. May only attach to the rear bumper cover.

2. No portion of any aftermarket diffuser, including mounts, may extend forward past the forward most part of the rear bumper cover, further back than the rear most part of the bumper cover, nor be wider than the most narrow point of the rear tire/wheel assembly.

3. Any portion of an aftermarket diffuser may not extend more than 3-inches lower than the plane created by the bottom of the OE bumper cover, or 3 inches minimum ride-height – whichever is higher.

F. Side Skirts

Cosmetic “Side Skirts” sometimes referred to as “barge boards” may be added with the following restrictions:

1. They may install over but not replace the OE bodywork covering the rocker panel.
2. They may not have openings in them other than for exhaust or jacking points.
3. Horizontal portions of a side-skirt/barge-board may not extend more than 3-inches from OE bodywork when viewed from above.
4. Vertical portions of a side-skirt/barge-board may not protrude more than 1-inch from the OE Bodywork.
5. Vertical portions may extend no higher than the mid-point of the door.
6. They may not extend further than 12” inboard from the outer limits of OE bodywork.
7. They may not be lower than 3 inches (7.62 cm).

Item 3: Suspension Bushings

As manufacturing capabilities for suspension parts continue to evolve, we are seeing an increase in suspension which includes metal bushings, including spherical. The TTB would like feedback on how and if allowances for metal bushings in specific suspension pieces should be allowed. This would not include suspension where ends are replaced by road ends but would try to consider solid pieces where the bushing is integral to the arm.

Item 4: Bump-Steer correction

Like bushings, bump-steer correction by use of bolt on-parts (either a tie-rod or ball-joint extender) is increasingly common. The TTB is considering allowing such parts in Tuner, and would like your feedback.

Item 5: Engine Swaps

The TTB is once again considering an allowance for Engine Swaps in Tuner Category, but would like your feedback on how to allow specific common engine swaps on a line-by-line basis. Some potential considerations include:

- 1) Same Manufacturer Engine swap
- 2) No changes to sub frame or suspension geometry.
- 3) Engine must remain within Tuner limits for rebuilds and machining.
- 4) Any forced induction would have to stay within Tuner Limits.
- 5) Approved swaps would be specifically classed in a Tuner Category Class - not by a formula or with it's non-swapped counterparts.

Max Category Allowances

The following allowance in Tuner Category is being submitted for member comment.

Item 1: Chassis bracing

1. Chassis/**Frame**

The frame or unibody (from shock tower to shock tower **or "ladder" frame**) is sacrosanct. These must stay intact unless otherwise allowed in these Rules.

A. Body, frame, and sheet metal (such as transmission tunnel) may be altered to the minimum extent required to allow engine swaps, transmission swaps and suspension modifications.

B. Chassis bracing and reinforcement is unrestricted.

Item 2: Ride Heights.

Currently, dealer-purchased "Supercars" from Ford and McLaren have active suspension which lowers for track use enabling those vehicles to pass the "3-inch minimum ride height" rule while in paddock/grid but then not meet it on track. It is not our intention to disallow such systems, so the TTB is asking for feedback on the following rule allowances/changes.

- 1) Do away with minimum ride heights for Max Category
- 2) Only require minimum ride heights while the vehicle is at rest in the paddock – effectively allowing active suspension, active aero, or passive devices like helper springs which would compress at Max Category levels of downforce.

Item 3: Aerodynamic Aids

After seeing many entries which fit the intent of Max Category but may be slightly outside the rules or considerations the TTB had in 2018, the following items are being put out for member comment.

- 1) Allow dual-element wings in Max Category.
- 2) Drop wing endplate restrictions.
- 3) Drop the wing area limit, and control relative size with boundaries compared to bodywork. (e.g., no further ahead than the rear axle, no further back than x-inches from rear bodywork, x-inches above the roof.)
- 4) Open up front Canard allowances by limiting how many, the boundaries they can go in, and how far they can protrude from the vehicle, but not limit area.
- 5) Open up Splitter allowances to allow 5" from the car in any direction.
- 6) Formally allow side-skirts or "barge boards" with the same protrusion limit as the front splitter, no more than 12" inboard, and may not extend past wheel openings.
- 7) Allow rear diffuser to extend further from the rear bodywork.

Item 4: Max Category Classing

The following classes are being proposed for Max Category. The displacement correction factors are:

1. Rotary: Actual displacement X 2.0
2. 2-Cycle Engines: Actual displacement X 2.0
3. Forced induction: Actual or corrected displacement X 1.5
 - A. For each additional forced induction unit 0.5 should be added to the forced induction displacement modifier (e.g., twin charged, twin turbo: Actual corrected displacement X 2. Quad turbo: Actual displacement X 3).

Max 1

1. Vehicles with a real or corrected engine displacement of more than 6.5 Liters.
2. Vehicles with a real or corrected engine displacement between 3.9L and 6.5L weighing less than 3,000 lbs.

Max 2

1. Vehicles with a real or corrected engine displacement of no more than 6.5L, not weighing less than 3,000 lbs. (with driver).
2. Vehicles with a real or corrected engine displacement between 2.995 and 3.9L which weigh less than 2,600 lbs. (with driver).

Max 3

1. Vehicles with a real or corrected displacement of no more than 3.9L, not weighing less than 2,600 lbs. (with driver).
2. Vehicles with a real or corrected displacement between 1.995 and 2.995L which weigh less than 2,200 lbs. (with driver).

Max 4

1. Vehicles with a real or corrected displacement of no more than 2.995L, not weighing less than 2,200 lbs. (with driver).
2. Vehicles with a real or corrected displacement of 1.995L or less which weigh less than 1,900 lbs. (with driver).

Max 5

1. Vehicles with a real or corrected displacement of no more than 1.995L, not weighing less than 1,900 lbs. (with driver).

Unlimited Category Allowances

There are no suggested changes at this time.

Feedback can be submitted here: <https://timetrials.scca.com/forms/feedback-form>

The deadline for feedback submissions is 12/1/2020.