

## **TTB Meeting Minutes – April 2022**

The SCCA Time Trials Board (TTB) met by a series of emails. Involved in the messages were staff members John Hunter, Justin Barbry, and Heyward Wagner; SCCA BOD Members Charlie Davis and Clay Turner, members-at-large Bob Tunnell, Doug Wille, Brian Kuehl, Gregg Ginsburg, and tech advisor Randall Prince.

The TTB discussed part approvals, rule clarifications, and car classing.

### **Member Advisories**

No Member Advisories currently.

### **Part Approval Requests**

- **Approved**
  - Corksport lowering springs for the 2010-2012 Mazda MazdaSpeed 3
    - The TTB feels that these do meet the criteria and intent for allowed lowering springs, and so they have been added to the alternate approved sway bar list.
- **Not Approved**
  - Ford Racing Track Handling Package for the 2015-2021 Ford Mustang
    - The TTB declines to allow this kit as the toe links and toe link to knuckle bearings replace the rubber bushing in the rear knuckle with a Delrin lined spherical bearing, which is not an allowed modification in either Sport or Tuner.

### **Technical Bulletins**

1. The TTB had a rules clarification around fuel lines and safety level apparel. The rule in question is found in the Safety Level 2 overview and reads:

“For Time Trials Nationals Events, vehicles running on DOT-approved tires with less than 200 treadwear or beyond Max Category Rules must meet Safety Level 2 Standards. Vehicles with modified or aftermarket fuel tanks and lines which run through the cockpit will need to meet Safety Level 2 Standards for driver clothing.”

The TTB feels that cars with modified fuel lines and/or tanks warrants requiring Safety Level 2 apparel. The new reading will be:

“For Time Trials Nationals Events, vehicles running on DOT-approved tires with less than 200 treadwear or beyond Max Category Rules must meet Safety Level 2 Standards.

Vehicles with modified or aftermarket fuel tanks and lines ~~which run through the cockpit~~ will need to meet Safety Level 2 Standards for driver clothing.”

2. The TTB was also asked to clarify if the Solo program allowance for Corvettes to change the leaf spring suspension to coilovers in Street Touring would carry over to Tuner in Time Trials. The Solo rule states:

14.8.A “For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration.”

The TTB agreed that this should be allowed as a carry-over from Solo, as Tuner was always built as the “crossover class” for ST prepped Solo cars. We will be looking at this as a rule change during this year. However, in the meantime, we will be making the following addition to the Tuners Alternate Classing area:

Cars listed as eligible in and prepared to the **SCCA Solo ST** Rules are permitted to compete in their respective Time Trials Tuner Class. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

## Rule Changes

1. The TTB received a request asking about the brake ducting allowance in Sport. Specifically, if the fog light area as a unit can be replaced to facilitate brake ducting under the current rule in Sport. The rule states:

**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.

The TTB agrees that the intent of the rule is to avoid anyone feeling the need to do non-reversible modifications to their Sport classed car to facilitate this mod. As such, the TTB has agreed to allow kits designed to fit into replaceable trim portions of the bumper, along with the addition of control arm mounted scoops and/or deflectors.

**4.1.7:** Air ducts may be fitted to the brakes and changes may be made to option-package lights, splash shields, backing plates, dirt shields and removable trim pieces to facilitate installation and routing but not parts like bumper-covers. The intent is that altered parts are easily put back to “stock” or not cosmetically visible. Ducts or holes may serve no other purpose. Control arm mounted brake ducting, or air scoops, may also be fitted, providing they serve no other purpose.”

2. The TTB was asked if brake booster braces could be allowed in Tuner, as they are allowed in ST Solo rules. The Solo Program rule states:

G. A single brake master cylinder brace may be added provided it is bolton and serves no other purpose.

The TTB feels that this modification should be allowed in Tuner under the “turbo blanket rule” as it feels this part doesn’t increase peak performance and is more of a feel mod. This rule will be added to the Tuner rule set using the same verbiage as the Solo rule:

6. A single brake master cylinder brace may be added provided it is bolton and serves no other purpose.

#### For Member Comment:

The Car Classing Committee has been working on a Sport Class reorganization for the 2023 season. While they feel that the current number of classes are correct, they also feel the classes themselves need some attention for flow, along with a bit of a reshuffle to make sure the cars in each class are as correct as possible. Each Sport class was looked at, evaluated, and adjusted to help make the classing structure is intuitive for the new participant, while also intending to create better parity within each class. I am submitting for comment an overview of that adjustment, with some of the main cars that will be part of each class. We plan to release the comprehensive reclassing list shortly after Time Trials Nationals, with the intent to have the new classing be installed by the beginning of the 2023 season. The big shift, as you will see, was to have each class increase in performance potential, as you move up the classing structure. We continue to look at data from DE events to focus on cars that are already popular amongst drivers, to lean into cars that folks want to drive vs cars they feel they need to own to compete.

S1	S2	S3	S4	S5	S6
C6 Z06 (S1)	C5z (S2)	Mustang GT S197 5.0 (S3)	Mustang GT 4.6 (S3)	ND MX-5 (S5)	NC MX-5 (S5)
ZL1 1LE (S1)	SS 1LE (S2)	E46 M3 (S3)	E36 M3 (S3)	SSC Twin (S6)	RX8 (S5)
C7 GS (S1)	Mustang GT 15-20	CTR (S3)	350z all (S3)	Sport Twin (S6)	Civic Si 8th gen (S6)
	GT350 (S2)	Focus RS (S3)	S2k (S5)	BMW E36/E46 Non-M (S4)	Civic Si 9th gen (S5)
	Supra 3.0 (S2)	370Z (all) (S2/S3)	VW GTI MK6 & 7	VW GTI MK5 (S4)	Mini Cooper S R53
	M2 (S2)	V6 1le (S3)	Twin 2022+ (S3)	Civic SI 10th gen (s5)	
		2.0 Supra (S2)	Fiesta ST (S5)		
		Golf R (S3)	Mini cooper F56		
		WRX STI (S3)			

### **Class Changes**

There are no Class Changes at this time.