

TIME TRIALS BOARD

TTB Meeting Minutes – March 28, 2020

The SCCA Time Trials Board (TTB) met by phone call on Saturday March 28, 2020. The call was moved up a week in order to adjust for changing work situations for some TTB members. On the call were Staff members Jon Krolewicz and Heyward Wagner, SCCA BOD Member Charlie Davis, members-at-large Kathy Barnes and Bob Tunnell and classing advisor John Hunter.

During the call, the TTB discussed part-approval requests, potential classing moves and 2021 potential Rules Changes. There are proposed classing moves and rules changes listed this month and The TTB is asking for your feedback.

It should be noted that, with the current situation of COVID-19 quarantines and adjusted work schedules, it could take us longer than usual to respond. Thanks for your input patience.

Member Advisories

- A driver must have a valid state driver's license to participate in SCCA Track Events or Time Trials. (<https://timetrials.scca.com/pages/driver-eligibility>) An SCCA competition license by itself does not make a driver eligible for Track Events or Time Trials.
- The 2-year Time Trials Rules freeze ends in 2021 and proposed rules changes for 1/1/21 are included in this Fastrack and we are asking for member comment.

Part Approval Requests

Not Approved

- **Sport Category - Ride Tech Shocks for Corvette C4** – the TTB declined to add these to the alternate approved shocks list because they are aluminum body, and the TTB does not feel that non-OE materials fit the category philosophy.

Approved

- **Sport Category - Ride Tech "Muscle Bar" Sway Bars for the Corvette C4** – 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 were submitted for a National Competition Sport/Tuner Category Classing

Sport Category

- 1962-1980 MGB and MGB GT have been classed in Sport 6

Tuner Category

- 1962-1980 MGB and MGB GT have been classed in Tuner 5

Class Changes for Member Comment:

The TTB would like comment on the following potential class changes, which would go into effect 1/1/2021.

- The Subaru/Toyota/Scion BRZ/FR-S/86 is a dominant car in Sport 6 (S6). The TTB would like member feedback on moving these models in whole or in part (generationally) to Sport 5 (S5).
- Move from Sport 5 (S5) to Sport 6 (S6):
2015-2018 Mazda MX-5 (ND1)
- Move from Tuner 3 (T3) to Tuner 4 (T4): 1992-1999 (E36) BMW M3.

Rules Changes for Member Comment:

The TTB would like comments on the following potential rule changes, which would go into effect 1/1/2021.

General Proposed Change

In order to better describe general modification allowances, the following wording written here:

“Other than when necessary for safety enhancements, you may not perform an otherwise unlisted modification in order to facilitate a permitted one.”

Is proposed to be changed to:

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 Proposed Changes

Overall – the TTB believes that the Sport Category is not in need of any major tweaks, and the participation numbers back it up. Based on observation, the TTB is asking for member feedback on the following potential changes:

- The TTB proposes that the allowance for tow hooks be extended from Tuner to Sport.
- The TTB proposes that the allowance for Strut Tower Braces be extended from Tuner to Sport.
- Sport Category – Brake Ducts
The TTB believes that the allowance of brake ducts/deflectors in Sport Category may be a proper allowance for a variety of reasons. There is some worry about how far to extend the allowance, keeping in mind the philosophy that Sport Category cars should be desirable for daily use, and may often be under warranty/still have car loans being paid on. With that in mind, should any allowance allow cutting of OE bumpers, removal of option-package lights, or other adjustments to facilitate the additions.

Tuner Category Proposed Changes

Overall – the TTB believes that the Tuner Category is not in need of any major tweaks, and the participation numbers back it up. . Based on observation, the TTB is asking for member feedback on the following potential change:

- Tuner Category – Brake Allowances
It has come to the attention of the TTB that a popular Big Brake Kit for the Mazda MX5 has rotors which are larger in diameter, but 1.5mm narrower than the O.E. rotors. In the opinion of the TTB, a “big brake kit” is one which increases thermal mass to improve stopping distances and/or cooling abilities. The kit fits the intention of the rule – to allow big brake kits.

The reason for the strict wording on not allowing smaller rotors/less pistons than O.E., is to avoid participants reducing the performance capability of their brakes in a quest to

reduce weight or allow shorter effective final drives through running smaller wheels.

With “thermal mass” being problematic to enforce – especially with existing allowances for drilled and slotted rotors – we are asking for your feedback to fit the intent of the rule within enforceable and measurable wording.

Prepped Category Proposed Changes

Though the TTB believes the approach to Prepped Category was novel and idealistic, participation numbers proved complication is a deterrent. To combat this, while keeping Prepped Category within its philosophy of “super-bolt on” and based on observation, the TTB is asking for member feedback on the following potential changes:

- **Prepped Category – Suspension**

We initially disallowed spherical/metal bushings because they tend to be racecar parts with racecar adjustability and have limited usability and life spans when street driven, and we believe that Prepped Category should be for street driven cars. What we found is that there are a substantial number of mass-produced bolt-on parts which retain factory geometry, but also use spherical bushings.

Therefore, we would like feedback on allowing any mass-produced suspension piece which bolts to the factory location. E.g., Doesn’t change geometry or allow geometry changes through adjustment.

- **Prepped Category – Hood Venting**

When we wrote the rule on allowing hood venting, we borrowed from the road racing rules and limited venting area to 200 sq. inches. On Observation, many mass-produced consumer grade vents are greater than this. As a result, we want feedback on hood venting limits. Should we increase the limits, and if so by how much? Should we change how we measure the increase (E.g., % of hood area) or should we drop the limits and just allow any hood venting?

- **Prepped Category – Engine Rules**

This is where we tried the idealistic but problematic set of either-or options for participants to choose from. The basic options are still the popular modifications, but we would like feedback on the following simplification of the Prepped Category Engine rules:

Any vehicle - Engines may be swapped with engine from same manufacturer. Transmission/Transfer case/rear-end must have come with the donor engine or the original, no further mixing and matching.

Naturally Aspirated Engines: Engine must stay within OE tolerances, camshaft may be replaced, and anything may be bolted on from the “ports out,” including adding forced induction.

Factory forced induction: Engine must stay OE but forced induction unit may be replaced.

Max Category Proposed Changes

Overall – the TTB believes that the Max Category is not in need of any major tweaks, and the participation numbers back it up. Based on observation, the TTB is asking for member feedback on the following potential changes.

- Max Category – Tires
Considering the availability and performance levels of DOT-approved tires in the 100-199 treadwear range, and the fact that many cars come with <200 treadwear O.E. Tires, the TTB would like feedback on changing the minimum UTQG Treadwear rating to a minimum of 100 for Max Category, while keeping safety minimums at Safety Level 1.
- Max Category – Tires
Considering the sometimes-limited tire sizing and model-specific tires of the more high-end street cars, the TTB would like feedback on dropping the required sizes/diameter minimums and production date for Max Category.

Unlimited Category – There are no proposed changes.

Feedback on the proposed rules and classing changes can be submitted at:
<https://timetrials.scca.com/pages/contact>