

## SCCA Time Trials Technical Bulletin/Rules Clarification: 6/4/2021

Background – in the March/April SCCA Time Trials Fastrack Publication, a clarification on Max Category Splitters to reinforce the TTB's desire to limit downforce production at the front of vehicles. The following clarification was given:

*“2.4.4.A. Splitter blade shall be installed parallel to the ground (within  $\pm 3^\circ$  fore and aft) and may extend a maximum of 5 inches (12.7 cm) from the front bodywork/fascia as viewed from above.”*

It is the intent of the TTB that the use of the word “blade” here does mean a flat plain splitter without tunnels or strakes. In discussing, this the TTB does not feel that non-OE extreme downforce generating devices at the front of the vehicle are what's intended.

To further clarify, *“2.4.4.D. Openings in the front spoiler/air dam are permitted for the purposes of ducting air to the brakes, cooler, and radiator.”* Does imply that some ducting/openings are allowed, but competitors should be extremely purposeful in their use of any openings/deviations to only allow for air-ducted cooling.

**TO FURTHER CLARIFY:** It is not the intent of the TTB to have ramps/tunnels in the splitter. The rule only allows for openings in the front spoiler/fascia – the forward-facing portions of the front bumper – and does not allow for openings in the splitter blade.

In researching commercially available splitters/front diffusers, no mention of brake cooling was given for the ramps on the underside of these additions, but many claims were made about downforce production, so the TTB is not of the opinion that those ramps work for brake cooling. **Because no diversion from the bottom of the splitter is technically allowed, any diversion from a flat blade on the underside of the car needs to be a true duct, meaning a tube, with a passageway directing air to the brakes or cooling radiators.**

Vehicles with these ramps/diversions in the front splitter, turning it into a front diffuser, may run in Unlimited Category on 200+ treadwear tires at Safety Level 1 but may not run in Max Category in 2021.

At Time Trials Nationals the TTB will speak with Competitors to begin getting input on any trend-favorable solutions and allowances in 2022 and beyond.