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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

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TIME TRIALS BOARD

TTB Meeting Minutes – August 6, 2020

The SCCA Time Trials Board (TTB) met by phone call on Thursday August 6, 2020. The call was moved back one day to allow TTB members to participate in the online Solo Town Hall on August 5. On the call were Staff members Jon Krolewicz and Heyward Wagner, SCCA BOD Member Charlie Davis, member-at-large Kathy Barnes and classing advisor John Hunter.

During the call, the TTB discussed part-approval requests and feedback and next steps for proposed classing moves and 2021 potential rules changes.

Proposed classing changes for various Miatas and Toyota/Scion/Subaru 86-variant cars were all declined, and feedback on proposed rule changes has been used for

There are proposed rule changes listed this month and The TTB is once again asking for your feedback.

Program Advisories

There are no program advisories at this time.

Part Approval Requests

Not Approved

- **Sport Category - RV6 performance Rear Sway Bar for Honda Civic** – the TTB declined to add this bar to the alternate approved sway bar list because the design does not match that of the OE bar. Although it runs the same route as OE and fits the OE mounting points, the RV6 uses flat construction as the lever ends, and the OE bar uses a singular tubular piece. The TTB feels this is too different from the OE design.

- **Sport Category – Hyperco Composite Leaf Springs –** Though the TTB does believe that leaf springs count as "Springs," they have declined to allow the Hyperco because they are not the OE material.

Approved

- **Sport Category – Steeda Sway Bars** – The TTB feels that Steeda Sway Bars fit the intent and design for Sport Category and approve all.

- **Sport Category** - **Johnny OConnell Corvette C5/C6 Sway Bar set –** The TTB feels that the Johnny O'Connell sway bars for the C5/C6 corvette meet the intend and design for Sport Category.

- **Sport Category** - **Tein S-Tech Springs –** The TTB feels that all Tein S-Tech Springs fit the intent and design for Sport Category.

Classed Cars

The following cars have been excluded from Sport and Tuner Classes

2017-19 Porsche GT3

The following cars have been added to the Sport & Tuner Classing lists:

2005-10 BMW 650i – S3/T3

2006-13 BMW 325i – S4/T4

2015-20 BMW M3/M4 – S2/T2

2005-10 BMW M6 – S2/T2

2012-18 BMW M6 – S1/T1

2014+ Chevy Cruz LT – S4/T4

1987-89 Chrysler Conquest TSi – S5/T4

2004-08 Chrysler Crossfire SRT – S2/T2

2004-08 Chrysler Crossfire – S3/T3

1970-78 Datsun 240z/260z/280z – S6/T5

1981-87 Dodge Charger – S6/T5

2004-11 Ford Focus ZX3 – S4/T4

2015-17 Ford Mustang GT Performance Pkg – S2/T2

1979-83 Ford Mustang GT – S3/T3

1995-05 Honda Civic Si – S6/T4

2012-16 Honda Civic Si – S5/T4

2018 Jaguar F-Type 400 Sport – S2/T2

2018+ Kia Stinger GT – S2/T2

1998-2003 Mazda Protégé – S6/T5

1987-89 Mitsubishi Starion ESI-R – S5/T4

1993-97 Firebird Firehawk – S3/T3

2016-19 Porsche GT4 – S1/T1

2014+ Porsche Macan S – S3/T3

2003-09 Subaru Legacy GT – S3/T3

1989-94 Suzuki Swift GT – S6/T5

Class Changes for Member Comment:

There are no suggested class changes at this time.

Rule Changes Declined by the TTB at this time

- *Aftermarket camber adjustment in Sport Category:* With the allowance of lowering springs and the camber gains there, the TTB does not feel it's necessary to allow aftermarket camber adjustment at this time.
- *Combine Prepped and Max Categories*: The TTB is continuing to evaluate the place between Prepped and Max and is putting out a set of proposed rules in Prepped in this Feedback. We welcome continued discussion.
- *Allow Sequential dogboxes in Max:* The TTB does not feel that a sequential gearbox is a street car part.
- *Allow Exhaust to exit through the hood in Max:* The TTB does not feel that allowing the exhaust to exit upstream of the driver is in keeping with the philosophy of "street car" and the issues possibly caused by the driver being downstream of the exhaust.
- *Remove minimum ride-heights in Max:* The TTB does not feel like lowering the ride heights is conducive to cars which are intended to be able to be street driven.
- *Lowering the minimum treadwear to 100 in Max Category*: After much research, discussion, many letters and a survey – it is the opinion of the TTB and the majority of Max Category Participants that the Minimum 200 treadwear limit is appropriate other than the case of cars which come on sub 200 treadwear tires from the factory. An allowance for those cars is being suggested for change 1/1/2021. Max Category cars will otherwise keep the minimum of 200 treadwear.

Rules changes to go into Effect 1/1/2021

General Rules

General Modification Rules 1.4.A. 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

Sport Category Bodywork/Interior 2.2.6. Bolt-on tow hooks and tie downs may be modified or replaced. Addition of tow hooks and tie downs are permitted, and location is unrestricted. Non-standard tow hooks shall serve no other function.

Sport Category Brakes 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 instillation and routing. Ducts or holes may serve no other purpose.

Sport Category Strut Tower Braces 6. Upper Strut bars or "strut tower braces" are permitted with all types of suspension, subject to the following constraints:

1. Vehicles with no O.E. bar or a 2-point strut bar may add, remove, modify, or substitute, but only with a 2-point strut bar.

2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.

3. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

Tuner Category

Classing

Move BMW E36 M3 move from T3 to T4.

4. Tuner Category Brakes

1. Rotors
Non-standard brake rotors may be used provided they are of equal or larger dimensions. *Nominal reductions in rotor thickness or diameter in common big brake kits are permitted.*

Prepped Category

There are currently no rules recommended to go into effect on 1/1/2021 because we are seeking feedback on the substantial re-write of Prepped rules later in this document.

Max Category

2. Max Category Chassis, Interior and Bodywork

4. A front splitter is permitted, with the following restrictions.

1. No portion of the splitter may extend more than 5 inches (12.7 cm) forward of the front bodywork/fascia as viewed from above.

2. No part of the front spoiler/air dam shall be lower than 3 inches from the ground.

3. Splitters may not extend rearward past the vertical centerline of the front wheels.

4. No portion of the splitter may extend beyond the widest part of the front bodywork, including top of the wheel arch.

3. Max Category Wheels, Tires and Brakes

2. Tires
Tires must meet the following requirements to be eligible for use in Max Category. No tire model will be eligible for Time Trials competition until it meets all requirements of this Section. Tire models not meeting the requirements by April 30 are not eligible for Time Trials competition until after the Time Trials National Championships of the year.

1. OE Tires
OE Tires with a treadwear of 100-199 may be run providing the following conditions are met:

A. The tire size and model is as delivered from the factory on that model and trim level car. (E.g., The 100UTQG GoodYear Eagle F1 Supercar 305/30ZR19 (Front) and 325/30ZR19 (Rear) on the 2018 Chevrolet Camaro ZL1 1LE.)

B. The car is not prepped beyond Sport Category rules. (The car does not have to be classed in Sport Category, but its modification may not be beyond those rules.)

2. Non-OE tires

NO CHANGES

Proposed Changes – Seeking Feedback
The following rule changes are proposed to go into effect 1/1/2021 for Prepped Category – but we are asking for feedback before we make final recommendations to the board.

This is a substantial re-write based on proposed changes and feedback from April, so we have outlined the entire prepped ruleset with new sections in red, and any unchanged sections marked as "No Changes."

1. Prepped Category Overview

1. Prepped Category Philosophy
Prepped Category is meant for street-drivable vehicles between Tuner and Max categories, with common OE engine swaps, camshafts and power-adding engine bolt-ons including Forced Induction addition and modification. Vehicles in this Category may also install mild aero modifications and O.E. Geometry suspension pieces.

2. Safety – NO CHANGES

3. Vehicle Eligibility – NO CHANGES

4. General Rules – NO CHANGES

2. Prepped Category – Interior, Chassis, Bodywork & Aero

1. Interior – NO CHANGES

2. Chassis – NO CHANGES

3. Bodywork

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. Aerodynamic Aids

3. Aftermarket front spoilers splitters may be added, with the following restrictions.

A. No part of a front spoiler or splitter shall be lower than 3 inches (7.62 cm) from the ground nor extend beyond the widest part of the front bodywork including the top of the wheel arch

or further than 3 inches (7.62 cm) from the edge of the O.E. bumper cover—whichever is less.

B. No part of the spoiler or splitter shall extend beyond 3 inches (7.62 cm) forward of the front bodywork/fascia as viewed from above.

C. No part of the spoiler/splitter change the profile of the O.E. Bumper or act as an "air dam."

D. The underside of any splitter blade must be flat and installed parallel to the ground (within ±3° fore and aft).

E. Splitters may not extend rearward past the vertical centerline of the front wheels.

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

3. Prepped Category – Wheels, Tires and Brakes – NO CHANGES

4. Prepped Category – Steering and Suspension

1. Steering – NO CHANGES

2. Shocks and Struts – NO CHANGES

3. Springs – NO CHANGES

4. Anti-Roll (Sway) Bars – NO CHANGES

5. Strut Braces – NO CHANGES

6. Suspension
Prepped Category vehicles may have any modification allowed in Sport or Tuner Categories, plus the allowances below:

A. Ball Joint Extenders/Bump Steer correction which bolt directly to OE parts may be installed.

B. Suspension pieces and integral bushing/arm assemblies may be replaced with the following restrictions:

i. Parts must attach in the original standard mounting points.

ii. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

C. Leaf spring cars may be converted to a coilover design.

7. Sub Frame Connectors – NO CHANGES

5. Prepped Category – Electrical – NO CHANGES

6. Prepped Category – Engine and Drivetrain

1. Engine Control/ECU/Electronics/Fuel Delivery

A. Engine Control/ECU/Electronics – NO CHANGES

B. Fueling
Fuel pumps may be changed, but no other changes – other than for safety – may be done to the fueling system.

2. Intake
Competitors may perform and Sport- or Tuner legal intake modification plus the allowances below:

A. Intake parts from the "ports out" intake manifold, fuel rail/injectors/carburetors, throttle body and intake – including forced induction may be replaced or modified. Minor modifications for fitment are allowed, provided they serve no other purpose.

i. When forced induction is modified, the number of forced-induction units must stay OE, or when forced induction is added to a naturally aspirated engine, only a single unit may be added. (E.g., a single turbo or single supercharger; multi-turbo or twin-charged systems are prohibited.)

3. Cooling – NO CHANGES

4. Engine Rebuilds/Service Limits – NO CHANGES

5. Engines and Swaps

A. Camshafts may be replaced or modified, but cam gears may not be swapped

B. Engines—including swapping OE Forced-induction engines for naturally aspirated and vice-versa—may be replaced with the following restrictions:

i. The engine must be from a production car of the same manufacturer, and that engine must have been produced and delivered in at least 2,500 vehicles per calendar year in any single market (USDM, JDM, EDM).

ii. The "long block" (i.e., head and block) must be a matched OE pair.

6. Transmission, Differentials, Transfer Cases – NO CHANGES

7. Prepped Category – Exhaust = NO CHANGES

8. Oil and Lubrication – NO CHANGES

7. Other – NO CHANGES

8. Fuel – NO CHANGES

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

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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.

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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

2019 + Hyundai Veloster N – S3/T3

2016+ Infiniti Q50 S – S3/T3

2009-19 Maserati GranTurismo MC Sportline – S2/T2

2012-19 Maserati GranTurismo Sport – S2/T2

2017+ Nissan Sentra Nismo – S5/T4

2017+ Toyota Camry SE – S4/T4

2011-19 VW Jetta S – S5/T4

2018 + Hyundai Elantra GT Sport – S5/T4

2016+ Infiniti Q50 Red Sport 400 – S2/T2

2016 + Lexus GS-F – S2/T2

2010-16 Mercedes E350 – S4/T4

2008-12 Mazda 3i – S6/T5

2020 Porsche Cayman GT4 4.0L – S1/T1

2003-08 VW GTI – S4/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 ±3° 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.