official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

TIME TRIALS BOARD

TTB Meetings

The SCCA Time Trials Board (TTB) met by phone call on Thursday January 7, 2021. The call was moved back one day to allow TTB members to support a regional program call.

On the call were Staff members Jon Krolewicz and Heyward Wagner, SCCA BOD Members Jeff Zurschmeide and Charlie Davis, members-at-large Kathy Barnes and Bob Tunnell, along with classing advisor John Hunter and technical advisor Randall Prince.

During the call the TTB discussed part approvals, rule clarifications and finalized the Max Category Classing for 2021 and beyond.

Member Advisories

Members are advised that the 2021 rules are now in place to be voted on by the SCCA BOD this month. Included in this document is a full "change list" but Competitors should be advised that Prepped Category has been removed, and there is a new Max Category Structure.

Organizers should be aware that there are a couple of significant changes to the administrative processes for Time Trials – Example Entry Forms are no longer required to receive a sanction, and the post-event reporting process, specifically the participant report, has been made more robust.

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 Lowering Bolts for Corvettes Part # HCO-HB-C5/6-ADJ and Part # SG-11P8K-C5 –** After discussion to clarify the rule to allow the bolt-style "Lowring Kit" for the Corvette, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

- **Sport Category – Spoon Sports Lowering Springs –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

- **Sport Category – Manzo Lowering Springs –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

Classed Cars

The following cars have been excluded from Sport Category Classing

2015-2020 Ford Mustang GT350 R

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

2014-20 Chevrolet Impala LT 4 Cylinder – S5/T5

2014-20 Chevrolet Impala LT 6 Cylinder – S4/T4

1998-2002 Chevrolet Camaro SS – S3/T3

2011-18 Ford Focus SE – S6/T5

2015-20 Ford Mustang GT350R – T1

2002-07 Honda Accord EX V6 – S4/T4

1994-97 Honda Accord EX V6 – S5/T5

2008-14 Mercedes C63 AMG – S2/T2

2017-19 Porsche 911 Carrera T – S1/T1

1974-75 Porsche 914 1.8L – S6/T5

2016- 2021 Porsche Boxster Spyder – S1/T1

2021 Toyota Supra 2.0 – S2/T2

2005-13 Toyota Yaris – S6/T5

Technical Bulletins

There are no technical bulletins at this time.

Clarifications

Tuner Category 2.2.5 Bodywork – Fender Rolling: Wording has been clarified to put some limits on fender rolling. The intent is to allow the inner lip to me flattened and the fender to be pushed out for cosmetic reasons and some tire-clearance. The fender should not be flared by cutting or adding material, by modifying the pinch welds or changing the profile so significantly it doesn't still resemble a stock fenders contours and details.

Tuner Category – 7.7 Oiling/Lubrication: The TTB has been asked to clarify when an allowed baffle becomes a windage tray because many allowed aftermarket Oil Pans have these as a single unit. The TTB has opted to drop the restrictions on windage trays because of the existing grey area and the desire to allow aftermarket oil pans. It does not permit the modification/addition of a, "crank scraper."

Rule Changes – The following is a list of rule changes stemming from discussion in the second half of 2020, effective immediately pending approval by the SCCA BOD.

Time Trials Procedural Rules

Under Time Trials Website and Rules (https://timetrials.scca.com/pages/tt-basics) the following items have been changed:

1.3. Assumption of Risk: The concept of "resources" as something motorsports can cause a loss or damage to has been added. (i.e., time can be lost to unforeseen events.)

2. Driver Eligibility & Licenses: There are no changes, but the structure of this section was adjusted.

Safety Rules

Under the Time Trials Safety Rules (https://timetrials.scca.com/pages/safety) the following items have been changed:

1.1.A.1 and 2.3.1.1 Helmets: Rules have been updated to allow the 2020 Snell Specifications and to give a grace period of one year on Snell 2005 specifications.

1.2. Safety Level 1 – Convertibles: Aftermarket Roll Bars which may not meet the letter of SCCA Safety Level 2 Roll Bar requirements are now allowed, providing they fit the following description: *"…a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection."*

2.3/3.3 Safety Level 2/3 – Driver Gear: The requirement for Arm Restraints and window nets has been dropped.

National Competition Format Rules

Under the National Competition Format (https://timetrials.scca.com/pages/national-competition-procedures) the following items have been changed:

1.1.2.C Off Course/Loss of Control: The wording and exceptions for Off Course/Loss of Control has been clarified to give more leeway for controlled drive-offs, (i.e., if a driver pulls off to let another driver by, specifically in spots where there is pavement beyond the marked track limits.)

2.1. TrackSprint: The wording for TrackSprint has been changed to better describe it for a competitor.

1.2.1.A TrackSprint Cones: The usage of cones for TrackSprint has been clarified.

2.4. Rain Event: The wording for a rain event and who it applies to has been clarified. (Restricted-tire classes only.)

Protests, Awards & Penalties

Under "Protests, Awards & Penalties" (https://timetrials.scca.com/pages/protests-appeals-and-penalties) the following items have been changed:

4. Non-Compliance: "Loss of Time/Position/Laps or Runs" have been added as potential penalties.

Vehicle Modification Allowances

1. Overview (Sport, Tuner, Max and Unlimited)

1.1.2.C Roll Bars/Cages: The definition of a roll bar and roll cage has been expanded to include the minimum number of attachment points required to meet the definition of each.

1.2.A Fuel Cells: What defines a fuel cell has been clarified. (Container, Bladder, Foam, and should have safety rating like FIA or SFI)

1.4 General Modification Rules (All Classes): "**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.)"

3.2 Tires (Sport, Tuner, Max Categories): Tire Use has been broken into "Scored Sessions" and "Unscored Sessions" and now cars may only practice on tires which are legal for their class. (E.g., Sport/Tuner/Max Category cars may only practice on 200+ TW tires.)

Sport Category

In Sport Category (https://timetrials.scca.com/pages/sport-category) the following items have been changed:

2.2.1.F Bodywork – Wings: The rule for interchanging wings/spoilers in Sport Category has been updated to limit the style of wing or spoilers allowed to be interchanged. For example, it has been written to avoid Camaro ZL1 or Cayman GT4 wings on lower classed Camaros and Caymans.

2.2.6. Bodywork – Tow Hooks: Sport Category now allows tow hooks to be added.

3.1.1.F Wheel Weight Minimums: The factor for 19 and 20-inch wheels has been changed to 0.71.

4.1.7 Brake Ducting: Brake ducting is now allowed, and splash shields, dust shields can be modified to accommodate, and option-package lights can be removed to make way for those ducts, but no permanent holes may be cut in the exterior bodywork.

5.2. Suspension – Springs: The term "Lowering Kit" has been added to the allowance to accommodate lowering bolts used on the Chevrolet Corvette and sold as a lowering kit at Tire Rack. Restrictions on mounting location, attachment points, system of attachment are kept in place.

5.3 Suspension – Sway Bars: An allowance for sway bars to be added to vehicles which didn't originally come with them has been added on an as-approved basis per case.

5.4 Suspension – Strut Tower Braces: Sport Category now allows bolt-on strut tower braces. The rule for Strut tower braces which bolt on to the top of the strut towers (but not the bottom) has been moved from Tuner to Sport.

9.1.2 Fuel – E85: The rule for E85 use has been clarified in Sport/Tuner Categories to only allow it when the vehicle owners manual specifies it for regular road use – emergency use in Owners Manual does not allow E85 use in Sport or Tuner Category.

Tuner Category

In Tuner Category (https://timetrials.scca.com/pages/tuner-category) the following items have been changed:

2.2.2 Bodywork – Removable Hard Tops: For vehicles with removable hard tops, aftermarket hard tops are now allowed. They must be a replica of the OE top (no aero advantage over stock) and use all OE latching/fasteners but they can be made of alternate materials. (e.g., composite construction or acrylics in place of glass.)

2.2.5 Bodywork – Fenders: Wording has been clarified to put some limits on fender rolling. The intent is to allow the inner lip to me flattened and the fender to be pushed out for cosmetic reasons and some tire-clearance. The fender should not be flared by cutting or adding material, by modifying the pinch welds or be changing the profile so significantly it doesn't still resemble a stock fenders contours and details.

2.2.6. Bodywork – Cosmetic Trim: An allowance has been added for cosmetic trim additions. The trim might include cladding, rubber molding, even chin lips – but it needs to be mass produced and not increase performance or reduce weight.

4.1.4 Brakes – Calipers: The big brake kit wording has been clarified to include calipers which have the same number or more pistons, or piston area is increased.

7.2. Intake: Charge Pipes and Blow-off valves can now be changed.

7.5.7 Transmission Control: Reprogramming of OE electronic control of differentials and transmissions is now allowed.

7.7 Oil/Lubrication: Wording has been adjusted to allow baffles and items known as "windage trays" because in modern applications, they are often a single part.

9.1.2 Fuel – E85: The rule for E85 use has been clarified in Sport/Tuner Categories to only allow it when the vehicle owners manual specifies it for regular road use – emergency use in Owners Manual does not allow E85 use in Sport or Tuner Category.

Prepped Category

Prepped Category has been removed. An archived set of previous rules – including Prepped Category – will be put on the website for reference.

Max Category

In Max Category (https://timetrials.scca.com/pages/max-category) the following items have been changed:

2.1. Chassis: What needs to stay "stock" in terms of chassis or unibody has been clarified, but not effectively changed.

2.2.1. Interior: Max Category Interior rules now allow the replacement (but not removal) of the dashboard.

2.2.2. Fuel Tanks: The fuel tank relocation rules for Max Category have been clarified.

2.3.4. Bodywork – Side Skirts: A written allowance for side skirts has been added.

2.4.1. Aerodynamic Aids – Wings: The allowances for wings and endplates has been expanded. Wings now allow two elements and wings/endplates are now limited to within specific distances of the bodywork, but there is no limit on area.

2.4.4. Aerodynamic Aids – Splitters: Splitters may now extend 5" in any direction from the bodywork. The "only as wide as" limit has been dropped.

2.4.4. Aerodynamic Aids – Diffusers: Diffusers may now extend 6" from the rear bodywork in any direction.

6.4 Engine: The definitions and breakdown for how "modified" or "unmodified" have been added.

7.1.1. Fuel – Fueling System Components: Wording has been clarified to allow changes to fueling systems.

Max Category Classing
After extensive discussion and feedback analysis, the TTB has decided to implement the "Level Up" classing format for Max Category, with the following basic classing process.

Max will be divided into five classes based on minimum weights (with driver) and limits on displacement or KW.

The basic gist is this: There is a base unmodified naturally aspirated displacement (or kilowatt) limit for each class. If you have factory unmodified single-unit forced induction or you have modified your naturally aspirated engine – you go up one class. If you have multi-unit forced induction or have added or modified existing forced induction, you go up two classes.

In addition, if you're under the weight limit of the class, then you would need to go up classes until you find your spot and no car may be less than 95% of curb weight with driver or less than 1,100 lbs. – whichever is higher – and still compete in Max Category.

The "base" classing in each class for unmodified naturally aspirated engines and weights is as follows:

CLASS	4-CYCLE	Rotary	Electrical	Minimum Weight (with driver)
M1	6.4L +	2.0L +	400 KW +	2,500 lbs. (or 95% curb weight)
M2	6.4L	2.0L	400 KW	2,800 lbs. (or 95% curb weight)
M3	4.5L	1.75L	250 KW	2,500 lbs. (or 95% curb weight)
M4	2.9L	1.5L	175 KW	2,200 lbs. (or 95% curb weight)
M5	1.9L	1.25L	100KW	1,900 lbs. (or 95% curb weight)

There was considerable discussion about whether to draw a line for what counted as modified internals, and the decision is that replacement/modification of valvetrain, head gasket, head

bolts, camshaft, crankshaft, rods, pistons or machining of the head, block or housing counts as "modified."

For forced induction, "OE" means the factory turbocharger or supercharger and all intake components between the induction unit and the engine. (e.g., manifold.)

There was concern in the feedback about enforcement, but there is enforcement of OE internals at all levels and the TTB believes this is the ideal way to do it and would rather try this first and if the ruleset ends up untenable, then it's easier to "give" later than to "take back."

Unlimited Category

There are no changes to Unlimited Category (https://timetrials.scca.com/pages/unlimited-category) other than the items mentioned in "General Modifications" above.

Official Duties

The following changes have been made to the Official Duties section (https://timetrials.scca.com/pages/officials-and-their-duties) of the SCCA Time Trials Rules:

1.5 Course Inspector: This official position has been removed from the Time Trials Rules and Website

1.5 (formerly 1.6) Safety Steward: Approval of TrackSprint courses has been added to Time Trials Safety Steward duties.

Organizational and Administrative Procedures

The following changes have been made to the Organizational and Administrative Procedures section (https://timetrials.scca.com/pages/organizational-and-administrative-procedures) of the SCCA Time Trials Rules:

1.1 Time Trials Course Approval: This process has been reorganized and updated to reflect current course approval standards, as well as outline the procedure for TrackSprint Course approval.

1.3 Sanction Requirements: We have dropped the requirement for "Entry Form" has been dropepd in order to be issued sanction. This is to reflect the nature of digital registration and the difficulties in including those digital forms in pre-event paperwork. There are still requirements for what information should be collected on an entry form when it is opened.

3.1.3 Post-Event Procedures – Event Reporting: This is the most significant change for SCCA Time Trials Organizers. After two years of collecting information the importance of comprehensive Participation Reports is greater than ever. To enable the SCCA, Regions and Members to better track participant experience the Participation Report is being formalized with specific required fields.

These fields include: First Name, Last Name, Member Number, Overall Finishing Position, Class Finishing Position, Make/Model of Vehicle, A Numerical value for passing rules used and a Yes/No satisfactory performance grade.

The reason for the numerical value for passing grade is that different regions and events label their groups as “Novice,” “Intermediate” or “Advanced.” The numerical value will enable any region to evaluate the experience of any SCCA participant objectively and can be used for group selection, Time Trials Licensing and in some cases as better informed alternate road racing license criteria.

At this point there isn’t an official method for tracking worker/official participation, but we’re exploring a way to include them on the participation report using abbreviation for worker position as “class” e.g., Specialty recorded in the Make/Model line and specific position as class – “EL” for “Event Lead” Though not required at this point, we would love to have the list of Volunteer Officials recorded in this method.

For Member Comment:

There are no items for member comment at this time.

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TTB Meetings

Due to the ongoing SCCA "Digital" Convention, the TTB discussed issues in a series of conversations, email chains and online conversation.

Member Advisories

HillClimb Rules/Information

The HillClimb online information area for the SCCA has been moved within timetrials.scca.com. It can still be reached by going to SCCA.com, then Programs, and then HillClimb and now through the main menu on the Time Trials site.

Documents have been updated, but there have been no effective changes to the HillClimb Rules for 2021.

Ambulance Requirement Clarification

As more Track Event and Time Trials Sessions take place during SCCA Road Race weekends, it has become necessary to strengthen the opportunities for regions to combine these events. There was a discrepancy between the specifics of care at each of these and we have now clarified what standards need to be met, and when.

The following is the new wording:

4.1.1. There shall be a vehicle on site staffed by licensed caregivers which should be able to provide initial medical response within two minutes subject to the following criteria:

A. It is preferred the vehicle have advanced life support (ALS) capabilities.

B. Vehicle staff must by at least two (2) certified caregivers, one of whom must be an EMT at minimum.

C. It must be capable of transporting an injured person to the nearest hospital subject to any local laws.

D. Exceptions to A-C above include:

1. Events may follow the SCCA Road Racing General Competition Rules (GCR) standards for medical equipment and response.

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Part Approval Requests

Not Approved

- **There are no parts requested on the "not approved" list at this time.** (Meaning, we haven't decided, are still discussing, or haven't gotten to it.)

Approved

- **Sport Category – Swift Sport Springs –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

- **Sport Category – Swift Sport Springs "Spec R" –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

- **Sport Category – BMR Lowering Springs –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

Classed Cars

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

2010 Audi A4 B8 – S4/T4

2001-05 Honda Civic EX – S6/T5

2011-15 Kia Optima EX – S5/T5

2019-20 Subaru Forester Sport – S6/T5

2012-19 VW Golf Sportwagen – S4/T4

1996-98 Ford Mustang Cobra SVT – S3/T3

2016-21 Honda Civic EX – S5/T5

2015-21 Mercedes C63 & C63S – S1/T1

1989-93 VW Corrado G60 – S6/T5

Technical Bulletins

There are no technical bulletins at this time.

Clarifications

In the Max Category modification rules, 6.2 Engine Definitions which clarify what is "modified" or "unmodified" has been adjusted to allow US-market engines to remove (and in limited cases replace) emissions equipment to match non-domestic configurations. (6.2.A.3.a.i)

The added wording is:

> **i.** Where a non-US market vehicle may not have come with specific emissions equipment (e.g., TGV) forced-induction engines may remove that equipment or, if the ability exists, replace it with a part which does not increase performance relative to the O.E. part. (E.g., TGV deletes which do not increase the diameter or length of the intake.)

Rule Changes

There are no rule changes at this time.

For Member Comment:

There are no items for member comment at this time.

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TTB Meetings

Due to stability within the program and few requests the TTB has combined March and April Fastrack Updates.

Member Advisories

There are no Member Advisories at this time.

Part Approval Requests

Not Approved

- **There are no parts being added to the "not approved" list at this time.** (Meaning, we haven't decided, are still discussing, or haven't gotten to it.)

Approved

- **Sport Category – Good-Win-Racing "RoadsterSport ND Springs"Part# 61-1847ND –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

- **Sport Category – Tarett Engineering Front Swaybar & Bushing Kit for Porsche Boxster/Cayman –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

Classed Cars

The following cars have been excluded from Sport Tuner Category Classing

2016+ Honda/Acura NSX	2020 + Chevrolet Corvette Z51
2004-13 Lamborghini Gallardo (all)	2017-19 Porsche 911 GTS

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

2012-15 Audi RS5 – S2/T2

2008-15 Fiat 500 Abarth – S5/T4

2017-20 Hyundai Elantra Sport – S4/T4

2006-10 Mercedes CL63 AMG – S2/T2

2019+ Tesla Model 3 SR+ – S2/T2

1993-98 Toyota Supra Turbo – S2/T2

1984-86 Dodge Omni GLH & GLH-S – S5/T4

1984-86 Ford Mustang SVO – S4/T4

2008-11 Lotus Exige S240 – Excluded from Sport/T1

2004-10 Scion TC – S6/T5

2019+ Toyota Corolla XSE Hatch – S6/T5

Technical Bulletins

There are no technical bulletins at this time.

Clarifications

Fuel "Lift pumps" in tuner: A lift pump which fits under, "***1.4.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.)"*

The TTB recognizes that there is possible a weight-saving advantage here but due to a generally agreed upon necessity for the safety of many frequently tracked cars, the TTB is OK with it being used. This should not be construed to allow more fuel flow relative to OE capabilities or surge tanks.

Max Category Splitters: The TTB has been asked to clarify the Max Category Rule, *"**2.4.4.A.** Splitter blade shall be installed parallel to the ground (within ±3° 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.

Rule Changes

There are no rule changes at this time.

For Member Comment:

There are no items for member comment at this time.

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TIME TRIALS BOARD

TTB Meetings

The TTB met virtually for minimal requests and business for the May 2021 updates.

Member Advisories

Driver Participation Data: The Track and Time Trials program now requires participation reports and drivers participation data will be viewable on members my.scca.com profile pages. The data is not immediately available following the event, but as regions and the national office continue to build the process, drivers will be able to see their participation.

Part Approval Requests

Not Approved

- **There are no parts being added to the "not approved" list at this time.** (Meaning, we haven't decided, are still discussing, or haven't gotten to it.)

Approved

- **Sport Category – LG Motorsports G7 Sway Bars –** After discussion, the TTB feels that these do meet the criteria and intent and so they have been added to the alternate approved parts list.

Classed Cars

The following cars have been excluded from Sport and Tuner Category Classing

2019+ Dodge Challenger Hellcat WB

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

1993-02 Chevrolet Camaro V6 – S4/T4

1988-92 Ford Probe GT – S6/T5

2019+ Hyundai Genesis G70 – S2/T2

2009-14 VW Golf 2.5 – S5/T4

2021+ Ford Mustang Mach 1 – S2/T2

2017+ Honda Civic Si – S5/T4

2017+ Tesla Model 3 LR RWD – S2/T2

Technical Bulletins

Nankang CR-1 Tire:
There has been some questions about eligibility, but the TTB has determined the Nankang CR-1 is eligible for Sport, Tuner and Max Category Competition for 2021.

Clarifications

Aftermarket Hard Top Allowance in Tuner Category:
The TTB would like to reinforce the allowance for aftermarket hard tops in "***Tuner Category Interior and Bodywork 2.2.2.*** *Vehicles with removable hardtops may use an exact replica hard top including one made of alternate materials"* is only for replacement of OE hard tops.

Convertibles/Targa-tops without an OE hard top may not use an aftermarket hard top, and the allowance does not allow replacing a soft top with alternate materials.

Multiple Vehicles used for a single class/event entry:
The TTB would like to point out that while there is no specific rule about a single car having to be run the entire event at this time, the general expected intent is for the same vehicle to be run. Car changes should not be planned as event strategy and any changes should be due to hardship cases and will be evaluated on a case-by-case basis by event officials.

Rule Changes

There are no rule changes at this time.

For Member Comment:

There are no items for member comment at this time.

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TTB Meeting Minutes – Fall 2021

The SCCA Time Trials Board (TTB) met by a series of emails throughout the fall of 2021. Involved in the messages were staff members Jon Krolewicz, John Hunter, and Heyward Wagner; SCCA BOD Members Charlie Davis and Jeff Zurschmeide, members-at-large Kathy Barnes, Bob Tunnell and Lee Hill, and tech advisor Randall Prince.

The TTB discussed various rule clarifications, part approvals, a national appeal process and procedural changes for Track Event and Time Trials Administration policies. Per the two-year rules freeze, there are no expected changes to competition rules this year.

The TTB would like to pass on their condolences to the family and friends of Matthew Yip – long time SCCA Time Trials supporter, competitor and NEDIV administrator. Matt passed away after a battle with a long illness in November 2021. Matt's contributions to the SCCA Track Events and Time Trials programs will be greatly missed.

Member Advisories

- **BS helmets**
  British Spec Helmets BS6658-85 type A are no longer accepted in Time Trials or Track Events.

- **ECE Helmets**
  ECE 22.05 and R22.05 will be accepted until 12/31/22 but will not be accepted after that date. Following that date, ECE helmet standards will no longer be accepted.

- **Sanctioning Process**
  There are substantial changes to the requirements for the Track Event and Time Trials Sanctioning process for 2022. In summary, the requirements for a specific "Supplemental Regulations" and "Schedule" have been dropped – Region Leaders will no longer have to produce those documents and upload them to be approved. In its place, there is now a requirement for an online event page to hold all event information, and that page will need to be approved before sanction will be issued.

Part Approval Requests

Not Approved

- **Sport Category – LG Motorsports Sport Shocks** – the TTB declined to add these to the alternate approved shocks list because they are outside of the design philosophy for Sport Category.

- **Sport Category – MCS/Motion Control Dampers -** the TTB declined to add these to the alternate approved shocks list because they are outside of the design philosophy for Sport Category.

- **Sport Category – Karcepts Sway Bars -** the TTB continues to decline these to the alternate approved sway bar list because they are outside of the design philosophy for Sport Category. Participants are reminded that they may be run if the car is otherwise legal for SCCA Street Class Autocross – but rules may not be mixed and matched.

Approved

- **Sport Category – Whiteline Sway Bars** – 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.

- **Sport Category – JHP Spring Kits for Pontiac GTO –** the TTB feels that these do meet the criteria and intent for allowed springs and so they have been added to the alternate approved springs list.

- **Sport Category – Lovells Springs for Pontiac GTO –** the TTB feels that these do meet the criteria and intent for allowed springs and so they have been added to the alternate approved springs list.

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Classed Cars

The following cars were submitted for a National Competition Sport/Tuner Category Classing

There is no new car classing to announce at this time.

Max Category

The TTB is adding an "alternate motorsports series classing" section to the Max Category in order to allow some vehicles which might have specific allowances outside of Max Category, but the TTB feels fit in the category otherwise. With that in mind, the following alternate series vehicles will be permitted to run in Max Category:

1. Cars listed as eligible in and prepared to SCCA **Solo CAM** and **SCCA Solo XS** Rules are permitted to compete in their respective Time Trials Max Category classes. Vehicles with this allowance are not permitted to interchange preparation Rules otherwise.

Technical Bulletins

Tuner Category Bodywork 2.2.6
The Time Trials Board received a request asking if a specific "diffuser" (https://www.ecstuning.com/b-ecs-parts/mk75-golf-r-abs-rear-diffuser/027992ecs01kt/) is OK under the allowance in Tuner Category 2.2.6. Bodywork which says:

"Commercially available bodywork cladding, molding, trim, accessories, lights and other appearance modifications including flexible "chin lips," which have little or no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. The addition of small holes for attachment hardware for cosmetic modifications is implicit (e.g., holes for fasteners to mount side skirts).

When the part is researched, it is mass produced and the subheading says, "Add aggressive styling" and the full description says, "**Upgrade the exterior styling** on your 2018+ Volkswagen MK7.5 Golf R with our ECS Tuning Gloss Black Rear Diffuser. An exclusive design only available through ECS Tuning, our rear diffuser will **be sure to catch attention and turn heads**! Featuring a deep profile, an aggressive vein design and extending the entire width of the rear bumper to **maximize its aggressive appearance**, it will **be sure to turn heads**! Make a bold statement **and let your VW stand out** with our Gloss Black Diffuser!"

The bolded has been added to show that there are not only no claims about performance, but they also go out of their way to be redundant about this being a visual styling modification.

The TTB believes this is exactly the kind of item we had in mind when we wrote the allowance, and it is compliant in Tuner Category. It is commercially available, fits without drilling/modifying the car, doesn't reduce weight, is sold as visual and not performance enhancing.

While the TTB won't create a list of approved parts, Event Officials should use this decision as a guideline for determining compliant parts when they show up at events.

Sport Category Overview – General Modification Rules 1.4.F

The Time Trials Board received a request asking if skid plates designed to protect the oil pan would be allowed. After much debate, it was determined that these parts would fit under 1.4.F which states:

"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.)"

It's cautioned that participants must also note that no part may serve a non-compliant purpose. With that in mind, adding excessive bracing to a car and calling it a skid plate, or tying the skid plate into aero devices resulting in their improvement would be prohibited.

Rule Changes

The following changes go into effect 1/1/2021

Though the TTB strongly urges all programs to settle matters first by collaborative discussion, governed by the standards of good sense and common decency, should those fail, we offer plan B.

This starts with the rules for National Events, which regions are not obligated to but may use, and then does go into the Rules for Organizers, which regions are obligated to.

While we want to leave these processes open so that regions may use the processes which fit their local market the best, there do need to be some controls on how any decision may affect a participant when they venture outside of that Region. For regions, processes will be recommended, but regions shall not issue any fines, may not suspend licenses, and any decision which denies future participation shall trigger an automatic review by the TTB.

NATIONAL RULES – PROTESTS, APPEALS and PENALTIES

1. **RULES COMPLIANCE QUERY**
Instead of a “Protest” Competitors with a question or concern about another competitor’s vehicle or behavior may file a "Compliance Query" to the Competition Director, in writing. The Competition Director or designated official or compliance committee will determine the answer to the question as soon as possible and before official results are posted.

1. Who may file a Compliance Query.

A. Event officials.

B. Competitors.

2. What must be included in a Compliance Query

A. The question about compliance and rules area covering the item in as much detail as possible.

B. The name or names of questioner or group of questioners.

C. Query fee, if applicable.

3. Query Fees

A. There is no fee for Compliance Queries asked through the end of lunch break on the penultimate day of competition. (E.g., Saturday of a Saturday/Sunday or Friday-Saturday-Sunday competition).

B. Compliance Queries after the end of lunch through the end of competition on Saturday require a fee of $100.

C. Compliance Queries asked on the final day of competition will require a fee of $500.

D. Compliance Queries filed by event officials shall have the fee waived.

E. Event lead or Competition Director reserves the right to waive fee.

F. Reasonable queries will have question fee returned.

G. A query should be filed as soon as there is a question raised and shall not be filed after the vehicle/driver has finished their final competition run or released from impound – whichever comes last.

4. Query Committee

The query committee should be made up of the following

A. The Event Lead(s)

B. The Competition Director(s)

C. The official(s) with the closest tie to the subject of the query. (I.e., the chief of tech for a technical compliance issue, driver coach(s) for an on-track procedure issue.)

2. Non-Compliance

If a competitor or vehicle is determined to be non-compliant the following are the series of actions which may be taken. Penalties may be combined.

1. Coaching.

2. Penalty including (but not limited to): Time penalty, Loss of fastest lap(s) or run(s); Position.

3. Reclassification.

4. Disqualification.

5. Recommendation to the TTB for a Monetary Fine.

6. Recommendation to the TTB for exclusion from program for up to one year.

3. **Appeals**

Generally, participants should be able to have an appeal heard when new evidence is found or it is believed there may have been misapplication of rules. The following applies to National Event Appeals.

1. National Event result appeals will generally not be heard.

2. National Event decisions concerning technical or procedural compliance may be appealed for future clarification by sending an email to timetrials@scca.com with the facts of the case within 14 days of the event.

3. TTB is not required to review or hear any appeal.

4. If a National Event Query Committee feels that a participant should be excluded from future events or receive a monetary fine, that decision shall be elevated to the TTB for the final decision. *(The thought here is that a decision with the gravity of fines or exclusion should only be taken by the full TTB, with time to digest following the event. This holds National Events to the same standard as Regions when it comes to denying participation.)*

5. National Appeals should be heard within 45 Days of the Appeal or Recommendation of fine/exclusion being received.

SCCA TIME TRIALS EVENT GUIDELINES

5. RULES COMPLIANCE & ENFORCEMENT

5.1. Protests

It's suggested that any Regional Time Trials event follow the National Query process for questions arising about compliance. A committee of the Event Lead(s), Competition Director(s) and the person closest to the situation (E.g., Chief of Tech for technical rules, Driver Coach for on-track rules) should make up the Query Committee.

5.1.1. For regions using another program's protest process (e.g. from Solo, Road Racing, etc.) the Event Information must include that the other program's appeal process shall not be used, even if said process is outlined in the other program's rules.

5.1.2. Fines or punishments involving revocation of a license may not be issued by regions.

5.1.3. If a decision results in an entrant being barred from participation with the region, the decision must be noted in the Event Report and followed with a specific email to timetrials@scca.com describing the issues, contact information for the people involved, and the decision.

5.1.4. Unless there is a collaborative region series (e.g., Divisional points series) decisions resulting in exclusion from participation may not extend to other events.

5.2. Appeals

The TTB will act as the National Appeals Board for any decision resulting from a Time Trials Query. For those wishing to have a decision reviewed, an email should be sent to timetrails@scca.com within 14 days of the event.

5.2.1. The TTB is not required to review or hear any appeal which only affects event results.

5.2.2. The TTB shall automatically review any decision which results in a participant being denied the ability to enter an event.

5.2.3. The Appeal shall be heard within 45 days of being received, and participants will be notified of the decision within seven days of that decision.

In addition to needed changes to rule compliance, the TTB has made the decision to adjust the sanctioning process and requirements.

The previous requirements for SCCA sanction were based on the time period when entries were mailed out, and to make sure that potential entries were getting the appropriate event information, the SCCA set specific requirements for the Entry Form, the Schedule and the “Supplementary Regulations” and each of these had to be reviewed in order for an event to be sanctioned.

Now, event information is online with Event Pages and online registration, so the requirement of specific documents which mirrored the period when entries were mailed creates redundant work for region officials and a greater chance for misinformation and contradictory information to exist.

To reduce those negatives, the TTB has decided to drop the requirements for text-style documents such as word or PDFs to be produced for sanctioning and modernize the event information quality-control which was the original purpose.

Now, to get sanctioning for a Track or Time Trials event, the requirement is to have an event page with a schedule and any event-specific rules so that participants can enter with confidence and a single source of event information. Full wording is below.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ADMIN PROCEDURES

1.3. Sanction Requirements

A Sanction is the documentary authority, granted by SCCA, to organize and hold a Time Trials Event. An SCCA sanctioned event may be organized by the SCCA or an SCCA Region or Regions.

1.3.1. Every SCCA Sanction application shall be submitted in the Online Sanctioning Portal ~~current SCCA Sanction and Insurance~~ and include a link to the completed Event Page (2.1). ~~accompanied by drafts of the:~~

A. ~~Supplementary Regulations~~. Sanction should be issued before Event Registration is opened.

B. ~~Schedule of Events.~~ The Course shall be approved by the SCCA and reviews shall be up to date.

1.3.2. Applications should be submitted for approval at least 90 days prior to the scheduled date of the event and must be submitted for approval at least 45 days prior to the scheduled date of the event.

A) Sanction applications submitted within 45 days of the event may be charged a late fee of $250.

B) If the course is not approved by the SCCA:

1. The Sanction application should be submitted at least 100 days before the proposed event and shall be submitted at least sixty (60) days before the proposed event.

2. Sanction application shall be accompanied by a full description of the course and facilities, including a scale map.

2.1. ~~Supplementary Regulations~~ Event Page

The ~~Supplementary Regulations~~ Event Page describes the pertinent information about the event, who to contact with questions and a way to register. ~~establish the specific conditions for an event for competitors and officials.~~

2.1.1. An ~~SCCA Time Trials Divisional Administrator and~~ SCCA Staff Designate shall approve the ~~Supplementary Regulations~~ Event Page prior to a Sanction number being issued.

2.1.2. ~~They~~ The Event Page shall contain the following information:

A. The name, location, dates, nature, classification and complete description of the event.

B. The Sanction number and type of Sanction for the event.

C. An announcement conspicuously placed: "Held under the SCCA Time Trials Rules."

D. The name and contact information ~~of the organizers~~ of officials who can answer questions and support event registration.

E. The names of the Event Lead, Competition Director, Safety Steward and Driver Coach(s).

~~**F.** A complete description of the proposed event.~~

F. The event schedule. ~~Times and locations of any mandatory meetings, such as Novice, Drivers', Officials', etc~~.

~~**H.** Times and locations of activities and inspections.~~

G. ~~The name and address of the Ambassador or other person to whom the entry is to be sent, and~~ Amount of entry fee(s), entry deadlines/cost adjustments, how to pay/what methods are accepted, any refund policy and who to contact for entry changes.

H. Any rules which are in addition to the Time Trials Rules, known as "Event Rules". (E.g., increased safety, adjusted/alternate procedures.)

1. Minimum safety standards may not be set below what is outlined in these rules, even if the event or vehicle does not require specific minimum standards. (e.g., If a region decides that Sport Category cars must run roll bars for a specific event, those roll bar construction requirements and material minimums shall not be less than the specifications set forth in the SCCA Time Trials Rules.)

I. Any track-specific rules. (E.g., camping rules, parking rules, gate hours, etc.)

J. All other information necessary for the proper conduct of the event.

~~**2.1.3.** Supplemental Regulations may not set minimum safety standards below what is outlined in these rules, even if the event or vehicle does not require specific minimum standards. (e.g., If a region decides that Sport Category cars must run roll bars for a specific event, those roll bar construction requirements and material minimums shall not be less than the specifications set forth in the SCCA Time Trials Rules.)~~

2.1.3. After event registration is open, changes to the Event Page and the information contained therein should be avoided. If changes are necessary for ~~No changes should be made to the Supplementary Regulations, except for the schedule, event officials and/or class groupings after the beginning of the period for receiving entries unless the Event Lead so decides for~~ reasons of safety or forces beyond the ~~his or her~~ control of event organizers, all registered participants should be notified of those changes as soon as reasonable. If those changes prevent an entrant from participating, a full refund should be issued to that participant.

2.2. Entry Forms
Entry Forms shall contain the following:

A. Full names, addresses, membership numbers, Region of Record, and license of entrants and drivers.

B. Full description of cars to be entered (year, make, model, trim level).

C. The physical ability statement, "I certify I have the ability to handle the physical and mental demands of competition for the length of a session for each session of the event." The page describing the requirements can be found HERE, and should be linked whenever possible.

D. Signatures or digital agreements of entrants and drivers for Waiver of Liability and/or indemnity declarations, acknowledgment of the authority of the TTR, declaration that cars entered comply with the provisions of the Time Trials Rules.

E. Sanction Number assigned to the event (a placeholder may be put here before sanction is issued; e.g., xxx-xx-xxx.).

F. Emergency contact information for the driver must be included with the entry.

G. A question asking entrants where they heard about the event.

1. Responses to the question shall include:

a) SCCA.com
b) SCCA Region website
c) Search Engine (i.e., google, bing)
d) Facebook post/group
e) Facebook Ads
f) Instagram post/story
g) Instagram Ads
h) Other social media
i) Word of mouth (friends/family)
j) Email
k) Time Trials Partner
l) From a track
m) Other

H. Any other information required for the clarification of all other details of the event

2.4 Schedules

A. Event Schedules shall include the following information:

1. ~~The Event Sanction Number.~~

~~**B.** The name of the organizer (e.g., Region).~~

~~**C.** Name, location and date of event.~~

2. Schedule of planned groups. (Entrants should be able to see how much time/how many runs they are scheduled to receive.)

3. Times and locations of mandatory meetings, such as Drivers' Meeting, novice classrooms and novice debriefs.

4. ~~Classes of cars and~~ Run groupings (E.g., by class, experience level, etc.)

B. If the Event Schedule is separate from the event page (i.e., a downloadable document) not included on the event page, it shall also include this additional information:

1. Name, location and date of event.

2. The Event Sanction Number.

3. The name of the organizer (e.g., Region).

For Member Comment:
There are no items out for comment at this time.

Class Changes

There are no proposed class changes at this time.

Rules Changes

There are no proposed rule changes at this time.