

TTB Meeting Minutes – June/July

Due to stability within the program and few requests the TTB has combined the June and July Fastrack Updates

Member Advisories

We are looking for members interested in joining the Car Classing Committee. Roles and Responsibilities are:

- To help research cars submitted for performance potential when modified to both Sport and Tuner rules.
- Meet monthly to discuss findings and work with the team to come to a consensus on classing.
- Help with special projects regarding classing within the Time Trials program.

Interested parties can apply by [clicking here](#) and entering their information.

Technical Bulletins

The TTB had a rules clarification regarding camber allowances for Tuner and the use of an extended ball joint along with offset bushings for the NA/NB Miata in Tuner 5.

- The TTB worked with the STAC committee from the Solo program to make sure there was continued alignment between the programs. Both the TTB and the STAC feel this meets the intent of the rules. The offset bushings are allowed within the bushing allowance, and the “extended ball joint” is allowed within the “Camber Kit” allowance. The one stipulation is that any such “extended ball joint” would need to only extend longitudinally. Any movement other than that would change the mounting point, and thus no longer be legal.

The TTB was asked to clarify the Bodywork Section in Max (Max 2.3.). Specifically, the “frame or unibody may only be modified a minimal amount to account for allowed modifications”. This was asked in regard to removing the two factory tow hook mounting points on a first gen Miata to facilitate the installation of a diffuser that is otherwise legal within Max rules.

- The TTB feels this is within the allowance is in the spirit of the rules as there is no structural change to the unibody or subframes, these mounting points no longer served any purpose, and their removal was for an allowed modification.

The TTB was also asked to clarify the rules around Sport Class bodywork. The question was if replacement of the articulating spoiler on a Porsche 964 911 for a “Ducktail” spoiler would be allowed within the rules. And if not, would running with no engine cover be allowed as long as the 3rd brake light was still there and functioning.

- The TTB agreed that any addition/change of aero not supplied OEM by the factory would be a Max level mod, and not allowed in Sport. The TTB also agrees that running without an engine cover to sidestep this rule is not in the spirit of the rules.

Parts Approvals:

There are no parts approvals at this time.

For Member Comment:

There are no items out for comment at this time.

Rule Changes:

There are no proposed rule changes at this time.

Class Changes:

There are no proposed class changes at this time.

Classed Cars:

2015	Porsche	911	Carrera	GTS	2014-2021	S1	T1
2020	Porsche	718 Spyder	Base		2019-2023	S1	T1
2021	BMW	M3	Competition	M Driver's Pkg	2021+	S1	T1
2023	BMW	M4	Standard		2021+	S1	T1
2023	BMW	M5	Competition Package		2023	S1	T1
2012	Porsche	911	Carrera		2012-2015	S2	T2
2022	Mercedes	CLA45	AMG		2020-2023	S2	T2
2023	Honda	Civic	Type R		2023+	S2	T2
2,011	Porsche	Cayman	Base (2.9L) 987.2		2009-2012	S3	T3
2011	Lotus	Evora	Base- NA		2010-2014	S3	T3
2016	Mercedes	C 450	AMG		2016	S3	T3
2016	Volvo	V60	Polestar		2016	S3	T3
2017	Lexus	GS 350	Fsport		2016-2020	S3	T3
2019	Kia	Stinger	GT2	Touring	2018-2023	S3	T3
2023	Kia	K5	GT	GT1	2021-2023	S3	T3
2023	Toyota	Corolla	GR		2023	S3	T3
2021	Polestar	2	Dual Motor Long Range	Performance Pack	2020-2024	S3	T3
2003	BMW	540i			1996-2003	S4	T3
2016	Lexus	IS300	Base		2014-2020	S4	T3
2017	Lexus	IS300	Fsport		2014-2020	S4	T3
2004	Volkswagen	Passat	W8 4 Motion		2001-2004	S4	T4
2013	Hyundai	Veloster	Turbo		2013-2016	S4	T4
2020	Ford	Fusion	SE AWD	2.0 Turbo	2017-2020	S4	T4
1987	Pontiac	Fiero	GT		1985-1988	S6	T5
1999	VW	Passat FWD	1.8T	GLS	1997-2000	S6	T5