

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

TTB Meeting Minutes – July, 2024

The TTB met via zoom: Present were Staff members John Hunter and Justin Barbry, BoD liaison David Vodden, and members at large Brian Kuehl, Gregg Ginsberg, and Bob Tunnell. The TTB discussed the items below and are offering some potential rules adjustments for 2025 for member comment.

Member Advisories

There are no member advisories at this time.

Technical Bulletins

Website updated under Tuner 2 classing to fix error.

- Exige S 2006-2008 is now Exige S 2006-2008
 - The non-supercharged Exige is in T2, while the supercharged S is in T1.

Rules Questions

The TTB received a question regarding tire size in Sport 2, regarding AWD being allowed 305 vs RWD being allowed 315, and the tire market not making a 305 specifically.

- The TTB reminds competitors that the tire sizes for each level of both Sport and Tuner is an “up to” size. The TTB believes that having AWD use the “up to” a 305 is appropriate for the class.

The TTB received a question regarding Sway bar allowance in Sport being “any sway bar available at TireRack.com”, and what to do if their car doesn’t have an option listed, and the accepted alternatives do not mention one either. They have a 2023+ Civic Type R and cannot find the Eibach bar made for their car listed on the site.

- The TTB would like to state that in the case that TireRack doesn’t have listed an available sway bar made by one of the brands they carry, competitors may purchase that bar either direct from the manufacturer, or through another vendor. The TTB, through some searching, also found the bar in question on the site, but out of stock. Part number is Part #: E40-40-036-03-01.

Parts Approvals

The TTB received a request to allow Oil Accumulators for the 2022+ Toyota GR86/Subaru BRZ.

- The TTB reminds competitors that oil accumulators are legal in Tuner (with Safety Level 2 required if any portion of the oiling system is inside the driver compartment). The TTB does not feel this is an appropriate modification for the Sport category.

The TTB received a request to allow the Karcepts sway bars for the 2023+ Honda Civic Type R in Sport.

- ii The TTB does not feel a mul:-piece, speedway style sway bar is appropriate for the Sport Category. The TTB would also like to remind competitors that they can use the SCCA Solo Street modification rules to run in Sport, with no mixing and matching of rulesets, should they wish.

The TTB received a request to allow the RV6 Sway bar for the 2023+ Civic Type R in Sport.

- ii The TTB acknowledges that this is not a mul:-piece sway bar, but it still does not fit the intent of the Sport rules. The TTB would also like to point out that a similar sized bar exists for the Type R, made by Eibach, and can be purchased through Tire Rack.

For Member Comment

Tuner Category

The Car Classing Commieeee has been working on a Tuner Class reorganization for the 2025 season. While they feel that the current number of classes are correct, they have noticed trends in both TT National Event attendance as well as trends within the Track Night in America data which point to a need for some redistributing of cars classed, and/or excluded. Over the course of the last 3 years, Tuner 1 has had the fewest cars in attendance, with just 8 for all of 2022 and 2023. That, in conjunction with Track Night mod list data, indicate that most owners of the top Tuner 1 cars either run them stock, or go straight to Max level modifications. That information, along with the car counts and types competing within Tuner 2 through Tuner 4, prompted us to investigate adjusting Tuner to make room for some of the more popular cars we are seeing in both programs. We are submitting for comment an overview of that adjustment, with some of the main cars that will be part of each class. We plan to release the comprehensive reclassing list shortly before Time Trials Nationals, with the intent to have the new classing be approved and updated for the 2025 season. In addition, Sundae Cup and BSpec cars (running within the Sundae Cup rules) will be added as "Alternate Motorsport Classing" to T5.

T1	T2	T3	T4	T5
C5 Z06	Camaro SS	2022+ Gr86/BRZ	2013-20 86/FR-S/BRZ	NA/NB Miata
GR Supra	S197 Ford Mustang 5.0	BMW E46 M3	ND Miata	Honda EF Si
718 Cayman S	BMW M2 Base '16-21	Lotus Evora N/A	BMW 128i	BMW E30
Mustang Mach 1	Honda Civic Type R	Honda S2000	Mazda RX-8	Nissan Sentra SE-R (B13)
Camaro SS 1LE	Elantra N	Nissan 370Z	Honda Civic Si (9 th Gen)	Honda Fit
C6/C7 Base Corvette	BMW M3 (E90/E92)	Honda Civic Si (10 th gen)	Mini Cooper S	
Mustang Darkhorse	Golf R MK7 & MK8	VW GTI MK7 & MK8		

The TTB is considering an allowance for using aftermarket control arms that include spherical bushing(s). Many of the popular aftermarket control arms, that would otherwise be legal, come equipped with spherical bushing(s), making it increasingly harder to use this allowance. It is our intent that only the arms and links mentioned as being replaceable within the Tuner Category Suspension Rules would be allowed the use of spherical bushing(s).

- ii **2. Suspension bushings may be replaced with bushings of any materials (except metal) if they fit in the original location. Offset bushings may be used. The use of replacement bushings with an amount of metal greater than the amount found in the standard bushing for that particular application is limited to one link or arm per corner of the vehicle, with the same link or arm being chosen on both sides of an axle.** ~~In a replacement bushing, the amount of metal in a replacement~~

~~bushing may not be increased relative to the amount of metal found in a standard bushing for the particular application. Solid metal bushings are specifically prohibited unless there is a solid metal bushing as an OE part for the specific year/make/model.~~ This does not authorize a change in type of bushing (e.g., ball and socket replacing a cylindrical bushing) or use of a bushing with an angled hole whose direction differs from that of the original bushing. ~~If the standard bushing accommodated multi-axis motion via compliance of the component material(s), the replacement bushing may not be changed to accommodate such motion via a change in bushing type, for example to a spherical bearing or similar component involving internal moving parts.~~ Pins or keys may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.

Max Category

The TTB has been working on a Max Category adjustment for 2025, with the intent of simplifying how the rules are laid out/read, along with some modernization in terms of minimum weights and placement of forced induction motors. After looking at data from the last few years, looking at other SCCA programs (as well as other motorsport groups), we decided to take a bit more proactive approach to the category with a goal of providing less barriers to entry and a more homogenous ruleset to other groups as well as in terms of how cars are modified by those doing track days. And while each level within Max is still based on displacement and weight, there is more variability within each level to help provide more of an identity to each as well. We are pushing this out for member comment for inclusion in the 2025 TT ruleset.

Max 1:	
*All underweight or built beyond allowances go to Unlimited. (i.e., any non-OEM FI motor above 4.5L, or any Forced Induction motor over 6.4L)	
Motor type and displacement:	Min Weight:
3.0L and Up, NA stock or built motor	2500lbs
4.5L to 6.4L, OEM Forced Induction	3000lbs
Up to 4.5L, OEM, altered or added Forced Induction	2500lbs
NA Rotary up to 2.0L	2500lbs
Max 2:	
*All Max 2 eligible cars underweight go to Max 1 up to the Max 1 minimum weights. Lighter than that, welcome to Unlimited.	
Motor type and displacement:	Min Weight:
Up to 6.4L, Factory equipped Forced Induction system	3800lbs
Up to 6.4L, Built motor	3200lbs
Up to 2.9L, OEM, altered or added Forced Induction	2800lbs
Up to 1.5L rotary with OEM, altered or added Forced Induction	2800lbs

Max 3:	
*All Max 3 eligible cars underweight by up to 800lbs go to Max 2. 800lbs to 1300lbs, Max 1.	
Motor type and displacement:	Min Weight:
Up to 6.4L, NA stock motor	3800lbs
Max 4:	
*All Max 4 eligible cars underweight by up to 300lbs go to Max 2. 300lbs to 600lbs under, Max 1.	
Motor type and displacement:	Min Weight:
3.0L to 4.5L, NA stock motor	2700lbs
2.0L to 2.9L, Built Motor	2700lbs
Up to 1.5L, Built Rotary motor	2700lbs
Up to 1.9L, OEM, altered or added Forced Induction	2400lbs
Max 5:	
*All Max 5 eligible cars up to 300lbs underweight go to Max 4. 300lbs to 600lbs under, Max 1.	
Motor type and displacement:	Min Weight:
2.0 to 2.9L, NA stock motor	2550lbs
Up to 1.9L, NA motor, All	2200lbs
Up to 1.5L, Rotary stock motor	2550lbs

Class Changes

There are no class changes at this Ome.

Rules Changes

There are no proposed rule changes at this Ome.

Classed Cars

There are no classed cars at this Ome.