

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

TTB Meeting Minutes – Dec, 2024

- The TTB met via zoom: Present were John Hunter, Justin Barbry, Gregg Ginsberg, Doug Wille, and Peter Schneider. Joining via email for voting purposes was Brian Kuehl. Also, in attendance was Matt Busby, who will be joining the TTB in place of Gregg Ginsberg who will be stepping down.

We'd like to take this time to thank Gregg for his time, efforts, and dedication to the Time Trials program. Not only did he serve on the TTB, but he was a regular face for many years at Time Trial National Tour events as our announcer and audio/streaming expert. Thank you, Gregg!! We appreciate all you have done for the SCCA, and Time Trails.

Member Advisories

To promote the initial growth of the Time Trials program, it has been the Time Trials Board's unwritten philosophy to limit rule changes to two-year cycles. While rules stability will continue to be the focus, moving forward the Time Trials Board will be adhering to a yearly cycle for rules changes.

Parts Approvals

Sport Sway Bars

- Approved by the TTB
 - Tarrett Engineering: Rear Swaybar & Bushing Kit, Part #: 98XRSBK
 - APR Roll-control Sway Bars, Part #'s: SUS00030, SUS00031, SUS00036

Rule Clarifications

The Following items are clarifications on existing rules, and are effective immediately

- **Alternate Motorsports Series Classing** – This adjustment is to clarify that our Alternate Motorsport Series Classing is intended only for the series mentioned. The intent of this change is to keep from a different series rule set allowing an overdog within our own.
 - This is where we're going to put cars that might not quite meet the rules, but we think they can go in this category anyway. **Only one Alternate Motorsport Allowance can be used at a time! Your car must**

be built specifically for one of the series mentioned below vs running another Alternate Motorsport Series allowance to compete there. Example: Spec e46 cannot use the SCCA Road Racing T3 allowance to then run in Tuner.

- **Sport, Tuner, and Max Scores Sessions Tire Damage allowance** - This adjustment is to curb the trend of showing up with tires worn or shaved to a point where they cord during the event, to gain maximum traction from them. This rule will continue to be used on a case-by-case basis and will always be used with common sense and safety as the priority.

- **4. Tire Use**

- A. Scored Sessions**

- Unless a “wet session” is declared by event officials, vehicles must run on the same set of tires for all scored competition rounds, and the tires should be marked with a stamp on grid of the first competition. Tires may also be replaced at the discretion of the Technical Chief in cases where there is a safety issues such as resulting from a tire being damaged or excessive wear. (Entrants are warned that damage caused by deliberate abusive handling, or deliberate shaving, or having excessive wear before the start of the event, should not be given a replacement allowance.)

Rules Changes

Tires

- Effective January 1st, 2025, the following tire will be removed from the exclusion list in all Time Trial classes:
 - Vitour Tempesta P1

Vehicle Modifications

The following items have been approved by BoD. These rules and classing changes will go into effect January 1st, 2025:

- **Sport Category**
 - **5. Steering and Suspension**
 - **5.2.** - If offered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed, and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specifications. The use of alignment lockout kits is allowed, provided it does not allow adjustment beyond what is capable with the factory hardware.
- **Tuner Category**
 - **Tuner Category – Alternate Motorsport Series Classing**

- 3. Cars listed as eligible in and prepared to the **SCCA Solo ST Street Touring** Rules are permitted to compete in their respective Time Trials Tuner Class **but must adhere to the Tuner Category Tire Rules tire width limits and bump procedure**. Vehicles with this allowance are not permitted to interchange preparation rules otherwise.

- **5. Tuner Category – Steering and Suspension**

- 3. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, if they use the original mount locations. Coil spring perches originally attached to struts or shock absorber bodies may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers. Suspension bump stops may be altered or removed. **For cars originally equipped with transverse leaf springs, spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a “coilover” configuration.**

- **5. Tuner Category – Steering and Suspension**

- **6.2.** 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. On double/unequal arm (e.g., wishbone, multi-link) suspensions located on the steering axle of the vehicle, the use of replacement bushings with an amount of metal greater than the amount found in the standard bushing for that particular application is allowed only if there are no other replacement bushings on that axle that result in changes to alignment parameters, such as offset bushings. 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.

- **Tuner Category Class Reorganization**

- Please see the full list of cars and their respective 2025 Tuner classing at the bottom of this document.

- **Max Category – [A non-redlined pdf version of the new Max classing is available here.](#)**

- **Max Classing Adjustments**

- 1. Max 1 (M1)**

- 1.** Max 1 eligible vehicles include production vehicles and eligible kit cars ~~not weighing less than 2,500 lbs. or 95% of curb weight (with driver), whichever is greater,~~ powered by the following OE engine displacement or KW-rated motor(s) ~~and not weighing less than the corresponding minimum weight (with driver):~~

- A.** Naturally aspirated 4-cycle engines ~~3.0L and greater than 6.4L~~ OE measured displacement: ~~2500lbs.~~

- B.** Naturally aspirated rotary or 2-cycle engines greater than 2.0L OE measured displacement: ~~2500lbs.~~

- C.** ~~Modified or~~ Unmodified single-unit forced-induction engines ~~greater than between 4.5L to 6.4L~~ OE measured displacement: ~~3000lbs.~~

- D.** ~~Modified, or Multi-unit~~ Unmodified, or added forced-induction engine configurations ~~greater than 2.9L up to 4.5L (4-cycle) or~~ **1.5L** (Rotary/2-Cycle) OE measured displacement: ~~2500lbs.~~

- E.** Electric vehicles with greater than 400KW OE rated motor(s): ~~2500lbs~~

- 2.** Any vehicle underweight or built beyond above allowances goes to Unlimited. (I.e., any Modified FI motor above 4.5L, or any Forced Induction motor over 6.4L) ~~Max 1 eligible vehicles include the following underweight vehicles from classes below:~~

- ~~**A.** Vehicles within Max 2 eligible limits weighing less than 2,800 lbs. but not less than 2,400 lbs. or 95% of curb weight (whichever is greater).~~

- ~~**B.** Vehicles within Max 3 eligible limits weighing less than 2,300 lbs. but not less than 2,000 lbs. or 95% of curb weight (whichever is greater).~~

- ~~**C.** Vehicles within Max 4 eligible limits weighing less than 2,000 lbs. but not less than 1,600 lbs. or 95% of curb weight (whichever is greater).~~

- ~~**D.** Vehicles within Max 5 eligible limits weighing less than 1,300 lbs. but not less than 1,100 lbs. or 95% of curb weight (whichever is greater).~~

- 3.** Max 1 eligible vehicles include the following low-production vehicles (less than 1,000 examples), and kit cars otherwise underweight for their indicated OE engine displacement and aspiration:

- A.** Vehicles which meet power, displacement and configurations for the classes below, not weighing less than ~~1,100 lbs. or 95% of curb weight~~ 1600lbs (with driver) ~~whichever is greater.~~

2. Max 2 (M2)

1. Max 2 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars ~~not weighing less than 2,800 lbs. or 95% of curb weight (with driver), whichever is greater,~~ powered by the following OE engine displacement or KW-rated motor(s) ~~and not weighing less than the corresponding minimum weight (with driver):~~

A. ~~Unmodified~~ Modified naturally aspirated 4-cycle engines of up to 6.4L OE measured displacement: 3300lbs.

B. Unmodified naturally aspirated rotary or 2-cycle engines of up to 2.0L OE measured displacement: 2800lbs.

C. ~~Modified naturally-aspirated~~ Unmodified single-unit forced induction 4-cycle/~~rotary~~ engines between 4.5L to 6.4L OE measured displacement: 3800lbs. ~~up to their respective Max 3 listed OE measured naturally aspirated unmodified displacement limit.~~

D. Unmodified, Modified, or added, ~~single-unit~~ forced induction 4-cycle/~~rotary~~ engines ~~between 1.9x to 2.9L within their respective Max 3 listed~~ OE measured ~~naturally aspirated unmodified limit~~ displacement: 2800lbs.

E. Modified, ~~or unmodified multi-unit forced induction engines~~ or added forced induction ~~within Max 4 listed OE measured naturally aspirated unmodified limit~~ 4-cycle engines up to 1.9L: 2350lbs.

F. ~~Unmodified, Modified, or added forced induction Rotary engines up to 1.5L:~~ 2800lbs.

~~F.~~ G. Electric vehicles with unmodified OE batteries and up to 400 KW OE rated motor(s): 3000lbs.

~~G.~~ H. Electric vehicles with modified/replaced batteries or modified motor(s) up to ~~Max 3~~ 250 KW of OE rated motor(s) 3000lbs.

2. All Max 2 eligible cars underweight go to Max 1 up to the Max 1 minimum weights. Lighter than that, welcome to Unlimited! ~~Max 2 eligible vehicles include the following underweight vehicles from classes below:~~

~~A. Vehicles powered by Max 3 eligible engines/motors weighing less than 2,500 lbs. but not less than 2,300 lbs. or 95% of curb weight (with driver) whichever is greater.~~

~~B. Vehicles powered by Max 4 eligible engines/motors weighing less than 2,000 lbs. but not less than 1,800 lbs. or 95% of curb weight (with driver) whichever is greater.~~

~~C. Vehicles powered by Max 5 eligible engines/motors weighing less than 1,500 lbs. but not less than 1,300 lbs. or 95% of curb weight (with driver) whichever is greater.~~

3. Max 3 (M3)

1. Max 3 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars ~~not weighing less than 2,500 lbs. or 95% of curb weight (with driver), whichever is greater,~~ powered by the following OE engine displacement ~~or KW-rated motor(s)~~ and not weighing less than the corresponding minimum weight (with driver)

A. Unmodified naturally aspirated 4-cycle engines of up to ~~4.5L~~ 6.4L OE measured displacement: 3800lbs.

~~**B.** Unmodified naturally aspirated rotary or 2-cycle engines of up to 2.0L OE measured displacement.~~

~~**C.** Modified naturally aspirated 4-cycle/rotary engines up to their respective Max 4 listed OE measured naturally aspirated unmodified displacement limit.~~

~~**D.** Unmodified single-unit forced induction 4-cycle/rotary engines within their respective Max 4 listed OE measured naturally aspirated unmodified displacement limit.~~

~~**E.** Modified or unmodified multi-unit forced induction engines or added forced induction within Max 5 listed OE measured naturally aspirated unmodified limit.~~

~~**F.** Electric vehicles with unmodified OE batteries and up to 250 KW of OE rated motor(s).~~

~~**G.** Electric vehicles with modified/replaced batteries or modified motor(s) up to Max 5 OE rated motor(s) limit.~~

2. All Max 3 eligible cars underweight by up to 800lbs go to Max-2. ~~Max 3 eligible vehicles include the following underweight vehicles from classes below:~~

~~**A.** Vehicles within Max 4 eligible limits weighing less than 2,200 lbs. but not less than 2,000 lbs. or 95% of curb weight, (with driver) whichever is greater.~~

~~**B.** Vehicles within Max 5 eligible limits weighing less than 1,700 lbs. but not less than 1,500 lbs. or 95% of curb weight, (with driver) whichever is greater.~~

4. Max 4 (M4)

1. Max 4 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars ~~not weighing less than 2,200 lbs. or 95% of curb weight (with driver), whichever is greater,~~ powered by the following OE engine displacement or KW-rated motor(s) and not weighing less than the corresponding minimum weight (with driver):

A. Unmodified naturally aspirated 4-cycle engines ~~between 3.7x and 4.5L~~ ~~of up to 2.9L~~ OE measured displacement: 3000lbs.

B. Unmodified naturally aspirated 4-cycle engines between 3.0x and 3.7L OE measured displacement: 2700lbs.

~~B.~~ **C.** ~~Unmodified~~ Modified naturally aspirated rotary or 2-cycle engines of up to 1.5L OE measured displacement: 2700lbs.

~~C.~~ **D.** Modified naturally aspirated 4-cycle ~~/rotary engines up to their respective Max 5-listed~~ between 1.9x and 2.9L OE measured ~~naturally aspirated unmodified~~ displacement ~~limit~~ :2700lbs.

~~D.~~ **E.** Unmodified single-unit forced induction ~~4-cylinder~~, 4-cycle ~~/rotary~~ engines ~~within their respective Max 5-listed~~ between 1.9x and 2.46L OE measured ~~naturally aspirated unmodified~~ displacement ~~limit~~ :3000lbs.

~~E.~~ **F.** Unmodified single-unit forced induction ~~3-cylinder~~, 4-cycle ~~/rotary~~ engines ~~within their respective Max 5-listed~~ between 1.5x and 1.9L OE measured ~~naturally aspirated unmodified~~ displacement ~~limit~~ :3000lbs.

~~F.~~ **G.** Electric vehicles with unmodified OE batteries and up to ~~175~~ 250 KW of OE rated motor(s):2800lbs.

H. Electric vehicles with modified/replaced batteries or modified motor(s) up to ~~Max 5~~ 175 KW OE rated motor(s) limit: 2800lbs.

2. All Max 4 eligible cars underweight by up to 300lbs go to Max 2. ~~Max 4-eligible vehicles include the following underweight vehicles from classes below:~~

~~A. Vehicles within Max 5-eligible limits weighing less than 1,900 lbs. but not less than 1,700 lbs. or 95% of curb weight, (with driver) whichever is greater.~~

5. Max 5 (M5)

1. Max 5 eligible vehicles include production vehicles of more than 1,000 examples and eligible kit cars ~~not weighing less than 1,900 lbs. or 95% of curb weight (with driver), whichever is greater~~, powered by the following OE engine displacement or KW-rated motor(s) and not weighing less than the corresponding minimum weight (with driver):

A. Unmodified naturally aspirated ~~USDM~~ 4-cycle engines ~~of up to~~ between 1.9x and 3.0L OE measured displacement 2550lbs.

B. Modified naturally aspirated 4-cycle engines of up to 1.9L OE measured displacement: 2200lbs.

~~B.~~ **C.** Unmodified naturally aspirated 4-cycle engines of up to 1.9L OE measured displacement: 1900lbs.

~~C~~ D. Unmodified naturally aspirated rotary or 2-cycle engines of up to ~~1.25L~~ 1.5L OE measured displacement: 2550lbs.

~~C~~ E. Unmodified single-unit forced induction 4-cycle engines of up to 1.5L OE measured displacement 2550lbs.

F. Electric vehicles with unmodified OE batteries and up to ~~100KW~~ 175KW of OE rated motor(s): 2550lbs.

2. All Max 5 eligible cars underweight by up to 300lbs go to Max 4. Lighter than that, welcome to Unlimited.

Program/Operations Manual updates

Section 7 Track Events, Time Trials, and HillClimb Administration (page 34)

7.6 Events Outside Region Boundaries

Regions shall work together to satisfy the needs of local markets, regardless of Region territory.

7.6.1 Bordering Regions without Programs

If a Region (host) does not have a Track Event, Time Trials, or HillClimb program, a bordering Region *within the division* may sanction/operate an event in the physical territory of that host Region ~~with notice~~ *with approval of Time Trial Divisional Administrator. The Time Trial Divisional Administrator will notify the Region (host) RE and SCCA National Sanction Department via email of the approval.*

7.6.2 Bordering Regions with Programs

If a Region does have a Track Event, Time Trials, or HillClimb program, any event in the physical territory of that Region (host) by another Region (sanctioning) requires the written approval of the host Region or the National BoD as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

Class Changes

Sport – Error/Omission update:

- Sport 2: Chevrolet Corvette non-Z06 ~~97~~05-13
- Sport 3: Chevrolet Corvette non-Z06 97-~~05~~04

Tuner – Removal from the Tuner Exclusion list

- S2000 CR

New Tuner Class Reorganization full list – [Click here for a PDF with full Tuner Class rebuild](#)

Classed Cars

Audi

A4	V6	2001-2004	S5	T4
RS3	Sport and Black optics	2022+	S2	T1

BMW

328i	xdrive	2012-2016	S4	T3
M4	CS	2018-2020	S1	EX
Z4	"sDrive30i"	2019+	S4	T3

Dodge

Neon	RT	2001-2004	S6	T5
------	----	-----------	----	----

Fiat

500	Turbo	2013-2016	S5	T4
500	POP (or Naturally aspirated all)	2012-2019	S6	T5
Spider	124	1973-1978	S6	T5

Honda

Accord	Sport 2.0T	2018-2022	S3	T2
Civic	DX	1988-1991	S6	T5

Hyundai

Ioniq 6	Limited	2024-2025	S2	T2
---------	---------	-----------	----	----

Kia

EV6	GT	2024+	S2	T1
-----	----	-------	----	----

Lexus

GS 350	Base AWD	2011-2020	S4	T3
--------	----------	-----------	----	----

Mercedes

SL55	AMG	2002-2006	S1	EX
------	-----	-----------	----	----

Mini

Countryman	S	2011-2014	S4	T4
Countryman	JCW	2012-2016	S4	T4

Mitsubishi

Eclipse	RS	2000-2005	S6	T5
---------	----	-----------	----	----

Nissan

Sentra	SE-R	2002-2006	S5	T4
--------	------	-----------	----	----

Versa	All	2012-2019	S6	T5
-------	-----	-----------	----	----

Tesla

Model 3	Performance	2024+	S2	T1
---------	-------------	-------	----	----

Model Y	Performance	All years	S2	T1
---------	-------------	-----------	----	----

Model Y	non-Performance	All years	S2	T2
---------	-----------------	-----------	----	----

Toyota

Corolla	XSE	2013-2019	S6	T5
---------	-----	-----------	----	----

GR86	Trueno	2024	S4	T3
------	--------	------	----	----

Triumph

TR8	(ALL)	1978-1981	S6	T5
-----	-------	-----------	----	----

Volvo

S60	T5 (FWD)	2011-2018	S4	T3
-----	----------	-----------	----	----

VW

Jetta	R-Line	2019-2021	S5	T4
-------	--------	-----------	----	----