

Fastrack® news

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

TTB Meeting Minutes –

The TTB met via zoom: Present were Staff members John Hunter and Justin Barbry, BoD liaison Peter Schneider and Andy Howe, and members at large Brian Kuehl, Matt Busby, and Doug Willie. Bob Tunnell responded via email. The following items were discussed:

Member Advisories

There are no member advisories at this time.

Rules Clarifications

The TTB received a rule clarification around Max classed interior mods.

- The TTB was asked for a clarification on interior modification allowances in Max. The TTB would like to remind all participants that Max cars are to be your “Dream **street** car, built or bought”. Key word is “**street**”. The interior allowances in Max state that you may replace, but not remove, interior components like panels, carpet and seats. And, of course, any allowances listed in both Sport and Tuner are also permissible in Max. So, items like gauges etc. are open to replacement/modification provided they have “*little or no effect on performance and/or handling and do not materially reduce the weight*”. This would allow the use of digital dash screens and similar devices for gauges. Dashes, as was clarified in the Sept 2024 Fastrack, are considered panels and thus may be replaced just as door panels or other trim panels. Same for carpets and headliners. Essentially, until/unless you are adding Safety Level 2 or 3 equipment, which would alter these allowances, you may *replace* significant portions of the interior, but you may not outright remove them as “street” cars would have those items. Another way to look at it is to imagine a base level vehicle prior to 1990’s. Floors and ceiling/roof are covered. There is a dash with basic gauges and a heater/defroster/HVAC system. There are door panels and seats and trim to cover any unsightly/sharp/unfinished metal. But there probably isn’t a radio, A/C, or other nice to haves. You don’t need the nice to haves, but Max category builds must still have the basics to be a street car until they meet the appropriate Safety Levels to allow the removal of those basic items.

The TTB also received a clarification for Max category cars regarding the definition of “single unit forced induction”.

- The TTB was asked if the term “single-unit forced-induction” pertained to sequential turbos/supercharger/turbo combos (aka, twin charging), or if it meant a single-unit for the entire motor. The TTB agreed that the term applied to sequential or multiple units inline. The rule will be clarified to read: “Unmodified single-unit per cylinder head, forced-induction engines”.

Parts Approvals

The TTB received a request to use the Hyundai Kona N eLSD module in the Hyundai Elantra N:

- The TTB all agreed this is an allowable part for Tuner, but is not an appropriate part allowance for Sport.

For Member Comment

There is nothing for Member Comment at this time.

Errors and Omissions

There are no Errors and Omissions to report at this time.

Class Changes

There are no Class Changes at this time.

Car Classing

There are no new Cars Classed at this time.

~~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.