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

TTB Meeting Minutes – January 18, 2022

The TTB met via zoom: Present were Staff members John Hunter and Justin Barbry, BoD liaisons Clay Turner and Charlie Davis, and members at large Doug Wille, Gregg Ginsburg, Brian Kuehl, and Bob Tunnell. Also present were Kathy Barnes and Ryan Cheek.

Member Advisories

The Time Trials National Tour has updated its cancellation policy for 2023.

> "*Full refund will be provided for cancellations requested 2 weeks before the event. Cancellation requests must be submitted through "My Events" on your Member Account Profile - find your event and click the "cancel" button. For cancellations made within 2 weeks of the event, a $100 cancellation fee will be applied to Time Trials National Tour registrations and a $50 cancellation fee will be applied to Track Event registrations.*"

Sanctioning Process

> The process to sanction an event has been updated for 2023. While we still heavily recommend having an Event/Registration page up at the time of the sanction request (so that the URL submitted can properly update the Find Your Fun and Find Events on both the SCCA and Time Trials websites) we will once again be accepting Supps and Schedules as the base for sanction. Please visit the Sanction Requirements under the Admin Procedures tab on the Time Trials website for details.

Part Approval Requests:

Approved:

Sport Category

- Storm Lowering Springs for Hyundai Kona N – the TTB feels that these do meet the criteria and intent for allowed lowering springs and so they have been added to the alternate approved lowering springs list.

- Forge Motorsport Induction Kit for Hyundai i30N, Kona N, Veloster N, and Elantra N. Part number: FMINDK28 – the TTB feels that this does meet the criteria and intent for allowed air intakes.

- Mazda RX8 sway bars on NC Mazda Mx-5's – 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.

- Hotchkis Sport Swaybar Kit - F22 / F30 / F32 Car Set. Part number: 22841 – 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.

- F22/ F30/ F32 RWD Dinan Adjustable Sway Bar Set. Part number: D1200585 – 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.

- RS-R TOYOTA GR86 2022+ SUPER DOWN SPRINGS. Part number: T067S – the TTB feels that these do meet the criteria and intent for allowed lowering springs and so they have been added to the alternate approved lowering springs list.

- Perrin Performance - 19mm or 22mm Front Sway Bar - Subaru BRZ / Scion FR-S / Toyota GT86. Part number: PSP-SUS-13 – 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.

- Perrin Performance -16mm Rear Sway Bar - BRZ/FR-S/86/GR86. Part number: PSP-SUS-229 – 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.

Not Approved:

Sport Category

- Moroso Road Race Oil Pan: The TTB received a request to allow the use of this baffled oil pan in Sport as a “common reliability bolt on”.

  The TTB feels this modification, when applied to all cars, does not align with the Sport Category philosophy of “in the driveway with hand tools”.

Tuner Category

- DG Motorsports hardtop. The TTB received a request to allow the use of the DG Motorsports hardtop for the ND (2016-2023) MX-5 in Tuner.

  The TTB does not feel that allowing aftermarket hardtops, when there wasn’t an OE option, fits the overall ethos of the Tuner Category at this time.

Technical Bulletins

There are no items out for comment at this time

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

Classed Cars

- No cars for this Fastrack, but there are cars in the que that will be classed before the VIR event.

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TTB Meeting Minutes – March 15th, 2023

The TTB met via zoom: Present were Staff members John Hunter and Justin Barbry, BoD liaisons Clay Turner and Charlie Davis, and members at large Doug Wille, and Brian Kuehl. Also present were Kathy Barnes and Ryan Cheek.

Member Advisories

There are no items out for comment at this time.

Technical Bulletins

The TTB had a rules clarification regarding the removal of sunroofs/moonroofs when implementing Safety Level 2. The TTB feels the removal of sunroofs and moonroofs to facilitate the installation of a rollbar has always been the intent, and has added language to the rule to clarify this. They have also re-organized the section to add some clarity. The section can be found in Sport Category Interior – Full Rules:

9. With the addition of Safety equipement, the following allowances apply:

A. If the vehicle is equipped with at least a 4-point roll bar, driver's seat, and restraints meeting SCCA Time Trials Safety Level 2 Standards:

1. Rear seats carpet and trim behind the seats may be removed.

2. Sunroofs, moonroofs, and similar roof-mounted panel cartridges may be replaced by an alternate solid panel serving no other purpose. Attachment is unrestricted but must be secure.

3. Airbags may be removed.

4. Airbag-equiped steering wheels may be replaced or have the airbag removed.

5. Convertible soft tops and related structure and brackets may be removed.

B. If the vehicle is equipped with a minimum 6-point roll cage, driver's seat and restraints meeting SCCA Time Trials Safety Level 3 Standards, all interior carpet, trim and passenger seats other than the factory dash may be removed.

The TTB was asked to clarify the Sport category rule that states bump stops may be substituted or modified, provided they are in the same location as stock. The question was whether shocks supplied with internal bump stops may be used. Many of the shocks which fall under the overall Sport Class rules include internal bump stops, thus the TTB has add the following clarification:

6. Bump stops may be substituted or modified, provided they are in the same location as stock. *(Shocks/struts with an internal bump stop on the shock shaft meet this requirement.)*

The TTB was also asked to clarify the rules around Max aero and using Wings and Spoilers together. It is the TTB feeling that this rule is centered around aftermarket additions, and has clarified the rule as such:

I. *Aftermarket* Spoilers and *aftermarket* rear wings are mutually exclusive such that a builder may *add* one or the other, but not both.

Parts Approvals:

There are no parts approvals at this time

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

Classed Cars

2001-2007	**Subaru**	**Impreza**	**2.5l**	**S6**	**T5**
2022+	**BMW**	**230i**		**S4**	**T3**
2021+	**Dodge**	**Challenger**	**SRT Super Stock**	**EX**	**EX**
2016+	**Fiat**	**124**	**Classica**	**S5**	**T3**
2020+	**Porsche**	**911**	**Carrera**	**S1**	**T1**
1989-2001	**Mercedes**	**SL500**	**Sport**	**S4**	**T4**
2010-2018	**Ford**	**Taurus**	**SHO**	**S3**	**T3**
1993-1997	**Chevy/Pontiac**	**Camaro/Firebird**	**Z28/Formula/TransAm**	**S4**	**T3**
2018 +	**Kia**	**Forte**	**GT**	**S4**	**T4**
1995-2002	**Mercedes**	**E320**		**S6**	**T5**
2011-2012	**BMW**	**M3**		**S2**	**T2**
2017-2020	**Honda**	**Civic**	**Si**	**S4**	**T4**
1997-2000	**BMW**	**Z3**	**2.8L**	**S5**	**T4**
2000-2002	**BMW**	**Z3**	**3.0L**	**S5**	**T4**
2022+	**Subaru**	**WRX**	**Premium**	**S4**	**T3**
2014-2020	**BMW**	**440i**	**x-drive**	**S3**	**T3**
2014-2020	**BMW**	**430i**	**x-drive**	**S4**	**T3**
1984-1996	**Chevy**	**Corvette**	**Non – LT4, Non-ZR-1**	**S3**	**T3**
2022+	**Cadillac**	**CT5-V**	**Blackwing**	**S1**	**T1**

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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

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TTB Meeting Minutes – August-Oct

Member Advisories

Thank you for all the interest in the car classing committee positions. The vacant seats have been filled.

Technical Bulletins

The TTB had a rules clarification regarding camber allowances for Sport. The TB was asked if ball joints could be added as an exception to the camber and in search rule.

- The TTB does not feel this is sport category appropriate at this time. Furthermore, they would like to give time for the latest changes to the sport category camber rules to play out.

The TTB was asked if Airlift brand airbag spring/strut combos were legal to use in Sport.

- The TTB does not feel this is sport category appropriate at this time.

The TTB was asked to allow the addition or replacement of intercoolers on sport category FI cars.

- The TTB does not feel this is sport category appropriate at this time.

The TTB was asked if Tillett seats, with pads on the head/back/bottom area were considered fully upholstered, and legal to swap in Sport category.

- The TTB does not feel pads equal fully upholstered, and thus not appropriate as a direct seat replacement in sport category at this time. These seats would be fine when used alongside safety level 2, however.

The TTB was asked if changing from a dual mass flywheel to a single mass flywheel was allowed within tuner category.

- The TTB agrees this is allowed within the Tuner Category rules under 7.5.4. As long as the material and diameter of the flywheel stays the same as the stock unit moving from dual mass to single mass is allowed

The TTB was asked to allow the removal of the rear seat at events if being replaced with a cool suit cooler.

- The TTB does not feel that a cool suit setup falls under or within the safety loophole at this time.

Parts Approvals:

Approved:

- RoadsterSport Lowering Springs for Mazda MX-5 ND (2016-2023)
- APR Roll-Control Lowering Springs for MK7/7.5 VW GTI/Golf R (2015-2021)

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:

2016	Mercedes	GLA45	AMG	2015 - 2019	S2	T2
1990	Chevrolet	Corvette	ZR1	1990 - 1995	S2	T2
2018	Volvo	v60	Polestar	2016 - 2018	S3	T3
2002	Pontiac	Firebird	Formula	1993 - 2002	S3	T3
2017	Porsche	Panamera	Turbo	2016 - 2023	S1	T1
2023	Chevrolet	Camaro	ZL1 1LE	2018 - 2023	S1	T1

2003	Acura	CL	Type s	2000 - 2003	S4	T4
2023	Subaru	WRX	Premium	2021 - 2023	S4	T3
2016	Audi	TTS		2014 - 2023	S3	T3
2014	Dodge	Challenger	SRT8	2008 - 2023	S2	T2
1995	Chevrolet	Camaro	Z28 1LE	1993 - 1997	S4	T4
1995	Ford	Mustang	Cobra	1994 - 1995	S4	T3
2006	Merc Benz	C55 AMG	Base	2004 - 2007	S3	T3

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TIME TRIALS BOARD

TTB Meeting Minutes – Nov 15th

The TTB met via zoom: Present were Staff members John Hunter and Justin Barbry, BoD liaisons Clay Turner, and members at large Doug Wille, Gregg Ginsberg, Brian Kuehl, and Bob Tunnell. Also present were Kathy Barnes and Randell Prince.

Member Advisories:

Alternate Motorsport Classing of CAM/XS into Max:

> *It's the opinion of the TTB that the current CAM and XS ruleset is not a philosophical match for Max at this time. As such, the direct Alternate Motorsport Allowance of CAM and XS into Max is being removed for 2024 on.*
>
> The TTB will be looking at areas within the Max rules that can be adjusted to keep crossover in play for the majority of those running in CAM and XS, but the scope and reach of the current CAM and XS rules are beyond the intent of Max and more fitting for Unlimited.
>
> Of course, any CAM or XS car that meets Max rules will continue to be allowed to run in their appropriate Max class.

Part Approval Requests:

Comments	Hello, I am writing to request your consideration of allowing aftermarket hard tops for ND Miatas in Sport class. ND Miata soft top model is the only Miata without a factory hard top in Mazda's catalog because of RF. Aftermarket tops are a little lighter; in order to create fair competition I am also requesting that soft top has to remain in the car and not removed for ease of returning to 100% stock. Thanks for your consideration.

The TTB does not feel that the allowance of aftermarket hardtops for the ND (which has no factory option to be based off of) fits the philosophy of Sport or Tuner at this time.

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Technical Bulletins:

Vitour Tempesta P1 allowance in Sport, Tuner, and Max:

> *Based on research and the current data, it is the consensus opinion of the TTB that the Vitour Tempesta P1 is inconsistent with the philosophy of Sport, Tuner and Max classes and thus is disallowed from these categories including via any "also allowed" rulesets. The TTB reserves the right to remove the Vitour Tempesta P1 from the exclusion list as additional information becomes available and all the conditions of 13.3 are met.*

Rule Clarifications

Question about the Rule	I have a TT5 car and i had to strip the carpet because it was moldy and i needed to replace the floor pans since they had rusted holes, do i have to reinstall carpet or can i run without carpet. I have a 1975 datsun 280z. Thank you

TTB: Carpet is required in Tuner unless the car has installed Safety Level 2, which would allow for its removal.

Question about the Rule	Regarding the intercooler allowance within Tuner, how should this be interpreted for cars with integrated air-to-water intercooler intake manifolds such as the A9x Supra? Does this allow for replacement of the intercooler/manifold assembly with an upgraded unit (this is the common modification on these cars to address heat soak)? I suspect this may extend to other vehicles as well although I don't know how prevalent this design is.

TTB: The TTB believes the intercooler allowance does not permit replacing of the manifold in Tuner, even if a combined unit. Any upgrade to the manifold is considered a Max category mod.

Question about the Rule	Offset bushings are allowed per Tuner - Suspension rules. Does this also allow modifications such as offset steering tie rod ends or offset ball joints for roll center correction? The roll center correction in particular could already be incorporated into an adjustable/alternate control arm that is legal within this section of rules.

TTB: Per the Summer Fastrack: "Offset bushings are allowed within the bushing allowance, and an "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." Therefore, the TTB believes that offset tie rod ends/offset ball joints do not match the philosophy of Tuner..

Question about the Rule	Are coolant reroutes approved for Sport and Tuner (or Tuner at minimum) for NA/NB Miata?

The TTB does not believe this mod is needed for NA/NB Miatas running within Sport and Tuner.

Question about the Rule	E85 is allowed, which by definition is a fuel that is 85% ethanol and 15% gasoline. Some companies sell that same mixture under a different product name, VP X85 for example. Many folks up North can only get true E85 a few months out of the year, as the ratio is changed during cold months to E51-E60. Due to low demand for this fuel, that change over often happens from September to May to make sure its in the tank in time for cold weather and then takes quite some time to flush out. Allowing (or more accurately, clarifying) any fuel that contains up to 85% ethanol would level the playing field for those of us who travel for events during cold months. I propose: Change the language of "E85" to "fuel containing up to 85% ethanol by volume."

The TTB agrees that any ethanol level up to E85 is allowed via the Max Category Ruies.

Rule Changes

There are no rule changes at this time.

General Member Comment/Question:

Ask your question	I would like to see the the 95% rule changed or done away with completely. This change in the rules will open up the Max 4 class to have much more diversity in the cars that are racing against each other competitively. I feel it would be good for the sport, and for the fans to see closer lap times and not have one make/model of car dominating the class due to the rules favoring said vehicle.

The TTB has noted your request. If the TTB decides to investigate adjusting the 95% rule for 2025, they will send out a survey for member comment. In the meantime, the TTB wants to remind all participants that there is no guarantee that all cars will be competitive within their category and class, and Max is the category to build the "dream version" of the car you love.

For Member Comment:

There are no items for member comment at this time.

Car Classing:

Ask your question	Just some suggestions Remove C8 Z51 from T1 exclusion list, pretty sure this is an oversight from when it was straight to max. It is allowed in S1 Add zl1 1le to sport 1 exclusion list. Looks like it fits in the tuner 1 list much better as far as performance envelope compared to sport 1.

The TTB agrees. For 2024 the C8 Z51 will be moved from the Exclusion list to Tuner 1.

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Ask your question

Hello! Saw the most recent FastTrack and I believe the 2023+ Civic Type R (Integra Type S /DE5 2024+ since it's the same basic car) is misclassed. The FL5/DE5 (23+) is pretty much the same as the FK8 (17-22) Civic Type R and belongs in S3/T3. The engine/turbo/suspension are all the same between the two and almost everything that fits the old gen fits the new generation. The major difference between the two is the stock tire sizing, and when swapping wheels the older Gen can actually fit a wider wheel than the new one, and once tuned they make the same power. For those reasons the FL5, 2023+ Civic Type R/2024+ Acura Integra Type S (DE5) should stay in S3/T3.

The TTB agrees. For 2024, the 2023+ Civic Type R and Integra Type S will be moved from S2/T2 to S3/T3.

Cars Classed:

2015	Chevrolet	Sonic	LT	S6	T5
2011	Hyundai	Genesis	3.8 track	T3	S4
2022	Tesla	Model 3	Performance	S2	T2
1999	Lexus	SC300	Base	S5	T4
1965	Ford	Mustang	GT	S4	T3
2006	Nissan	SE-R Spec-V		S5	T4
	Nissan	SE-R		S5	T4
2003	BMW	Z4	2.5	S5	T4
2006	Leuxs	IS350		S5	T4
2024	Ford	Mustang	Darkhorse Premium	S2	T2
1993	Ford	Festiva	L	S6	T5
2009	Mercedes Benz	SL550	Silver Arrow	S3	T3
2008	BMW	535i	Base, RWD	S3	T3
2002	pontiac	firebird	trans am	S3	T3
2011	Hyundai	Sonata	SE Turbo	S4	T3

2008	HYUNDAI	TIBURON	GS	S6	T5
2006	Mercedes Benz	SLK 55	Base	S3	T3
2020	Lotus	Evora	GT	S1	T1
2011	Audi	S3	Quattro Wagon	S3	T3

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The TTB met via zoom: Present were Staff member John Hunter, BoD liaison Charlie Davis, and members at large Doug Wille, Gregg Ginsberg, Brian Kuehl, and Bob Tunnell.

Member Advisories:

Max Aero update to bring alignment between Max and CAM/XS:

> The TTB was presented with, and passed, the clarification of the Aero rules in Max to bring them into alignment with the 2024 CAM/XS Aero ruleset. Those clarifications have now been passed on to the BOD for their approval to be implemented for the 2024 season. Once that approval is given, there will be a program announcement, along with updating the Max Aero rules on the Time Trials website.

Tire Eligibility Requirements:

> The TTB agreed to move the date for all requirements to be met to be legal for use that calendar year, from April 30th to Jan 1st. This was voted on in September but missed being included in that months Fastrack.

Part Approval Requests:

There are no part approval requests at this time.

Technical Bulletins:

There are no Technical Bulletins at this time.

Rule Clarifications:

There were two rule clarification presented to the TTB.

1. There was a request to clarify if removing the seatbelt towers on a NA/NB Miata when installing a roll cage, to aid in placing the harness bar in the correct location for taller drivers, was allowed under Max Category Safety Rules.

> The TTB, after looking at all the info and roll cage installation variations, believes that the both the verbiage on the website under **1. Max Category Overview, 2.1.B.** (Nothing in the

rules prevent you from adding safety equipment; the minimum amount of modification to install safety equipment is allowed.) and the GCR rule **9.1.7.C.8.e.** ("… Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.) allow for modification of the towers as necessary to place the harness bar correctly. The TTB reminds all participants modification/alterations/gutting of the chassis (unibody or frame) beyond what is necessary to install a roll cage or roll bar can move them from Max to Unlimited.

2. There was a rules clarification on whether the Carbon rear spoiler (part # 51 62 2 334 541) and front splitter (part # 51 19 2 343 367) from the M Performance parts catalog were legal to use in Sport. The question revolved around the rule allowance in Sport 2. Bodywork 1.C.: *It is listed in the vehicle manufacturer's accessory catalog for that vehicle for normal highway use. This may not allow for parts sold through a manufacturer's performance catalog (e.g., Ford Racing, HPD, Mazdaspeed, Mopar Performance, Mugen, NISMO, SPT, TRD, etc.),* specifically asking if this would fall under the last sentence about "parts sold through a manufacturer's performance catelog."

   The TTB agrees this is an allowed modification, as the parts fall under the "made for highway use" portion of the rule.

Rule Changes

There are no rule changes at this time.

General Member Comment/Question:

There are no general member comments/questions at this time.

Cars Classed:

Make and Model	Years	Sport	Tuner
Dodge Challenger R/T	2008-2014	4	3
Chevrolet Corvette Z06 1LZ	2024	Ex	Ex
Chevrolet Camaro LT1	2016 – 2024	2	2
Jaguar F-Type R	2014 – 2017	1	1
Audi RS5	2018 - 2024	1	1
Pontiac Trans Am	1970 – 1981	4	3
Chevrolet Corvette Z06 Z07	2006 – 2013	1	1