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## TTB Meeting Minutes – Jan, 2025

- The TTB met via zoom: Present were John Hunter, Justin Barbry, Matt Busby, Brian Kuehl, Doug Wille, Andy Howe, and Peter Schneider.

## Member Advisories

- The TTB is exploring the removal of tunes in Sport for 2026. We are asking for member feedback on this topic. The Car Classing Committee is working on the resulting adjustment to the classing that would be required to bring the non-tuned performance levels into alignment, and will release that info once completed.

## Rule Clarifications and Omissions

- The TTB received a request regarding removing backing plates (rain guard/splash guards) from factory vents. The TTB has decided that removal of backing plates and rain guards is not appropriate in either Sport or Tuner at this time.
- The TTB received a notice that the Porsche Boxster S and Cayman S 2005-2012 (987.1/987.2) were not listed in Tuner. This has been corrected, and the site has been updated to show them listed in Tuner 2.

## Parts Approvals

- The TTB received a part approval request for running the DE5 Acura Integra Type S suspension module in the FL5 Honda Type R in Sport and Tuner. The TTB had decided that the module is allowed in Tuner but is not an appropriate allowance for Sport at this time.

## Class Changes

*There are no class changes at this time.*

## Rules Changes

*There are no ruless changes at this time.*

## Classed Cars

**Pontiac**

| | | | | |
|---|---|---|---|---|
| G6 | GTP | 2005-2010 | S5 | T4 |

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**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 moderniza:on in terms of minimum weights and placement of forced induc:on motors. Ajer 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 proac:ve 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 s:ll based on displacement and weight, there is more variability within each level to help provide more of an iden:ty to each as well. We are puhng 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 0me.*

## Rules Changes

*There are no proposed rule changes at this 0me.*

## Classed Cars

*There are no classed cars at this 0me.*

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**TTB Meeting Minutes –**

The TTB met via zoom: Present were Staff members John Hunter and Justin Barbry, BOD liaison Andrew Howe, and members at large Brian Kuehl, Bob Tunnel, Doug Wille, and Matt Busby

## Member Advisories

*There are no member advisories at this time.*

## Rules Clarifications

- The TTB received a question regarding if a car is excluded from Sport, where does it run.
    - If excluded from Sport, the car would run in any Tuner category it is listed in. If it is excluded from both Sport and Tuner, it would then run in Max 1 specifically. If excluded from just Tuner, it would run in the appropriate Max category for its appropriate motor size and induction type, as well as weight.
- The TTB received a question regarding the tire sizes in Tuner not being adjusted at the same time as the change in class structure.
    - The TTB will be monitoring the situation and will make any necessary adjustment for 2026. The TTB is also requesting any additional feedback the membership may have on the tire sizes.
- The TTB received a question regarding the omission of a 2.9XX to 4.5L Unmodified Forced Induction listing in Max. As currently in the rules, all 2.9XX to 4.3L Forced Induction motors, modified or unmodified, run in Max 1 if all other requirements (minimum weight, etc) are met.
    - TTB will be monitoring the situation and will make any necessary adjustment for 2026. The TTB is also requesting any additional feedback the membership may have regarding an unmodified vs modified listing in Max.
- The TTB received a letter requesting information on what can be removed from the doors when replacing rear door cards in Max.
    - The TTB would like to remind the membership that while door panels are replaceable, the contents behind them required to make the door and window operate are not removable. Those contents do become removable once Safety Level 3 equipment is used and necessitates/allows the removal of those contents.

## Parts Approvals

*There is no part approvals at this time.*

## For Member Comment

*There is nothing for Member Comment at this time.*

## Errors and Omissions

- Audi S3 2013-2020 left off Tuner 2. Corrected and updated on website.

- Hyundai Elantra N in Sport and Tuner updated from only 2022 to 2022+. Corrected and updated on website.

## Class Changes

*There are no Class Changes at this time.*

## Car Classing

| Years | Make | Model | Trim | Sport | Tuner |
|---|---|---|---|---|---|
| 2024 + | Mazda | 3 | 2.5 Turbo | S4 | T3 |
| 2022 + | Honda | Civic | Si | S4 | T3 |
| 2022 + | Acura | Integra | | S4 | T3 |
| 2023+ | Chevrolet | Corvette | Z06 | EX | EX |
| 2025+ | Chevrolet | Corvette | ZR1 | EX | EX |
| 2022+ | Maserati | Grecale | Trofeo | S1 | T1 |
| 2009-2016 | Porsche | Panamera | Turbo | S2 | T1 |
| 2005-2008 | Mercedes-Benz | SLK | 280 | S5 | T4 |
| 2008-2009 | Pontiac | G8 | V6 | S5 | T4 |
| 2008-2009 | Pontiac | G8 | V8 | S3 | T2 |
| 2008-2009 | Pontiac | G8 | GXP | S3 | T2 |
| 2023+ | Tesla | Model 3 | Performance | S2 | T1 |
| 1989-1989 | Porsche | 928 | S4 | S3 | T2 |
| 1978-1982 | Porsche | 928 | Base | S4 | T3 |

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## TTB Meeting Minutes – May, 2025

The TTB met via zoom: Present were staff members John Hunter and Justin Barbry, BoD liasons Peter Schneider and Andy Howe, and members at large Bob Tunnell, Matt Busby, and Doug Wille.

## Member Advisories

*There are no member advisories at this time.*

## Rules Clarifications

1. The TTB received a question regarding the SCCA SOLO Street Touring Alternate Motorsports Series classing allowance. The question was, if the car wasn't classed in Tuner, but was in Street Touring, would it be allowed to run in Tuner. And if so, where.

   The TTB would like to clarify that the allowance does not mean any car eligible/classed to run in SCCA SOLO Street Touring is also allowed to run in Tuner. The car must also be classed in Tuner, and would then run in it's designated Tuner class.

2. The TTB received a question asking if adding a strut tower bar to a 2022+ Subaru BRZ and Toyota GR86 is allowed in Sport in accordiance to rule 5.4.

   The TTB agrees this is allowed under the Sport Category Steering and Suspension 5.4. It is the TTB's take that the factory strut tower-to-firewall braces are not a strut bar. This also applies to the first gen cars (Toyota 86/Subaru BRZ/Scion FR-S) as well.

3. The TTB received a question regarding swaping transmissions and differentials in Tuner when a model is offered with different gearing within the same generation.

   The TTB would like to remind the membership that there is no "updating/backdating" allowed within either Sport or Tuner. In Tuner, while there is an allowance to add an aftermarket limited slip differential, the gearing must stay as it came in the car.

4. The TTB receive a question regarding the types of passenger seats allowed when replaced, and if the passenger seat can be removed in Max.

   The TTB would like to remind the membership that all seats must meet the requirements set forth in Sport Category – Interior/Bodywork 1.2. as the base rule until implementing the Safety Level allowances. When implementing the Safety Level 2 and 3, the seats must meet the requirements set forth in Safety Level 2. It is not appropriate to use a Kart Seat, or any other variant that does not meet the rules as stated.

5. The TTB was asked if the Element E50 would be considered as Safety Level 2 compliant.

   The TTB does not feel the Element E50 meets the requirements set forth in Safety Level 2. Please refer to Safety Level 2.1 for on-board fire suppression requirements

6. The TTB was asked if aftermarket "crash bars" were allowed in place of the factory crash structure in Max.

   The TTB believes that replacing the factory crash structure is allowable only if/when the vehicle meets

Safety Level 3.

7. The TTB was asked if the use of an aftermarket cam plate, specifically regarding the 2013-2021 BRZ/FR-S/GT86, would be allowed in Tuner

   The TTB does not believe this is an appropriate mod at this time.

## Rules Changes

*There are no Rules Changes at this time.*

## Parts Approvals

Approved:

For the 2022+ Toyota GR86, the Grow Motorsports lowering springs, part number "GROW-MOTORSPORTS-00036", are approved for Sport.

For the 2022+ Hyundai Elantra N-Line, the Stillen rear sway bar, part number 304405, is approved for Sport.

## For Member Comment

*There is nothing for Member Comment at this time.*

## Errors and Omission

It has been brought to our attention that when the adjustment to the Max classes were implemented at the beginning of the year, that a portion of the website was not also adjusted. This portion, found in Max Category – Engine and Drivetrain 4., was not updated to remove the verbiage around "bumping" one or two classes for built and FI'd motors respectively. The area addressing the bump allowances a has been redlined, as the Max Classes now distinctly mention where stock, built, and FI'd motors belong. The intention was always to remove the confusion around the bump process, and make it easier to find the appropriate Max class for any particular combination.

## Class Changes

1. The TTB received a request to move the BMW M3 LTW off the exclusion list

   The TTB does not believe moving the BMW M3 LTW off the exclusion list is appropriate at this time.

## Car Classing

| Years | Make | Model | Trim | Sport | Tuner |
|---|---|---|---|---|---|
| 2025+ | BMW | X3 | M50 | S2 | T2 |
| 2021+ | Hyundai | Elantra | N-Line | S4 | T3 |
| 1997-2000 | Infiniti | Q45 | Base | S6 | T4 |
| 2002-2005 | Mercedes | C230 | Kompressor | S5 | T4 |
| 2020-2022 | Mini Cooper | JCW | GP3 | S3 | T2 |
| 2024+ | Ford | mustang | base | S3 | T2 |
| 2007-2013 | Nissan | Altima Coupe | S | S5 | T4 |
| 2023+ | Tesla | Model 3 | RWD | S2 | T2 |

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## TTB Meeting Minutes – June, 2025

The TTB met via zoom: Present were staff members John Hunter and Justin Barbry, BoD liasons Peter Schneider and Andy Howe, and members at large Bob Tunnell. Members Matt Busby and Doug Wille contributed using the living TTB agenda document.

## Member Advisories

*There are no member advisories at this time.*

## Rules Clarifications

1. The TTB received a question regarding the replacement of a factory tunnel brace with an aftermarket version in Tuner.

   The TTB all agreed as long as the replacement brace mounts to the OEM locations and does not introduce any additional mounting points, it is allowed within the Tuner ruleset.

2. The TTB received a question asking if the use of cylinder heads that had been ported and had upgraded valvetrain would be legal in Tuner.

   The TTB would like to remind the membership that, other than rebuilds within the factory service limits, engine internals must stay stock. Please refer to 7. Tuner Category – Engine and Drivetrain 4. Sport and Tuner Category – Engine Rebuilds/Service Limits.

3. The TTB received a question asking if the use of water and/or methanol injection was allowed in Max.

   The TTB agrees that water injection is allowed in Max. However, the TTB would like to remind participants that Methanol is not allowed as it is not “Federally approved for use on public highways”.

## Rules Changes

*There are no Rules Changes at this time.*

## Parts Approvals

Not approved:

2013 – 2020 BRZ/FR-S/GT86 – Hotchkis Sport suspension 22445 Adjustable Sway Bars

## For Member Comment

The TTB received a request to allow the use of Lexan windows (rear and sides) within the Safety Level 2 & 3. We are seeking member feedback on this request. This would be part of the Safety Loop hole allowance to help offset the additional weight added when implementing additional safety equipment.

## Errors and Omission

*There are no Errors and Omissions.*

## Class Changes

*There are no class changes at this time.*

## Car Classing

*There are no cars classed to report at this time.*

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## TTB Meeting Minutes – August, 2025

The TTB met via zoom: Present were staff members John Hunter and Justin Barbry, BoD liasons Peter Schneider and Andy Howe, and members at large Bob Tunnell, Matt Busby, Brian Kuehl and Doug Wille. Also in attendance was TT Admin Carrie Lee.

## Member Advisories

*There are no member advisories at this time.*

## Rules Clarifications

- The TTB received a question regarding the installation of hood vents or ducting in Sport

  The TTB all agreed aftermarket hood vents/ducting is not a Sport allowance. The TTB is looking to add some language to both Sport and Tuner around this subject to add some clarity.

- The TTB received a question asking for the Corvette C8 base and Z51 to be included in Tuner 1.

  The TTB does not feel the C8 base or Z51 is an appropriate addition to the Tuner 1 class at this time.

- The TTB received a question asking if HKS Adjustable Springs for the Supra/Z4 are legal for Sport.

  The TTB agrees that these would not be legal for Sport.

## Rules Changes

*There are no Rules Changes at this time.*

## Parts Approvals

Approved:

Sway Bar:

1. Golf R – Adjustable MQB Solid Front and Rear Sway Bars: 034-402-1009 and 034-402-1006
2. Corvette C8 – Eibach Sway bar set: E40-23-036-01-11

## For Member Comment

- The TTB is still seeking input on allowing Lexan rear and side windows within Safety Levels 2 and 3. This would fall under the Safety Loophole allowance, intended to help offset the extra weight added when implementing higher levels of safety equipment. We'd like to hear your thoughts.

- The TTB is seeking feedback on allowing the following additional line to Max 2: Unmodified forced induction 4-cycle engines between 2.9XL and 4.499L: 3200lbs.

- The TTB is once again seeking participant feedback on the potential removal of aftermarket tunes in the Sport category. We'd like to hear your perspectives on this proposal as we evaluate the best path forward..

- The TTB is exploring a potential "Sunset Rule" for Sport and Tuner for cars built before modern safety features like crumple zones were implemented. The time frame we would be looking at for this cutoff would be mid to late 80's. We'd like your feedback on:

    1. The concept of implementing a cutoff date for cars eligible in Sport and Tuner
    2. The time period for the cutoff date (mid to late 80's for example).
    3. Whether older cars should still be allowed, but only with additional safety requirements in place.

  Your thoughts will help us determine the best approach moving forward.

## Errors and Omission

- It was noticed that the 5th gen Non-Z06 was listed in Sport 2 and Sport 3. It should be in Sport 3 only.
- It was noted that the wording in Unlimited Category, section 2.1.A should read "A. Production vehicles prepped within the Sport Category allowances and running on DOT-Approved tires with a UTQG rating greater than or equal to ~~of more than~~ 100 are required to meet Safety Level 1 Standards at a minimum.

## Class Changes

*There are no class changes at this time.*

## Car Classing

| | | | | | |
|---|---|---|---|---|---|
| 2000-2005 | Mitsubishi | Eclipse | GT | S5 | T4 |
| 2003-2008 | Mazda | 6 | Grand Touring Hatchback | S5 | T4 |
| 1983-1993 | Ford | Mustang GT | GT | S5 | T2 |
| 2012-2019 | Cadillac | ATS | 2.0T | S3 | T3 |
| 20222024 | Audi | A3 | 40 Premium | S3 | T3 |
| 1966-1993 | Alfa Romeo | Spider | All | S6 | T5 |
| 2024 | Ford | Mustang | GT Premium | S2 | T1 |
| 2012-2023 | Dodge | Challenger | SXT | S4 | T3 |
| 2022+ | Porsche | 911 | Carrera GTS | EX | EX |
| 2019+ | BMW | Z4 | M40i | S2 | T1 |
| 2006-2010 | VW | Jetta | GLI | S5 | T4 |
| 2000-2005 | Volkswagen | Jetta | GLI | S5 | T4 |
| 2016-2024 | Chevy | Camaro | 3LT V6 | S4 | T3 |
| 2023+ | Toyota | bZ4X | XLE | S6 | T5 |
| 1966-1993 | Alfa Romeo | GTV | All | S6 | T5 |

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## TTB Meeting Minutes – October 2025

The TTB met via zoom: Present were staff members John Hunter and Justin Barbry, BoD liaisons Andy Howe, and members at large Bob Tunnell, Matt Busby, Brian Kuehl, and TT Admin Carrie Lee. Doug Willie gave input prior to the meeting.

### Member Advisories

To keep consistency across the club's programs, the 2010 certifications in Safety Level 1 and the 2015 certifications in Safety Level 2 and 3 have been extended for one year (2026) to allow participants time to acquire a newer helmet. All 2010 dated helmets currently allowed in Safety Level 1 will expire for use effective 12/31/2026, and all 2015 dated helmets currently allowed in Safety Level 2 and 3 will expire for use effective 12/31/2026.

### Rules Clarifications

- The TTB received a question regarding the installation of a CSL intake on a BMW E46 M3. This installation would require converting a sensor type change from MAF to MAP. The question was if that sensor change would be allowed in Tuner.

  The TTB agreed while the intake itself would be legal, it is not permissible to change intake sensor type from MAF to MAP in Tuner.

- The TTB received a question asking if installing a catch can in Tuner was allowed.

  The TTB would like to point to the Sport allowance via 7. Sport Category – Engine and Drivetrain 7.4: "The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains intact." Therefore allowed in Tuner.

- The TTB received a question asking if the rain guard on the Honda Civic Type R (FL5) was allowed to be removed in Sport.

  The TTB agreed this is not an allowable mod in either Sport or Tuner.

- The TTB received a request to allow "rev matching devices" in Sport.

  The TTB does not believe this is an appropriate allowance for Sport. Piggyback ECU and additional control modules are not allowed in Sport. Rev matching tunes are allowed if done following the allowances in Sport 7.1.

- The TTB received a question regarding the Verus brake ducting that replaces the factory DRL/Fog lights.

  The TTB agreed this is an allowed mod via Sport 4.7 and 2.2.

- The TTB received a question regarding allowing alternate undertray panels for "cooling purposes".

  The TTB agreed this is not a Sport or Tuner allowed mod.

- The TTB was asked if installing camber plates in front and adjustable rear lower control arms is allowed in Tuner.

  The TTB would like to remind members that you may mix and match, but may install only one per corner. There are other restrictions in place, so make sure to double check all rules in Tuner 6. Tuner Category Suspension.

- The TTB was asked if a Flex Fuel sensor and gauge in a car would be allowed in Sport and Tuner under Sport section 2.1.

  The TTB agreed that adding a Flex fuel sensor is not legal in Tuner if it has any effect on the fuel or timing maps. If Flex fuel has been added to a vehicle, you would need to be able to remove the sensor from the fuel line prior, or make sure the sensor and gauge are truncated from the ECU or any additional control modules that control fuel and timing.

- The TTB was asked to clarify the Tuner rules around ECUs and if/when piggyback ECU modules or standalone ECUs may be used.

  The TTB offers this clarification: Full standalone's AND piggyback ECU's are allowed for cars built in 1995 or prior. For cars built after 1995, standalone ECU's are not allowed. However, you may use an alternate computer module (piggyback) whenever that module affects an allowed change to the system, such as iginition and/or fuel injection settings. You may not add a control module that would control something outside the scope of Tuner rules.

## Rules Changes

*There are no Rules Changes at this time.*

## Parts Approvals

Approved:

Rear Shock: BMW 1982-91 E30, 96-02 Z3, 95-99 318ti TCK SA Rear Shock: 8041-1186TCK

## For Member Comment

*There is nothing out for Member Comment at this time*.

## Errors and Omission

- Sport: Removed NA from 2020+ Chevrolet Corvette, and replaced with Stingray, including Z51.
- Tuner: Removed NA from the 2014-2019 Chevrolet Corvette, and replaced with Stingray.

## Class Changes

*There are no class changes at this time.*

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**Car Classing**

| | | | | | |
|---|---|---|---|---|---|
| 1992-1999 | BMW | 328i | sedan | S5 | T4 |
| 2015-2020 | BMW | 435i | | S3 | T2 |
| 2017-2019 | Chevrolet | Corvette | GrandSport | S1 | Ex |
| 2015-2019 | Ford | Police Interceptor Sedan | Police AWD 3.7L V6 | S4 | T3 |
| 2013-2024 | Jaguar | F-Type | V6S (P380) | S2 | T1 |
| 2019+ | Mazda | Mazda3 | Carbon Edition 2.5 N/A | S6 | T4 |
| 1962-1980 | MG | MGB | Roadster | S6 | T5 |
| 2007-2008 | Mini | Cooper | S Convertible | S6 | T5 |
| 1989-1994 | Mitsubishi | Eclipse | RS | S6 | T5 |
| 1968-1977 | Porsche | 914 | 2.0L | S6 | T5 |
| 2005-2011 | Volkswagon | Jetta | 2.0T | S5 | T3 |
| 2020+ | VW | GTI | Autobahn | S4 | T3 |

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## TTB Meeting Minutes – October, 2025

The TTB met via zoom: Present were staff members John Hunter and Justin Barbry, BoD liasons Andy Howe, and members at large Bob Tunnell, Matt Busby, Brian Kuehl, and TT Admin Carrie Lee. Doug Willie gave input prior to the meeting.

## Member Advisories

While not a rule change for 2026, the TTB would like to advise the membership of an impending rule change for all Time Trial categories regarding safety equipment. While the program has had overwhelmingly positive results in regards to safety and incident rates, the TTB strongly believes that increased safety for drivers of cars built prior to 2006 is necessary to ensure those positive safety and incident rates continue.

With that in mind, starting January 1st, 2026, the TTB is highly recommending any Time Trials participating vehicle manufactured prior to 2006 meet Safety Level 2 requirements, with the intent to establish a dedicated Safety Rule for implementation on Jan 1st, 2029.

## Rules Clarifications

- The TTB received a question asking if Sunoco 260 GT or Sunoco SS 100 fuel is legal for Max class.

  The TTB would like to remind all Max competitors that "Max Category vehicles will use fuel which is "Federally approved for use on public highways." ***This does not allow racing-type fuels which are available at service station pumps.*** The use of E85 is not restricted". Both the 260 GT or SS 100 fuels are considered racing-type fuels.

- The TTB received a question asking if the wording in Max rules section 6.2.A.3.a. regarding fastening hardware applied to intercoolers and charge piping.

  The TTB would like to clarify that the rule around fastening hardward does not include the intercooler or charge piping.

- The TTB received a question asking if the boefab.com exhaust for the Lotus Elise, which exits through the rear panel/license plate area above the diffuser complied with the "under the car" rules for Max category.

  The TTB agreed it does.

- The TTB received a question regarding the legality of installing a fuel surge tank in Tuner

  The TTB does not believe this is an appropriate mod for Tuner.

## Rules Changes

The TTB has sent the following rule changes to the BoD for their approval for implementation for the 2026 competition year:

**MAX CLASSING**

**Add the following to Max 2 rule set:**

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

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

**B.** Unmodified single-unit forced-induction 4-cycle engines between 2.9x and 4.5L OE measured displacement: 3300lbs. ~~Unmodified naturally aspirated rotary or 2-cycle engines of up to 2.0L OE measured displacement: 2800lbs.~~

**C.** Unmodified naturally aspirated rotary or 2-cycle engines of up to 2.0L OE measured displacement: 2800lbs. ~~Unmodified single-unit forced induction 4-cycle engines between 4.5x to 6.4L OE measured displacement: 3800lbs~~

**D.** Unmodified single-unit forced induction 4-cycle engines between 4.5x to 6.4L OE measured displacement: 3800lbs ~~Unmodified, Modified, or added, forced induction 4-cycle engines between 1.9x to 2.9L OE measured displacement: 2700lbs.~~

**E.** Unmodified, Modified, or added, forced induction 4-cycle engines between 1.9x to 2.9L OE measured displacement: 2700lbs. ~~Modified or added forced induction engines up to 1.9L: 2350lbs.~~

**F.** Modified or added forced induction engines up to 1.9L: 2350lbs. ~~Unmodified, Modified, or added forced induction Rotary engines up to 1.5L: 2800lbs.~~

**G.** Unmodified, Modified, or added forced induction Rotary engines up to 1.5L: 2800lbs. ~~Electric vehicles with unmodified OE batteries and up to 400 KW OE rated motor(s): 3000lbs.~~

**H**. Electric vehicles with unmodified OE batteries and up to 400 KW OE rated motor(s): 3000lbs. ~~Electric vehicles with modified/replaced batteries or modified motor(s) up to 250 KW of OE rated motor(s) 3000lbs.~~

**I**. Electric vehicles with modified/replaced batteries or modified motor(s) up to 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 bodywork rules (Max 2.3) add:**

**6.** Vehicles prepared to safety level 3 may substitute glass windows located behind the drivers seat with alternates made of transparent polycarbonate material with a thickness of at least 3mm. This includes the rear windows in a 4-door car, vent and quarter windows, and the rear window. Size, shape and location must be the same as factory. Alternate windows must be securely fastened to the vehicle. Rear window safety straps are highly recommended.

**TUNER CLASSING**

**Tuner Bodywork rules (Tuner 2.2) add the following:**

**1.** Front hoods, engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front and rear bodywork, and side skirts may be replaced with factory parts or exact duplicates in order to facilitate allowed modifications. This does not permit adding components with additional vents or ducting for airflow.

Also:

**2.** Vehicles with removable hardtops may use an exact replica hard top including one made of alternate materials. Replacement pieces must be able to use OE hinges and latching mechanisms as

standard. Rear glass in such hardtops may be of automotive safety glass or polycarbonate material.

**SAFETY LEVEL 2**

**Amend the following in rule Safety 2.2:**

Replacement Seats must a one-piece, bucket-type race seat, be securely mounted and provide fore/aft and lateral support. Replacement Seats must accommodate, with appropriate routing, 5 (or more) point safety belts including sub-strap. OE seats may not be modified to accommodate belts, aftermarket seats must be installed per manufacture guidelines. It is highly recommended that the passenger side has the same or better equipment as the driver's side.

## Parts Approvals

Approved:

Eibach Sway Bar: MX-5 2006-2015 NC, part number 5536.320 as sold by Eibach and Mazda Motorsports

## For Member Comment

*There is nothing out for Member Comment at this time.*

## Errors and Omission

*There are no new cars classed at this time*

## Class Changes

Added to Tuner 1:

- 2020 to present Corvette Stingray, including Z51

## Car Classing

*There are no new cars classed at this time.*