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

TTB Meeting Minutes – January, 2026

The TTB met via zoom: Present were staff members John Hunter and Andrew Bennagh, BoD liason Clay Turner, and members at large Bob Tunnell, Matt Busby, Brian Kuehl, and Doug Willie. Also in attendance was TT admin Carrie Lee and TNiA Progrram Manager Alison Hill

Member Advisories

There are no member advisories at this time.

Rules Clarifications

- The TTB received a question asking if it was permissible to replace a plastic undertray with a metal one in Sport.

  The TTB all agreed this is not within the spirit of Sport category

- The TTB received a question asking if the factory roll bar in the Lotus Elise would qualify for Safety Level 2 inclusion.

  The TTB would like to remind participants that roll bars in Safety Level 2 must meet the requirements laid out within the GCR, as laid out within Safety Level 2, 2.1, which the factory bar does not appear to do.

- The TTB received a question asking if Spec Corvette could be reconsidered for Tuner inclusion.

  The TTB does not believe Spec Corvette is a good fit for Tuner at this time.

- The TTB received a question regarding wheel weights as part of the overall weight of a wheel.

  The TTB agrees wheel weights are part of the weight of the wheel. The TTB also reminds participants to not torture this interpretation.

- The TTB received a question regarding the installation of zerk fittings or using washers to space out the bracket from the subframe in Sport.

  The TTB agrees that the use of zerk fittings or washers to keep the bushing from binding is allowable, as long as no other purpose is served.

- The TTB received a question regarding the use of C8 Corvette Z06 brake componants on the base C8 Corvette in Sport

  The TTB would like to add clarification that while brake rotors and calipers may be swapped to OE option package configurations from the same model and generation of car, the swapping of these parts are not allowed between trim levels. As an example, the base and Z06 C8's are different trim levels. The Z51 is an option package.

Rules Changes

There are no rule changes at this time.

Parts Approvals

There are no part approvals at this time.

For Member Comment

There is nothing out for Member Comment at this time.

Errors and Omission

There are no new cars classed at this tim.

Class Changes

There are no class changes at this time.

Car Classing

2018+	Audi	RS5			S1	EX
2008-2017	Mitsubishi	Lancer	GTS		S6	T5
2014-2024	Porsche	911	GTS		S1	EX
2017-2023	Dodge	Challenger	GT	3.6L	S4	T3
2026	BMW	M2	CS		S1	EX
All	Mercedes	AMG	GTR PRO		EX	EX
All	Porsche	Taycan	GTS		EX	EX
2006-2008	Dodge	Magnum	SRT8		S2	T2
2017-2026	Porsche	Carrera	T (manual only)	non Factory Aero Kit	S1	T1
2002-2006	Acura	RSX	Type S		S5	T4

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TTB Meeting Minutes – March, 2026

The TTB met via zoom: Present were staff members John Hunter and Andrew Bennagh, and members at large Bob Tunnell, Matt Busby, and Brian Kuehl. Also in attendance was TNiA Program Manager Alison Hill

Member Advisories

The Organizational and Administrative Procedure rules have been updated to better mesh with the SCCA Operations Manual and document changes in Sanction requirements. You can find those changes here.

Rules Clarifications

- The TTB received a question regarding the difference between the engine mount wording for Tuner and Street Touring in Solo. The TTB is working with the SEB and STAC members for better insight into their rule, and will continue to discuss options.

- The TTB received a question asking if adjustable camshafts were allowed within the "unmodified engine" definition.

  The TTB would like to clarify that adjustable camshafts would move an engine outside of the "unmodified engine" definition.

- The TTB received a question asking if the factory roll bar in a Lotus Elise allows for the removal of interior trim behind the seats.

  The TTB would like to note that the factory roll bar in the Elise is not Safety Level 2 compliant, and thus does not allow for trim removal.

- The TTB received a question asking if using aftermarket lowering springs and shocks from a different year/make/model would be allowed within Sport.

  The TTB would like to clarify that only the shock and spring options listed for the generation, make and model of car they would be installed on should be used.

- The TTB received a question regarding if retractable hardtops are considered convertibles for Time Trials and Track Days.

  The TTB considers any retractable hardtop vehicle that has its B-Pillar move to be a convertible, and must meet any and all Safety Level requirements for both Time Trials and Track Days.

Rules Changes

The TTB has requested of the BoD, and gotten approval for, the following Rules adjustment in Max regarding Unmodified forced induction engines. This allows for engines with more than one forced induction unit (I.e., twin turbo) to run

within their respective Max classing when the engine and forced induction equipment meet the “unmodified” engine guidelines found in Max 6.4.2.

- Max 1.1.C. Unmodified ~~single-unit~~ forced-induction engines between 4.5L to 6.4L OE measured displacement: 3000lbs.
- Max 2.1.B. Unmodified ~~single-unit~~ forced-induction 4-cycle engines between 2.9x and 4.5L OE measured displacement: 3300lbs.
- Max2.1.D. Unmodified ~~single-unit~~ forced induction 4-cycle engines between 4.5L to 6.4L OE measured displacement: 3800lbs
- Max 4.1.E. Unmodified ~~single-unit~~ forced induction 4-cylinder, 4-cycle engines between 1.9x and 2.46L OE measured displacement: 3000lbs.
- Max 4.1.F. Unmodified ~~single-unit~~ forced induction 3-cylinder, 4-cycle engines between 1.5x and 1.9L OE measured displacement: 3000lbs.
- Max 5.1.E. Unmodified ~~single-unit~~ forced induction 4-cylinder, 4-cycle engines of up to 1.9L OE measured displacement: 2650lbs.

Parts Approvals

There are no part approvals at this time.

For Member Comment

There is nothing out for Member Comment at this time.

Errors and Omission

The following errors were found in the classing, and have been corrected:

- 2018+ BMW M3/M4 was in Sport 1, and on the Exclusion list. Both models should have been listed only in Sport 1. The website has been adjusted accordingly.

Class Changes

The following class changes have been made:

- 2022+ Volkswagen Golf R has been moved from Sport 2 to Sport 3
- 2009 – 2021 Subaru WRX moved from Sport 3 to Sport 4

Car Classing

2006-2008	Audi	RS4	Base	S2	T1
1991-1999	Mitsubishi	3000GT	VR-4	S3	T2
1997-2002	Audi	S4	Base	S4	T3
2005-2006	Saab	9-2x	Aero	S5	T3
2026	Honda	Prelude		S5	T4

1998-2002	Honda	Accord	EX ULEV	S6	T5
2011-2015	Chevrolet	Cruze	LT	S5	T4
2000-2007	Ford	Focus		S6	T5
2022-2024	Subaru	WRX	Premium	S4	T2
2025-2026	Porsche	Spyder RS	RS	EX	EX
2017-2021	Volkswagen	Golf 1.4T	S	S5	T4
2004-2009	Cadillac	XLR		S3	T2
2019-2020	BMW	M2		S1	T1
2023+	BMW	M3/M4	CS X	S1	EX

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TTB Meeting Minutes – May, 2026

The TTB met via zoom: Present were staff members John Hunter and Andrew Bennagh, BoD member Sam Fouse, and members at large Bob Tunnell, Matt Busby, and Brian Kuehl.

Member Advisories

There are no member advisories at this time.

Rules Clarifications

- The TTB received a question asking if replacing the cam and various components to remove the DOD/AFM from a GM V8 would be considered a modified motor or allowed to run in Max 3 (all motors required to be Unmodifed).

  The TTB was unanimous in agreement that, using the Max Category Engine Modifications – Definitions found in Max, this change would be considered a modification of the motor and would not be legal for Max 3.

- The TTB received a question asking if adding a center radiator to a 987 Cayman and, specifically, if removing the blanking plate and adding the center duct to feed the radiator would be legal in Tuner.

  The TTB points to the rule allowance in Sport 2.1.B that this would be allowed provided all parts were installed as they come from the factory.

- The TTB received a question asking if the removal of the center console and cupholders in a 2017 Mustang to better fit the fixed back racing seats would be allowed in Max, when using the Safety Loophole for Safety Level 2 rollbar installation

  The TTB would like to remind that the Safety Loophole allowance for Safety Level 2 rollbar install is an allowance to remove trim/interior from behind the B-pillar. However, the TTB would also like to point to the Max Category Interior - Full Rules, 2.1., that cosmetic interior components maybe replaced but not removed. Thus, while the center console may not be removed, it may be replaced.

- The TTB received a part approval request to use two-piece rotors such as Giro Disc or AP Racing brake rotors in Sport.

  The TTB would like to remind the membership that all non-standard brake rotors must match the OE design and constructed of the OE or heavier materials.

Rules Changes

There are no rule changes at this time.

Parts Approvals

The following Anti-Sway bars have been approved for the 2022-2026 Hyundai Elantra N:

- Ark Performance Sway Bar Set: Parts number SW0715-2123
- Luxon Sway Bar Front, Rear, or Set: LUX-SS-CN7
- Stillen Rear Bar: 304405

The following lowering springs have been approved for the 2022+ Subaru BRZ and Toyota GR86

- Swift Springs: Part number 4F917R

For Member Comment

There is nothing out for Member Comment at this time.

Errors and Omission

There are no Error or Omissions to state at this time.

Class Changes

There are no Class Changes at this time.

Car Classing

Mini	Cooper	Base- nonconvertible	2007–2013	S6	T5
Mercedes	E55	Base RWD	1999–2002	S3	T2
Ford	Maverick	Lobo	2025	S4	T3
Hyundai	Elantra	N, TCR Edition	2026	S2	T1
Mercedes-Benz	SL 500	Base	1994–2002	S4	T4
Ford	Escort	GT	1991-1996	S6	T5
Kia	Rio	Sx	2012–2017	S6	T5
Honda	Civic	CX	1992–1995	S6	T5

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TTB Meeting Minutes – June/July, 2026

The TTB met via zoom: Present were staff members John Hunter and Andrew Bennagh, BoD members Sam Fouse and Andy Howe, and members at large Bob Tunnell, and Brian Kuehl. Carrie Lee was also present.

Member Advisories

The following Drone language was added to the TT rules and can be found in Rules of the Track 7.8.:

> *Subject to Federal (FAA), State, Local laws, the rules imposed by the venue and with the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as event organizer), Unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must provide proof of FAA certification and provide a certificate of insurance (COI) evidencing $5M of primary liability insurance naming SCCA and the venue as additional insureds. Recreational use of UAVs is prohibited. Drone operators must comply with FAA regulations in accordance with Title 14 Code of Federal Regulations Part 107, including those for proximity to people, restricted property, and public roads. The sanctioning SCCA Region or SCCA, Inc. Program Manager must indicate approval in the online sanction system and upload the FAA Certification and COI to the event documents.*

Rules Clarifications

- The TTB received a question asking if crate engines from manufacturer's are ok to use in Max referencing rule 6.4.1.A where it states that the engine must be from a production automobile.

  The TTB was unanimous in agreement that, yes, OE crate motors are ok to use in Max. This rule was specifically calling out that using engines from motorcycles, snowmobiles, etc is not allowed. The TTB would like to stress that to be considered unmodified, the crate engine must be built to the same specification that was sold in a vehicle to the public.

- The TTB received a question regarding Tuner and bodywork. The question asked if replacing body panels from a "narrow body" Corvette with Z06/Grand Sport/ZR1 panels was allowed.

  The TTB agreed unanimously there is no allowance for update/backdate within the TT rules, thus this is not an allowable mod within Tuner.

- The TTB received a question asking if any aftermarket ECU would be legal in Tuner if it fit completely within the stock ECU housing and connects with stock connectors

  The TTB would like to point out that the allowances for Tuner specifically state that only cars 1995 and older may replace the standard PCM/ECU. Any vehicle newer than that must retain the factory PCM/ECU but re-programing is allowed.

- The TTB received a question regarding Sport lockout alignment kits and if that allowed the usage of adjustable toe links to facilitate their usage.

The TTB would like to remind the membership that part application does not allow the addition of an otherwise not legal part.

- The TTB received a question regarding Sport Brake rules 4.1.6 and if that would allow the use of just the rotors from an OE option package.

  The TTB unanimously agreed that the allowance to swap to an optional OE brake package means that both the brake rotors and calipers must be swapped to OE option package, unless the option package is only one or the other.

- The TTB received a question regarding Max aero under 4.1.I., and how to interpret the rule around dimensions required.

  The TTB agreed this rule was a bit vague, and will clarify by adding that all commercially available wings, splitters, air dams, and diffusers still must meet the dimensional requirements of each part. To help clarify while reading the rule, the following has been added:

  All *substantially compliant* commercially available wings, splitters, air dams, and diffusers that are vehicle model specific and installed per the manufacturer's directions are permitted with the following exclusions:.

- The TTB received a question regarding wording within the Max Modified Motor definition to ask if adding aftermarket forced induction would mean the motor is considered modified.

  The TTB would like to remind all that within the Max classes there is a call out for whether the Forced Induction itself was:

  - Unmodified: Meaning it is OE in regard to the allowances within the Max Modified Motor definition.
  - Modified: The motor came with forced induction but some or all of the parts listed in the modified motor section have been modified or replaced.
  - Added: The engine came without forced induction, but it has been added.

  Any car with added forced induction would run with in the respective Max class for displacement and weight.

Rules Changes

There are no rule changes at this time.

Part Approvals

There are no part approvals at this time.

For Member Comment

There is nothing out for Member Comment at this time.

Errors and Omission

There are no Error or Omissions to state at this time.

Class Changes

There are no Class Changes at this time.

Car Classing

There are no car classing updates at this time.

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TTB Meeting Minutes – August 2026

The TTB met via zoom: Present were staff members Andrew Benagh, Carrie Lee, and Heyward Wagner, BoD members Sam Fouse, and members at large Bob Tunnell, Matt Busby, Brian Kuehl, and John Hunter

Member Advisories

- The SCCA Time Trials Board (TTB) is seeking interested candidates to help shape the future of the Time Trials program. With several current board members planning to step away in 2027, we are beginning the process of identifying dedicated volunteers who are passionate about Time Trials and interested in serving the membership at a national level. If you have experience in the program, a desire to contribute, and an interest in helping guide the continued growth and success of Time Trials, we encourage you to submit your name for consideration. Interested candidates should email **timetrials@scca.com** with their letter of interest and relevant Time Trials experience for consideration.

Rules Clarifications

- The TTB Received a request regarding whether a change in material but not design is considered a modified engine in Max.

  The TTB agrees any change to material or design as a modification that would classify an engine as a Modified Engine.

- The TTB received a question around camber adjustment in Tuner. The question asked if changing an arm in the rear is legal for Camber Adjustment.

  The TTB agrees as explained in Tuner 6.5, Cars may utilize one method of camber adjustment per axle in line with the methods allowed under 6.5.

- The TTB received a question regarding using OE tires that are sub 200TW in Max Class.

  The TTB confirms the rule currently states that any car not modified beyond sport can run on the OE tire as delivered on that model and trim of car. i.e. same size brand and model, provided that tire is above 100TW.

Rules Changes

There are no rule changes at this time.

Part Approvals

- *The following parts have been approved*

Vehicle Year: 1997
Vehicle Make: BMW
Vehicle Model: Z3
Part Type: Shock
Retail Sale Page Link: https://tcklineracing.com/webdocs/Items/Details38.cfm

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Vehicle Year: 2022
Vehicle Make: Toyota
Vehicle Model: GR86
Part Type: Springs
Retail Sale Page Link: https://www.racecompengineering.com/products/racecomp-engineering-yellow- springs-2022-brz-gr86

For Member Comment

There is nothing out for Member Comment at this time.

Errors and Omission

- *MazdaSpeed 6 wasn't listed in Tuner. That has been corrected and is in Tuner 3.*

Class Changes

There are no Class Changes at this time

Car Classing

Make	Model	Trim	Year	Sport	Tuner
BMW	M340i	xdrive	2020	S2	T1
Lexus	RC 350	F-Sport	2015	S3	T3
Lexus	LS400	Base	1999	S5	T5
Ford	Focus	ZX3	2002-2004	S6	T5
Toyota	Camry	XSE	2025	S5	T5
Maserati	Ghibli	Trofeo	2021	S2	T2
Jaguar	F-Type	R	2016	S2	T1
Porsche	Boxster	Spyder	2011	S2	T1
Cheverolet	Corvette	Grand Sport	2026	Excluded	Excluded
Audi	TT		2016-2023	S3	T2
Alfa Romeo	Guilia	TI	2016+	S3	T3
Subaru	STI		2021	S3	T2