

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.

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 Rules.

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 z1 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.

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 misclassified. 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 Classified:

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