FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED · OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America.

Minutes of the 27 Jan 2025 SCCA Board of Directors' Meeting

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting.

The Board of Directors met via Zoom teleconference, 27 January, at 8:00pm CDT.

Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Chairman, Area 2; Lyn Hodges Watts, Area 3; Dayle Frame, Area 4; Joseph Helser, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice Chair Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Peter Bollenbecker, Treasurer, Area 11; Steve Strickland, Area 12; Andrew Howe, Area 13

Additional Attendee: Arnie Coleman, BoD Secretary

National Staff Attending: Michael E. Cobb, President & CEO; Eric Prill, Vice President, Road Racing; Jeff Dahnert, Senior Director, Business Operations, Mary Hill, Executive Assistant

Call to Order/Roll Call - Chairman, Bob Crawford at 8:00pm CDT

Financial Report - Dahnert
- "Very strong November and December"
- Financials are not complete; still preparing for audit
- Operating income for 2024 approximately $550K

President's Update – Cobb
- Jeff Dahnert is retiring from SCCA; targeting soft exit date at the end of March; will be available to work through audit details and on-board replacement.
- National Convention metrics are not yet available, but were well attended
- Velocity Capital Management's (VCM) purchase of Parella Motorsports Holding and Motorsport Reg, resulted in Mr. Parella's retirement. VCM has hired Lee Giannone to replace Tony. What this means for SCCA is unclear at this time, but Cobb will be investigating.

Club Racing Rules Changes Update – Prill
- Motion to Approve proposed changes made by Dobbs, seconded by Frame. Voting will occur through BoardEffect.
- A replacement needs to be found for the vacant CRB Chair position. Dayle Frame, interim Chairman, has directed CRB liaisons to work with the committees to search for a replacement.
- Crawford noted that the process of appointing a replacement is unclear and needs to be determined. Crawford will lead an ad hoc committee to map out the process for selecting the CRB Chair. Committee members include Turner, Strickland, Dobbs, Watts and Prill.

- Crawford led a discussion regarding Bonus Majors events. Prill outlined a proposed change to clarify and correct the Bonus Majors event description and definition in the GCR. Turner will email proposed language to all Board members.

Follow-up communication to Ohio Valley Region leadership regarding eligibility for Bonus Majors events - Crawford

Codifying Cross Platform Club Spec Rules Development Process – Bollenbecker

- Ensure awareness by all affected programs. Mike Cobb and Heyward Wagner have spoken about the need to improve the process and are working on a recommendation.

An Executive Session was convened by Crawford.

A motion to adjourn the Executive Session was made by Crawford and seconded by Turner. The Executive Session was adjourned at 9:05pm CDT.

Motion to adjourn the General Session was made by Watts and seconded by Dobbs.
The meeting was adjourned at 9:06pm CDT.

Respectfully submitted,



Arnold J. Coleman
SCCA BoD Secretary

The below Motions were voted on in January and all have PASSED.

Motion to approve CRB Race Memo RM 25-01 For Formula Atlantic Car Racing at Sebring.

Motion - Bob Crawford

Second - Clay Turner

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RACING MEMO

Issued: 1/9/2025

Number: RM 25-01

From: Board of Directors

To: All Participants

Subject: Formula Atlantic Formula Regional European Tatuus F.3 T-318 or FR-19

In GCR Section 9.1.1.A Table 2 (Spec Line Cars), please classify the below.

Table 2 (Spec Line Cars)						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula Regional European Tatuus F.3 T-318 or FR-19	***Turbocharged 1.8 Liter Alfa Romeo ATM AR F3R or turbocharged 1.8 Liter Renault M5Mt***	***See notes***	***See notes***	***See notes***	***See notes***	*Engine must be sealed in compliance with Formula Regional requirements. Car must comply with applicable Formula Regional rules. Competitors must have copies of applicable FIA regulations (2019 Appendix J – Article 275 Formula 3 Regional Technical Regulations, 2024 Appendix J – Article 275A Formula Regional 2nd Gen Technical Regulations), Formula Regional European Championship Sporting Regulations, and Tatuus T-318 or FR-19 Technical Manual in their possession and present them upon request.*

Motion to approve CRB RM 25-02 EP BMW Restrictor Change Date Move to 2-21-2025.

Motion - Bob Crawford

Second - Dayle Frame

RACING MEMO

Issued: 1/9/2025

Number: RM 25-02

From: Board of Directors

To: All Participants

Subject: EP BMW Restrictor Change Date Move to 2-21-2005

In EP Spec Lines, add to Notes as follows: All previous restrictors to be run until 2/21/2025.

BMW Z3 2.5LL "*(Effective 2/21/2025)* 52mm Flat Plate Intake Restrictor is required."

BMW Z3 2.8L (97-00): "*(Effective 2/21/2025)* 55mm Flat Plate Intake Restrictor is required."

BMW 328i/is E36 (96-99): "*(Effective 2/21/2025)* 58mm Flat Plate Intake Restrictor is required."

BMW 328i/ci E46 (01-06): "*(Effective 2/21/2025)* 58mm Flat Plate Intake Restrictor is required."

BMW 325i/is E46 (01-06): "*(Effective 2/21/2025)* 56mm Flat Plate Intake Restrictor is required."

BMW 325i/is E-36 (92-95): "*(Effective 2/21/2025)* 56mm Flat Plate Intake Restrictor is required."

BMW 325is M-Technic (1994): "*(Effective 2/21/2025)* 56mm Flat Plate Intake Restrictor is required."

Motion that the Board of Directors accepts the resignation of John LaRue from the CRB. The BoD further approves Director Dayle Frame to serve as Acting Chairman of the CRB until such time as a replacement can be named and approved.

Motion – Bob Crawford Second – Clay Turner

Motion to approve the CRB 2025 Recommended Rule Changes.

Motion - Chuck Dobbs

Second - Peter Schneider

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

FEBRUARY FASTRACK 2025
SM
1. #37489 (Adam Smalley) Downpipe Rule Change Request
In GCR, Section 9.1.7.1.l., add the following:
"***(Effective Date 3/1/25) 2.1.6.L (1990-1993): The exhaust downpipe internal factory welds may be ground*** *from the interior of the OEM downpipe up to 1" from the mounting surfaces of the exhaust manifold and the* ***exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used.***"

2. #37566 (Spec Mazda (SM/SMX) Committee) NA8 Downpipe
In GCR Section 9.1.7.1.l, change as follows:
"***3.*** 1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

(Effective Date 3/1/25) 4. 1.8L (1994-1997): The exhaust downpipe internal factory welds may be ground *from the interior of the OEM exhaust manifold downpipe up to 1" from the mounting surfaces of the exhaust* ***manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only.***

No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

SMX5

1. #37567 (Spec Mazda (SM/SMX) Committee) Weight Change for SMX Standard Bore

In GCR, Section 9.1.7.1.D.1, change as follows:
"***(Effective Date 3/1/25)*** The minimum vehicle weight with driver is ***2,500lb for standard bore engines and*** 2,525.0 lb ***for allowed overbore engines.***"

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SCCA Board of Directors' Meeting

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The Board of Directors met via Teams video conference, 24 February, at 8:00pm CDT.

Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Area 2, Chairman; Lyn Hodges Watts, Area 3; Dayle Frame, Area 4; Joseph Helser, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice-Chair Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Peter Bollenbecker, Area 11, Treasurer; Steve Strickland, Area 12; Andrew Howe, Area 13.

Additional Attendee: Arnie Coleman, BoD Secretary.

National Staff Attending: Michael E. Cobb, President & CEO; Eric Prill, Vice President, Road Racing; Jeff Dahnert, Senior Director, Business Operations, Mary Hill, Executive Assistant

Call to Order/Roll Call - Chairman, Bob Crawford at 8:00pm CDT

Financial Report – Dahnert/Cobb

- 2024 Executive Summary – "slow start" to the year, but strong December performance resulted in being ahead of budget overall for the year
- Starting out 2025 ahead of budget
- Financials not complete; still preparing for audit; scheduled for 21 April 2025.

President's Update – Cobb

- Staffing Updates:
  - New IT Director, Kevin Dayo, starting 3 April.
  - Search for Jeff Dahnert's replacement in progress
  - New Assistant Manager/Chief Administrator of Road Racing Barbara Hughes announced.

Road Racing Update – Prill

- Road America Announced as the 2026 RunOffs venue.

Foundation Discussion – Bollenbecker/Strickland

- New BoD liaisons Bollenbecker and Strickland participated in a "deep Dive" session with Foundation Chairman Jeff Jacobs and Executive Director Arnie Coleman going through "Foundation board members, operation, history etc." Bollenbecker recommended all board members should participate in a similar orientation session
- Liaisons reviewed current programs and improvements thereto
- Lack of "big fish" donors identified as a shortcoming. Strickland suggested the possibility of engaging a charitable donation consulting firm (potentially Quantum) for advice.

Road Racing Rules Changes and Program Update – Frame/Crawford

- The search continues for candidates to fill the vacated CRB Chairman's position

- Currently three candidates have been identified. Until a new Chairperson is appointed, Dayle Frame is acting as Chairman pro temp
- Motion to Approve proposed changes made by Dobbs, seconded by Schneid. Voting will occur through BoardEffect.

Race Experience Board Rules Changes – Helser/Strickland
- Rules vote for approval tabled for rules clarification.

Additional Item – Road Racing Corner Worker Discussion vis-à-vis TransAm events. - Weber

Motion to Adjourn the General Session was made by Strickland and seconded by Dobbs.
The meeting was adjourned at 9:51pm CDT.

Respectfully submitted,

Arnold J. Coleman
SCCA BoD Secretary

The below Motions were voted on in February and all PASSED.

Motion to approve CRB Race Memo RM 25-03 updating administrative language in Section 3 of the GCR.

Motion - Clay Turner

Second - Bob Crawford

RACING MEMO

Issued: 2/14/2025

Number: RM 25-03

From: Board of Directors

To: All Participants

Subject: GCR Section 3 Administrative Clean Up Letters

1. #37901 (SCCA Staff) GCR Section 3 Administrative Cleanup

In GCR, Section 3.1.1.F.2., change as follows:

"*(Effective **3/1/2025**)* For the purposes of Conference points keeping, timing and scoring shall supply an Orbits database backup file (Orbits ~~4~~***5*** preferred) to the SCCA National office (see front of book for email address) within three business days of the event to tabulate series points. Any revisions not included in that file shall be communicated with the submission."

In GCR, Section 3.7.1., change as follows:

"*(Effective **3/1/2025**)* Each Division will conduct a~~n SCCA approved~~ championship program ***for members of its included Regions*** ~~for Runoffs invitations~~. ~~The program must be submitted for approval to the Head of Road Racing or his designate by December 1st each year.~~ Division Championship rules will be posted on the ~~SCCA~~ ***Division*** website ***or other publicly-available online location***."

In GCR, Section 3.7.2., change as follows:

"*(Effective 3/1/2025)* Each Conference will award Championships for each ~~Runoffs~~***Majors***-eligible class based on points earned in U.S. Majors Tour Conference and Super Tour races. A ~~competitor~~***driver*** may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. If a single event is designated for multiple Conferences, points are scored in each Conference. The minimum number of U.S. Majors Tour races per Conference is 10 and the total may vary; a driver shall count the best 8 finishes in a conference for the class championship. Point standings are maintained by the SCCA National Office and posted at www.scca.com."

In GCR, Section 3.7.4., change as follows:

"*(Effective 3/1/2025)* SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants ~~and Division Championship participants~~ who meet the invitation qualifications. A ~~competitor~~***driver*** must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

~~Three~~***Two*** distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in invited Runoffs-eligible class***es*** based on the following minimum qualifications:

1. U.S. Majors Tour Super Tour and/or Conference Events

A ~~competitor~~***driver*** must meet participation ***and performance*** requirements.

a. Participation Requirements

Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race finishes, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between the conclusion of the previous Runoffs and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.

This replaces Majors event participation but not the Majors finish or points

requirements. Endurance races are not eligible.

b. Performance Requirements

A ~~competitor~~***driver*** must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.
2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/ Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.

3. FV and FF are exempted from the performance requirement for the 2025 season.

2. Defending Runoffs Race Winner

In addition, a current defending Runoffs race winner, who has not met the Runoffs invitation requirements in 3.7.4.A.1 ~~or 2~~, may be accepted as an entrant even if he did not meet the

participation requirements of 3.7.4.A.1 ~~or 2~~.

a. The entry will not be included in the total count of Runoffs invitations.
b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).
c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1 ~~or 2~~.
d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a Runoffs race winner.

3. Additional Requirements

The driver must hold a current SCCA Full Competition License."

2. #37910 (SCCA Staff) GCR Section 3.1.1.D U.S. Majors Tour Event Format Change

In GCR, Section 3.1.1.D., change as follows:

"D. ***(Effective 3/1/2025)*** Event Format/Schedule

The National Office has developed standard formats for each type of U.S. Majors Tour event. Standard formats may be altered on a limited, case-by-case basis by the Head of Road Racing in coordination with the Chairman of the Club Racing Board.

1. Conference Events

~~a. The National Office hasdeveloped standard formats for each type of U.S. Majors Tour event.~~

~~b.~~ ***a.*** There shall be a maximum of two (2) races per race weekend. At least one race for each race group will be a minimum of 45 miles. The other race of the weekend shall be a minimum of 20 minutes in length.

~~c.~~ ***b.*** Minimum track time

1. Two-day events shall have a minimum of 35 minutes of non-racing track time available per Majors class entry. Two qualifying sessions are recommended.
2. Three-day events shall have a minimum of 50 minutes of non-racing track time available per Majors class entry. ***Twoqualifying sessions*** are recommended. End- of-session hardship policy is recommended.

2. Super Tour Events

~~a. The National Office hasdeveloped standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of Road Racing, who has final authority.~~

~~b.~~ ***a.*** There shall be a maximum of two (2) races per race weekend. At least one race for each race group will be 35 minutes in length with a maximum of 50 miles (variationsmay be approved by the head of Road Racing and published in the supplemental regulations). The other race of the weekend shall be a minimum of

25 minutes in length.

~~c.~~ ***b.*** Minimum track time

1. Two-day events shall have a minimum of two (2) qualifying sessions totaling at least 35 minutes of non-racing track time available per Majors class entry.

Three-day events shall have a minimum of one practice session and one qualifying sessions totaling at least 50 minutes of non-racing track time available per Majors class entry. ***Two qualifying sessions*** are recommended. End-of-session hardship policy isrecommended."

3. #37935 (Club Racing Board) Staff proposes edits to current GCR section 3.1.1.A

In GCR, Section 3.1.1.A., change as follows:

"*(Effective 3/1/2025)* A. Types of U.S. Majors Tour Event

1. Conference Events

Points earned in Conference races in Majors-eligible classes will count toward Conference Championships (see 3.7.2). ***Drivers in*** Majors-eligible classes that are also ~~invited to~~ ***included in*** the Runoffs will earn ~~participation~~ credit ~~for the~~ ***toward*** National Championships ***Runoffs eligibility*** (see 3.7.4). There may be a non-Majors eligible component of an event (see 3.1.1.E.2).

Bonus Majors ***Classes***: ***Bonus Majors are intended to offer a replacement Conference Majors event opportunity for specific classes that are Majors-eligible, but not Super Tour-eligible. At designated Regional events, the*** *Head of Road Racing may designate select classes as "Bonus Majors" eligible. Bonus Majors events and races* ***will count toward Conference Championships and Runoffs eligibility the same as a Conference Majors event.*** ~~At select Regional events Majors-eligible classes may be designated to receive points that will count towards the Conference Majors Championship (see 3.7.2) within which the event is held, together with participation credit for purposes of the National Championship Runoffs (see 3.7.4). This option, to be exercised by the CRB with assistance from the Head of Road Racing, is intended to provide additional opportunities for classes that are not eligible for Super Tour events or to otherwise improve participation and competition in other classes. Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.~~

2. Super Tour Events: Super Tour Events are specially-designated Conference Events that include additional enhancements. ~~A select number of Majors eligible classes will be designated by the CRB no later than December 1st as Super Tour classes for the following season.~~ Points earned in Super Tour Events in will count
toward ~~the~~ Conference ~~Majors~~ Championships (see 3.7.2), and the Super Tour Championship (see 3.7.3) ***for Super Tour-eligible classes (see 3.1.1.E)***. ***Drivers in*** Super Tour classes that are also ~~invited to~~ ***included in*** the Runoffs will earn ~~participation~~ credit ~~the~~ ***toward*** National Championships ***Runoffs eligibility*** (see 3.7.4).

3. Festival Entry invitations are limited to the particular class(es) specified in the Supplemental

Regulations. Points earned in Festival events do not count toward Conference Championships."

Motion to approve the CRB 2025 Recommended Rule Changes for BoD 2-20-2025.

Motion - Chuck Dobbs

Second - Peter Schneider

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

MARCH FASTRACK 2025

AS

1. #37409 (David Mead) Restricted prep 5.0 Coyote CAI request
In GCR, Section 9.1.6.D.2.b., change as follows:
"*(Effective 4/1/2025)* b. Non OEM Cold air induction systems are *allowed* ~~prohibited unless indicated on specification line.~~"

STL

1. #37562 (Caleb Patrie) Hood Louvers in STL
In GCR, Section 9.1.4.C., add the following:
"*(Effective 4/1/2025) 15. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.*"

In GCR, Section 9.1.4.1.A.2. delete in its entirety and renumber.
"*(Effective 4/1/2025)* ~~2. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.~~"

2. #37581 (Adam Sargis) Super Touring Throttle Body Clarification
In GCR, Section 9.1.4.G.8, change as follows:
"*(Effective 4/1/2025)* Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case by case basis. Vehicle/engine combinations with manual OEM throttle bodies may be converted to an OEM electronic throttle body of the same inner diameter as the original OEM throttle body. *An 1" thick adapter plate may be used to facilitate mounting.*"

T2-T4

1. #37528 (Touring Committee) Remove upper limits to roll cage attachment points?
In GCR, Section 9.4.D.1., change as follows:
"*(Effective 4/1/25)* 1. Improved Touring, Spec Miata, B-Spec, and C-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2*, T3 and T4,* as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray. *Seam welding is not permitted in T2, T3 and T4.*"

Motion to approve the SCCA Board of Directors February 24, 2025, Meeting Minutes.
Motion - Clay Turner

Second - Bob Crawford

END

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Minutes of March 24, 2025, SCCA Board of Director's Meeting

The Board of Directors met via Teams Video Conference, March 24, 2025, at 8:00pm CDT.

Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Chairman, Area 2; Lyn Hodges Watts, Area 3; Dayle Frame, Area 4; Joseph Helser, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice Chairman, Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Peter Bollenbecker, Treasurer, Area 11; Steve Strickland, Area 12; Andrew Howe, Area 13.

Additional Attendee(s): Arnie Coleman, BoD Secretary

National Staff Attending: Michael E. Cobb, President & CEO; Eric Prill, Vice President, Road Racing; Jeff Dahnert, Senior Director, Business Operations; Kristen Poole, Director, Marketing and Communications; Kevin Dayo, Director, Information Technology.

Call to order/Roll Call – Vice Chairman, Clay Turner at 8:00pm CDT.

Financial Report / Audit – Jeff Dahnert/Mike Cobb

- February financials are a little behind budget for the month, but February membership is tracking ahead of budget.
- Jeff's replacement has been announced and is Justin Hawkins, his first day with SCCA will be on April 14th. Jeff will have three weeks with him before he departs. Justin is already familiar with SCCA and most of our programs and software so the transition should be smooth.
- Auditors will be starting on April 21st, and Justin will be involved in this process. Late May, early June, the audit report should be completed.
- Jeff's last day with SCCA will be May 2nd.
- Mike and Kristen met with Spencer Fane, SCCA Counsel in Kansas City regarding our Trademark opportunities and how we might better protect them.

New IT Director – Kevin Dayo – Introduction

- Mike introduced Kevin Dayo and welcomed him to the Team. Kevin lives in Topeka and has worked with several companies including Google. He is very well versed in all our systems and will be focusing on security, training, and cost reduction. Kevin will also be working to improve SCCA.com and registration processes.
- Kevin has already revised IT processes to achieve significant cost reductions.

Road Racing Update – Eric Prill

- Eric shared with the Board that Jeff Barrow has left SCCA to return to a company that he worked for previously.

- With Jeff leaving Eric will be stepping in to help with this area. Eric is pleased to report that Barbara Hughes, the recently hired position of Assistant Manager/Senior Administrator, Road Racing, is adapting to the position rapidly.
- Eric will be managing the Staff functions of this area, while Sydney Davis Yagel, Manager, Road Racing Special Projects, will focus on HST and Race Events.
- Eric reported after our first 3 HST events our LTR numbers are up by 7%, going from 84% to 91%.
- A Driver survey will be going out soon.

Region / Division Communications– Mike Cobb

- Mike is pushing to have more Division meetings whether they are in person or virtual, to remind them of the resources the SCCA Staff have available.

BoD Secretary & Governance Committee Updates – Bob Crawford

- Arnie Coleman will be ending his service as BoD Secretary.
- The Board extends thanks to Arnie for his service to the Board in this position.
- A motion was made by Bob Crawford and seconded by Peter Schneider to elect Joe Helser to this position.
- Bob also reported that review and updating of the Ops Manual, Bylaws, and BoD Handbook will start soon by the Governance Committee.

Region Development Grants, Bylaws, Ops Manual– Bob Crawford

- Region Development Grants and revisions to the Bylaws and Ops Manual will pause until the BoD can address new policies and procedures for these items.

July BoD F2F meeting – Bob Crawford

- July face to face meeting planning is still in progress.

The General Session was adjourned at 8:50pm CDT

Bob Crawford called to order the Executive Session.

The Executive Session was adjourned at 9:30pm CDT.

Respectfully submitted, Mary H. Hill

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SCCA Sports Car Club of America.

THE BELOW MOTIONS WERE MADE IN MARCH - ALL HAVE PASSED

Motion to approve the CRB 2025 Recommended Rule Changes for BoD 2-20-2025.

Motion - Chuck Dobbs

Second - Peter Schneider

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

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"*(Effective 4/1/2025) 15. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.*"

In GCR, Section 9.1.4.1.A.2. delete in its entirety and renumber.
"*(Effective 4/1/2025)* ~~2. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.~~"

2. #37581 (Adam Sargis) Super Touring Throttle Body Clarification
In GCR, Section 9.1.4.G.8, change as follows:

"*(Effective 4/1/2025)* Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case by case basis. Vehicle/engine combinations with manual OEM throttle bodies may be converted to an OEM electronic throttle body of the same inner diameter as the original OEM throttle body. *An 1" thick adapter plate may be used to facilitate mounting.*"

T2-T4

1. #37528 (Touring Committee) Remove upper limits to roll cage attachment points?
In GCR, Section 9.4.D.1., change as follows:
"*(Effective 4/1/25)* 1. Improved Touring, Spec Miata, B-Spec, and C-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2*, T3 and T4,* as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray. *Seam welding is not permitted in T2, T3 and T4.*

FEBRUARY FASTRACK 2025 - APPROVED

SM

1. #37489 (Adam Smalley) Downpipe Rule Change Request
In GCR, Section 9.1.7.1.l., add the following:
"*(Effective Date 3/1/25) 2.1.6.L (1990-1993): The exhaust downpipe internal factory welds may be ground from the interior of the OEM downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used.*"

2. #37566 (Spec Mazda (SM/SMX) Committee) NA8 Downpipe
In GCR Section 9.1.7.1.l, change as follows:
"*3.* 1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

(Effective Date 3/1/25) 4. 1.8L (1994-1997): The exhaust downpipe internal factory welds may be ground from the interior of the OEM exhaust manifold downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

SMX5
1. #37567 (Spec Mazda (SM/SMX) Committee) Weight Change for SMX Standard Bore
In GCR, Section 9.1.7.1.D.1, change as follows:
"*(Effective Date 3/1/25)* The minimum vehicle weight with driver is *2,500lb for standard bore engines and* 2,525.0 lb *for allowed overbore engines.*"

Motion to approve the SCCA BoD March 24, meeting minutes as presented.

Motion – Clay Turner
Second – Dayle Frame

Motion to approve the CRB RM 25-04 SMX Data Submission Timeframe.

Motion - Clay Turner

Second - Bob Crawford

RACING MEMO

Issued: 4/1/2025

Number: RM 25-04

From: Board of Directors

To: All Participants

Subject: SMX Data Submission Timeframe

Update the data acquisition timeframe in GCR section 9.1.7.1.D.20 20. Data Acquisition

1 A technical evaluation process for cars is available. Part of this process is the required download of AiM Data files after each timed session (Qualifying 1 & 2, Races 1 & 2). Within 30 60 minutes of each timed session end, all competitors MUST send the AiM Data file (.XRK) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by AiM directly. Failure to adhere to this guideline, or having non-functioning data, may be grounds for penalty or disqualification.

Motion to approve CRB 2025 Recommended Rule Changes for BoD 3-20-2025.

Motion - Bob Crawford

Second - Joe Helser

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

APRIL FASTRACK 2025

AS

1. #37698 (American Sedan Committee) Add the 5.3L LS truck engine

In GCR, Section 9.1.6.F., add the following:

"*(Effective 6/1/2025) Engine GM LM7 5.3L*

Engine block casting	*Cast Iron 12567392, 12567393, 12551358*
Cylinder head casting	*241, 243, 706, 799, 806, 853, 862*
Port Volume	*Intake 210cc / Exhaust 70cc*
Bore	*3.820" Max.*
Stroke	*3.618" Min/3.622" Max*
Rod length	*6.098"*
Valve Size	*Int. 2.00" / Ex. 1.550"*
Cam Lift	*50" Intake /.550" Exhaust*
Cam timing/duration	*C/L 114 deg duration @.05 lift- 222 Intake/232 exhaust*
Deck Height	*9.215" min - 9.240" max*
Compression Ratio	*10.1:1*

Rocker arm ratio 1.7:1

Intake Part #'s 17113697, 19418185, 89017230, 89017363, 89017364, and 89017365.

Throttle body bore 87mm

Restrictor plate 87mm

Fuel injector Part #'s 12613411, 12594512, 12569113, 17113698, 25317628

Headers 1-3/4" Dia. Stock ECM must be used"

2. #37908 (American Sedan Committee) Transmission Ratios

In GCR, Section 9.1.6.3.a., add the following:

"*(Effective 6/1/2025) 3. All Cars*

a. Any four speed transmission maybe used with gear ratios 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00.

If ratios 2.20, 1.64, 1.28, 1.00 are used 50lb weight penalty will be added.

b. Tremec TKX with ratios 2.87, 1.89, 1.28, 1.00, .81 is allowed."

Prod General

1. #37865 (Darryl Saylor) Headlight Rings/Bezels

In GCR, Section 9.1.5.E.9.a.11., change as follows:

"*(Effective 6/1/2025)* Glass headlight, front parking, side marker and signal light components must be removed. Plastic headlight, front parking, side marker and signal light components can be removed. The headlight bezels/rims must remain in their stock locations *but can be replaced by components of an alternate material, provided their appearance remains stock*. If the stock headlight, front parking, side marker or signal light lenses/covers are removed the resulting openings must be covered with wire mesh screen or solid panels of the same or a flatter contour than the stock lenses/covers."

SM

1. #37511 (Club Racing Board) MX5-D classification
In GCR, create MX5D Rule Set as follows:
"*9.1.7.2 Wheelen MX5 Cup (MX5D):*
A. PURPOSE AND INTENT

The Wheelen MX5 Cup (MX5D) class is intended to provide the membership with the opportunity to compete in low cost, production-based, professionally built spec cars with limited modifications, suitable for racing competition. The original OEM vehicle identification number (VIN) stamped on the firewall shall correspond with the model year automobile and the number with which it was delivered by the approved manufacture's constructors (Long Road Racing or Flis Performance)."

ST General

1. #37474 (Super Touring Committee) Body Parts Interchangeability

In GCR, Section 9.1.4.C.1., change as follows:

"*(Effective 6/1/2025)* Unless otherwise allowed, standard body appearance must be strictly maintained. *Different models of the same generation chassis may interchange body panels, trim and lights.*"

STL

1. #37844 (Nick Leverone) ABS within Manufacturer

In GCR, Section 9.1.4.N., add the following:

"*(Effective 6/1/2025) 12. Any OE ABS System from the same manufacturer may be used.*"

MARCH FASTRACK 2025 - APPROVED

AS

1. #37409 (David Mead) Restricted prep 5.0 Coyote CAI request

In GCR, Section 9.1.6.D.2.b., change as follows:

"*(Effective 4/1/2025)* b. Non OEM Cold air induction systems are *allowed* ~~prohibited unless indicated on specification line.~~"

STL

1. #37562 (Caleb Patrie) Hood Louvers in STL

In GCR, Section 9.1.4.C., add the following:

"*(Effective 4/1/2025) 15. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.*"

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T2-T4

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FEBRUARY FASTRACK 2025 - APPROVED

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SMX5

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END

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SCCA Sports Car Club of America.

Minutes of April 28, 2025, SCCA Board of Director's Meeting

The secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting.

The SCCA Board of Directors met via Teams Video Conference, April 28, 2025, at 8:00pm CDT.

Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Chairman, Area 2; Dayle Frame, Area 4; Joseph Helser, Secretary, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice Chairman, Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Steve Strickland, Area 12; Andrew Howe, Area 13.

Area Directors absent: Lyn Hodges Watts, Area 3; Peter Bollenbecker, Treasurer, Area 11

National Staff Attending: Michael E. Cobb, President & CEO; Jeff Dahnert, Senior Director, Business Operations; Justin Hawkins, Director, Finance and Administration; Kevin Dayo, Director, Information Technology; Kristen Poole, Director, Marketing and Communications; Mary Hill, Executive Assistant.

Call to order/Roll call- Vice Chairman, Clay Turner at 8:00pm CDT.

Financial Report/Audit – Jeff Dahnert/Justin Hawkins/Mike Cobb

Justin Hawkins, the new Director of Finance and Administration, introduced himself to the Board; Jeff Dahnert presented the financial report.

March Revenue and Expense Variances. Jeff presented to the Board the Variances in each area that occurred in the month of March and explanations for them.

Summary YTD Results. The results through March have us slightly behind our budgeted operating income for 2025. We will keep an eye on revenues, especially entry fees, as we move through the early part of 2025. Expenses are in line with expectations so far.

The Audit Field work was completed on April 24, 2025, and the report should be issued in 4 – 6 weeks.

Jeff Dahnert's last day with SCCA is May 2nd. The Board thanked Jeff for his excellent service to the SCCA and wishes him all the best in his retirement.

SCCA Website Reboot – Kristen Poole/Mike Cobb

Kristen Poole went through the timeline and different phases of the SCCA Website Reboot and answered questions from the BoD.

IT – Security/Registration-Kevin Dayo

Kevin Dayo outlined activities the IT department is undertaking to enhance IT service offerings as well as development of a roadmap for future capabilities.

GCR updates and pronouns-Mike Cobb/Kristen Poole

Mike and Kristen gave a report on the status of updates to several core documents currently underway.

Foundation Vision Statement, Regional Development Grant Status

The BoD considered options for possible new opportunities for the Foundation to pursue.

New CRB Chairman search-Bob Crawford

Bob reviewed with the Board the status of finding a new CRB Chairman. It is an ongoing process and, until a new Chairman is named, Dayle Frame will continue as the acting CRB Chairman.

July BoD F2F meeting-Bob Crawford

The July face to face meeting will be in Kansas City on July 25-26, 2025.

Drone language and program rulesets-Bob Crawford

Staff has initiated an effort to update and standardize language around drone usage at SCCA events. Staff is working to help program boards update drone language in their rulesets.

Motions to approve-Clay Turner

Several motions to approve were on the agenda to discuss and process for voting:

Motion to approve REB rule change. Motion to approve, Steve Strickland, Second, Joe Helser. **PASSED**

Motion to approve Ops Manual Language change (region financial audits).

Motion to approve, Bob Crawford, Second, Steve Strickland. **PASSED**

Motion to approve Club Spec technical rule change. Motion to approve, Andy Howe, Second, Kim Whitener. **PASSED**

Motion to approve CRB Recommended rules changes. Motion to approve Chuck Dobbs, Second, Mark Weber. **PASSED**

Motion to adjourn the meeting, Chuck Dobbs, Second, Dayle Frame.

The April 2025 SCCA Board of Directors Meeting was adjourned at 9:40pm CDT.

Respectfully submitted,

Joe Helser, Board Secretary

THE BELOW MOTIONS WERE HELD IN APRIL AND ALL HAVE PASSED.

Motion to approve the SCCA BoD April 28, 2025 Meeting Minutes.

Motion - Dobbs Dobbs

Second - Dayle Frame

END

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Minutes of May 19, 2025, SCCA Board of Director's Meeting

The Board of Directors met via Teams Video Conference, May 19, 2025, at 8:00pm CDT.
Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Chairman, Area 2; Lyn Hodges Watts, Area 3; Dayle Frame, Area 4; Joseph Helser, Secretary, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice Chairman, Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Peter Bollenbecker, Treasurer, Area 11; Steve Strickland, Area 12; Andrew Howe, Area 13.
National Staff Attending: Michael E. Cobb, President & CEO; Justin Hawkins, Director, Finance and Administration.

Call to order/Roll call- Vice Chairman, Clay Turner at 8:00pm CDT.

April Financials – Mike Cobb / Justin Hawkins

April Revenue Variances • Participation in Pro Solo and Majors was lower than originally anticipated for April. · The Charlotte Tour event was moved from April to June, affecting respective revenues and expenses. · Insurance recoveries were also a bit lower than budget due to the way the 2025 budget was spread by month, offsetting the positive variance from March.
April Expense Variances • Event expenses are in line with budget. Additional expenses for Track Night were covered by Track Night revenues, and Charlotte expenses were deferred as noted above. · While timing for the CRB meeting expenses reflects as a budget overage in April, we are on track YTD with those expenses budgeted in March. · Recruiting expenses for the Finance Director constitute some of the variance in Direct Office Expenses, as this was not included in the original budget. · Professional Services includes legal and other contract fees related to pronoun updates.
Summary YTD Results Although we are trailing budget through April, we have sold out events in May, and some of the timing variances will even out in the coming months. We continue to track participation rates for activities and monitor performance. Generally, expenses are in line with expectations other than the one-time circumstances early this year.

Review changes to our BoD F2F meeting format – Bob Crawford / Clay Turner
The hotel has been chosen to be in downtown Kansas City. Logistics of the meetings and the updated format for Staff presentations is being worked on. Thank you to Spencer Fane for the offer of their offices for our meetings.
If you have not made your travel arrangements, it needs to be done ASAP.

Review BoD member feedback to the Foundation Vision draft – Clay Turner / Bob Crawford

The BoD is willing to commit to a plan for updating the Foundation Vision. This subject will be covered in detail at our F2F meeting in July in Kansas City.

Review SCCA Foundation Regional Grant Application process – Clay Turner

This subject has been tabled until our June BoD meeting, allowing time for liaisons to gather more information on current application processes.

Discuss options to resolve Region Leadership Challenges – Mike Cobb

The first step is to gather data on the challenges(s).
The second step is to communicate back to the Region /member(s) verbally. Have the Region / member(s) work within the Regions Bylaws while National investigates the issues.

Motion to approve Language Framework – Bob Crawford

Motion is put off for three days so that Board members can review all documents properly. Motion will be put out to the Directors on Thursday and voted on after motion and seconded.

Motion to approve Ops Manual Language Changes – Bob Crawford

Motion is put off for three days so that Board members can review all documents properly. Motion will be put out to the Directors on Thursday and voted on after motion and seconded.

Discussion of Bylaws Language Changes -Bob Crawford

The Bylaws have been reviewed, and changes have been made. The next step is for membership to review and approve. This will be covered at our June meeting on how we will proceed with this process.

Program Board Liaison reports: Questions and / or comments – Clay Turner

From the Rallycross group. There has been discussion about increasing speeds when using larger sites. The Liaisons for this group will monitor this issue and report back to the full board with any further discussions in this area.

Motion to adjourn by Bob Crawford, Second by Kim Whitener

Meeting adjourned at 9:35 CDT

Respectfully submitted,
Joe Helser, Secretary

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Minutes of June 23, 2025, Board of Director's Meeting

The secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting.

The SCCA Board of Directors met via Teams Video Conference, June 23, 2025, at 8:00pm CDT.

Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Chairman, Area 2: Dayle Frame, Area 4; Joseph Helser, Secretary, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice Chairman, Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Steve Strickland, Area 12; Andrew Howe, Area 13.

Area Directors absent: Lyn Hodges Watts, Area 3; Peter Bollenbecker, Treasurer, Area 11.

National Staff Attending: Michael E. Cobb, President & CEO; Justin Hawkins, Director, Finance and Administration; Chris Robbins, Director, Region Development.

Financial Report/Audit - Justin Hawkins/Mike Cobb
Mike Cobb gave a summary of the audit. Everything was done well, no issues were found, and projected goals were met or exceeded.

Motion to accept the 2024 SCCA Audit results was made by Bob Crawford,
Second by Steve Strickland.

May Revenue and Expense Variances. Justin presented to the Board the Variances in each area that occurred in the month of May and explanations for them.

Summary YTD Results. Activities have picked up in May, improving our YTD bottom line. Participation rates continue to be of concern as they are lower at some events, while others are nearly sold out. We continue to evaluate operating expenses to offset the reduced income.

Update on SCCA Language Work – Mike Cobb
Rulebooks and Core Documents work is proceeding well; the Team has many important documents done or under final review. The focus is on Rulesets, Operations Manual, and Bylaws.

Region Updates – Mike Cobb
Mike is working with effected Regions to get proper information documented to help resolve their issues. Information regarding TNIA from CFR was also shared.

Member Conduct Issue Brief – Mike Cobb/Chris Robbins

Chris Robbins gave a summary of the Member Conduct Issue he has been investigating. Chris has asked the Board for a motion to suspend this member and offer a hearing to this member in regard to the issue.

Motion to Suspend Member and offer a hearing by Bob Crawford,
Second by Clay Turner

Review of Staff Topics for July F2F in Kansas City – Mike Cobb
Mike made a summary of the Staff topics for the F2F meeting in July.

Review July F2F Logistics – Bob Crawford
Everything is looking good, there are no major issues currently.

Discuss Event Entry Standards RFA – Bob Crawford
Discussion to approve updating the Event Entry Standards to give Staff the ability to act on any entries that may be offensive to try to encourage a more welcoming environment to our events.

Motion to approve by Steve Strickland
Second by Chuck Dobbs

Review CEO 2025 compensation/bonus plan – Clay Turner
This item was tabled and will be discussed at the July F2F meeting in Kansas City.

SCCA Foundation Regional Grant process review – Bollenbecker /Strickland
Steve gave a Summary of the status. The Document has been given to the Board of Directors for review with more discussion to be done at the July meeting in Kansas City.

Program Board Liaison reports – Clay Turner
Rallycross is looking to add a National Class for small trucks to provide them with a more competitive class.
Motion to Approve RXB Truck Class Rules RFA by David Vodden
Second by Andrew Howe

Solo Rule Book Language Updates RFA

Motion to Approve Solo Rule Book Language Updates as Presented by Kim Whitener
Second by Andrew Howe

Motion to Adjourn by Bob Crawford, Second by Dale Frame
The June 2025 SCCA Board of Directors Meeting was adjourned at 9:39pm CDT.

Respectfully submitted,
Joseph Helser, Board Secretary

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THE BELOW MOTIONS WERE HELD IN JUNE AND ALL HAVE PASSED

Motion to accept the 2024 SCCA Audit results.
Motion - Bob Crawford,
Second - Steve Strickland.

Motion to approve Event Entry Standards RFA as written.
Motion – Steve Strickland
Second – Chuck Dobbs

Motion to approve RXB Truck Class Rules RFA.
Motion – David Vodden
Second – Andrew Howe

TRUCK Class rules

Goals for the class

- Increase RX participation by targeting a new class of popular vehicles that has largely been excluded from competition.
- To develop an "initial" rule set that will enable a wide selection of vehicles with similar opportunities to be competitive in their class and to do so safely.
- To blend existing RX rules with successful desert racing rules that could make this Truck Class a relatively low-cost opportunity for new members to enjoy our sport.
- To have this combination of goals result in a potentially streetable racer for weekend fun.

Eligibility requirements

1. Open to rear wheel drive (RWD) vehicles marketed as mini or mid-sized pickups that carry a manufacturer's GVWR rating of less than 6000 lbs.
2. There must be a minimum of 4000 series vehicles sold to the public in the U.S.A. within a 36-month period.
3. Vehicles must have a truck bed that is behind the passenger compartment and separate from the cabin of the truck. Flat beds, utility beds, and other non-factory beds are prohibited.
4. Engines must be naturally aspirated (NA) piston engines with a maximum displacement of 4800cc.

Preparation requirements

1. Minimum width must be 95% of truck height. Width is the track width of the vehicle measured from the center of the tire to the center of the tire, and height is measured from the ground to the highest point on the roof. Either or both dimensions may be altered to achieve this required metric.

Preparation allowances

1. All Prepared Category, 3.3.D. modifications are allowed.

2. Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, as dealer-installed accessories, over the counter accessories, or performance parts are allowed.
3. Suspension component changes allowed are:
a. Toyota a-arm vehicles may use 1993-1998 Toyota T-100 series OEM front spindles.
b. Ford I-beam vehicles may change suspension mounting points, change or modify steering components, and modify the frame to use I-beams with OEM mounting points from a different year of the same model of the vehicle (i.e. Ranger to Ranger).
c. Leaf spring traction bars may be added
d. Solid axle lowering kits such as drop shackles and drop spacers may be added

4. Complete drivetrains from eligible alternate trim levels or option packages from the same model and model year of the vehicle may be used without performing a full package conversion. A complete drivetrain includes the engine, transmission, differential, electronics, and any ancillary parts unique to the drivetrain.
5. On engines of less than 2500cc of displacement, the cylinder head may be modified. Camshafts, pushrods and valves, springs, and other cylinder head internal parts may be replaced or modified.
6. Any fuel pump is permitted.
7. Rear seats and all carpets may be removed.
8. Air conditioning and heating units may be removed.
9. Wheel openings in fenders may be enlarged for tire clearance. Aftermarket fender flares may be added.
10. Safety fuel cells are encouraged and, if installed, must be mounted on the bed load floor.
11. Metal ballast plates may be added to the bed load floor or frame of the vehicle. They must be securely fastened by at least two ½" bolts, lock nuts of SAE Grade 5/Metric 8.8 or better, and large-diameter, load-distributing washers. Each piece of ballast must not weigh more than 50lbs and must include a permanent mark to identify the class and number of the vehicle it was installed on.

Motion to approve Solo Rule Book Language Updates as presented.
Motion – Kim Whitener
Second – Andrew Howe

END

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EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED · OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America.

Minutes of July 25, 2025, SCCA Board of Director's Meeting

The Board of Directors met in Kansas City, Spencer Fane offices, Friday, July 25, 2025, at 8:30am CDT.

Area Directors attending:

- Peter Schneider, Area 1
- Robert Crawford, Chair, Area 2
- Lynn Hodges Watts, Area 3
- Dayle Frame, Area 4
- Joe Helser, Secretary, Area 5
- Mark Weber, Area 6
- Clay Turner, Vice Chair, Area 8
- Dave Vodden, Area 9
- Chuck Dobbs, Area 10
- Peter Bollenbecker, Area 11
- Steve Strickland, Area 12

Area Directors absent:

- Kim Whitener, Asst. Treasurer, Area 7
- Andrew Howe, Area 13

Guest in attendance:

- Robey Clark, SCCA Enterprises (via Zoom)
- Patrick McAndrews, Legal Counsel, Spencer Fane
- Peter Mirakian, Legal Counsel, Spencer Fane

Staff in attendance:

- Michael Cobb, President and CEO
- Eric Prill, VP Road Racing
- Kristen Poole, Director, Marketing
- Kevin Dayo, Director, Information Technology
- Justin Hawkins, Director, Finance and Administration
- Aimee Thoennes, Director, Member Services

Call to order/Roll call- Vice Chairman, Clay Turner at 8:30am CDT

2025 YTD Overall Update: Updates on core initiatives/timely topics – Cobb

President's Update: Mike Cobb provided a brief update and answered questions from the President's update that was provided via email earlier in the week.

Patrick McAndrews, Spencer Fane provided the Board with an update on all current and potential litigation.

2025 Financial Update – Cobb/Hawkins

Justin Hawkins provided a financial update for performance through 6/30 and a revised forecast for 2025. Participation is down or flat across most programs; staff is directed to mitigate expenses.

Enterprises Update – Cobb/Clark

Robey Clark provided an update for SCCA Enterprises. Business is impacted by lower participation and lower sales. SRF and FE cars are high in participation and good value for the drivers. Tough year from a sales standpoint. Impact by tariffs; opportunities to manage costs.

2025 Technology Update – Cobb/Dayo

Kevin Dayo provided an update on technology improvements. Single Sign On for website, NetForum, registration. KNOWBE4 implemented to reduce phishing and vulnerability. Security NinjaOne managing usage. SCCA Inventory and asset management system. Server back up. Telecom cost update.

SCCA.com Project – Cobb/Poole

Kristen Poole updated the Board on the website redesign and other marketing initiatives for the year.

Road Racing Update – Cobb/Prill

Eric Prill provided a Road Racing update on Hoosier Super Tour entries and event formats; licensing structure alternatives, 2025 runoffs, and 2027 runoffs next venue survey. Road Racing structure options for future growth and success. Board was in agreement with the concept and requested more information.

Eric Prill will send the 2018 Road Racing Rock Band documentation including Ops Manual recommendations etc. to the Board of Directors.

Discussion with Pete Mirakian, Spencer Fane regarding Sales Tax in various states.

Mike Cobb will update the Board by end of August with next steps related to Sales Tax.

Program Reports – Liaisons

- Vodden/RXB
- Schneider/TTB
- Bollenbecker/SEB
- Schneider/RRB
- Strickland/REB
- Frame/EVAC
- Frame/CRB

Committee Reports – Liaisons/Schneider

- Training Committee July 2025/ Schneider
- Gordon Smiley Memorial Award – Schneider
- Tom McKean Award
    - BoD/Staff ACTION ITEM Schneider/Robbins will reactivate if McKean award is still applicable.

Motions:

The following Motions will be placed in Board Effect for vote by the Board.

1. Motion to approve CRB 2025 Recommended rules changes for BoD 07.20.2025. Chuck Dobbs/Peter Schneider
2. Motion to approve RRB 2025 0715 RFA Road Rally Rules Language Update. Lynn Hodges Watts/Dayle Frame.
3. Motion to approve 2025 0424 RXB Rules Language Update as presented. David Vodden/Peter Schneider
4. Motion to sunset the Gordon Smiley Memorial Award. Lyn Hodges Watts/Steve Strickland

Motion to adjourn by Bob Crawford, Second by Dayle Frame. Meeting adjourned at 5:00PM CDT

The Board of Directors reconvened Saturday, July 26, 2025, at 8:30am CDT at the Spencer Fane Offices in Kansas City, MO.

Area Directors attending:

- Peter Schneider, Area 1
- Robert Crawford, Chair, Area 2
- Lynn Hodges Watts, Area 3
- Dayle Frame, Area 4
- Joe Helser, Secretary, Area 5
- Mark Weber, Area 6
- Clay Turner, Vice Chair, Area 8
- Dave Vodden, Area 9
- Chuck Dobbs, Area 10
- Peter Bollenbecker, Area 11
- Steve Strickland, Area 12

Area Directors absent:

- Kim Whitener, Asst. Treasurer, Area 7
- Andrew Howe, Area 13

Guest in attendance:

- Charlie Huebner, Former USOPC VP

Staff in attendance:

- Michael Cobb, President and CEO

The meeting was called to order by Clay Turner at 8:30am on July 26, 2025.

Steve Strickland presented Region Grant Program information for review and discussion. After discussion the board supports the liaison recommendation that the Regional Grant Program be terminated and funds be directed to the SCCA Academy. Motion by Steve Strickland,
Second by Peter Bollenbecker

There was also discussion about directing the Foundation to increase funding for SCCA Academy to $75,000.

Clay Turner discussed the SCCA Foundation and presented, A Vision for a Greater SCCA Foundation:

"How a Relaunched Foundation could Ensure the Future of Amateur Motorsports"

This led to a presentation by Charlie Huebner on Fundraising opportunities for the SCCA Foundation.

At this point in the meeting there was a Motion to go into Executive Session for discussion by Crawford/Strickland.

The Executive Session ended, and the Board resumed the regular session.

Motions:

The following Motions will be placed in Board Effect for vote by the Board.

1. Motion the Regional Grant Program be terminated and funds be directed to the SCCA Academy. Strickland/Bollenbecker.

There was a Motion to adjourn the meeting by Schneider/Watts. Meeting adjourned at 1:15pm CDT.

Respectfully submitted,
Joseph Helser, Secretary

END

FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED · OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America.

Minutes of August 25, 2025, Board of Directors Meeting

The secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting.

The SCCA Board of Directors met via Teams Video Conference, August 25, 2025, at 8:02pm CDT.
Area Directors attending: Peter Schneider, Area 1; Bob Crawford, Chairman, Area 2: Lyn Hodges Watts, Area 3; Dayle Frame, Area 4; Joseph Helser, Secretary, Area 5; Mark Weber, Area 6; Kim Whitener, Asst. Treasurer, Area 7; Clay Turner, Vice Chairman, Area 8; David Vodden, Area 9; Chuck Dobbs, Area 10; Peter Bollenbecker, Treasurer, Area 11; Steve Strickland, Area 12; Andrew Howe, Area 13.

National Staff attending; Michael E. Cobb, President & CEO; Justin Hawkins, Director, Finance and Administration; Chris Robbins, Director, Region Development.

July Financials Review - Justin Hawkins/Michael Cobb
Hawkins presented the variances and explanations for each area.

Summary YTD Results
Consistent with our mid-year reforecast, YTD operating activities continue to trail our original budget. While we have improved our bottom line this month, we are still reflecting a loss from operations due to the unplanned expenses earlier this year related to staffing changes, additional legal support, and website pre-development expenses.

President's Update – Michael Cobb
Cobb gave an update on the activities of the Championship season. Entry numbers for all the events are looking good except for the Runoffs. Entries are lagging expectations to date Staff will keep promoting it and hope that entries pick up as we get closer to the event.

SCCA FOUNDATION – Clay Turner/Bob Crawford
Turner gave an overview of the status of updates. These items included the rewrite of SCCA Foundation Bylaws, Re-structure SCCA Foundation BoD, and Redefine the Role of the Foundation Executive Director. Turner also presented for motions to the Board the following items.

> Motion to approve the SCCA Foundation Vision Statement. Appendix A. Strickland/Schneider PASSED.
>
> Motion to terminate SCCA Foundation Region Grants Program by Strickland/Bollenbecker PASSED.

Member Conduct issues – Chris Robbins/Michael Cobb
Robbins gave an update on the current membership issues and presented motions for action on the following issues:

> Motion to reinstate Andrew Kortegard as a member and accept the recommendation of the committee. Watts/Bollenbecker PASSED.

Motion to suspend membership and offer a hearing to Ashley Thomas. Strickland/Watts PASSED.

TTB Rules change request

Discussion on rule change regarding factory hardtops for Time Trials.

Motion to accept TTB rule change to discontinue allowance of Factory hardtops as substitute for rollover protection in the Track Day Rules. Strickland/Howe PASSED.

Motion to change program name from Time Trials Nationals program to SCCA Time Attack National Championship for 2026 to announce at the 2025 Time Trials Nationals in September. Schneider/Howe PASSED.

CRB Rules Package September changes request

Discussion on CRB Rules Package updates for September.

Motion to approve CRB Rules Package dated 08/19/2025 as presented Appendix B. Frame/Crawford PASSED.

Planning & Timing of Appointment for Area 4 Vacancy – Bob Crawford

Crawford gave an update regarding a replacement for Area 4 Dayle Frame's BoD position for the remaining year of his term in 2026.

Program Board Liaisons reports were listed for discussion

Motion to approve the July 25 and 26, 2025 SCCA Board meeting minutes as written. Dobbs/Watts PASSED.

Motion to adjourn. Crawford/Whitener PASSED. The August 2025 SCCA Board of Directors meeting was adjourned at 10:02pm CDT.

Respectfully submitted,
Joseph Helser, Board Secretary

08252025 BoD Minutes Appendix A: A Wider Vision for a Greater SCCA Foundation

SCCA
Sports Car Club of America

A Wider Vision for a Greater SCCA

A New SCCA Foundation Initiative to Ensure the Future of Amateur Motorsports

08.20.25

THE SCCA FOUNDATION is launching a new initiative designed to ensure that future generations of Americans will have the same opportunity to compete in amateur motorsports as we enjoy.

Our mission will be to preserve, protect and expand the gifts and opportunities found in SCCA motorsports for future generations to enjoy.

No other organization is better positioned to take on this task. Since 1944, the SCCA has grown to become the driving force of amateur motorsports in America. Every weekend, our 52,000 members compete in road racing, autocross, rallycross, road rally and hillclimb events across the nation.

In addition, series such as Formula 1, NASCAR, IndyCar and IMSA depend upon legions of SCCA-trained experts for flagging & communications, grid, safety, timing & scoring and other disciplines.

We want to ensure we can pass to our children the legacy left to us by the racing legends who built this storied Club. Those racing greats are now calling us to grid up to face this next challenge.

We invite you to join us.

The SCCA BOARD *of* DIRECTORS

SCCA
Sports Car Club of America

A Wider Vision for a Greater SCCA

A New SCCA Foundation Initiative to Ensure the Future of Amateur Motorsports

08.20.25

VISION

THE SCCA FOUNDATION ENVISIONS a vibrant future for amateur motorsports—one where the thrill of competition, the spirit of community, and the legacy of excellence are passed on to the next generation of drivers, volunteers, and leaders.

Founded in 1944, the Sports Car Club of America has shaped the landscape of American motorsports for over eight decades, launching the careers of legends like Paul Newman, Mark Donohue, Dan Gurney, Phil Hill, Roger Penske, and Janet Guthrie. Today, the Foundation renews its commitment to that legacy with a bold new mission: to ensure that the opportunity to compete in amateur motorsports is available to all—now and for generations to come.

To achieve this, we are embarking on an ambitious fundraising campaign to raise millions of dollars, beginning with the passion and dedication of our 52,000 members, many of whom have spent a lifetime helping the SCCA thrive. These funds will support key initiatives designed to sustain and grow the sport we love:

The Foundation will work side-by-side with SCCA leaders to pursue their educational, training and support goals.

- **Investing in education and training** for the thousands of members who serve as the backbone of American auto racing, inside and out of SCCA—drivers, organizers, stewards, emergency crews, course workers, technical chiefs and all other disciplines.

- Developing the next generation of competitors and volunteers through **strategic partnerships with colleges, universities, and technical schools.**

- Expanding **education, coaching, and mentorship to SCCA region leaders**, ensuring they more empowered, confident, and prepared.

The future of motorsports begins with us. By strengthening our Foundation—literally and figuratively—we will ensure that the spirit of the SCCA continues to inspire excellence, inclusivity, and innovation in amateur racing for decades to come.

TACTICS

F&C license holders doubled in 2024.

- **Expand the reach of SCCA Academy's online training** SCCA's online training is credited for the explosive growth of Flagging & Communications licensees in 2024. These new graduates demonstrate the power of the internet to expand the reach SCCA education. By adding other disciplines, we can dramatically grow the ranks of trained volunteers who are needed to staff both our events and those of other series.

  Fundraising to grow Academy training is a priority for the SCCA Foundation.

Outside of race engineering, there is currently no four-year degree program in America that prepares students for a career in motorsports.

- **Partner with a University to Create an SCCA Motorsports Management Degree Program** SCCA will seek to partner with an institution of higher learning to launch young students into careers in motorsport. Graduates will combine skills in engineering, business, finance, marketing, operations, etc.

  Such a partnership can provide huge benefits to the Club. It would allow us access to enormous resources, empower fundraising, offer more opportunities for donor recognition and produce motorsports industry professionals under the SCCA brand.

  Some Universities already offer motorsports degree programs that SCCA could enter into partnership with:

  Purdue University claims to offer "the only accredited motorsports engineering degree program in the country." Based in Indianapolis, the branch "teaches engineering with a focus on racing. Students get hands-on experience and direct connections to the industry, in the 'Racing Capital of the World.'"

  University of North Carolina at Charlotte boasts that "More NASCAR drivers and crew chiefs graduated from UNC Charlotte than any other university;" "Nearly a quarter of NASCAR Cup Series race engineers are graduates of the university;" and "UNC Charlotte offers one of the nation's only engineering bachelor's degrees focused on motorsports"

  McPherson (Kansas) College "... announced a massive gift of $500 million that could make it one of the richest liberal arts colleges in the United States:

  "This humble, 800-student college offers a Bachelor of Science in Automotive Restoration, the only four-year degree of its kind in the world. The program comprises roughly 120 students who, upon graduation, spread worldwide into every arm of the automotive industry."

  Source: "World's only four-year automotive restoration program gets $500M boost," Kyle Smith, Hagerty Media, November 7, 2022

A nationwide SCCA educational program can support regional leaders with the training and expertise they so desperately need.

Fund a comprehensive, nationwide education and training program for volunteer leaders The SCCA's structure poses competitive challenges to grow amateur motorsports. We rely on a network of volunteers, most of whom have day jobs, to market, operate, promote and grow our programs nationwide. These volunteers cry out for help in the areas of administration, operations, marketing, communications and recruiting.

A robust SCCA Foundation could fund an education program for these volunteer leaders. SCCA staff would educate, train and mentor them to more effectively deliver SCCA programs and events. They would also facilitate communications between the national office and our regional volunteers.

The responsibility to maintain contact and train leaders in our 115 regions now falls upon our CEO and his meager staff. Funding this educational effort would drastically expand training opportunities and create more effective regional leaders, resulting in more robust and successful motorsports programs.

Note: Graduates of our SCCA Motorsports Management degree program may be our first recruits.

FUNDRAISING

A focus on a well crafted major gift program is the most effective strategy for the near future.

Research indicates we'll be most effective by focusing on soliciting major gifts from high-net-worth individuals with deep connections to SCCA. This is the most efficient and effective method to jumpstart our fundraising efforts and produces the highest return on investment of staff time.

Other channels can be considered later, when our major gifts program produces significant results.

Personal appeals to wealthy current and past members can generate huge benefits. One major gift might exceed a full year's worth of revenue from any other channel.

The potential for significant revenue, high return on investment and lower staff involvement places this channel at the top of the list.

STAFFING

SCCA Foundation Executive Director We should appoint a dedicated Foundation Executive Director who has experience in fundraising and communications and should also have an extensive network of contacts with individuals and communities that will enable their efforts. The Director should not be required to be a resident of, nor office in, Topeka. We should find talented people and nourish them wherever they are planted.

For this bold initiative to succeed, SCCA will need to engage people with skillsets outside of our traditional strengths.

Fundraising Professional(s) Enlisting fundraising staff and/or independent contractors will be necessary to succeed. They will be experienced in the practice of cultivating relationships and seeking gifts from high-net-worth individuals and other sources.

We will explore options of hiring full-time staff or contracting with professionals to find the best path forward at this time.

SCCA's President/CEO SCCA's CEO, with deep relationships in the racing industry and community, will play a pivotal role in the Foundation's fundraising and will be invaluable when approaching potential donors. The Foundation will want the CEO in the room with racing industry influencers and high-value donors that expect interaction at the highest level of the organization. The new Executive Director must remain in close contact with the CEO to align and coordinate efforts, and to ensure they are properly focused.

SCCA Manager, Partner Relations As the point of contact for all our partners, the Manager of Partner Relations should be looped into these conversations. Relationships with outside stakeholders are often connected to and affected by donor relations.

MOVING FORWARD

A few SCCA field staff can begin to support regional leaders with the training and expertise they so desperately need.

AFTER AMERICA'S AUTOMAKERS won a World War, they returned to making cars. At the same time, the SCCA was born and grew to dominate U.S. amateur motorsports. To this day, our rulesets and safety protocols are industry standards and the combined technical knowledge of our members is unrivaled by any other competing club or association.

Despite these strengths, we need to explore new frontiers if our progeny is going to enjoy amateur motorsports competition as we know it.

Relaunching the Foundation presents the SCCA with a tremendous opportunity to guarantee the future. Within the boundaries dictated by our 501(c)(3) status, we can benefit all facets of amateur competition. We can contribute significantly to racing's welfare, adding to its resources while reducing current demands on staff.

There is no doubt that this will be a big lift for the Club. The pivot of the Foundation's role from a program manager to a more philanthropic mission will take imagination and determination—but no more so than turning into a corner at 100 mph inches from another competitor. Anyone who can do that will be unintimidated by the challenges on these pages.

Thank you for your time and dedication to the future of the SCCA.

Very Respectfully,

Clay Turner
Vice-Chair, SCCA Board of Directors
Executive Director, SCCA Foundation

08252025 BoD Minutes Appendix B: CRB Recommended Rule Changes for BoD

Recommended Rules Changes

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

SEPTEMBER FASTRACK 2025

B-Spec

1. #38766 (B-Spec/C-Spec Committee) Consolidate and update suspension rules

In GCR, Section 9.1.10. B-Spec and C-Spec Categories Specifications, change as follows and renumber:

"*(Effective 11/1/2025)* ~~33. Maximum 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-to-spindle, slotted strut mounting holes at the spindle, and/or by use of any slotted camber only adjuster plate at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Modifications to the top of the strut tower may be made to allow for camber adjustment only. Modifications to the existing holes must only be moved straight inboard even if the existing slots would translate the top of the strut rearward. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts).~~

~~34. Suspension: B-Spec competitors may use the OEM suspension, the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. For B-Spec the maximum spring rate is 500# front and rear. C-Spec competitors may use the OEM Suspension, or the specific suspension kit approved on the spec line. For C-Spec the maximum spring rate is 600 pounds front and 800 pounds rear Any camber plate may be used, but may not alter caster. Caster shall be within factory specification. Helper springs made of thin flat wire that are designed to take up the gap between the main spring and shock/strut at full travel are allowed. Tender springs are not allowed. Springs are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed. If a manufacture does not offer an upgrade, a competitor may submit a shock and spring package for approval by the CRB. At the time of approval, that kit will become the standard for that make and model until the manufacture submits a factory supported kit. The competitor supplied kits needs to be comprised of the following: • Any non-adjustable shock absorber intended for the specific make model and year car is allowed. The shock absorber must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. • Any spring up to a maximum spring rate of 500 pounds may be used with the OEM suspension, the manufacturer's upgraded suspension kit, or the Bilstein B14 suspension kit.~~

~~36. B-Spec and C-Spec front and rear toe settings are free. Rear toe adjustments may be achieved by the use of shims.~~

33. Competitors may use the OEM suspension, the approved suspension kit on a vehicle's spec line, or any B14 Bilstein shock/strut with no modifications except as required for mounting or to achieve allowed camber. The required parts to install a B14 kit must be submitted for approval and added to a vehicle's spec line.

B-Spec maximum spring rates are 500 pounds front and rear. C-Spec maximum spring rates are 600 pounds front and 800 pounds rear. Helper springs made of thin flat wire that maintain spring position under full travel are permitted. Tender springs are not permitted. Springs may be fastened to the body to keep the spring seated under full travel.

A maximum of 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber using any camber plate, but it must not alter caster. Caster shall be within factory specifications.

Strut suspensions may adjust camber using slotted upper strut plates, eccentric bolts (crash bolts), and/or slotted strut mounting holes at the spindle. Multilink suspensions may adjust camber using approved parts listed on a vehicle's spec line.

If upper strut slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Modifications to the top of the strut tower may be made for camber adjustment only. Modifications to the existing holes must only move the strut top inboard even if the existing slots would translate the top of the strut rearward.

Front and rear toe settings are free. Rear toe adjustments on beam axle cars may be achieved using shims.

Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Sway bars may be disconnected and removed."

2. #38767 (B-Spec/C-Spec Committee) Revise rule 13
In GCR, Section 9.1.10.E.13., change as follows:
""Special performance" specifications from the manufacturer that go beyond those listed on a specification line for a car will not be considered valid. *(Effective 11/1/2025)* ~~Any manufacturer determined to be supplying false specifications to competitors or to SCCA will be advised that the specifications shall be withdrawn and/or the eligibility of the car(s) involved will be terminated. The SCCA® Club Racing Board (CRB) is authorized to implement these terminations on an immediate basis without Board of Directors (BoD) approval.~~ In the case of service circulars, recalls, etc., the burden of proof of validity will be upon the competitor"

P2
1. #38941 (Club Racing Board) Retain as Regional Class
Effective 1/1/26, in SPORTS RACING CATEGORY, GCR section 9.1.8.C, change the index as follows:
"PROTOTYPE 2 (P2) CLASSIFICATION *(Regional Class Only)* 602"

Effective 1/1/26, in SPORTS RACING CATEGORY CLASSES, GCR section 9.1.8, change as follows:
"Prototype 2 (P2) *Regional Class*"

Effective 1/1/26, in SPORTS RACING CATEGORY, GCR section 9.1.8., change as follows:
"Sports racing cars shall be classified into classes as follows:
- A Sports Racing (ASR) Regional Status Only (Former Can-Am and F-5000 allowed if registered prior to 01/01/2003)
- Prototype (P)
- Prototype 2 (P2) *Regional Status Only*

- Spec Racer Ford (SRF) Regional Status Only
- Spec Racer Ford 3 (SRF3)
- Prototype Electric (PEV) Regional Status Only
- Radical (SR) Regional Status Only"

Effective 1/1/26, in PROTOTYPE 2 (P2), GCR section 9.1.8.C, change the header as follows:
"*(Regional Class Only)*"

GCR
1. #38946 (Club Racing Board) Data Collection Devices
In GCR, Section 9.3.16. add the following:
"*C. When standard data collection practices have not been able to produce viable data, the following will apply and a note will be added to the specific car's spec line.*

1. AiM part #X47KPF-SOLO2R0 data box mount must be installed on the exterior of the car outside the driver compartment to provide the necessary mounting of the AiM Solo 2 data box. The mounting surface must be approximately oriented either horizontally or vertically and either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. The data box must have a view of the sky and must not be located under carbon fiber or metallic bodywork. Sufficient space must be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on the pre-grid by SCCA-assigned personnel and the collection of the data boxes when cars exit the racetrack. Contact AiM and its distributors for direct purchase of the data box."

General
1. #38532 (Jon Krolewicz) Reduce Requirements for Regional Drivers School Participation
In GCR 3.1., add the following and adjust additional lettering:
"*C. Driver Eligibility*

1. Age of Majority (Generally 18+ but may vary – check local laws.)
a. Current Annual Membership in the SCCA.

b. Valid government-issued driver's license.

2. Minor Drivers (Defined in Appendix C. 1.3.A)

a. Current Annual Membership in the SCCA.

b. Valid government-issued driver's license or SCCA Novice Permit

c. Parental consent and minor waiver as outlined in Appendix C 1.3.B.1

d. Minor drivers without a state driver's license must have a valid SCCA Novice Permit.

3. Physical and Medical Fitness Drivers must not be on medication or have a medical condition that impacts the ability to participate and be able to handle the physical and mental demands of competition for the length of a session for each session of the event."

SM

1. #38873 (Spec Mazda (SM/SMX) Committee) E-AFM for NA6 platform
In GCR, Section 9.1.7.C.1.J, add new letter c and renumber as follows:
"*(Effective 1/1/2026) c. 1.6L cars may convert from the factory Air Flow Meter to the Mazda Motorsports EAFM (Emulated Air Flow Meter) part # 0000-10-6900. The kit must be used in its entirety, and no modifications are permitted.*"

SMX5

1. #38969 (Spec Mazda (SM/SMX) Committee) Sealed Engine Program SMX
In GCR section 9.1.7.1.6.1 add as follows:*"Effective 1/1/27 all engines for Hoosier Super Tour/Runoffs and all Major events starting in 2028 must be the Roush Performance turn key sealed engine part # 0000-01-5015-KT. NO MODIFICATIONS OR ADJUSTMENTS ARE ALLOWED These engines are purchased through Mazda Motorsports by calling 800-435-2508 or visiting www.mazdamotorsports.com.*

1. All seals on the engine shall remain in place and unmodified at all times. In the event an engine needs to be rebuilt, all engines shall be rebuilt, checked on an engine dynamometer, and sealed through Mazda Motorsports/Roush Performance.

2. Engine maintenance is permitted, and includes the replacement, but not modification of external engine and engine systems parts.

3. There are five (5) seals on the engine. Two (2) on the valve cover, two (2) on the front timing chain cover, and one (1) on the oil pan. They may not be removed or tampered with."

AUGUST FASTRACK 2025

T2

1. #38575 (Touring Committee) American Sedan Spec line to be added to T2

In GCR, Section 9.1.9.2, change as follows:

"*(Effective 8/1/2025)* ~~Touring car eligibility:~~ ***Touring Car Eligibility:*** Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition, T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. ~~Cars conforming to C-Spec rules are permitted to compete in Touring 4.~~*Cars conforming to B-Spec or C-Spec rules are permitted to compete in Touring 4.*

Cars conforming to American Sedan (AS) are permitted to compete in T2. These cars must comply with section 9.1.6 of the GCR but may utilize any or all of the specifications outlined in the spec line table labeled "T2-AS" found after the T2 spec lines. To clarify for Tech and competitors, cars using this option must display "T2-AS" as their "class letters" as defined in 9.3.29.A.

In T2 Spec Lines, after T2 Spec Lines, add the following:

T2-AS	*Bore x Stroke(mm)/ Disp. (cc)*	*Required Restrictor*	*Wheel Size(in.)*	*Tire Size (max)*	*Gear Ratios*	*Final Drive*	*Brakes (mm)*	*Weight (lbs)*	*Notes:*
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder *Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder*	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3250*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *Flared fenders are not permitted* *All glass may be replaced with Lexan.*

Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 3200* *>313 CID 3400*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	*Must comply with AS rules*	*LS3 65mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3400*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Chevrolet/Pontiac Camaro & Firebird (82-92)	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS*	*≤313 CID 3100*	*Must comply with AS rules and spec line unless specified here-*

							spec line	*>313 CID 3300*	*Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Chevrolet/Pontiac Camaro & Firebird (82-92)s 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3000*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.* *Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared*

									consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. *All glass may be replaced with Lexan.*
Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 3100* *>313 CID 3300*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. *5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder* *5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder*	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3000*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2*

									and 9.1.5.E.9.a.3. *All glass may be replaced with Lexan.*
Chevrolet Camaro SS (V8) (10-15) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3400*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. Flared fenders are not permitted* *All glass may be replaced with Lexan.*
Chevrolet Camaro (10-15) Full Prep	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 3200* *>313 CID 3350*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.*

									Flared fenders are not permitted *All glass may be replaced with Lexan.*
Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder	*Must comply with AS rules*	*5.7L N/A* *6.1L -N/A 6.4L-80mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3500*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *Flared fenders are not permitted* *All glass may be replaced with Lexan.*
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86)	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 3000* *>313 CID 3300*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2*

									and 9.1.5.E.9.a.3. *All glass may be replaced with Lexan.*
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine	*Must comply with AS rules*	*Gen1-67mm Gen 2-64mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3200*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Ford Mustang Including Cobra 94-04 Full Prep	*Must comply with AS rules*	*Gen1-67mm Gen2-64mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 3100* *>313 CID 3300*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.*

									All glass may be replaced with Lexan.
Ford Mustang GT (94-04) with Restricted Prep Engine	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3200*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 2950* *>313 CID 3050*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*

Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*2950*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed and may be flared consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *All glass may be replaced with Lexan.*
Ford Mustang GT (05-14)	*Must comply with AS rules*		*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*≤313 CID 3200* *>313 CID 3400*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *Flared fenders are not permitted* *All glass may be replaced with Lexan.*

Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder	*Must comply with AS rules*	*4.6L-N/A 5.0L-62mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*5.0L 3200* *4.6L* *2900*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3. Flared fenders are not permitted* *All glass may be replaced with Lexan.*
Ford Mustang GT (05-14) with Restricted Prep Engine	*Must comply with AS rules*	*Gen 1-67mm Gen 2-64mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*3200*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *Flared fenders are not permitted* *All glass may be replaced with Lexan.*

Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	*Must comply with AS rules*	*64mm*	*17" x 12"*	*315*	*Open*	*Open*	*Must comply with AS spec line*	*LS1 3100* *LS2 3150*	*Must comply with AS rules and spec line unless specified here-* *Composite hood and fenders are allowed consistent with Production category rules 9.1.5.E.9.a.2 and 9.1.5.E.9.a.3.* *Flared fenders are not permitted* *All glass may be replaced with Lexan.*

JULY FASTRACK 2025

GCR

1. #38242 (David Hosie) RUSH SR & SRX Trident Roll Bar Homologation

In GCR section 9.4.5.H, add as follows:

"*(Effective 8/1/2025)* CSBs that are not FIA approved may be considered by SCCA's Technical Department on a case-by case basis following development and adoption of crashworthiness standards. Radical Motorsport Cockpit Safety Structure is allowed for use on those cars that Radical Motorsport has approved it for. *Also the Rush Auto Works Trident equipped chassis may be issued a homologation certificate.*"

2. #38419 (Greg Amy) Current SFI Certification of H&NR Devices

In Driver's Safety Equipment, GCR section 9.3.19.C.2, change as follows:

"*(Effective 1/1/2026)* Crash helmets approved by the Snell Foundation with Snell sticker 2015 or later Special Application SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1/2015 or newer, or by the FIA standard 8859-2015 or FIA 8860-2010 or newer. SFI labeled helmets must have a year printed on the label to be valid. SFI 2015 Helmets will be valid through 2026. Each driver's helmet shall be labeled with a minimum of the driver's name. ~~The use of a head and neck restraint system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.~~ Accident damaged helmets should be sent by the driver or a representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed."

In Driver's Safety Equipment, GCR section 9.3.19.C, add a new section as follows and renumber the subsequent sections accordingly:

"*3. (Effective 1/1/2026) The use of a Head and Neck Restraint (H&NR) system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. H&NR devices do not time out irrespective of any stated expiration date, but they must be maintained in acceptable condition (e.g., no damage to the H&NR device, straps, or pads).*"

JUNE FASTRACK 2025

GCR

1. #38221 (SCCA Staff) Updated Drone Language

In Unmanned Aircraft Systems, GCR section 2.2.6, change as follows:

(Effective 6-1-2025) "Subject to ~~local venue rules and regulations and approval from the event organizer~~*federal (FAA), state, and local laws, the rules imposed by the venue, and the approval of the sanctioning SCCA Region or SCCA, Inc. Program Manager (known as the event organizer),* ~~u~~*U*nmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must ~~have~~*provide* proof of FAA certification and *must provide a certificate of insurance (COI) evidencing* $~~10~~*5*M of primary liability insurance naming SCCA and the ~~Race Track~~*venue* as additional insureds. Recreational use of UAVs is prohibited. *Drone operators must comply with FAA regulations in accordance with Title 14 of the Code of Federal Regulations, Part 107, including those addressing 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.*"

T2-T4

1. #37476 (Touring Committee) Spec Line Info for Electric Touring

In GCR, Section 9.1.9.3.F.7.a., change as follows:

(Effective 6-1-2025) "~~All wheels shall be of the diameter and rim width combination as originally offered by the OEM (including optional equipment) for the year(s), make, model and trim level(s) of the car as listed on the specification line.~~ *Unless noted in the vehicle's spec line, wheel size and tire size are not restricted as long as they fit within unmodified OEM body work. It is permissible to roll the inner fender lip to prevent rubbing.*"

In GCR, Section 9.1.9.3.F.7.d., delete in its entirety and reletter:

(Effective 6-1-2025) "~~Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground.~~"

Recommended Rules Changes

In T2 Touring ET Spec Lines, classify the following EV cars as follows*(Effective 6-1-2025)*:

T2 ET	Motor	Required Restriction	Max Wheel Size (Inches)	Tire Size (Max)	Brakes	Weight in lbs	Notes
BMW eDrive35 2022-	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*Unknown*	*4855*	
BMW eDrive40 2022-	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*Unknown*	*4855*	
BMW xDrive40 2022-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*Unknown*	*5144*	
BMW M50 2022-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*Unknown*	*5193*	
Chevrolet Bolt 1LT 2017-2023	*Single motor, FWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*11.0" Disc (F), 10.0" Disc (R)*	*3764*	
Chevrolet Bolt Premier 2017 - 2023	*Single motor, FWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*11.0" Disc (F), 10.0" Disc (R)*	*3799*	
Ford Mach E Select (RWD) 2021 -	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.2" Disc (F), 12.4" Disc (R)*	*4569*	
Ford Mach E Select (AWD) 2021-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.2" Disc (F), 12.4" Disc (R)*	*4762*	
Ford Mach E Premium (RWD) 2021-	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.2" Disc (F), 12.4" Disc (R)*	*4569*	
Ford Mach E Premium (AWD) 2021-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.2" Disc (F), 12.4" Disc (R)*	*5095*	
Ford Mach E GT (AWD)2021	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*15.2" Disc (F), 12.4" Disc (R)*	*5095*	
Hyundai Ioniq 5 SE (RWD) 2022-	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*12.8" Disc (F/R)*	*4430*	
Hyundai Ioniq 5 SE (AWD) 2022-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*12.8" Disc (F/R)*	*4694*	
Hyundai Ioniq 5 SEL (RWD) 2022-	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*12.8" Disc (F/R)*	*4472*	
Hyundai Ioniq 5 SEL (AWD) 2022-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*12.8" Disc (F/R)*	*4721*	

Hyundai Ioniq 5 Limited (RWD) 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4644	
Hyundai Ioniq 5 Limited (AWD) 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.8" Disc (F/R)	4893	
Volkswagen ID4 S(RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4586	
Volkswagen ID4 Pro (RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4776	
Volkswagen ID4 Pro (AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.1" Disc (F), 11" Drum (R)	4999	
Volkswagen ID4 Pro S(RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4869	
Volkswagen ID4 Pro S(AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.1" Disc (F), 11" Drum (R)	5082	
Volkswagen ID4 Pro S Plus(RWD) 2021	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	13.4" Disc (F), 11" Drum (R)	4869	
Volkswagen ID4 Pro S Plus(AWD) 2021	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.1" Disc (F), 11" Drum (R)	5082	
Tesla Model 3 RWD 2017-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.6" Disc (F), 13.2" Disc (R)	4037	
Tesla Model 3 Long Range RWD 2017-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.6" Disc (F), 13.2" Disc (R)	4066	
Tesla Model 3 Long Range AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	12.6" Disc (F), 13.2" Disc (R)	4209	
Tesla Model 3 Performance AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	14.0" Disc (F), 13.2" Disc (R)	4229	
Tesla Model S AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	15.0" Disc (F), 14.4" Disc (R)	4735	
Tesla Model S Plaid AWD 2017-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	15.0" Disc (F), 14.4" Disc (R)	4951	

Tesla Model X AWD 2016-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.0" Disc (F), 14.4" Disc (R)*	*5423*	
Tesla Model X Plaid AWD 2016-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.0" Disc (F), 14.4" Disc (R)*	*5323*	
Tesla Model Y Long Range RWD 2020-	*Single motor, RWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.0" Disc (F), 13.2" Disc (R)*	*4329*	
Tesla Model Y Long Range AWD 2020-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.0" Disc (F), 13.2" Disc (R)*	*4538*	
Tesla Model Y Performance AWD 2020-	*Dual motor, AWD*		*Largest that will fit without body modifications*	*Largest that will fit without body modifications*	*14.0" Disc (F), 13.2" Disc (R)*	*4573*	

MAY FASTRACK 2025 - APPROVED

AS

1. #38050 (American Sedan Committee) MT 82 Transmissions for All Ford Cars
In GCR, Section 9.1.6.3.1.a., add the following:
"*(Effective 6/1/25) The stock Ford Transmission MT82 may be used in any American Sedan Ford Car*."

B-Spec

1. #37955 (B-Spec/C-Spec Committee) Update exhaust rules
In GCR, Section 9.1.10.E.25., change as follows:
"*(Effective 6/1/25)* ~~25. Only OE catalyst are permitted. The exhaust system downstream of the primary catalyst may be replaced provided:~~
~~A. Said replacement system retains the same original configuration, e.g., routing, single, dual, etc.~~
~~B. The system exits from the body in the same approximate location(s) as the original. When an original equipment single exhaust system is cosmetically split into dual outlets, it is permitted to continue as a single system provided it exits in approximately the same location as one of the originals.~~
~~C. The system meets all appropriate event-specific sound level requirements.~~
~~D. All oxygen sensors must be intact and in stock location.~~
~~E. Primary catalytic converter may not be modified in any way.~~
~~F . The Mazda 2, Fiat 500, 2007-10 Mini Cooper all may remove the primary cat/exhaust manifold to install their approved header. All oxygen sensors must be maintained. The original heat shields or heat wrap may be used to insulate the replacement header from objects they come close to.~~
25. OEM primary/upstream catalysts are required unless a vehicle's spec line has an approved header listed or is specifically permitted to remove the catalyst. The primary/upstream oxygen sensor must be installed and functional. Secondary oxygen sensors may be removed. The exhaust system downstream of the primary catalyst/approved header may be replaced provided the system retains the original routing and exits the body in the approximate location(s) as the OEM system. Single exhaust systems that are cosmetically split into dual outlets may use a single outlet. OEM heat shields and/or exhaust heat wrap may be used."

GCR

1. #35770 (Greg Amy) 9.4 Cage Regs Clarification
In GCR, Section D., change as follows:
"D. ROLL CAGE ATTACHING POINTS AND SIDE PROTECTION
1. *(Effective 6/1/25)* Improved Touring, Spec Miata, B-Spec, and C-Spec~~, T2, T3 and T4 classes~~ –The roll cage must attach to the vehicle structure within the passenger compartment ~~in a minimum of~~ *through the six 9.4.A. required* ~~6~~ points *only, unless otherwise allowed.* ~~and a maximum of 8 points, maximum of 12 points for T2, T3 and T4, as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall.~~ The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray. ~~Seam welding is not permitted in T2, T3 and T4.~~

2. All other classes–There is no limit on cage attachment points. The roll cage must be integrated into the frame or chassis. *(Effective 6/1/25) T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound*

penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the firewall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray"

In GCR, Section 9.4.C.3. change the following:
"*(Effective 6/1/25)* ~~Cars competing in Improved Touring, Spec Miata, Touring, B-Spec, and C-Spec may extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel.~~"

In GCR, Section 9.4.D.4.d., change the following:
"Cars competing in Improved Touring, Spec Miata, T4, B-Spec, and C-Spec may *(Effective 6/1/25) additionally* extend one tube per side from the door bars down to the rocker panel."

In GCR, Section 9.4.D.6., add the following:
"*(Effective 6/1/25) Cars competing in Improved Touring, Spec Miata, Touring, B-Spec, and C-Spec may additionally extend one tube, from each front down tube, forward to the firewall, bulkhead or wheel well, but not penetrating any panel.*"

2. #36813 (Fred Brinkel) 2.3.2 - Medical Fitness
In Medical Fitness of a Driver, GCR section 2.3.2.A, change as follows:
"3. Changes in Medical Condition *(Effective 5/1/25)*

a. When a driver experiences a change in ~~their~~ medical condition that could affect ~~their~~ fitness to participate~~,~~ ~~they~~*the driver* must:

~~a.~~*1.* Notify the national office of the change in medical status.

~~b.~~*2.* Discontinue participation until examined and approved *in writing* by ~~their~~*a* physician.

~~c.~~*3.* Submit a new completed and approved-for-competition medical form.

~~d. If a driver seeks (or receives) medical attention during an event, that in the opinion of the event Medical Officer may compromise his on track driving ability, the Medical Officer shall notify the Safety Steward. The Safety Steward will inform the National Office in writing. Upon receipt the SCCA Licensing Department will contact the driver, reminding him of the obligations stipulated under GCR 2.3.2.A.3~~

~~Examples of medical conditions that may affect the ability to participate: pregnancy, cardiac or neurological problems, heart attack, heart surgery, stroke, loss of consciousness, seizures, major surgery or diagnosis of cancer.~~
b. If a driver seeks or receives medical attention during an event that in the opinion of the event Medical Officer may compromise the driver's on-track driving ability or create a potential safety concern, the Medical Officer must notify both the Safety Steward and the event Chief Steward.

1. *The Chief Steward is empowered under GCR section 5.12.3.B.5 to prohibit the driver from competing in the event.*

2. *The Safety Steward will inform the National Office in writing. Upon receipt, the SCCA Licensing Department will make contact to remind the driver of the obligations under GCR section 2.3.2.A.3.*

Examples of medical conditions that may affect a driver's fitness to participate are:

- *pregnancy*
- *cardio/pulmonary problems*
- *neurological problems*
- *heart attack or heart surgery*
- *stroke*
- *loss of consciousness*
- *seizure*
- *major surgery*
- *cancer diagnosis*

c. If a driver experiences a change in medical condition during an event that could affect fitness to participate, the driver must immediately notify race officials and discontinue participation until examined and approved by a physician. Failure to notify race officials at the time of the event will result in a request for a physician's written approval prior to racing or an immediate suspension of license privileges pending further review."

3. #37674 (Bradley Davis) Video Retention
In Camera and Camera Mounts, GCR section 9.3.11, add a new section as follows:
"*(Effective 6/1/25) C. Competitors must retain their forward-facing camera video and make it available if requested until the results for all of their run group sessions are deemed final, which could be after the event has ended.*"

4. #37961 (Joel Harleman) Requiring Transponder Use
In Timing and Scoring Systems, GCR section 5.10.3, add a new section as follows and re-letter the remaining sections accordingly:
"*(Effective 6/1/25) B. A working MyLaps Transponder system is required for all sanctioned event sessions unless the requirement is specifically exempted by the Event Supplemental Regulations.*"

General
1. #38231 (SCCA Staff) Championship Parity for Single-Race Event
In GCR, Section 3.7.2. Conference Championships, change as follows:
"(Effective 6/1/25) Each Conference will award Championships for each Majors-eligible class based on points earned in U.S. Majors Tour Conference and Super Tour races. A driver may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. If a single event is

designated for multiple Conferences, points are scored in each Conference. The minimum number of U.S. Majors Tour races per Conference is 10 and the total may vary; a driver shall count the best 8 finishes in a conference for the class championship. *In order to maintain parity across different race weekends within a Championship, on a case-by-case basis, the Head of Road Racing may approve a race to count twice in the Championship.* Point standings are maintained by the SCCA National Office and posted at www.scca.com."

In GCR, 3.7.3. Super Tour Championship, change as follows:
"(Effective 6/1/25) Super Tour Championship Point Standings will be complied for Super Tour event participants in each Runoffs-eligible class. A driver's best six points races in the same class count in the Super Tour Championship, regardless of the Conference in which the points were earned. *In order to maintain parity across different race weekends within a Championship, on a case-by-case basis, the Head of Road Racing may approve a race to count twice in the Championship.* Additionally, the National Championship Runoffs (in the same class) will count as a seventh scored race. Ties will be broken initially by Runoffs finishing position and then by 3.7.3.C, if needed."

STU
1. #37032 (Super Touring Committee) Alt differential housings
In GCR, Section 9.1.4.1.C. add the following*:*
"(Effective 6/1/25) 3. Front engine rear drive cars may use a Ford 8.8 IRS differential housing in place of the original housing. Rear subframes may be modified or replaced for fitment but cannot alter the mounting points of the rear suspension greater than what is allowed in 9.1.4.1.D."

2. #37991 (Eric Heinrich) Drivetrain Error Correction/Language Cleanup
In GCR, Section 9.1.4.L.6., change as follows:
"*(Effective 6/1/2025)* ~~6. Any limited-slip or locking differential is permitted~~"

T2-T4
1. #37997 (Touring Committee) Results of camber camber surveys.
In GCR, Section 9.1.9.2.D.5.a. Suspension Adjustments, change as follows:
"1. T2-T4: *(Effective 01/01/2026)* ~~A maximum of 3.5 degrees of negative camber is allowed on front and rear suspensions.~~ Spec line part(s) may not be modified to increase caster and camber. Strut suspensions may adjust camber and caster by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjustment plates at the top of the strut mounting plate. If upper strut slotted adjustment plates are used, they shall be located on existing chassis structure, utilizing the unmodified manufacturer's original bolt holes and may not serve as reinforcement for that structure. Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower. On other forms of suspension, camber and caster adjustment may be achieved by the use of shims and/or eccentric bushings. Adjustable toe links with spherical bearings are permitted and may serve no purpose other than adjusting toe angle. Spherical bearings/bushings are not permitted in T2-T4 except for the specific examples listed in the class rules or vehicle spec line."

T4

1. #38077 (Touring Committee) Results of shock surveys
In GCR Section 9.1.9.2.D.5.b.2., change as follows:
"The make of shock absorber may be changed. Their number, perch location(s), system of attachment, and attachment points shall not be altered. Their type (tube vs. lever, etc.) shall not be altered. The interchange of gas and hydraulic shock absorbers is permitted.

T4 only: *(Effective 01/01/2026)* ~~Unless a specification line allows adjustable shocks, adjustable shocks are prohibited.~~ Any non-*adjustable* or *single*-adjustable shock absorber is allowed. ~~Adjustable shocks that are retrofitted into nonadjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered.~~ Shocks must be installed in the original mounting locations. Remote reservoirs are not permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion."

APRIL FASTRACK 2025 - APPROVED
AS

1. #37698 (American Sedan Committee) Add the 5.3L LS truck engine
In GCR, Section 9.1.6.F., add the following:
"*(Effective 6/1/2025) Engine GM LM7 5.3L*

Engine block casting	*Cast Iron 12567392, 12567393, 12551358*
Cylinder head casting	*241, 243, 706, 799, 806, 853, 862*
Port Volume	*Intake 210cc / Exhaust 70cc*
Bore	*3.820" Max.*
Stroke	*3.618" Min/3.622" Max*
Rod length	*6.098"*
Valve Size	*Int. 2.00" / Ex. 1.550"*
Cam Lift	*50" Intake /.550" Exhaust*
Cam timing/duration	*C/L 114 deg duration @.05 lift- 222 Intake/232 exhaust*
Deck Height	*9.215" min - 9.240" max*
Compression Ratio	*10.1:1*
Rocker arm ratio	*1.7:1*
Intake Part #'s	*17113697, 19418185, 89017230, 89017363, 89017364, and 89017365.*
Throttle body bore	*87mm*
Restrictor plate	*87mm*
Fuel injector Part #'s	*12613411, 12594512, 12569113, 17113698, 25317628*
Headers	*1-3/4" Dia. Stock ECM must be used"*

2. #37908 (American Sedan Committee) Transmission Ratios
In GCR, Section 9.1.6.3.a., add the following:
"*(Effective 6/1/2025) 3. All Cars*
a. Any four speed transmission maybe used with gear ratios 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00.
If ratios 2.20, 1.64, 1.28, 1.00 are used 50lb weight penalty will be added.
b. Tremec TKX with ratios 2.87, 1.89, 1.28, 1.00, .81 is allowed."

Prod General

1. #37865 (Darryl Saylor) Headlight Rings/Bezels
In GCR, Section 9.1.5.E.9.a.11., change as follows:
"*(Effective 6/1/2025)* Glass headlight, front parking, side marker and signal light components must be removed. Plastic headlight, front parking, side marker and signal light components can be removed. The headlight bezels/rims must remain in their stock locations *but can be replaced by components of an alternate material, provided their appearance remains stock*. If the stock headlight, front parking, side marker or signal light lenses/covers are removed the resulting openings must be covered with wire mesh screen or solid panels of the same or a flatter contour than the stock lenses/covers."

SM

1. #37511 (Club Racing Board) MX5-D classification
In GCR, create MX5D Rule Set as follows:
"*9.1.7.2 Wheelen MX5 Cup (MX5D):*

A. PURPOSE AND INTENT

The Wheelen MX5 Cup (MX5D) class is intended to provide the membership with the opportunity to compete in low cost, production-based, professionally built spec cars with limited modifications, suitable for racing competition. The original OEM vehicle identification number (VIN) stamped on the firewall shall correspond with the model year automobile and the number with which it was delivered by the approved manufacture's constructors (Long Road Racing or Flis Performance)."

ST General

1. #37474 (Super Touring Committee) Body Parts Interchangeability
In GCR, Section 9.1.4.C.1., change as follows:
"*(Effective 6/1/2025)* Unless otherwise allowed, standard body appearance must be strictly maintained. *Different models of the same generation chassis may interchange body panels, trim and lights.*"

STL

1. #37844 (Nick Leverone) ABS within Manufacturer
In GCR, Section 9.1.4.N., add the following:
"*(Effective 6/1/2025) 12. Any OE ABS System from the same manufacturer may be used.*"

MARCH FASTRACK 2025 - APPROVED

AS

1. #37409 (David Mead) Restricted prep 5.0 Coyote CAI request
In GCR, Section 9.1.6.D.2.b., change as follows:
"*(Effective 4/1/2025)* b. Non OEM Cold air induction systems are *allowed* ~~prohibited unless indicated on specification line.~~"

STL

1. #37562 (Caleb Patrie) Hood Louvers in STL
In GCR, Section 9.1.4.C., add the following:
"*(Effective 4/1/2025) 15. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.*"

In GCR, Section 9.1.4.1.A.2. delete in its entirety and renumber.
"*(Effective 4/1/2025)* ~~2. Hoods may have a maximum of 2 vents installed for cooling purposes. Cars with mid or rear engines may have a maximum of 2 vents located in the hood or fenders for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile or fender(s). Louvers within the 200 sq. inch are allowed. Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance.~~"

2. #37581 (Adam Sargis) Super Touring Throttle Body Clarification
In GCR, Section 9.1.4.G.8, change as follows:
"*(Effective 4/1/2025)* Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case by case basis. Vehicle/engine combinations with manual OEM throttle bodies may be converted to an OEM electronic throttle body of the same inner diameter as the original OEM throttle body. *An 1" thick adapter plate may be used to facilitate mounting.*"

T2-T4

1. #37528 (Touring Committee) Remove upper limits to roll cage attachment points?
In GCR, Section 9.4.D.1., change as follows:
"*(Effective 4/1/25)* 1. Improved Touring, Spec Miata, B-Spec, and C-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2*, T3 and T4,* as specified in these rules. T2 and T3 only - Up to an additional 6 mounting points may be used with a 100# pound penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall. The roll cage may not pass through any structural member, including the firewall, except Miata rear main hoop braces may pass through the package tray. *Seam welding is not permitted in T2, T3 and T4.*"

FEBRUARY FASTRACK 2025 - APPROVED

SM

1. #37489 (Adam Smalley) Downpipe Rule Change Request
In GCR, Section 9.1.7.1.l., add the following:
"*(Effective Date 3/1/25) 2.1.6.L (1990-1993): The exhaust downpipe internal factory welds may be ground from the interior of the OEM downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used.*"

2. #37566 (Spec Mazda (SM/SMX) Committee) NA8 Downpipe
In GCR Section 9.1.7.1.l, change as follows:
"*3.* 1.8L (1994-1997): A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only. No material may be removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

(Effective Date 3/1/25) 4. 1.8L (1994-1997): The exhaust downpipe internal factory welds may be ground from the interior of the OEM exhaust manifold downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system. A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only. No coatings are permitted on the exterior or interior of the downpipe. Heat wraps may not be used."

SMX5

1. #37567 (Spec Mazda (SM/SMX) Committee) Weight Change for SMX Standard Bore
In GCR, Section 9.1.7.1.D.1, change as follows:
"*(Effective Date 3/1/25)* The minimum vehicle weight with driver is *2,500lb for standard bore engines and* 2,525.0 lb *for allowed overbore engines.*"

FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED • OFFICIAL SCCA MEMBER NOTFICATION
SCCA
Sports Car Club of America®

No Meeting of the SCCA, Inc. Board of Directors
September 2025

FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED • OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America®

Minutes for SCCA BoD Meeting October 27, 2025
via MS Teams - 8:00pm CDT

A meeting of the Board of Directors of SCCA, Inc., was held on October 27, 2025. Persons present in-person or telephonically were:

Directors: Peter Schneider – Area 1, Bob Crawford - Chairman & Area 2, Lyn Hodges Watts – Area 3, Dayle Frame – Area 4, Joseph Helser – Secretary & Area 5, Mark Weber – Area 6, Kim Whitener – Asst Treasurer & Area 7, Clay Turner – Vice Chairman & Area 8, David Vodden, Area 9, Chuck Dobbs – Area 10, Peter Bollenbecker – Treasurer & Area 11, Steve Strickland – Area 12, Andrew Howe – Area 13

National Staff: Michael E. Cobb - President and CEO, Justin Hawkins – Director of Finance, Eric Prill - VP Road Racing, Aimee Thoennes - Director of Member Services, Sydney Yagel – Road Racing Special Projects Manager

Roll call/Call to order

Meeting called to order by Vice Chair Turner at 8.01 pm CDT.

August 2025 Meeting Minutes Review/Approval Motion

ACTION: Motion to approve August 2025 Meeting minutes (Strickland/Dobbs) PASSED.

Finance & Budget Review

Hawkins presented September financials tracking in line with mid-year reforecast.

President/CEO Update to BoD

Cobb provided an update on activities across the club. Prill provided an update on road racing, the Runoffs and ongoing discussion within the Club Racing Board . Super Tour schedule has been announced https://www.scca.com/articles/2020021-exciting-new-additions-light-up-the-2026-hoosier-super-tour-calendar Continued discussion about class participation and belief that opening access drives participation and seems to be the shift in approach to all program boards and advisory committees with focus on the member experience.

SCCA Foundation Update

Turner discussed the SCCA Foundation's focus on relationships and core responsibilities to SCCA, Inc. The Foundation Board is working to define core foundation projects and focus efforts towards growth and development of those projects.

December F2F Meeting Logistics

December meeting is in Kansas City starting Friday, December 5 with new director orientation lead by Crawford, Turner, Howe and Strickland and the full board will meet Saturday, December 6.

Area 4 Appointment Schedule & Plan

Nomination committee (Crawford, Turner and Strickland) to interview the candidates with formal interview to be completed by end of the week.

2026 Convention Sessions BoD Topics

Crawford addressed possible formats and topics for BoD convention sessions; 2026 theme is LEVEL UP.

Program Board Liaison Reports: Rules Updates

- Time Trials Board (Schneider/Howe) had lively discussion regarding Pitt Race closure, the Time Attack Challenge and opportunities to explore west and east series.
- Road Rally Board (Schneider) combining course and tour for 2026; possible elimination of GTA.
- Club Racing Board (Weber) participation numbers and those who want to participate versus those who want to win.
- SEB (Bollenbecker, Whitener, Howe) will meet face to face in November with discussion on CAM, SFI ratings review and board position vacancy.
- RXB (Vodden/Howe) Vodden and Weber both attended RX Nationals which had good car counts and a great experience. Discussion regarding the 2026 championship location. It is the desire of competitors not to travel more than one day to championship.
- REB (Strickland/Helser) program concept is to get people on track and reduce barriers to entry. Expanding program awareness across the club requires consistent communication and presentation of information.
- EVAC (Vodden/Helser) Frame discussed the training subcommittee meeting regarding Solo Safety Steward module updates to support EVs. Desire to have questions completed for next round of SSS and RXSS trainings. Waiting for program board feedback for next steps.

ACTION: Motion to approve the Track Day rules as presented (Howe/Strickland) PASSED. See Appendix A.

ACTION: Motion to approve RRB rules as presented (Schneider/Whitener) PASSED. See Appendix B.

ACTION: Motion to approve the CRB rule changes as presented (Dobbs/Weber). PASSED. See Appendix C.

SCCA Staff Update

Cobb shared that Robbins is retiring at the end of the year; will remain as IC for MBB issues in 2026.

Adjourn

ACTION: Motion to adjourn by Howe/Watts at 10:30 CDT. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

Appendix A: Track Day Rules 2025 Edition

2025 EDITION

SCCA

Sports Car Club of America®

TRACK DAY RULES

Updated 09/30/2025

Sports Car Club of America, Inc.
Experiential Programs Department
6620 SE Dwight St.
Topeka, Kansas 66619
(800) 770-2055
www.scca.com

MISSION – VISION – VALUES

AND

WELCOMING ENVIRONMENT STATEMENT

The Mission of the SCCA is to fuel a safe, fun and exciting motorsports experience for auto enthusiasts. Our Vision is to be the preferred motorsports community in the U.S., built on fun, shared passion and access to an exhilarating motorsports experience. In all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA:

Excellence – The Spirit of a Competitor

Service – The Heart of a Volunteer

Passion – The Attitude of an Enthusiast

Team – The Art of Working Together

Experience – The Act of Wowing our Community

Stewardship – The Mindset of an Owner

To that end, SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions and social events and when representing the SCCA in print or electronic media.

Event Entry Standards

To ensure a welcoming and inclusive environment for all participants, any information provided during event registration or displayed on an entered car—including, but not limited to, sponsor names, car names, car designs, and graphics—that is deemed vulgar, offensive, or inconsistent with our core values will be considered a violation of the SCCA Welcoming Environment. The SCCA reserves the right to remove such information from the registration system or request that participants remove offending designs/graphics from their vehicles. Repeat offenses may result in further action. Please note that event results and images are shared online and with our partners, and we expect all entries to reflect our values of respect, excellence, and inclusivity.

SECTION I — EVENTS

1. Overview

1.1. SCCA (Sports Car Club of America, INC.)

The SCCA is a 501(c)4 nonprofit organization, incorporated in the state of Connecticut, dedicated to owning, operating, and preserving sports cars; arranging and regulating sports car events and exhibitions; encouraging safe conduct on public highways; and developing technical information relevant to these purposes.

The address of the SCCA can be found in the front of this rule book.

1.2. Track Days (TD)

Track Days are experience-based events which give enthusiasts the opportunity to drive at speed on a closed course. Track Day drivers may share track and course space, but these events are not competition.

1.3. Assumption of Risk

Track Days are a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.

The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death, or loss or damage to property and waives any claims for bodily injury or death, or loss or damage to property against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, and other participants; discharges such persons and entities from responsibility for such losses.

1.4. Participant Conduct

All participants, including competitors, officials, crew, and guests are expected to act in a mature and respectful manor and honor the SCCA Welcoming Environment Statement. Behavior strictly prohibited at SCCA Track Days includes, but is not limited to: bribery, fraud, reckless actions, refusing to cooperate with officials and/or competitors, acting inappropriately, and threatening or committing physical violence.

Drivers and entrants are responsible for the behavior of their crew and guests. Persons who sign the waiver for minors are responsible for the behavior of those minors.

1.4.1. No driver, entrant, or crew may consume alcohol until all sessions for their group are finished for the day. No official may consume alcohol until their duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event, other than following the conclusion of their activities, shall not participate on that day, may be excluded from the balance of the event, and may be penalized. Alcohol may not be consumed in the pits until after all the day's on-track activities are concluded.

1.4.2. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drug that affects the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Certain prescription and non-prescription medicines may also impair performance, so competent medical authority should be consulted prior

to using such medicines and participating in the event. Any participant who violates this prohibition may be penalized as specified.

1.4.3. Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in vehicles while on course.

1.5. Media Rights

Participants agree to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizer of an event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films, video, and video pictures concerning competitors, their drivers, teams, or cars involved in the event(s) on any medium whatsoever that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure) for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party.

2. Groups and Sessions

2.1. Groups

2.1.1. Groups in SCCA Track Day lapping sessions should be divided by driver experience. Group passing rules should follow a graduated progression based on experience.

3. Sessions

Sessions may be done at speed or controlled by a pace car and used as familiarization.

3.1. Session Etiquette

Despite not being scored, drivers are reminded to share the track, not to hinder other drivers, give point-bys when needed.

3.2. Track Limits

Drivers are expected to use hard-paved surfaces only and keep a portion of one tire within the marked track limits at all times.

3.3. Off Course/Loss of Control

Any vehicle leaving the paved course area with all four wheels OR deemed to have a “significant loss of control” on course in a session may be asked self-report to the pit area for discussion with the Driver Coach for that session. If appropriate (and timely), the driver may proceed back on track after receiving appropriate signals from the pit marshal. Drivers who do not self-report may be black flagged. Drivers may be black flagged for repeated two or three-wheels off situations.

3.4. Session End

Sessions should normally be ended by a Checkered Flag shown at the Start/Finish after the session time or number of laps has elapsed. After receiving the Checkered Flag ending the session, drivers will be given cool down time to exit the track.

3.4.1. It is permissible to use a second Checkered Flag as a reminder after competitors have seen the Checkered Flag at the start/finish line.

3.4.2. It is permissible that a session be ended with a black-flag all in the event of an incident requiring that flag condition.

SECTION II — DRIVERS

1. Eligibility Requirements

Drivers who wish to compete in an SCCA Track Day must meet the below requirements.

A. Weekend or Full Membership of the SCCA.

B. Valid government-issued driver's license.

2. Track Day Licenses/Experience Levels

There are no specific requirements for licenses at this time, but the following guidelines for groups and experience levels are suggested.

2.1. Novice

Any driver who has not driven on track with procedures in place for flags or point-bys should be placed in a novice group. It is possible that drivers with substantial experience in other forms of motorsports – including Oval Track Racing, SCCA Solo, Land Speed Racing or Drag racing – may be asked to participate in a Novice group.

2.2. Intermediate

Intermediate drivers should be familiar with all flags being used and be able to respond to them without hesitation, be consistent on track, and are able to give point-bys in a timely manner.

2.3. Advanced

Advanced Level drivers should have substantial amounts of track time, drive within their limits at all times and be able to give and take point-bys anywhere on track with the least amount of disruption to other drivers.

3. Minor Drivers

All drivers 17 years old or younger must contact event officials before the event.

3.1. Minor Driver Required Documents

In addition to approval by the event officials, the following items are required for participation by a minor:

A. Completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. (Note: forms vary by state and witnessing method.)

B. Completed Minor's Assumption of Risk Acknowledgment
(Note: forms vary by state and witnessing method.)

C. Weekend or Full Membership of the SCCA

D. A valid driver's license, issued by state, province, territory or country.

4. Driver Equipment

All required driver's safety equipment must be in good condition, free of defects, holes, cracks, frays, etc., and worn at all times while on track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the condition of safety equipment, and compliance with all SCCA

Rules, regulations, and agreements including but not limited to those contained in the Track Day Rules).

It is also noted that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that all safety equipment meet the highest safety standards possible.

To further note, some locations and events may require different minimum standards than are listed in these Rules. Competitors are cautioned to carefully read the Supplementary Regulations for any event they intend to enter to learn of additional requirements.

4.1. Helmets

4.1.1. The following helmet standards are acceptable and must be worn while on course:

A. The latest or two immediately preceding Snell Foundation standards (SA2020, M2020, EA2016, SA2015, SA2010, SAH2010, M2015, M2010)

B. SFI standards 31.1/2010, 31.1/2015, 31.1/2020, 41.1/2010, 41.1/2015, 41.1/2020

C. FIA standards 8859-2015, 8860-2010, ~~8860-2004~~

4.1.2. For drivers of Vehicles without windscreens, including Sports Racers, Formula Cars and Specials, helmets must meet the specifications above and the following additional criteria:

A. Helmets must be full face.

B. A shield, preferably made of impact-resistant materials, shall be used while on course (conventional eyeglasses are not sufficient).

4.1.3. For drivers of any vehicle without a DOT-approved windshield (such as kit-cars) or any other vehicle with less than standard-sized windshield, a shield, goggles or similar face protection made of impact-resistant materials (conventional eyeglasses are not sufficient) shall be worn while competing.

4.2. Clothing

A. Clothing must be worn. It is recommended that clothing be made of natural fibers.

B. Shoes covering the entire foot must be worn.

5. Track Participation Log Books

It is highly recommended that SCCA Track Day drivers maintain these Participation Logs.

5.1. Time Trials Participation Log Books and/or Time Trials Competition Licenses may be used as documentation of on-track experience that may gain credit towards an SCCA Road Racing Competition License at the discretion of the SCCA Driver's School Chief Steward.

SECTION IV — AUTOMOBILES

Overview

Motorsports are inherently dangerous. These Rules are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, properly using superior safety gear, paying attention, and reporting unsatisfactory issues to the event officials.

The entrant is responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Drivers must have a Technical Inspection (Tech) Sheet completed, if required, and available to present to an SCCA Official.

1. Vehicle Eligibility

SCCA Track Days are open to most four-wheeled vehicles that pass the safety inspection. Different regions, tracks and events may have different rules, so entrants should check with the organizers, rules or supplementary regulations of the event you plan on attending.

SCCA Track Days are open to any vehicle that:

A. Meet all of the Safety Level 1 Standards, and when necessary, the SCCA rules required for special construction (GT, Sports Racers, Formula Cars, Specials etc).

B. Has at least four (4) wheels, grouped in equal sets of half of the wheels on the vehicle per side.

C. Is properly muffled.

D. Does not have a high center of gravity. Potentially unstable vehicles with a high center of gravity–determined by whether they are wider than they are tall–are excluded from SCCA Track Days. Width is the distance between the outer edges of the tire sidewalls measured across the vehicle and height is measured from the ground to the highest point. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks or tires with less than 200 tread wear rating.)

E. Is a vintage or alternate-series racing car that meets safety specifications for their sanctioning body.

F. Cars need not be licensed or licensable for road use, so long as they otherwise comply with these rules.

2. Safety Level 1

Although these are minimum requirements, entrants are reminded that nothing in the Rules prevents the installation of more than the minimum safety equipment and entrants are also reminded that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars and helmets meet the highest safety standards possible.

2.1. All Vehicles

The following requirements apply to all vehicles.

2.1.1. Seats and Seat Belts

A. All vehicles must provide factory original (or better) seats that are securely mounted.

B. All vehicles must have seat belts with a minimum of three (3) mounting points mounted in accordance with manufacturers' recommendations when applicable (SFI or FIA rated are recommended).

C. When in-car coaches are utilized, any seat and restraints used by the coach shall meet or exceed the requirements for the driver.

2.1.2. Interior

A. The interior and trunk must be emptied and clear of all loose items, including floor mats which are not secured with clips or fasteners.

2.1.3. Brakes

A. Brake pads or shoes should not be less than 50% worn at the start of an event and should not ever be more than 85% worn during lapping sessions.

B. Brake fluid must be clean and full (DOT 4 recommended).

C. Vehicles must have at least one working brake light.

D. There must be no brake fluid leaks.

E. Rotors and drums must be in good condition without cracks or discoloration.

2.1.4. Tires and Wheels

A. Tires must be in good condition with adequate tread and speed rating.

B. All lug nuts, wheel bolts or wheel nuts must be present and torqued to spec.

C. Hub caps, or any wheel cosmetic accessory which is not positively secured by clip or fastener, must be removed.

D. Wheels must not have cracks or structural damage.

2.1.5. Suspension and Steering

A. Wheel bearings must not have play.

B. Ball joints must be in good condition.

C. Steering must not have excessive play.

D. Shocks/Struts must not be leaking.

2.1.6. Engine and Drivetrain

A. All fluids must be at correct levels. Fluid caps must be tight and secure, overflow containers present and there must not be any fluid leaks.

B. Belts and hoses must be in good condition.

C. Battery must be secured, and ~~battery terminals covered.~~ the hot terminal shall be insulated/covered. (Note: flexible battery hold-downs, such as bungee cords/ straps, are not acceptable.)

D. Exhaust system must be functional. (There may be sound restrictions.)

E. Throttle must have a quick, positive return.

2.1.7. Roll Bars

A. When present, any part of a roll bar able to be contacted by a driver's head must have padding.

2.1.8. Other

A. Glass must not have any severe cracks.

B. When applicable, windshield wipers must function properly.

C. Outside and rear-view mirrors must be present, when applicable, and be secure and free of cracks.

D. Any video cameras/recording devices must be securely mounted.

2.2. Convertibles

It is highly recommended that all convertible vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards set in the Time Trials Safety Standard Level 2. (Section 2.1.1) However, Safety Standard Level 1 requires the vehicle meets at least one of the following criteria and is not subject to any of the listed exceptions:

2.2.1. Convertible vehicles up to and including the 2005 model year must have rollover protection meeting one of the following criteria:

A. The vehicle is equipped with documented factory installed roll over protection. (Examples of manufacturer-documented roll over protection include hydroformed and reinforced a-pillars or windshield frame and factory installed roll bars and/or "pop-up" bars that are designated as roll over protection.)

B. The vehicle is equipped with a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection. (E.g., "style" bars are not acceptable.)

1. Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of 1/2 inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.

C. The vehicle is equipped with a roll bar that meets the Time Trials Safety Level 2 standards for material and construction found at timetrials.scca.com

2.2.2. Convertible vehicles of the 2006 model year or later:

A. 2006+ model year cars must have a roll bar which meets 1.2.1. standards unless one of the following criteria is met:

1. The vehicle is six (6) cylinders, with the OE drivetrain and may only be naturally aspirated.

2. The vehicle is four (4) cylinders or less, with the OE drivetrain, including any forced-induction equipment.

Note: This means that for 2006+ vehicles, if the engine is not the original equipment model as delivered in that vehicle, aftermarket forced induction has been installed, or the vehicle has more than six (6) cylinders or six (6) cylinders and forced induction of any type, the vehicle must have aftermarket rollover protection or documented factory rollover protection.

2.2.3. T-tops and targa top cars

A. T-top and targa top cars are not considered convertibles, and do not fall under the convertible requirements.

~~**2.3. Factory Hard Tops**~~

~~Vehicles with factory hard tops in place may be run without meeting the above requirements for convertibles.~~

~~**2.4.**~~ **2.3. Special Construction/Racing Vehicles**

Vehicles with reduced factory safety equipment or “home built” vehicles should meet safety specifications for similar racing or time trials classes.

SECTION V — RULES OF THE TRACK

1. Overview

This Section is reserved for general rules of the road and other points of information which may not fall under specific terms and conditions.

2. Flags

Flags convey the commands or information indicated below. They must be obeyed immediately and without question. The content of this section cannot be amended by any event Supplemental Regulations.

2.1. Description and Meaning of Each Flag

2.1.1. Green: When displayed, the Green Flag indicates that the course is clear, and that the session is underway. The Green Flag is ordinarily shown only by the start/finish line official.

2.1.2. Yellow

A. Standing/Motionless: You are approaching an incident where your and other's safety is at risk. The track boundaries may be clear but there is immediate danger to you or others beside the track. Slow significantly and proceed through the incident at a reduced speed. There is no passing from the Yellow Flag until past any emergency incident(s).

B. Waving: You are approaching an incident that has great danger to you and others. The track may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a waving Yellow Flag in single file order. There is no passing from the Yellow Flag until past any emergency incident(s).

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the Yellow Flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

2.1.3. Blue (blue with diagonal yellow or diagonal orange stripe)

A. Standing/Motionless: Another competitor is following very closely and may wish to be let by.

B. Waving: Another competitor is approaching you at a high rate of speed or being greatly held up. Let them by as soon as safely possible.

2.1.4. Yellow with Vertical Red Stripes: The Debris Flag. This flag indicates a slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

2.1.5. White: Caution and take care for a slow-moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for two (2) flag stations prior to the vehicle in question.

In addition, a standing White Flag may be displayed during the first lap of each group's first session of the day to indicate the location of flag stations, unless another flag is already being used for a track condition.

2.1.6. Black Flag (solid black)

A. Closed (furled): Pointed or shaken at an individual car from the starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG.

B. Open (with number board or with a gesture using a furled flag) Displayed from the starter's stand or designated stations: Proceed directly to the pits and the designated location for consultation with SCCA Officials. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board/furled signal may also be displayed at station(s) elsewhere on the course.

C. Open (shown at all stations): Black Flag All. The session has been stopped; all cars must proceed directly and immediately to the pits, exercising extreme caution. This flag should be displayed with an "ALL" sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF EVENT CONTROL OR EVENT LEAD.

2.1.7. Black with Orange or Red Ball: The Mechanical or "Meatball" Flag. Displayed from the Starter's stand with a number board/furled gesture. There is a mechanical problem with the car. Proceed directly to your pit or the designated location. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board/furled gesture may also be displayed at station(s) elsewhere on the course.

2.1.8. Red: Displayed at each station and on the Starter's stand. EXTREME DANGER—THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to pit lane. Once a Red Flag has been displayed, it will not be withdrawn until all cars have come to a stop.

NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF EVENT CONTROL OR EVENT LEAD.

2.1.9. Checkered: Displayed at finish to indicate that the session is finished. Continue cautiously to pit lane.

2.2. Mandatory Flags

Officials are only required to use Yellow, Black and Checkered Flags. At events where passing is allowed, the Blue Flag is also mandatory.

2.2.1. If the event officials choose to run the minimal flag set, the following multiple-use flag meanings apply:

A. Yellow Flag: Shall be used for Yellow, White and Debris conditions.

B. Black Flag: Shall be used for Black- and Mechanical-Flag situations. The Black Flag may also be used in place of a Red Flag to bring all vehicles to pit lane in an emergency situation.

2.3. Lights Instead of Flags

Supplemental Regulations will state where on the course and for what purpose lights, if any, will be used.



3. Passing and Hand Signals

All passing—no matter the procedure—should be done with care, and with the least amount of disruption to other drivers.

3.1. Passing Zone

A passing zone is a designated area on track where passing is allowed to take place. Whenever possible, passing zones should be marked with cones or signs.

3.2. Passing Signals

A passing signal or “point-by” is a signal given by a leading car, giving permission to a following car to overtake. As a general rule, a point-by should be given by the driver being

passed by extending an arm out of the driver's window and indicating which direction the passing driver should go. Once a driver has given a point-by, they should make sure the passing driver has adequate space and speed differential to complete the pass safely (e.g., by slowing down enough to let the passing driver by).

3.2.1. Drivers of vehicles with window nets or other driver-window obstructions may point-by from inside the car. Other drivers shall be notified of any driver using an inside-the-car point-by, and the rear-window of inside-point-by cars should be marked with a bright color tape contrasting as much as possible with the color of the car to let other drivers know where to look.

3.2.2. For drivers with physical conditions which render the use of a hand signal inappropriate, these drivers may use turn signals with the approval of the Event Lead. Other drivers shall be notified of any driver using a turn signal for point-by and the turn signals of that car shall be marked with a bright color tape contrasting as much as possible with the color of the car.

Figure 3.2a

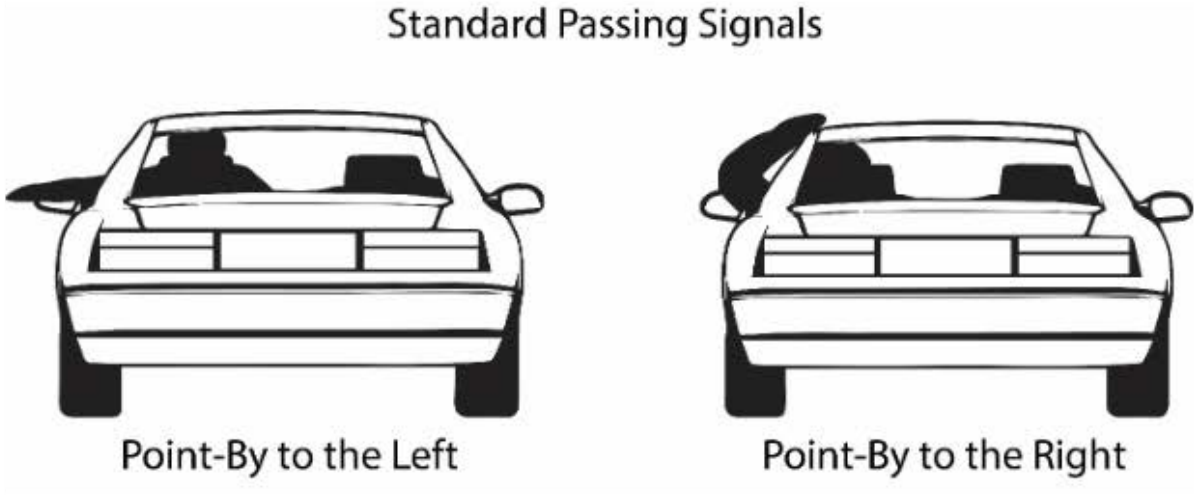
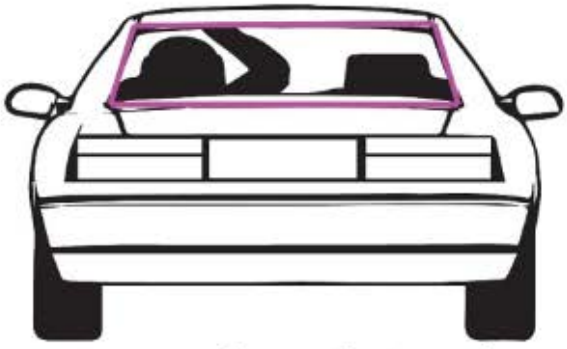
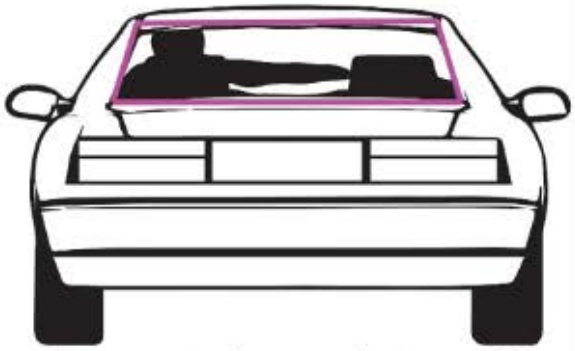


Figure 3.2b

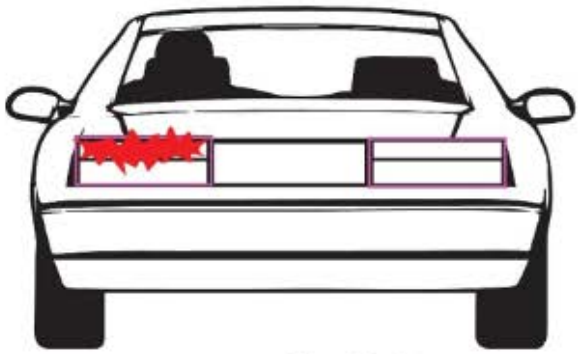
Alternate Passing Signals and Notification Tape
(With Official Approval Only)



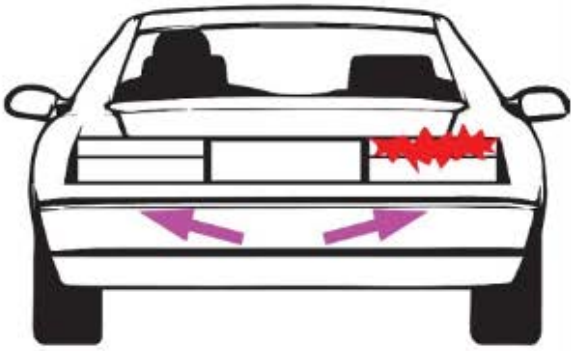
Point-Left Inside Signal



Point-Right Inside Signal



Point-Left: Blinker
(Tape Outline Option Shown)



Point-Left: Blinker
(Tape Arrow Option Shown)

3.3. Suggested Passing Zone Rules

3.3.1. Advanced Level drivers: It is suggested that the most experienced drivers are able to pass anywhere on track, with a point-by.

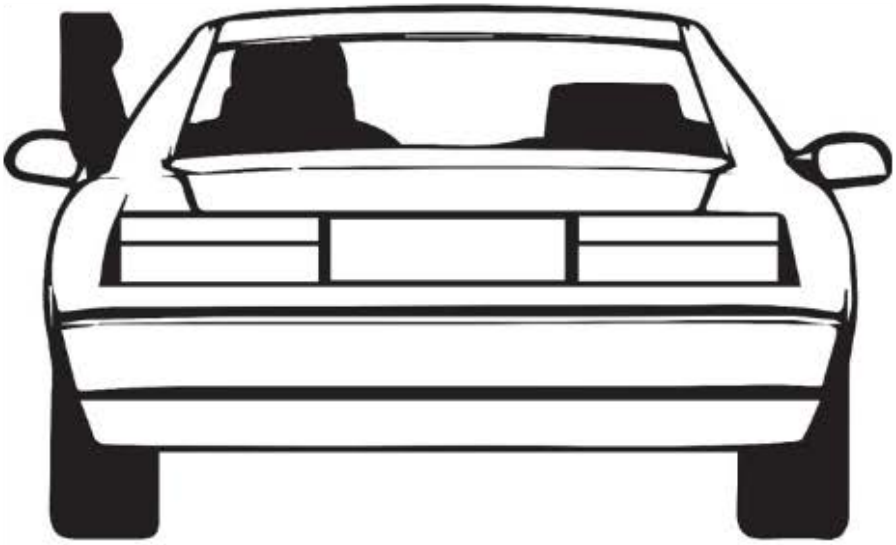
3.3.2. Intermediate Level drivers: It is suggested that drivers with intermediate levels of experience may pass in designated areas, always with a point-by.

3.3.3. Beginner or Novice Level drivers: It is suggested that drivers with the least amount of experience be limited to passing on the longest straights only, and passes are always with a point-by.

3.4. Pit-In Signal

Whenever possible, drivers should give a pit-in signal to notify other drivers they will be coming into the pits. The pit-in signal is made by raising an arm out the window and holding up a fist. Pit-in signals should be given with enough time to allow other drivers to react to potentially greater closing speeds.

Figure 4



Pit-In Signal

4. Passengers

4.1. Coaches as Passengers

Coaches may ride along with drivers, provided the safety equipment – including seat – used by the coach is equal to or better than the driver.

4.2. Guests as Passengers

Event officials may allow other drivers and guests as passengers. Passengers must have safety equipment equal to or better than the driver.

5. Stopping on Course

5.1. If for any reason a driver is forced to stop their car on the course during an event, it should be their first duty to place their car in such a manner as to cause no danger or obstruction to other competitors.

5.2. Unless there is imminent danger to life, such as the vehicle being on fire, drivers of disabled vehicles shall remain seated and in full gear until given instructions otherwise by an official. If there is imminent danger to the vehicle occupant(s), they should exit the vehicle and get behind a barrier. It is not recommended drivers cross a course when seeking safety.

6. Rules of the Grid

Grid shall be defined as the area where vehicles are staged and readied for a session. This area shall be a "hot" area by definition and personnel access shall be restricted as such. Grid should be restricted to only those vehicles which are being readied to start.

7. Rules of the Paddock

The paddock is defined as the area reserved for the parking of or working on participating automobiles. At Track Days, these areas should be defined as "cold" areas, and as such, be open to spectators (if applicable) unless otherwise restricted in the Supplemental Regulations for an event.

7.1. Cars shall not be run in gear with the drive wheels off the ground.

7.2. Jack stands must be used whenever any person is under any part of a lifted vehicle.

7.3. All vehicles must be securely held in place via chock, stand, or other positive method whenever the driver is not seated in the driver's seat.

7.4. Any compressed gas cylinders with pressures above 200 psi must have a cage or similar device to protect the valve/regulator/gauge assembly when rigged for use.

7.5. Any pets must be securely fastened to a leash and securely held by a stationary object or by an adult at all times.

7.6. All minors shall be under adult supervision at all times.

7.7. No person may ride on the external bodywork of any vehicle in the pit/paddock.

7.8. Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Event Information.

APPENDIX A — OFFICIALS AND THEIR DUTIES

. Track Day Officials Licensing

A. Event Lead

B. Safety Steward

C. Driver Coach

D. Technical Inspector

2. Grades of Licenses

2.1. Specialist

This grade designates those who are capable of taking on leadership positions. They will be responsible for overseeing the training of Apprentices.

2.1.1. Specialist License holders must not have had any upheld protests against conduct for the previous two (2) years.

2.1.2. Obtaining a Specialist License requires an upgrade request and approval by the Time Trials Divisional Administrator or by the Time Trials Program Manager.

2.2. Official

This grade is for those who demonstrate competent service and have completed acceptable Apprentice training.

2.2.1. For an Official License other than Safety Steward, persons should have successfully completed three (3) Time Trials or Track Days while learning duties.

2.2.2. For an upgrade to Official License as a Safety Steward or Course Inspector, the following must be met:

A. Completed SCCA-approved Safety Seminar.

B. Successful completion of four (4) Track or Time Trials Events in any combination.

1. It is highly recommended two (2) of those four (4) are Time Trials Events or higher.

2.3. Apprentice

This grade should be used for those in training.

2.3.1. Unless expressly stated within the Rules, officials with an Apprentice License should have an Official or Specialist License holder of the same specialty onsite.

2.3.2. Obtaining this level of license requires no approval and can be issued by contacting SCCA National Office.

2.3.3. Approval for an Apprentice to Official License are to be submitted and approved by the Divisional Time Trial Administrator.

3. Event Official Duties

3.1. Event Lead

The Event Lead organizes and oversees the event, making sure all positions are filled and duties are performed as assigned, the event facility is prepared, and all requirements between the SCCA and the host department or Region are met. Whenever possible, the Event Lead should be the “face” of the event – leading meetings.

3.2. Chief Technical and Safety Inspector

The “Chief of Tech” is responsible for certifying that the cars comply with the current Time Trials Safety Rules and any event Supplementary Regulations; issuing tech stickers to cars that comply with all safety regulations; conducting inspections of cars at the request of the Safety Steward or Event Lead; and reporting to the Event Lead any cars that do not conform with the requirements of the Time Trials Safety Rules.

3.3. Safety Steward

3.3.1. The Safety Steward should have an SCCA Track Days/Time Trials Safety Steward License.

3.3.2. The Safety Steward is responsible for the following duties:

A. To investigate accidents and forward the originals of all reports, including original releases, to the Risk Management Department of SCCA.

B. To notify Risk Management Department, the same day via telephone, of any accident which involves serious injury to a participant or any injury to a spectator.

C. To mail copies of the material sent to the Risk Management Department to the National Office.

D. During the event, report to the Event Lead any hazards which require further investigation or action.

E. Before allowing the commencement of the event, verify that an emergency plan is in place.

F. Meet with Emergency Services to confirm duties, duty stations, equipment, race circuit characteristics, vehicles and other protocol.

G. To perform safety related duties as delegated by the Event Lead.

H. To ensure the presence of appropriate Emergency Services personnel and equipment at all times while the event is underway.

I. Take appropriate measures to ensure adequate crowd control. Deputy Safety Stewards and Crowd Marshals may be assigned for this purpose. It is the responsibility of the Safety Steward to review and confirm the placement of all barriers and crowd control devices prior to the start of the event, and to take measure to ensure they remain in position during the event.

J. Use every reasonable means to limit access to restricted areas to those who have proper credentials. The use of a credential system (armbands or the like) is recommended at any event where multiple points of entry are possible.

K. Personally examine the insurance and sanction paperwork prior to the start of the event.

L. Conduct a meeting of course workers, crowd control personnel and Deputy Safety Stewards prior to the actual start of the event.

M. Make a final course check-up just prior to the beginning of the session or prior to the resumption of the session after a delay of an extended period. This check is to assess the placement of all personnel, safety equipment, barriers and protective placements (haybales and the like), and to confirm the readiness of Emergency Services personnel and equipment.

3.3.3. Non-Compliance with Safety Regulations
In the event of non-compliance with safety regulations, the Safety Steward shall take the following steps:

A. Advise the Event Lead of the infraction and request the situation be remedied before the next car runs or session begins.

B. If step one fails to resolve the situation, inform the Event Lead that the event is shut down until the problem is corrected.

Note: While the event Safety Steward does have the right to cancel an event for safety reasons, this should be used as a last resort ONLY. Every attempt should be made to resolve the situation and continue the event in a timely manner. Safety Stewards should work diligently in cooperation with Event Leads and other Officials to ensure an event that is safe for all participants, workers, and spectators. Safety is not an area where compromises can be made, and it is up to all officials to work together to continue the long-standing record of safe events that has become the tradition of SCCA.

3.4. Novice Coach
The Novice Coach is responsible for the instruction and guidance of Novice Drivers.

3.4.1. Novice Coach duties include:

A. Leading Novice classroom sessions

B. Help direct Novice Drivers onto the track if no grid worker is present.

C. Speak to Novice drivers who have been black flagged or need to come in because of on-track violations

D. Lead post-session Novice debriefs

3.4.2. The Chief Novice Coach shall have a Driver Coach Specialist License.

3.4.3. The Chief Novice Coach may designate assistants to help with any mid-session pit-road driver discussions or, when used, act as in-car instructors. Any assistants or in-car instructors shall have a Driver Coach License grade of Official or higher.

3.5. Driver Coach
The driver coach is responsible for guidance of intermediate and advanced level drivers.

3.5.1. Driver Coach duties include:

A. Speak to advanced and intermediate level drivers who have been black-flagged or need to come in for on-track violations.

B. Lead any advanced- or intermediate-specific meetings or session debriefs.

C. Direct drivers onto track if no grid worker is present.

3.6. Ambassador

Ambassadors are responsible for accepting, certifying and processing all entries and credentials of officials, and setting up a welcoming environment for participant check-in or at-event registration, including placing all required signs and placards in the registration area.

3.7. Worker Chief

The Worker Chief is responsible for recruiting, training and assigning qualified persons to corner stations. At least one worker at each station should be an SCCA member, preferably licensed in a specialty. Additionally, the Worker Chief is responsible for overseeing other workers including start line workers, pit and grid workers, and working with the Event Lead to assign a person to the control station.

4. Emergency Services—Medical and Fire Safety

To establish equipment and personnel needed to affect a workable medical, fire, and safety plan, detailed plans need to be based on the specific conditions at the event facility and local, state or federal protocols and regulations.

4.1. There shall be a vehicle on site staffed by licensed caregivers which should be able to provide initial medical response within two minutes subject to the following criteria: ~~capable of transporting an injured person to the nearest hospital subject to any local laws.~~

A. It is preferred the vehicle have advanced life support (ALS) capabilities.

B. Vehicle must be staffed by at least two (2) certified caregivers, one of whom must be an EMT at minimum.

~~**C.** It is recommended the initial medical response occur within two minutes.~~

C. It must be capable of transporting an injured person to the nearest hospital subject to any local laws.

D. Exceptions to A-C above include:

1. Events may follow the SCCA Road Racing General Competition Rules (GCR) standards for medical equipment and response.

4.2. There shall be at least one (1) course response vehicle or wrecker which shall be equipped as specified below. It is recommended the vehicle be stationed so it can reach any point on the racing surface within two (2) minutes at a speed not to exceed 50 mph.

4.3. The course response vehicle MUST be manned whenever the track is “hot” in order to facilitate a rapid response to any on-track incident. There shall be at least one (1) person assigned to each course response vehicle who is trained to use the equipment on the vehicle. It is recommended two (2) persons be assigned to each response vehicle. The course response vehicle shall be capable of flat towing a disabled vehicle. The course response vehicle must contain at least 50 lbs. of dry chemical and/or foam extinguishers (in any combination) along with tow straps, brooms, pry bars and absorbent materials.

4.4. It is recommended that the following items be immediately available to the Response Truck Crew:

A. Sharp knife

B. Bolt cutters

C. 3-foot fire axe

D. Pry bars; 2-foot and 6-foot

E. Rope (3/4 inch nylon/or strap, 6000 lb. test), 30 feet

F. Bow saw (30 inch blades) or equivalent tool

G. Tool box, containing:

1. Vice grip pliers

2. Hammer (5 lb.)

3. Small pry bar

4. Screwdrivers (flat head and Phillips)

5. Chisel

6. Tin shears

7. Hack saw and blades

H. Adjustable crescent wrenches (large and small)

I. Oil dry compound

4.5. Comparable equipment may be substituted with the advance approval of the Event Lead and Safety Steward.

5. Flagging and Communications

The Flagging and Communications Chief is responsible for the establishment and operation of the Flagging and Communications organization at each Track Day.

5.1. The purpose of the Flagging and Communications Organizations is to provide safe course control by:

A. Using flags to communicate to drivers the conditions of the course and other information.

B. Informing the Event Lead, Event Control and other officials, through the communication network, of the condition of the course and the participating cars, and of any situation requiring decisions and/or action by the Officials.

C. Relaying information and instructions from the Control Worker to the persons operating the various emergency vehicles and equipment around the course as well as to the drivers and turn personnel

D. Undertaking emergency action needed to protect the lives and property of drivers, workers, or spectators in the event of an accident

E. Maintaining a clear course.

F. Ensuring a sufficient number of corner stations established and manned to keep the entire course under observation at all times and to protect all areas of the course not immediately visible to oncoming drivers.

5.2. Each corner station should be located in accordance with the following considerations:

A. The flagmen to have a clear view of the area to be covered

B. Maximum visibility of the flagmen to the oncoming drivers

C. Maximum protection for the corner station crew from out-of-control automobiles.

5.3. Each corner station shall be staffed with a minimum of one person unless otherwise approved by the event Safety Steward. Personnel should be properly dressed while on station. This means no shorts, tank tops, halter tops, beach wear, etc. while the track is “hot”.

5.3.1. It is highly recommended that any person on station acting as a first responder should be wearing long sleeves and pants.

5.4. Each corner station shall be equipped with at least the following:

A. Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations and other stations as appropriate

B. A full set of road racing flags is recommended, and at a minimum, the following flags:

1. Black Flag

2. Yellow flag

3. If passing is allowed at any event, then a Blue Flag (blue with diagonal yellow stripe) is also required.

C. One dry chemical fire extinguisher of at least 10-pound size although two (2) 10-pound extinguishers are recommended at all events.

D. When corner worker response to a spill is allowed, there should be a broom (push type) and absorbent materials (e.g., grease sweep, oil dry, etc.).

5.5. The grid area should be equipped with the same number and type of fire extinguishers as the corner stations for all events.

5.6. If a start/finish station is used, this station should also have a Green Flag, a Checkered Flag and a Black Flag.

6. Other Official Duties

6.1. Divisional Track Day Administrator

The individual who should supervise and administer SCCA policies and standards for designated classes of events and to train SCCA officials within each Division and who coordinates with the Experiential Department.

6.1.1. The TE Divisional Administrator has authority to approve Licenses and upgrades for TE Driver grouping.

6.1.2. The TE Divisional Administrator must be approved by the Experiential Programs Department.

6.1.3. If there is no Administrator for a Division, the Experiential Programs Department will handle that Division’s administrative responsibilities.

7. Road Race Officials as Track Day Officials

With the exception of Novice Coach (when Novices may enter) and Event Lead, Track Days may be run using Road Race Officials.

7.1. When running a Track Day using Road Race Officials, the following apply:

A. Event Lead should act as an advisor for any Track Day-specific duties being performed by Road Race Officials.

B. Black Flag Steward may perform Pit Road Driver Coach duties.

C. Registrar may perform Ambassador duties.

APPENDIX B — ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS

1. Insurance

All events sanctioned by the SCCA shall be insured for Event Liability and Participant Accident coverage.

1.1. Event Liability and Participant Accident coverage may be provided by the SCCA Master Insurance Plan or an Equivalent policy (equivalency to be determined by the SCCA Risk Management Department).

2. Sanctions

The sanction is the documentary authority, granted by SCCA, to organize and hold a Track Day. An SCCA sanctioned event may be organized by the SCCA or an SCCA Region or Regions.

2.1. Every SCCA Sanction application shall be submitted in the Online Sanctioning Portal and include a link to the completed Event Page (3).

A. Sanction should be issued before Event Registration is opened.

B. Sanction applications submitted within 45 days of the event may be charged a late fee of $250.

2.2. Applications should be submitted for approval at least 90 days prior to the scheduled date of the event and must be submitted for approval at least 45 days prior to the scheduled date of the event.

2.3. A Sanction Number and document will be issued within five (5) working days, when all requirements have been met and the application approved.

2.3.1. Sanction Numbers will be issued via e-mail and application submission should be planned accordingly.

2.4. The course must be approved by the SCCA.

2.4.1. If the course is not already approved by the SCCA:

A. Sanction application should be submitted at least one hundred (100) days before the proposed event and shall be submitted at least sixty (60) days before the proposed event.

B. Sanction application shall be accompanied by a full description of the course and facilities, including a scale map.

3. Event Page

The Event Page establishes the specific conditions for an event for competitors and officials.

3.1. An SCCA Staff Designate shall approve the Event Page prior to a Sanction being issued.

3.2. The Event Page shall contain the following information:

A. The name, location, dates, nature, ~~and~~ classification and complete description of the event.

B. The Sanction Number and type of sanction for the event.

C. An announcement conspicuously placed: “Held under the SCCA Track Day Rules.”

D. Statement or words describing the event as a Track Day, Track Event, Lapping Day or Non-competition event. (Test Day, Practice Day and other competition-minded terms should not be used.)

E. The name and contact information of the officials who can answer questions and support event registration.

F. The names of the Event Lead, Safety Steward and Driver Coach(es).

G. The Event Schedule (6)

H. Amount of entry fee(s), entry deadlines/cost adjustments, how to pay/what methods are accepted, any refund policy and who to contact for entry changes.

I. Any rules which are in addition to the Track Day Rules, known as “Event Rules”. (E.g., increased safety, adjusted/alternate procedures.)

1. Minimum safety standards may not be set below what is outlined in these rules, even if the event or vehicle does not require specific minimum standards. (E.g., If a region decides that Sport Category cars must run roll bars for a specific event, those roll bar construction requirements and material minimums shall not be less than the specifications set forth in the SCCA Track Day Rules.)

J. Any track-specific rules. (E.g., camping rules, parking rules, gate hours, etc.)

K. All other information necessary for the proper conduct of the event.

3.3. After event registration is open, changes to the Event Page and the information contained therein should be avoided. If changes are necessary for reasons of safety or forces beyond the control of event organizers, all registered participants should be notified of those changes as soon as reasonable. If those changes prevent an entrant from participating, a full refund should be issued to that participant.

4. Entry Forms

4.1. Entry Forms shall contain the following:

A. Full names, addresses, membership numbers, Region of Record, and license of entrants and drivers.

B. Full description of cars to be entered (year, make, model, trim level).

C. Signatures or digital agreements of entrants and drivers for Waiver of Liability and/or indemnity declarations, acknowledgment of the authority of the Track Day Rules, declaration that cars entered comply with the provisions of the Track Day Rules.

D. Sanction Number assigned to the event. (A placeholder may be put here before sanction is issued, (e.g., xxx-xx-xxx).

E. Emergency contact information must be included with the entry.

F. A question asking entrants where they heard about the event.

1. Responses to the question shall include:

a) SCCA.com

b) SCCA Region Website

c) Internet Search (i.e., Google, Bing)

d) Facebook post/group

e) Facebook Ads

f) Instagram post/story

g) Instagram Ads

h) Other social media

i) Word of mouth (friends/family)

j) Email

k) Time Trials Partner

) From a track

m) Other

G. Any other information required for the clarification of all other details of the event.

5. Entries

An entry is considered official, and a competitor is considered entered in an event when a signed, completed, and official entry form has been submitted and received by the organizers, and the entry fee has been paid and received by the organizers.

5.1. Right to Refuse Entry

The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any session is refused, notification of such refusal shall be sent to the entrant at the contact information given on the Entry Form as soon as possible.

5.2. An entry which contains a false or incorrect statement may be determined to be null and void by the Event Lead. The entrant may be deemed guilty of a breach of the Track Day Rules, the entry fee may be forfeited, and further penalties may be imposed.

5.3. An entry may be withdrawn without penalty if the withdrawal is made prior to the entry deadline date. In such cases, the organizers should return the entry fee. For withdrawals after the entry deadline, return of all or part of the entry fee is at the organizers' discretion.

6. Schedules

6.1. Event Schedules shall include the following information:

A. Schedule of planned groups. (Entrants should be able to see how much time/how many runs they are scheduled to receive.)

B. Times and locations of mandatory inspections or meetings, such as Drivers' Meeting, novice classrooms, novice debriefs.

C. Driver experience groupings.

6.2. If the Event Schedule is separate from the event page (i.e., a downloadable document) not included on the event page, it shall also include this additional information:

A. Name, location and date of event.

B. The Event Sanction Number

C. The name of the organizer

7. Post Event

7.1. Event Report

The organizer is responsible to distribute event reports as follows:

7.1.1. The Event Lead will send Event Report to the National Office ~~and~~ within 14 days of the event.

7.1.2. The Event Lead will send a "Participant Report" to the National Office ~~and~~ within 14 days of the event.

A. The Participant Report should be a spreadsheet (.csv or .excl) document including columns with the following information for each driver:

1. Driver First Name

2. Driver Last Name

3. SCCA Member Number

4. Overall Position (POS) filled with "0" because TD is not competition.

5. Class Position (PIC) filled with "0" because TD is not competition.

6. Make/Model of Vehicle

7. Passing Rules Numerical Value

a. No Passing: 0

b. Passing by point-by on straights only: 1

c. Passing anywhere with point-by: 2

d. Open passing on straights, point-by in corners: 3

e. Open passing (no point-by) everywhere: 4

8. Satisfactory: "Yes" or "No."

9. Class: "TD" because there are no competition classes in a Track Day.

7.2. The organizer must submit all SCCA required post-event audits and appropriate fees to the National Office within the time specified in these rules and online at my.scca.com.

7.2.1. Event Fee

The event fees for a Regional event are listed on the fee schedule and must be paid within 28 days of the completion of the event. The fee schedule is available from the SCCA National Office or online at my.scca.com.

7.2.2. Late Sanction Fee

A late fee of $250 may be charged on sanction requests submitted less than 45 days prior to the event unless prior arrangements have been made and approved by the National Office Sanction Department.

7.2.3 Post-Event Audit

The post-event audit must be completed online within 14 days following the event.

7.2.4. Late Audit Fee

A late fee of $50 will be charged if the post-event audit is not entered online within 14 days following the event.

8. Course Approval

Tracks and facilities eligible for Track Days must have passed an SCCA Track Inspection and Review Process. The track inspection and review process for Track and Time Trials Events is coordinated by the Director of Experiential Programs, or a designated representative.

8.1. Eligible Tracks

8.1.1. Tracks with Road Racing Approval

Existing tracks and/or configurations which are up to date on inspection and review for Road Racing may be used for Track and Time Trials events.

8.1.2. New Tracks/Tracks without Road Racing Approval

New tracks and/or configurations will be reviewed by a track inspector selected from a list approved by the SCCA and paid for by the track, and/or an SCCA Region and/or an SCCA Division. The inspector will use a checklist provided by the National Office.

8.1.3. Previously Approved/Decommissioned Tracks

Previously approved/decommissioned tracks and/or configurations will be addressed on a case-by-case basis under A or B above at the discretion of the National Office.

8.2. Track Approval Criteria

Courses should maximize exposure to a variety of vehicle-handling situations while minimizing exposure to hazards and are subject to the requirements below.

8.2.1. Flag Stations

Flag stations and observation points should be placed as to provide complete, continuous coverage of all parts of the course. They must be manned by at least one person. All stations must be provided with a method of communication to Event Control at all times.

8.2.2. SCCA Oversight

The selection of any course for an event shall be subject to the approval of the SCCA. Specifically, the SCCA National Office may:

A. Limit a course as to the classification of event to be sanctioned at the site.

B. Restrict the number of cars which may be started simultaneously or in total.

C. Restrict the number of entries which may be accepted for an event or a session.

D. Restrict the course to certain classes and categories of cars.

E. Restrict the course to selected Driver experience.

F. Set forth certain areas as “safe” worker areas or restrict areas considered to be “hot."

G. Designate spectator areas.

H. Determine eligibility for non-spectator status for Events at that facility.

8.2.3. Course Length

The official length of a course shall be measured along the centerline of the road.

8.2.4. Course Speeds

Speeds may be restricted at the discretion of the Safety Steward, but these restrictions should be enforced by observation, either by the instructors in student cars, or by other speed calculation method such as radar (this is not a requirement, and use is at the discretion of the sponsor region). It is not recommended that cones or other items be used to create false obstacles to slow down vehicles that are at speed.

9. Postponement, Abandonment or Cancelation

All or part of an event may be postponed or canceled if provision for doing so is made in the Event Information for the event or the Event Lead and Safety Steward (in full agreement) order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control. If an entire event (all classes, all sessions) is postponed for more than 24 hours, it is considered to be cancelled, and entry fees shall be returned. If an event is cancelled during the scheduled sessions, then the entry fees should be prorated by time and a reasonable portion of the entry fee returned.

10. Limits on Entrants

Event organizers may limit the minimum driving experience or license grade to enter an event and/or automobile classes and categories.

11. Types of Events

11.1. Regional Track Days

11.2. National Track Days (E.g., Track Night in America)

APPENDIX C — GENERAL EVENT GUIDELINES

1. The principal officials, who officiate the event, may include the following:

Event Lead	Technical Chief	Grid Marshal	Starter
Safety Steward	Flag Chief	Corner Marshal	Worker Chief
Track Director	Driver Coach	Paddock Marshal	Course Inspector
Ambassador	Novice Coach	Social Coordinator	Sound Measurement

1.1. Required Official Duties at an Event

1.1.1. Event Lead (formerly Event Chair)

1.1.2. Safety Steward

1.1.3. Track Control

1.1.4. Ambassador (formerly Registrar)

1.1.5. Technical Chief

1.1.6. Worker Chief

1.1.7. Driver Coach

1.1.8. Novice Coach (If there are Novice Drivers)

1.1.9. Marshals (Grid or Corner)

1.2. At-track duties which require an SCCA TE/TT License:

1.2.1. Event Lead

1.2.2. Safety Steward

1.2.3. Competition Director (Unused for Track Days)

1.2.4. Ambassador

1.2.5. Technical Chief (When Safety Level 2 or 3 is required)

1.2.6. Driver Coach

1.2.7. Novice Coach (must have Driver Coach Specialist License)

1.3. Assistants

These officials may have assistants or co-positions to whom any of their duties may be delegated or shared.

1.3.1. Assistants need not have SCCA Licenses for assisted positions.

1.3.2. Directors, Chiefs and Coaches are responsible for conduct of assistants.

1.4. Plurality of Duties

Officials may perform multiple duties at an event.

1.4.1. Restrictions on Multiple Duties

An official shall observe the track during on-track sessions at all times. If a position necessitates focus on something other than the track (e.g., Novice Coach while other groups are on track), there shall be another or others to perform those duties.

Note: It is possible that one person could be Event, Safety and Driver Coach, with another person acting as Novice Coach (each of them sharing Ambassador and Technical Chief duties that would happen pre-event) with one other as Timing Chief. Track-sourced workers could perform as Track Director (Control), Flag Chief, Grid Marshals and Corner Marshals. Considering there is no Timing Chief for these, an SCCA Track Day may only require two SCCA members as SCCA-licensed officials.

2. Other Required Personnel

2.1. Emergency Services – Medical and Fire Safety

2.1.1. The dispatching of emergency vehicles on the track should be authorized by Track Control. Dispatching procedures should be agreed on in advance by the Event Lead, Safety Steward and emergency response personnel.

2.1.2. The Medical Crew (crew staffing the on-site ambulance) should establish a primary route to the primary and secondary hospital prior to an event. The Event Organizer should confirm the availability of hospital staff and facilities.

2.1.3. All emergency vehicles shall be equipped and staffed at all times while entrant cars are on course.

2.1.4. The event shall be suspended if the basic life support unit or medical personnel are no longer on the premises or are unable to perform their assigned duties.

3. Group Assignments

Group assignments should be done by experience. It is not recommended that groupings allow substantial gaps in experience in the same group.

3.1. Assignments for students should be at the discretion of the Event Lead and/or Ambassador but are subject to adjustment during the event as needed for safety, event flow and customer service.

3.2. Factors that should be used for the group assignments are documented previous driving experience, demonstrated driving ability/skills, track presence/awareness, overall attitude, etc.

4. Waivers

All participants (entrants, drivers, crew, workers and guests receiving hot passes) shall sign the SCCA Participants Agreement (Waiver of Liability) prior to receiving credentials (passes). Holders of an SCCA Annual Waiver may be exempt from this requirement.

5. Course Maps

Course maps should be available to all students, instructors, and officials, and should be marked to indicate:

A. Passing zones

B. Speed-limited areas (if applicable)

C. Any cones or temporary barriers

D. Pit location along with pit in and out

E. Flag and observation stations

6. Drivers' Meetings

6.1. A Drivers' Meeting is highly recommended, should be given by the Event Lead and should include the following:

A. A welcome and thank-you statement.

B. A reminder that drivers should work together to enable everyone to perform their best.

C. Any flags or other communication signals for drivers which have event-specific procedures should be reviewed before any track time commences.

D. Group-specific passing rules

E. If there are any drivers using alternate point-by methods (in-car or blinker), and descriptions of those cars.

F. Track or facility-specific issues of which drivers need to be aware.

G. A period for questions.

6.2. Drivers' Meetings may be separated by driver groups

7. Sessions

7.1. Pace Lap

~~Pace Lap/Familiarization Laps/"Station-Wagon Tours" are allowed and encouraged—especially for Novice Drivers. These laps should not be above highway speed and may be led by a pace car or self-paced by qualified instructors.~~

~~**7.1.1.** Instructors may be permitted to drive the course for familiarization and this session may be during Novice Driver classroom session.~~

7.1.2. SCCA managed Paced Lap or Track Tour sessions must be held in conjunction with an SCCA sanctioned Time Trials or Track Day event where there is a contractual agreement in place between the host SCCA Region (or National Office) and the track.

7.1.3. SCCA managed Paced Lap or Track Tour sessions must be included in the Official Event Schedule and documented in the event Supplemental Regulations

7.1.4. Track Tours that are not managed by the host SCCA Region (or National Office), may be included in the Supplemental Regulations, but clearly state that it is not an SCCA sanctioned activity and is not covered by the SCCA insurance program.

7.2. Paced Laps Session Types

7.2.1. Paced Lap Session

Purpose – Sighting laps for educational or orientation purposes, priority on Novice drivers or drivers new to the track. Paced laps may also be used for safety purposes such as drying a track.

- Listed in the Event Schedule/Supps.
- For eligible cars/drivers registered for the event. Other vehicles allowed will be at the discretion of the Event Lead or Competition Director
- Typically scheduled prior to competition or Track Day "hot" sessions.
- If conditions warrant, a Paced Lap session may be added during the event at the discretion of the Event Lead or Competition Director.

7.2.2. Track Tour Session

Purpose – Engagement for friends/family or spectators, can also serve as additional or orientation laps.

- Listed in the Event Schedule/Supps.
- For any street-legal vehicle that can be driven safely on track at highway speeds or a vehicle registered and approved for participation in the event.
- Track Tour Laps session time can be adjusted during the event at the discretion of the Event Lead or Competition director.
- Passengers may be allowed if Participant Eligibility requirements are met.

7.3. Participant Eligibility

7.3.1. All adult participants must sign an SCCA event release and waiver form or have an active SCCA Annual Waiver on file for all Paced Lap and Track Tour Sessions.

7.3.2. **Minor participants must have** the SCCA Minor release and waiver form signed by both parents and guardians; or have a completed Annual Minor Waiver on file with SCCA (Annual Minor Parental Consents and Annual Waiver Minor Form) for all Paced Lap and Track Tour Sessions.

- All passengers must be twelve (12) years or older to participate and be capable of fitting in the vehicle's safety restraint system. (Subject to track specific age limits.)

7.3.3. Drivers must possess a valid, unrestricted driver's license or be a registered participant in the non-paced sessions of the event to drive in the Paced Lap or Track Tour Sessions.

7.4. Vehicle Eligibility

7.4.1. Any vehicle registered/teched for the event and safe to be on track can be driven in a Paced Lap session.

7.4.2. Vehicles not registered for the event may be allowed at the discretion of the Event Lead, Competition Director, or Safety Steward.

7.4.3. Motorcycles, ATVs, SXS, or similar vehicles are not allowed.

7.4.4. Vehicles with passengers must have properly mounted passenger seats with a proper restraint system.

7.5. Procedures

7.5.1. A brief "driver's meeting" should be held which must include communication of the tour driving regulations including references to no passing, no "hanging back", no cell phone

usage or texting by the driver is allowed and maintaining adequate distances between cars etc. **Distribution of a written summary of the regulations is encouraged**.

- Cars must be driven with caution, at a speed consistent with the pace vehicles, not to exceed 50 mph. Cars must not be driven at race speed. Passing is not allowed.

7.5.2. A front pace car must be used. A back pace car is recommended to manage the rear of the field and report to the designated event official as needed. A middle pack pace vehicle may be used if there is a large number of vehicles participating. Pace vehicles shall not exceed a typical pace speed of 45-50 mph.

7.5.3. A designated event official with the ability to control the tours must be assigned. A limited number of corner workers and/or course spotters should be used to monitor all parts of the course. The designated event official must have radio contact with the pace vehicle(s) and corner workers/course spotters. If no corner workers are present a back pace car should be used as a spotter and have radio contact with the lead pace car and designated event official.

7.6. Session Run Time

Each individual run group session should not exceed 20 minutes of continuous scheduled track time.

8. Coaching

All drivers, regardless of experience level, should have a coach available for feedback and questions.

8.1. The following should apply to coaches and coaching practices.

A. All coaches should be SCCA members.

B. The Chief Driving Coach shall hold a Track/Time Trials Driving Instructor Official License or higher.

C. The Chief Driving Coach and the Event Lead should be a part of any decision to re-assign driver group.

D. If there is in-car coaching, the Chief Driving Coach or Novice Coach should not be assigned students so that they may oversee the event as a whole.

E. Novice Coaching Requirements and Practices:

1. The Novice Coach must have a Driver Coach License grade of Specialist.

2. Novices shall have classroom session(s) explaining the Rules of the Track and any format-specific procedures, at a minimum.

a. The classroom does not need to be in an actual classroom but may take place in a designated gathering area.

b. It is highly suggested the Novice Coach have flags on hand to demonstrate their use to Novice Drivers.

c. Novice Drivers shall have communication with instructors at regular intervals—either though individual or subset coaches, or by way of debriefs with the Novice Coach.

i. It is strongly suggested the regular intervals be in the form of post-session debriefs before the Novice Drivers go back on track.

d. Coaching should include best methods for ~~coaching~~ how to drive faster while remaining in control of the vehicle and minimizing risk.

3. Novices shall not be on track without being observed by the Novice Coach or designated assistants.

4. Coaching may be done from a central location, from posts around the course or from inside the car.

8.2. Driver Evaluation

Coaches may note any exceptional situations (good or bad) in a participant log of the applicable driver. These situations may include but are not limited to well executed maneuvers, good or bad on-track decisions, spins or “offs”, any mechanical issues, Rules violations, etc.

Appendix B: RRB Adopted RoadRally Rule Changes for 2026

RRB Adopted RoadRally Rule Changes for 2026
October 22, 2025 Update

The following changes have been adopted by the RRB and are presented for review and acceptance by the SCCA Board of Directors.

In summary the RRB adopted changes are:

(1) Appendix C – Program Awards
Adjust for years when the national events Course and Tour series offer few events, three event minimum.

(2) Article 8.B.2 – Annual RoadRally Championship, National Champions
Eliminate the National GTA Championship because of low attendance.

(3) Article 8.C – Points Scoring System (last paragraph)
Link worker points to the series (Tour, Course, or GTA) that includes the event.

(4) Article 16.H.2 – Controls, GPS Controls
Allow the rally committee to adjust a contestant's score if time is not recorded.

(5) Article 16.C & H – Controls
Remove the "lengthy no-passing zone" prohibition from control locations.

(6) Article 19.C.1 – Penalties
Clarifying the meaning "under the influence" to include substances beyond alcohol.

(7) Article 27 – Glossary, Roundabouts
Add "circular intersection" (aka "roundabout," "traffic circle") to the glossary.

There are additional language changes to be made to the gender language updates that were made earlier in the year. They are listed here to have all the 2026 RoadRally Rules changes in a single document. These are English grammar singular and plural issues.

Page 12, D.2
Change to "one's" as "their" is a plural possessive and the rallymaster is an individual.

Page 15, last paragraph ("In the event that the Observer...")
Use "the Observer" instead of "they" as the Observer is singular and "they" is plural. Change "providing their" to "providing an" to resolve singular-plural issues.

Page 28, 2.b
Use "contestant for convenience" to avoid singular "contestant" and plural "their" issues.

Page 86, L
Change "their" to "a" yielding "...member who, in a first season..." to avoid single to plural issues.

(1) Appendix C, parts B & C – Program Awards

Current:

B) ARTHUR J. GERVAIS COURSE RALLY OF THE YEAR AWARD

Arthur J. Gervais was a longtime Rallymaster of the Historic New York National ***RoadRally.*** This award is presented annually in recognition of the outstanding NCR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Course rallies that year. Prior to 1989, this award encompassed all National Rallies each year. Voters could vote for up to 3 events. If someone voted only for first place, that event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.

C) W. DAVID TETER TOURING RALLY OF THE YEAR AWARD

W. David Teter was the editor of the modernized and comprehensive *RoadRally* Rule Book, Rallymaster of seventeen consecutive March Lamb Regional rallies, and an outstanding competitor on the NTR circuit. This award is presented annually in recognition of the outstanding NTR. Selection is made by vote of the top 20 competitors in each class who have competed in at least three National Tour rallies that year. Voters could vote for up to 3 events. If someone voted only for first place, that event got 3 points. No event got that voters 2 point or 1 point vote for second and third place.

Adopted Additions: (Add to parts B & C)

If the total number of national events in the series in that year is less than five, the required number of events in which entrants shall have competed be half of that total number rounded up. For example, if there were four events the required number in which entrants shall have competed would be two. If the total number of events was three, the required number entrants shall have competed would also be two.

A minimum of three events must be held in the year for the award to be presented.

Rationale:

This change is likely unnecessary for the Tour series. But the rules should be consistent if a Course series change is approved. For various reasons the number of national course events has been declining. Some of the 2025 national course events are unlikely to be repeated in the future. It seems prudent to prepare for the future since there is only an annual change window.

(2) Article 8.B.2 – Annual RoadRally Championship, National Champions

Current:

2) Each year, there shall be three National Championship Series. The Tour rally series consists of all NTR and eligible divisional tour events, the Course rally series consists of all NCR and eligible divisional course events, and the GTA rally series consists of all NGR and eligible divisional GTA events. Points and awards shall be made to SCCA members competing in and working these events. Points earned through competition in one series are not transferable to any other series.

Adopted Addition:

Each year, there shall be two National Championship Series. The Tour rally series consists of all NTR and eligible divisional Tour events. The Course rally series consists of all NCR and eligible divisional Course events. Points and awards shall be made to SCCA members competing in and working these events. Points earned in one series are not transferable to another series.

A future GTA national championship series depends on the demonstration of interest. Interest to be shown through the number of national GTA events with sufficient levels of participation.

(To also be included in the RRRs:)

Note: Although the national GTA championship has been eliminated for lack of national and divisional events and entries, regions are still encouraged to include GTA events in efforts to attract new members. Very little experience is needed to participate fully. It may also be beneficial to use "hybrid" events, which are part GTA and part time-speed-distance (TSD). Including one or more TSD legs is a good way to introduce TSD concepts to newcomers.

Note: With this rule change approved there are several other wording changes required to bring RRRs in compliance with the changed rule.

Rationale:

Eliminates National GTA Championship due to low attendance levels.

(3) Article 8.C – Annual RoadRally Championship, Points Scoring System (last paragraph)

Current:

The Chair of an SCCA ***RoadRally*** Championship event may identify up to four persons who have participated in the event in the capacity of Chair, Rallymaster, or pre-check crew member to receive worker points for that event. Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series of their choice (this choice must be noted on the worker point form). If a series is not selected, the points will be applied to the series of the worked event, or at the discretion of the Official Points Keeper. Once the Chair has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. An individual may be awarded a maximum of 20 worker points per class in each series each season.

Adopted New Wording: (Text to be removed in ~~**bold strikeout**~~. New text in ***bold italics.***)

The Chair of an SCCA RoadRally Championship event may identify up to four persons who have participated in the event in the capacity of Chair, Rallymaster, or pre-check crew member to receive worker points for that event. Such workers shall receive 20 points for a National event and 10 points for a Divisional event toward the championship series ***in which the event worked is included.*** ~~**of their choice (this choice must be noted on the worker point form). If a series is not selected, the points will be applied to the series of the worked event, or at the discretion of the Official Points Keeper.**~~ ***Worker points recipients must be noted on the worker point portion of the official results.*** Once the Chair has officially declared the persons to receive worker points, the designees may not change. The designation must be made at the time official results are submitted, or worker points will not be awarded. An individual may be awarded a maximum of 20 worker points per class in each series each season.

Rationale:

Worker points are intended to compensate organizers for not being able to run an event in their chosen series. This is not consistent with receiving worker points in that chosen series for working an event in a different series.

(4) Article 16.H.2 – Controls, GPS Controls

Current:

H) GPS Controls

A rally may use GPS controls utilizing a smartphone, a tablet app, or other GPS device that uses GPS signals to determine the arrival time at each of these controls. Arrival time will be the time received from a GPS signal. GPS controls may be located on either side of the road, may or may not be identified by the SCCA black on orange checkpoint sign, and may or may not be identified to contestants in the Route Instructions. If they are not identified, contestants will be told when they are in a Timing Section and could therefore encounter a GPS control at any time. There may be more than one GPS control between restart points. The rally's GIs must specify if the timing of each GPS control is from the previous restart point or from the previous control. A contestant mistake (failure to enter a Pause, calculation error, etc.) may affect the contestant's score at more than one GPS control, if their error is not realized and corrected. No GPS timing control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Adopted Changes:

Number the current paragraph, paragraph 1, and add the following as paragraph 2.

2) Competitors may choose to use a backup timing device which may be used when the primary device fails to record the arrival time at a timing control. If a competitor's timing device fails to record their arrival time at one or more Timing Controls and the backup device does not provide a solution, the Rally committee shall remedy that situation in a manner that shall be as fair and equitable for all entrants as possible. Remedy options include average scores (for the entire rally, for the section, for controls prior to and immediately following the non-timed control). On Course rallies, the competitors must certify that they ran the timing leg in the correct manner and that the failure to have their arrival time recorded is the only cause of their penalty. The Committee may examine the competitors logs and/or the Timing Apps logs to ascertain the fairest and most equitable solution.

Rationale:

This allows the rally the committee to adjust a contestant's score if a time is not recorded.

(5) Article 16.C & H – Controls

Current:

C) Open and Passage Control Location

An open or passage control shall be located on the right-hand side of the road as you cross the timing line and shall be positioned so as not to create a traffic hazard. A standard SCCA checkpoint sign at the timing line shall identify it. The checkpoint sign shall be visible prior to crossing the timing line. No open or passage control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

H) GPS Controls

A rally may use GPS controls utilizing a smartphone, a tablet app, or other GPS device that uses GPS signals to determine the arrival time at each of these controls. Arrival time will be the time received from a GPS signal. GPS controls may be located on either side of the road, may or may not be identified by the SCCA black on orange checkpoint sign, and may or may not be identified to contestants in the Route Instructions. If they are not identified, contestants will be told when they are in a Timing Section and could therefore encounter a GPS control at any time. There may be more than one GPS control between restart points. The rally's GIs must specify if the timing of each GPS control is from the previous restart point or from the previous control. A contestant mistake (failure to enter a Pause, calculation error, etc.) may affect the contestant's score at more than one GPS control, if their error is not realized and corrected. No GPS timing control shall be positioned in or so soon after a congested area, a heavily traveled road, a lengthy no-passing zone, or any other condition likely to delay rally vehicles so as to deny contestants adequate opportunity to recover all time lost as a result of such conditions. If a control immediately follows a traffic control device, such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Adopted change:

Delete the "a lengthy no-passing zone" clause from paragraphs C and H.

Rationale:

Time Allowances are always available should traffic become a problem in no passing zones and provide a safe alternative to illegal passing. This rule change would eliminate a sanction exception request for most rallies.

Many rallies request a sanction exception to override this wording.

(6) Article 19.C.1 – Penalties

Current:

C) Disqualification

1) If a contestant is judged by the rally committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following offenses, that crew shall automatically be disqualified:

a) Driving while under the influence (DUI)

b) Consuming alcoholic beverages while participating

c) Exceeding the legal speed limit

d) Dangerous or reckless driving

e) Violation of the class limitations specified in Article 11

Adopted Changes:

- In Item 1, replace "crew" with "rally team."
- Clarify Item 1.b:

(Excerpted from GCRs with wording already approved by SCCA.)

Consuming alcoholic beverages, narcotics, or dangerous drugs prior to the completion of the event, e.g. no drinking during the lunch break, etc.

The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drugs that affect the ability of the participant to safely participate in the event or may otherwise adversely affect the safety or integrity of the event is specifically prohibited.

Rationale:

Clarifying the meaning of 'under the influence' to include other substances beyond merely alcoholic beverages. This also clarifies that use of or consuming alcohol during breaks is unacceptable, as the competition is from drivers meeting/first car off to arriving at the end location.

(7) Article 27 – Glossary, Circular Intersection aka Roundabout
Current: [nothing]

Adopted Addition:

CIRCULAR INTERSECTION: Also known as traffic circle, roundabout, rotary, etc. are types of circular intersections in which traffic must travel in one direction around a central island. Those entering the intersection typically yield to those already in the intersection.

Rationale:

There is confusion about what constitutes a roundabout, also referred to as a rotary or traffic circle in some areas. Adding this definition would eliminate the need for rallymasters to define this term in their general instructions.

Note: Pending final wording

Appendix C: Recommended Rule Changes CRB

SCCA
Sports Car Club of America

SCCA Board of Directors
Staff Proposal for Board Action (PBA)

Request Date:	October 25, 2025
Requested By:	Shelly Pritchett
Action Requested:	Fastrack Recommended Items
Date Needed:	October 31, 2025
Urgency Level:	High

BACKGROUND

CRB meeting on October 14th and October 22nd.

REQUEST DETAILS

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

ADDITIONAL NOTES

NOVEMBER 2025 FASTRACK

B-Spec

1. #38860 (Eric Yagel) 2nd Gen Fit Window Duct Allowance Request
In GCR, Section 9.1.10.D.4., change as follows:
"~~All cars shall run with both front door windows fully open (down) if equipped, and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. Any cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in other cars. Window safety nets shall be mounted in such a manner to provide protection in the event the driver's door opens. Rear windows shall be run in the closed (up) position.~~*All cars shall run with both front door windows fully open (down) if equipped and shall have a driver's side window safety net per GCR Section 9.3, Window Safety Nets. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times. Rear windows shall be run in the closed (up) position.*"

P

1. #39293 (Club Racing Board) Restore P2 to a Major, Super Tour and Runoffs eligible class
In GCR, Section 9.1.8.C., change heading as follows:
"C. PROTOTYPE 2 (P2) CLASSIFICATION ~~(Regional Class Only)~~"

In P2 Spec Lines, P2 Engine Table, change Header as follows:
"P2 Engine Table ~~(Regional Class Only)~~"

In P2 Spec Lines, Table 1 (Spec Line Cars), change Header as follows:
"Table 1 (Spec Line Cars) ~~(Regional Class Only)~~"

GCR

1. #39294 (Club Racing Board) Remove Performance Requirements
In GCR, Section 3.7.4.A.1.b., change as follows:
"Performance Requirements *(Suspended for 2026)*"

In GCR, Section 3.7.4.A.1.b.3, change as follows:
"~~FV and FF are exempted from the performance requirement for the 2025 season.~~"

T2

1. #39275 (Club Racing Board) MOVE TCR to T2-TCR
In GCR, Section 9.1.4.1.H.7., change as follows:
"All current STU cars~~, except TCR cars,~~ may reduce their weight by 4% after all other modifiers."

In STU Spec Lines, remove Chart STU-TCR in its entirety.

In T2 Spec Lines, classify T2-TCR Chart as follows:

~~STU~~*T2*-TCR	*TRC cars must race as homologated, unless otherwise noted in the spec lines.*				
Make	Model	Transmission	Power Level	Weight (lbs.)	Notes
Audi	*RS3 LMS (16-20)*	*SEQ*	*90%*	*2977*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Audi	*RS3 LMS (16-20)*	*DSG*	*90%*	*2900*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Honda	*TCR H56 (16-17)*	*SEQ*	*90%*	*2910*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Honda	*TCR FK7 (18-22)*	*SEQ*	*92%*	*2910*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Hyundai	*i30 N (16-20)*	*SEQ*	*90%*	*3054*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Mazda	*3TC*	*6 Speed*	*One*	*2850*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Volkswagen	*Golf GTI (16-20)*	*SEQ*	*90%*	*2977*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*
Volkswagen	*Golf GTI (16-20)*	*DSG*	*97.5%*	*3000*	*DOT approved tires with maximum section width of 275. T2-TCR splitter and valance must comply with 9.1.4.D.3.f. T2-TCR chassis ride height must comply with 9.1.4.1.A.1.*

FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED • OFFICIAL SCCA MEMBER NOTFICATION
SCCA
Sports Car Club of America®

No Meeting of the SCCA, Inc. Board of Directors
November 2025

FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED • OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America®

Minutes for Meeting Book - 2025 SCCA Full Board Meeting Saturday, December 6

Roll Call/Call to Order

Board of Directors in attendance: Peter Schneider-Area 1, Bob Crawford -Area 2 (Chair), Dayle Frame-Area 4, Joseph Helser- Area 5 (Secretary), Mark Weber- Area 6, Kim Whitener-Area 7 (Asst. Treasurer), Clay Turner-Area 8 (Vice Chair), Dave Vodden-Area 9, Charles Dobbs-Area 10 (Virtual), Peter Bollenbecker-Area 11 (Treasurer), Steve Strickland-Area 12, Andy Howe-Area 13. Absent: Lyn Hodges Watts-Area 3.

New 2026 Directors in attendance: Dave Brown-Area 4, Michael Toombs-Area 10 and Sam Fouse-Area 12.

National Staff in attendance: Michael Cobb, President & CEO, Eric Prill Vice President Road Racing, Chris Robbins, Director Regional Development, Justin Hawkins, Director, Finance and Administration, Aimee Thoennes, Director Member Services, Deanna Flanagan, Director Program Services, Kevin Dayo, Director Information Technology, Kristen Poole, Director Marketing and Communications and Heyward Wagner, Vice President Rally/Solo and Experimental Programs.

Turner called the meeting to order at 8.00 am.

President's Update with Operations Plan and Budget Summary + Registration Update

President and CEO Cobb provided highlights from the President's Update. Optimistic about economic recovery for 2026 which will positively influence participation across the club. Alpha Timing & Scoring is a component of Alpha Registration. We will be continuing registration platform development with Alpha across 2026 with the goal of future adoption by the broader organization. They have a full motorsports suite from registration through timing and scoring.

Chris Robbins, Director of Region Development is retiring at the end of 2025 but will be retained as an IC to develop content for SCCA Academy trainings and Member Coaching. The learning management system will be migrating from it's current platform, Freestone to another platform in 2nd Quarter 2026.

Cobb shared an organizational alignment chart for 2026 noting that the elimination of some staff positions has resulted in existing staff absorbing additional duties. Justin Hawkins presented the 2026 budget summary and variances which was approved late November by the Budget and Finance Committee who reviews the budget in more detail. Cobb shared that the National programs pay into insurance recoveries at the same rate as the corresponding regional programs. There is no capital expenditure for Alpha registration development.

ACTION: Motion to approve the 2026 budget plan as written and submitted. Bollenbecker/Schneider. PASSED.

Staff Report: Marketing Update on scca.com

Kristen Poole, Director of Marketing provided an update on the development and timeline for the launch of the new website. Team is working to build a scalable, governed structure that works across Regions as a durable foundation for the future that will grow and evolve with the club, not a one-off design. Development has been trailing behind due to limited staff resources and the intention is to launch when it's complete and stable; estimated 2nd Quarter 2026 in tandem with 3 select regions.

Region sites will be on subdomains and hosted on the same platform with the intention to offer this service to Regions at no cost. Additionally, Regions would have consistent branding, integrated events and no hosting hassles with drag and drop functionality and no coding experience required. Poole will offer 2 website preview sessions during the National Convention.

Staff Report: Road Racing Update on 2026 Focus and Priorities

Eric Prill, VP of Road Racing provided an update on the Road Racing Team and responsibilities as well as a recap of the 2025 racing season and the Runoffs. Discussion over impact of class changes for Hoosier Super Tour. Prill presented a plan to create a more effective Road Racing Structure "3 Pillars of Road Racing" led by the Chair of the CRB, Chair of the Executive Stewards and VP of Road Racing.

Board approved staff to continue negotiations for a new location for the 2027 and 2028 Runoffs.

Prill lead discussion on following industry standards and reviewing the possibility of allowing drivers to self-certify health with physical exams by a licensed physician required only for those in specific age categories. Staff will continue to research and offer a recommendation at a future meeting.

Staff Reports: SCCA Enterprises 2026 Plan and Budget

Robey Clark presented a review of 2025 activity and the 2026 plan and budget to the Board of Directors.

SCCA Foundation Update

Clay Turner, Executive Director provided an update on activities of the SCCA Foundation including appointment of Jeff Jacobs as Foundation Board Chair, fundraising progress with Charlie Huebner, the new web service provider at lower monthly cost and video creation by Adam Brooks to support the fundraising campaign initiatives.

Operational improvements include a new grant application process, draft of Foundation Bylaw revisions are under review and finalizing an agreement with a non profit data professional to advise on a software application for a streamlined donation platform. The Foundation is working with IT Staff on a dedicated phone resource and protocol. Draft bylaws revisions are currently under review.

Liaison Reports and Program Rule Changes:

Liaison Reports were presented and reviewed with the following rules updates:

ACTION: Motion to approve the CRB Recommended rules and App K as presented. Motion made by Weber, second by Vodden. PASSED. See Appendix A.

ACTION: Motion to approve RXB Rules as presented. Motion made by Vodden, second by Howe. PASSED. See Appendix B.

ACTION: Motion to approve the SEB Rules. Motion made by Bollenbecker, second by Whitener. PASSED. See Appendix C.

ACTION: Motion to approve proposed changes to the Operations Manual submitted by Flanagan. Motion by Bob Crawford, second by Kim Whitener. PASSED. See Appendix D.

ACTION: Motion to approve TTB rules as presented. Motion by Howe, second by Frame. See Appendix E.

ACTION: Motion to approve the updates to the Club Spec rules for Club Spec Mustang (CSM) as presented to be effective 1/1/2026. Motion by Howe, seconded by Turner. PASSED. See Appendix F.

ACTION: Motion to approve the adoption of one additional Club Spec class with two legal vehicles (Porsche Boxster / Cayman 718) as presented to be effective 1/1/2027. Motion by Howe, seconded by Turner. PASSED. See Appendix G.

BoD Outgoing Recognition

The Board of Directors extend their appreciation to outgoing Directors: Dayle Frame, Area 4, Charles Dobbs, Jr, Area 10, and Steve Strickland, Area 12 for their service to the club.

The Board of Directors welcome incoming directors David Brown, Area 4, Michael Toombs, Area 10 and Sam Fouse, Area 12 who will serve the term 1/1/2026-12/31/2028.

Adjourn 2025 Board Meeting

ACTION: Motion to adjourn 2025 board meeting AT 4:15 PM CDT by Whitener, seconded by Frame. PASSED.

Call to order 2026 Board Meeting

Board of Directors in attendance: Peter Schneider, Area 1, Bob Crawford Area 2 (Chair), Dave Brown Area 4, Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Clay Turner Area 8 (Vice Chair), Dave Vodden Area 9, Michael Toombs Area 10 , Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13. Absent: Lyn Hodges Watts Area 3.

National Staff in attendance: Michael Cobb, President & CEO and Aimee Thoennes, Director Member Services.

> **ACTION:** Motion to call to order the meeting of the 2026 Board of Directors 4:16 pm CDT by Turner and seconded by Weber. PASSED.

BoD Election of Officers , Liaison Appointments and Committee Assignments

Election of Officers, appointment of Liaisons and committee assignments for the BoD were completed.

> **ACTION:** Motion to appoint officers and executive committee Chair, Bob Crawford, Vice-Chair Andy Howe, Secretary Joseph Helser, Treasurer Peter Bollenbecker, Asst Treasurer Kim Whitener and First Alternate Clay Turner. Motion made by Vodden, seconded by Schneider. PASSED.

BoD National Convention Plan: January 15-23, 2026

BoD Officers will host an informative session to include Q & A Session with the membership.

BoD Divisional Convention Plan: Dates Vary

Leadership from the National Staff will be in attendance at each Divisional Convention. Area Directors will be participating at their Divisional Conventions.

Program Board, COA & Exec Stewards Appointments

> **ACTION:** Motion to approve 2026 program board appointments as presented. Motion by Howe, seconded by Brown. PASSED.

The Board of Directors extend their appreciation to the outgoing program board members for their service to the club:

- Matias Bonnier, Executive Stewards
- Bev Heilicher, Court of Appeals
- Mark Labbancz, Solo Events Board
- James Veatch, RallyCross Board

The Board of Directors welcome incoming program board members:

- Kathy McLeod, Executive Stewards

- Scott Bowman, Court of Appeals

Adjourn 2026 Board Meeting

ACTION: Motion to adjourn the 2026 Board of Directors meeting at 5:19 pm CDT. Motion made by Turner, seconded by Schneider. PASSED.

Respectfully submitted,

Joseph Helser, Secretary of the Meeting

Date signed: 01/23/2026

SCCA
Sports Car Club of America

SCCA Board of Directors
Staff Proposal for Board Action (PBA)

Request Date:	November 20, 2025
Requested By:	Shelly Pritchett
Action Requested:	Fastrack Recommended Items
Date Needed:	December 31, 2025
Urgency Level:	High

BACKGROUND

CRB meeting on November 4, 2025.

REQUEST DETAILS

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

ADDITIONAL NOTES

DECEMBER 2025 FASTRACK

P

1. #39293 (Club Racing Board) Restore P2 to a Major, Super Tour and Runoffs eligible class
In GCR, Section 9.1.8.C., change heading as follows:
"C. PROTOTYPE 2 (P2) CLASSIFICATION ~~(Regional Class Only)~~"

In P2 Spec Lines, P2 Engine Table, change Header as follows:
"P2 Engine Table ~~(Regional Class Only)~~"

In P2 Spec Lines, Table 1 (Spec Line Cars), change Header as follows:
"Table 1 (Spec Line Cars) ~~(Regional Class Only)~~"

SRF

1. #39424 (Robey Clark) Engine, Driveline & Penalties
In Spec Racer Ford, GCR section 9.1.8.D.1.F.a, change as follows:
"NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical*,* and lubrication systems. All systems are subject to test procedures and must conform to OEM / RFSRII */ SCCA Enterprises* specifications. All fluids, except fuel, are unrestricted."

In Spec Racer Ford, GCR section 9.1.8.D.1.T, add the following:
"If a competitor refuses to give their components, engine and/or transaxle units for testing per a request of the *Class Compliance Chief (CCC) or* Chief Steward (GCR 5.12.2.C.), the following penalties will automatically be imposed:"

In Spec Racer Ford, GCR section 9.1.8.D.1.T.d, add a new section and change as follows:
"4. Any drivetrain part found to be out of spec, during voluntary or involuntary inspection, will constitute a Drivetrain Violation. Penalties may be assessed post event.

~~4.~~*5.* For a second illegal Drivetrain Violation, the competitor will be permanently disqualified from further Spec Racer Ford *"SRF – SRF3"* competition. Drivetrain Violation components will be identified within the class Specifications. Drivetrain Violations will be permanently tracked."

GCR

1. #38947 (Club Racing Board) Sealed Engines and Transmissions
In General Technical and Safety Inspections, GCR section 9.3, add a new section as follows and renumber the following sections accordingly:
"*(Effective 1/1/26)*
9.3.42. SEALED ENGINES AND TRANSMISSIONS
Race cars with sealed engines and/or transmissions are not subject to tear down either through post-race inspection or mechanical protest if:
1. The car engine and/or transmission units have each been homologated as a unit (engine and transmission are separate units) by an SCCA-recognized organization, manufacturer, or sanctioning body.

2. The competitor has provided dated documentation from the homologating organization, manufacturer, or sanctioning body to identify the seals and their unaltered condition.

3. The seals are in their original location and unaltered condition.
Competitors who cannot meet all three of these criteria are subject to tear down in post-race impound and mechanical protest.

Competitors who refuse to comply with a tear down are subject to penalties, including disqualification."

2. #39145 (Lans Stout) Clarification of Regional Event Awards
In Awards, GCR section 3.6, add the following:
"Drivers compete primarily for points and trophies in SCCA events, although financial awards may also be offered. *The awarding of trophies and/or awards at Regional events is at the discretion of the organizing Region.*"

In Distributing Awards, GCR section 3.6.1, change as follows:
"Organizers ~~must~~*may* have event awards*, if any are to be awarded,* for each race available to distribute as soon as Official Results are determined, or after the period for receiving protests has elapsed so *that* placing drivers can take their trophies with them. Awards will not be distributed until after any protest affecting their distribution has been settled. If notified of an intent to appeal any decision which would affect awards, the SOM will direct that the distribution be held pending *the* Court of Appeals*'* decision."

3. #39294 (Club Racing Board) Remove Performance Requirements
In GCR, Section 3.7.4.A.1.b., change as follows:
"Performance Requirements *(Suspended for 2026)*"

In GCR, Section 3.7.4.A.1.b.3, change as follows:
"~~FV and FF are exempted from the performance requirement for the 2025 season.~~"

General
1. #35041 (SCCA Staff) AppK and AppK.1
In GCR, Remove APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS and 2012 STO SPECIFICGENERAL TECHNICAL REGULATIONS in their entirety and replace with the following:
*****SEE ATTACHED*****

SMX5
1. #39007 (Spec Mazda (SM/SMX) Committee) SMX Tires for 2026
Based on the results of the 2025 SMX Tire RFP, please approve the following language in SMX section 9.1.7.1.d.16.:
"a. Dry tires: *Hoosier SMX P225/40/17* ~~Toyo RR P235/40/ZR17~~.

b. Wet tires: *Hoosier SMXW P215/40/17* ~~Toyo RA1 P235/40/ZR17~~.

c. SMX TIRE MARKING:

1. *Effective 1/1/26* SMX cars are limited to one set of *Hoosier SMX P225/40/17* ~~Toyo RR P235/40/ZR17~~ per Hoosier Super Tour event weekend for all dry qualifying and race sessions. This limitation does not include testing or practice sessions. Approved rain tires will not be required to be marked.

2. A mandatory impound for all SMX competitors will occur after the first dry qualifying or race session. All tires will be marked for the remainder of the race weekend. It is the competitor's responsibility to report to impound and ensure their tires are marked prior to leaving impound.

3. If a competitor damages a tire or wheel and there is a safety concern, the competitor must-find the Hoosier Super Tour Series Tech Chief or SMX CCC, if assigned, for inspection. At the discretion of the Hoosier Super Tour Series Tech Chief of SMX CCC the competitor may be allowed to substitute alternate used tires(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire.

Outgoing spec dry tire Toyo RR P235/40/17 and wet tire Toyo RA1 P235/40/17 may be continued to be used at conference Majors and Regionals until 4/30/26."

GT3U

1. #39258 (Grand Touring Committee) GT3/GT3U Rule Changes
In GCR, Section 9.1.2.F.3., add the following:
"*10. Increase the minimum weight of all GT3/GT3U 2.0 liter unrestricted engines to +75 lbs.*

11. Add a ride height minimum limit (for all GT3 rule set cars running in STU starting January 01, 2026) of 3.0" minimum including front spoiler and splitter."

STU

1. #39198 (Benjamin Slechta) Committee Resume
Benjamin Slechta has been added to the STAC.

2. #39234 (Jose Pena) Aftermarket ABS Module
In GCR, Section 9.1.4.1.E., add the following:
"*7. Delta Motorsports ABS system is allowed. Other aftermarket ABS systems will be considered on a case by case basis.*"

T1

1. #39409 (Touring Committee) T1 GT4 new rule- labeling
In GCR, Section 9.1.9.1.A.V.1, add the following:
"*c. All T1-GT4 cars are permitted to choose a homologation from either IMSA or SRO dated 2022 or after, as shown on the spec line. The chosen homologation must be declared on the car near the spec line number.*"

These specifications are a part of the SCCA GCR and all automobiles shall conform to GCR section 9.

A. Purpose and Philosophy

The intent of the Super Touring category is to allow competition of production-based vehicles, at a higher level of prepara-tion, using DOT-approved tires. Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US. No chassis or engines older than 1985 will be eligible, except that model runs that began before 1985 are eligible (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are eligible). The SCCA does not guarantee the competitiveness of any car.

Alternate allowances may be approved on a case-by-case basis for individual vehicles that do not meet these parameters; see "Alternate Vehicle Allowances" tables. Engines components from these approved vehicle allowances may not be installed in other chassis without specific line-item approval (e.g., the STU 3.8L Mustang engine may not be installed into a Ford Focus).

Vehicle modifications are limited to those listed herein. Unless a particular modification or part is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car. Some amount of latitude will be considered to facilitate engine installations, however if exten- sive modifications are required it is recom-mended to seek clarification from the Club Racing Board.

Replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, e.g., auto-parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in the Super Touring category or class rules.

Each class will have a baseline target power-to-weight ratio. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet these targets. Cars may be required to carry data acquisition equip- ment for review of perfor-mance.

B. Eligibility

Vehicles meeting one of the following criteria may compete in the Super Touring category:

1. *1985 and newer cars built specifically under these ST rules*
2. *World Challenge GT cars, with a VTS sheet dated 2009 or earlier, are eligible for classification under the following criteria: a.Cars will be approved on a case-by-case basis with supporting World Challenge VTS documentation*
   - *b. Competitors must have the VTS sheet, as approved, available for scrutineers when requested.*
   - *c. Weight will be set at the greater of the World Challenge weight plus 5% or the STO rules weight plus 5%.*
   - *d. Cars approved to run in accordance with their World Challenge VTS must adhere to those specifications and are not permitted to adopt general STU specifications.*
   - *e. See 9.1.4.2.I, table of Approved World Challenge Cars.*
   - *f. Cars must meet tire rule 9.1.4.P.1*

Note: World Challenge VTS cars are subject to adjustments (i.e., weight, restrictor) as necessary.

C. Bodywork

1. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM *grille and badge. A photographic replica is not sufficient.*
2. *Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones.*
3. *Bumper brackets may be modified, but bumpers must remain in OEM locations.*
4. *Non-essential body items and trim may be removed including attaching brackets and supporting struc- ture. Any holes in bodywork exposed by the removal of these items shall be covered or filled.*
5. *All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.*
6. *Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.*
7. *Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact.*
8. *All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.*
9. *Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.*
10. *Fenders and wheel openings shall remain unmodified. OEM base model fenders may be flared to allow for tire clearance up to 2". They must maintain the OEM profile and appearance, seamlessly around the wheel arch. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.*
11. *OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, and/ or trunk/deck lid with nonmetallic composite parts. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not*

modified.

12. A close-out panel may be mounted behind the grille.
13. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.
14. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
15. Canards or dive planes are not permitted unless part of the OEM bodywork.

D. Aerodynamic Devices

1. Front Air Dam
   a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.
   b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the hori-zontal centerline of the front wheel hubs. The air dam shall have no support or rein- forcement extending aft of the forward most part of the front fender wheel opening.
   c. The minimum ride height of the air dam is 3.0 inches.
   d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).
2. Undertray
   a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.
   b. The minimum ride height of the undertray is 3.0 inches.
3. Splitter
   a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.
   b. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.
   c. The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
   d. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.
   e. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regard-less of where the outside edges of the front tires are.
   f. The splitter may have vertical deviations, fences, etc., only if they are part of the production body- work for street use.
   g. The minimum ride height of the front splitter is 3.0 inches.
4. Rear Wing
   a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located exter-nally to the trunk/deck lid, may only be rein- forced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.
   b. Factory wings, and spoilers, and roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed. OEM aerodynamic devices do not need to adhere to the height rule
   c. Wings shall be a single element with a maximum chord length of 12.00 inches, including any Gurney flap.
   d. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.
   e. The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof. OEM aerodynamic devices do not need to adhere to the height rule.
   f. The trailing edge of the rear wing may be mounted no further rearward than the center of the rear- most part of the approved bodywork.
   g. Wing end plates must not exceed 144.0 square inches each.
   h. APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted.

E. Interior

1. The following items must be removed: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
2. The following items may also be removed:

   Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.

3.

4. The following items may be installed:
   Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equip- ment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/ interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.
5. The above components shall be attached to/contained in the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.
6. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position. The floor pan must remain in its original position. The driver's seat shall be located longitudinally.
7. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
8. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 18.0 inches above the floor pan. No bulkheads shall cover the rear foot wells.
   a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.
   b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if appli-cable, may extend laterally from one side of the chassis to the other.
   c. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed. The required dash pad may be made of any material. The dash pad shall maintain the stock profile.

F. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alterna-tive, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.
2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/ or protected.
3. Cars that have drive shafts shall have 2 steel, 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld.
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.
8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 0.25 inch minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recom- mended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan- type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14.

15. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.
16. The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location.
17. The floor pan may be modified to provide clearance for the exhaust system and allowed alternate transmission/trans-axle.
18. Inner fender panels may be modified or replaced.
19. Convertible model cars may compete with a hardtop or as an open car.
20. Fasteners are free. Fasteners may be replaced with adhesives.
21. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appear-ance and securely fastened.
22. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.
23. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.
24. Minimum ride height is 3.0 inches.

G. Engine

1. Alternate engines may be used, if the manufacturer of the vehicleand engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in the United States. Vehicles deliv- ered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).

   The chosen engine must retain its original cylinder head and intake manifold. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered. The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than
   1.0 inch thick and must be made of the same material as either the head or intake manifold.

   Engines from vehicles not available in a car delivered in the United States will be considered and approved on a case-by-case basis for use in ST. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out. Copies of the appro- priate factory shop manual are also useful for this consideration. Any deviations from the STCS that will be required for installation (e.g., trans adapter plate, alternate intake manifold, etc) must be noted in the "Requested Non-Stock Allowances" section, otherwise they will not be allowed. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.

1. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.
2. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.
3. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components.Alternate camshafts are allowed. Camshaft timing is free.
4. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM elec- tronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case by case basis.
5. The ignition system is unrestricted.
6. A programmable ECU is permitted. Engine calibration (spark and fuel) is free.
7. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
8. The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.
9. The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire or in some other way secure the oil drain plug.
10. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. It is recommended that cars using a wet-sump oil system safety wire or in some other

way secure the oil drain plug.

11.

12. *Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.*
13. *The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).*
14. *Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.*
15. *To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined.*
16. *17 Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials.*
17. *Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.*
18. *All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free.*
19. *Unless otherwise noted, the follow restrictions apply to turbochargers. The inlet restrictor (if required) shall be posi-tioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis. Swapping of turbochargers between engine makes and models is prohibited. Super-charged cars may be approved on a case-by-case basis. Contact the Road Racing Technical Office for details (contact info at the front of this book).*
20. *Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys.*
21. *Intake Requirements: All cars shall use the stock or approved air throttling device (e.g., carburetor, throttle body) and intake manifold for the installed engine, unless noted otherwise.*
22. *All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.*
    a. *The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insu- lator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars.*
    b. *Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxil- iary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.*
    c. *The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.*
    d. *All air entering the intake tract shall pass through the carburetor air inlet.*

24. *Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the speci- fied location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.*
    a. *The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:*
        1. *Cadillac CTS-V (04-07)*
        2. *Pontiac GTO (04-08)*
        3. *Ford Mustang (85-06)*
        4. *GM F-Body (93-02)*
25. *The intake and exhaust ports on piston engines may be ported at a 1% weight penalty. The valve guide may be machined as part of this porting.*
26. *Compression ratio is limited to 12.0:1.*
27. *Valve lift is limited to .600 inches.*
28. *Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pres- sure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combina-tion such that oil is not being scavenged from more than a maximum of 4 locations.*

H. Cooling Systems

1. WaterCooling - Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.
2. Engine Oil Cooling- Coolers for the engine oil are free in number, type and location.
3. Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
4. Water Spray Systems- Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have remov- able connectors inside the cockpit.
4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
5. No fuel cooling devices are permitted in the car.

J. Oil System

If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.

6. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be sepa- rated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.I.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
7. Accusump-type systems may be used.

K. Exhaust System

1. The exhaust system may be modified, or replaced.
2. Outlets must be located rearward of the midpoint of the wheelbase.
3. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.
4. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

L. Electrical System

1. The electrical system is free provided that:
2. Batteries are free, subject to GCR 9.3. Batteries.
3. Standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.
4. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.
5. Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.
6. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

M. Drivetrain

1. *Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differen-tials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.*
2. *After market replacement differential housings are permitted as long as they are an exact equivalent.*
3. *Vent and/or breather lines may be added to the transmission and/or differential. 1 transmission cooler and 1 differential cooler are permitted.*
4. *Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free. Carbon clutches are permitted.*
5. *Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.*
6. *Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control) and may not interface with, or affect, the braking system or throttle control.*

N. Suspension and Steering

1. *All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.*
2. *Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.*
3. *Shock absorbers and struts are free. Driver adjustable systems and electronically controlled shocks are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.*
4. *Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to stabilizer bars during practice, qualifying and race must be done in pit lane.*
5. *Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Drop spindles are allowed.*
6. *Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.*
7. *When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.*
8. *Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjust- ment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.*
9. *All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.*
10. *Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspen-sion. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs*
11. *Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforce- ment shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.*
12. *Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of*
    6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.
13. *The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.*
14. *The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.*
15. *A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.*
16. *Power steering may be modified in any of the following ways:*
    a. *Disconnected*
    b. *an OEM manual steering rack for that model may be fitted*
    c. *an electric power steering pump may be fitted*
    d. *An OEM electric-assisted steering system may be used.*
17. *Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspen-sion. Cars with an altered rear suspension must add 50 lbs.*
    Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs

18. *Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforce- ment shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.*
19. *Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of*
6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.
20. *The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.*
21. *Alternate control arms permitted.*

O. Brakes

1. *Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assem-blies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressur-ized brake fluid lines must be metal, metal shielded, or bulkheaded.*
2. *Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free.*
3. *Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.*
4. *Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than head- lights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.*
5. *Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.*
6. *Wheel fans are not permitted.*
7. *When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.*
8. *Titanium piston inserts are permitted.*
9. *Rotors- 1 or 2 piece ferrous rotors that do not exceed 355mm in diameter or 33mm in thickness are permitted. Maximum brake rotor diameter of 380mm is permitted at a 100 pound penalty.*
10. *Calipers- The standard production calipers or any caliper with 6 or less pistons may be used. 4-piston calipers may use a maximum of 4 pads per caliper. 6-piston calipers are limited to 2 pads per caliper.*
11. *Original equipment master cylinders and pedals may be replaced.*
12. *Power assisted braking systems are permitted.*
13. *The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.*
14. *The balance of braking forces between the front and rear axles may only be adjusted by the driver through:*
    a. *Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.*
    b. *Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre- loaded spring.*

P. Tires & Wheels

1. *Tires must conform to 9.3. Tires. GT1/ST tire make/size is free, DOT tires are not required. DOT tires per 9.3. Tires are required for GT2/ST cars. Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.*
2. *Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:*
   a. *Loose wheel spacers of any type are not recommended.*
   b. *All cars must run the same size wheel on the same axle, unless otherwise specified.*
   c. *As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.*
   d. *The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.*
   e. *Valve stems and caps are free.*
   f. *Approved slicks (competition wets) with 100 lb. penalty.*
3. *Wheel Attachment*
   a. *Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manu- facturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.*
   b. *If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.*
4. *Rear wheels may not exceed 18.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.*

Rallycross Board - Items Recommended to BOD

Unless otherwise noted, the intended effective date for all changes herein is 1/1/2026

Safety

ITEM 1: Update modified EV safety allowances to match the SCCA standard

Add safety guidelines for modified electric drivetrains when used in regional only classes. As a stopgap, we plan to use the Solo Appendix K rules for EVs with modified drivetrains. As a long term solution, we will work with the SCCA EV Action Committee to develop a set of safety rules specific to rallycross.

3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES
   3.2 VEHICLE/DRIVER SAFETY
      S. Electric vehicles with non-mass produced drivetrains or modified drivetrains must follow all guidelines in Appendix K of the Solo rules.

ITEM 2: Update relocated battery safety restrictions

Require battery boxes for relocated batteries in any location that could be bumped by an occupant in an incident.

3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES
   3.2 VEHICLE/DRIVER SAFETY
      N. All batteries (onboard power supplies) shall be attached to ensure that the battery and/or power supply will remain in place. If a lead-acid (wet cell) type battery is relocated from its original location, it must be equipped with leak-proof caps and enclosed in a non-conductive, marine-type box. Dry cell batteries, commonly known as Recombinant Gas (RG) or Glass Mat Technology (GMT) batteries, mounted outside of the passenger compartment or behind the rearmost seats are not required to be in a marine-type box. The hot terminal must be insulated on all vehicles. All batteries shall be securely attached to the primary structure of the vehicle. All electrical cables, terminals, and switches must be securely fastened.

ITEM 3: Standardize vehicle size rules

Standardize rules based on vehicle dimensions while keeping the option for local regions to allow specific vehicles when course conditions allow them.

3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES
   3.1 ELIGIBLE VEHICLES

~~A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle that can pass safety inspection. This includes electric and hybrid vehicles, convertibles with an approved hardtop attached, targa types with factory panel in place, T-tops with factory panels in place, and properly equipped UTVs. A vehicle that meets the definition above but was not originally sold in the United States (e.g., Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements. If the Event Chairman Chair after consultation with the Event Safety Steward determines at their discretion that a vehicle cannot safely negotiate the course, it may be excluded. The following types of vehicles are currently not eligible to compete in Stock, Prepared and Modified, or UTV categories: ATVs, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles. Trophy Trucks, Crosskarts, Formula Cross,Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.~~

- A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle that passes safety inspection. This includes electric and hybrid vehicles, convertibles with an approved hardtop installed, targa types with factory panel in place, T-tops with factory panels in place, and properly equipped UTVs.
    - A vehicle that meets the definition above but was not originally sold in the United States (e.g., Canada, Japan/JDM or Europe-only vehicle) is eligible if it meets applicable safety and preparation allowance requirements.
    - Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.
- The event chair, after consultation with the event safety steward, may exclude any vehicle if it cannot safely negotiate the course. Rallycross courses are designed for vehicles within the limits listed below. Vehicles outside of these limits may run at the discretion of the safety steward and event chair. Extra care must be taken to run the course safely. These vehicles will not support all driving styles and may not work on all courses.
    - Vehicles with a track width / height ratio of less than 0.95 are considered to have a high rollover potential. Track width is measured from the center point of the wheels or by measuring from the outside of the wheels and subtracting one wheel width. Both the front and rear track width should be measured and the lower value should be used for this calculation. Height is measured to the highest structural part of the roof.

- As an alternative to the track width / height ratio, mass produced vehicles running at or below stock height with a published center of gravity may use Static Stability Factor to determine if they have high rollover potential. Static Stability Factor is calculated with 1/2 track width * center of gravity of the vehicle. Vehicles with an SSF over 1.3 are not considered rollover risks even if the track width / height ratio is below 0.95
- Vehicles over 5,500lbs or with a 116" or greater wheelbase, due to course degradation concerns or the ability to navigate safely through the tighter elements.

Event Operations

ITEM 1: Update drone rules to match the SCCA standard

Update event operation rules, 4.2, as follows

4.2 EVENT OPERATING RULES

R. ~~The use of unmanned aircraft systems (UAS, drones, etc.) is not permitted at any event unless approved by event officials and the owner/operator has a valid reason for its use and has provided a copy of the applicable FAA certification and proof of insurance coverage. The coverage must specifically name SCCA and the applicable list of additional insureds, must specifically state that it covers the use of the UAS/drones, and must provide at a minimum $10 million of primary coverage.~~ 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.

ITEM 2: Move national event rules to the main rulebook

Add an appendix with the national rules

Appendix A. National Event Operating Rules

1. Eligibility

a. Only SCCA members are eligible to enter. Weekend memberships will only be offered for Divisional Challenges, not for the RallyCross National Championship event.
b. Registration for the National Championship will be opened in three successive tiers, with the following entrant eligibility:
    i. Tier 1: Former RallyCross National Champions, Previous years' RallyCross Nationals Event Chiefs, Divisional Challenge Class Winners from the current year
    ii. Tier 2: RallyCross National Championship Competitors from the previous five (5) years.
    iii. Tier 3: All other SCCA Members
c. Drivers entering in the UTV category must have previously completed a minimum of three (3) regional RallyCross events or may be granted an exemption from the Chief Steward.

2. Timing & Scoring
    a. Entrants are responsible for submitting all corrections (i.e. name, class, vehicle number) to Timing & Scoring before competition begins. A failure to do so will result in the entrant being assessed a ten (10) second time penalty on their next run.
    b. Each competition vehicle must have a vehicle number and class identification displayed on both sides of the vehicle per Required Decals Section below.
        i. Vehicle numbers are limited to a maximum of three (3) digits.
        ii. Vehicle number "1" in each class is reserved for each National Champion from the previous year who is competing in the same class this year.
        iii. If two entrants compete in the same vehicle and in the same class each entrant must submit a separate entry form. The first entrant must have a two-digit number. The second entrant must have the first entrant's number plus 100 (e.g. 1st entrant #98, 2nd entrant #198). Numbers 101 through 199 are reserved for second entrants *only*.
        iv. Requests for numbers will be approved on a first-come, first-served basis. If there is a request for a number already registered/reserved, the next closest number or one using the same digits may be assigned.
        v. All requests for changes to an entrant's vehicle number or vehicle made after competition begins must be submitted to the Event Steward.
    c. A list of entrants by class and vehicle number will be posted at Registration, on the Official Notice Board and/or online.
    d. Timed runs will be scored electronically by an optical or mechanical switch triggered by the vehicle at the start and finish lines.

i. A shot clock consisting of a digital timer that counts down from the time that the starter initiates the clock to zero may be used.
    1. The duration of the shot clock will remain consistent throughout each run group. The duration for the run group will be announced prior to the start of that run group.
    2. A penalty will be applied for failing to start prior to the shot clock reaching zero, as defined in the Penalties section of this document.
ii. In the event of a malfunction, stop watches will be used to their best accuracy, with two watches being used for each vehicle. Each watch will be operated by one person and the average of the two watch times will be used.

e. To prevent interference with the Timing & Scoring equipment and personnel, no driver or crew member will be allowed within the designated Timing & Scoring area or start and finish lines. Timing & Scoring concerns should be directed to the Event Steward.
f. The Timing & Scoring Manager or their designee shall be responsible for determining whether reruns are required.
g. Run times and penalties will be posted and updated on the Official Notice Board. Each driver will be provided with a time for each run via a timing display visible after the finish line and an online timing reporting system.
h. If a run time posted to the official notice board is deemed to be incorrect by a competitor (i.e. another competitor's time has been recorded as yours) it may be disputed through the chief steward. All run time reviews shall be logged with the chief steward using the posted dispute log.
    i. Timing displays are not official and cannot be protested.
    ii. Disputes to online times will not be accepted
    iii. See Disputes & Protests section below

3. Course Design & Safety
    a. A minimum of two course designs will be used and each course design will be unique to the event. For event sites that use a set course or “track”, the course must not have been used during the ninety (90) days prior to the event.
    b. When the course designer has finished setting up and marking the course, it will be reviewed by the Event Safety Steward. Once the Event Safety Steward has approved the course as safe for competition, the course will then be under the jurisdiction of the Event Safety Steward. Course changes will be made under the supervision of the Event Safety Steward as needed in accordance with the current SCCA RallyCross Rules. See Section 4.4 - Event Officials - Duties
    c. If an entrant identifies an issue or concern related to course clarity during a course walk or parade lap, the entrant must communicate the concern to the Event Steward prior to the start of competition for that run group. Courses will not be adjusted for clarity after the run has commenced.

d. Photographers may enter the course area only upon receiving approval from a Safety Steward who is working with the active run group. Each photographer in the course area must be accompanied by a spotter provided by the photographer.
    i. The spotter may not be a course worker at the location of the photographer.
    ii. Minors are not permitted to be photographers or spotters on course.

4. Course Operation and Alterations
    a. Reasonable effort will be made to provide a designated period for entrants in each run group to walk the course prior to their parade lap, however, time for course walks is not guaranteed.
        i. Any entrant found to have begun walking the course when the course was not open for walking will be assessed a ten (10) second time penalty on their next run.
    b. Reasonable effort will be made to provide each run group one (1) slow-speed parade lap per course, however, time for parade laps is not guaranteed.
        i. Clutch drops, burnouts, or other aggressive driving are not permitted during the parade lap. Any entrant found to be in violation of this will be assessed a ten (10) second time penalty on their next run.
        ii. For two entrant vehicles, each entrant will be allowed to drive a parade lap individually and cannot ride along for the second driver's parade lap.
    c. Reasonable effort will be made by event organizers to avoid course changes during a run group. If course changes are needed during a run group, the changes will normally be made between classes within a run group if possible unless the required changes are deemed immediately necessary for safety reasons. If a major or extensive alteration occurs within a class that has not yet completed its current run, all drivers in that class will receive re-runs after the change, including drivers who completed their runs before the course change.
    d. **Minor alterations** are any movement of a course cone by a cone width (12”) or less. These alterations will not be communicated prior to competitors starting their runs. These alterations will only be made between class runs or at run group change over unless needed for safety considerations. Multiple minor alterations during the run group to the same cone that add up to two cone widths (24”) will be considered a major alteration.
    e. **Major alterations** are any movement of course cones by more than 12” in one section of the course. Green cones will be used to mark major alterations, and at a minimum the first cone of the course change will be green. Once the next run has been completed, the green cone(s) will be

replaced with orange cones. Any course changes that involve moving cones on course after a run group has completed its parade lap will be communicated verbally by the starter to each driver and visually by way of an updated course map located between grid and the start line and available through the virtual notice board.

f. **Extensive alterations** are any movement of course cones by more than 12" in multiple sections of the course. Additional parade laps may be given at the sole discretion of the Event Steward for course changes that extensively alter the course.

g. If a driver comes upon a misplaced cone (e.g. a downed cone or a gate with the pointer cone pointing away from the upright cone during a run), the driver may stop on course near the misplaced cone to point it out to the corner worker. The stop must be completed before tripping the finish timing, including for misplaced cones after the finish. If the course worker confirms the misplaced cone they will communicate this to Timing & Scoring and the driver will be allowed a re-run. The driver will then proceed down the course at a reduced speed (not competition pace) to the finish line and proceed to the start line for a re-run. Any penalties assessed on the original run will not carry over to the re-run.

5. Run Groups & Run Order
    a. Run groups and run group schedules will be posted prior to the event.
    b. Timing & Scoring shall provide a current run order grid sheet to the Chief of Grid prior to the start of each run group. The Chief of Grid shall not release vehicles from grid to the start line until they receive a current run order grid sheet.
    c. Run groups and run schedules are subject to change. The run order may change according to the number of vehicles entered in each class. Changes will be posted at the event.
    d. Entrants will be grouped together by class and run order within each run group. Two-entrant vehicles will have a maximum of two (2) minutes to switch drivers from the time the vehicle returns to its grid position. Drivers within a class must all complete a given run before any driver in that class can begin its next run, including two-entrant vehicles.
    e. During each set of runs, competition vehicles will stage on the grid in the assigned run order for that class with an allowance for two-entrant vehicles.
    f. At any time during the event, entrants may be moved a maximum of five (5) positions in the run order to facilitate efficient operation of the event.
    g. The initial class order within each run group will be randomly chosen. The initial run order of the drivers within each class will be established as follows: The first drivers of two-driver vehicles go first, followed by the single entrant drivers, and then followed by the second driver of two-driver vehicles. The initial run order of first drivers of two-driver vehicles and

single drivers will be selected by random drawing. Second drivers will run in the same order as their first driver counterparts.
    i. The subsequent runs will be determined by the Chief Steward to maximize fairness throughout the event.
h. Any registrations/car changes after the online registration closes will move to the front of the class after the random drawing. Any changes after check-in closes will require Chief Steward approval.
i. All entrants within a class, including two-entrant vehicles, must complete a given run before another class can begin its runs. Exceptions to this are when a “mechanical” occurs or a “timeout” is taken at the end of a class; if there are no course changes being made, the next class within the run group will be started.
j. While all efforts will be taken to stay within the predetermined schedule, the Chief Steward has the ultimate authority to make changes to the run order, amount of runs, etc. to ensure the proper flow of the event is maintained during inclement weather, etc. up to and including cancelling sessions.

6. Penalties
    a. A two (2) second time penalty will be added for each upright cone located on the course from the start line through and past the finish line that is knocked down or significantly displaced from its original position.
        i. Cone position will be marked with a landscaping flag or outlined with a box, depending on the surface.
        ii. A cone will be considered displaced if it is no longer covering or touching the flag or if it is not touching any part of the box.
        iii. Any upright cones knocked down or displaced by anything ejected from the vehicle’s wheels will be counted as penalties.
        iv. There is no penalty for displacing “pointer” (non-upright) cones.
    b. A ten (10) second time penalty will be added for driving on the wrong side of the indicated pointer cone (missed gate penalty). Ten seconds will be added per gate missed.
    c. If a cone penalty posted to the official notice board is deemed to be incorrect it may be disputed through the chief steward.
    d. A ten (10) second time penalty will be added for starting prior to the starters signal for “Go”, or for failing to start prior to the shot clock reaching zero.
    e. A DNF (Did Not Finish) time penalty shall be calculated as the slowest raw time in class for the same run plus ten (10) seconds. A DNF penalty includes, but is not limited to, the following:
        i. The entrant makes an uncorrected deviation such as driving across the course to take a shorter path, missing more than two consecutive course features or going off course completely and returning to the finish without completing the course. A course

deviation penalty will be assessed at the sole discretion of the Event Steward.

ii. A vehicle is unable to complete a timed run due to a mechanical problem or has been stopped on course for a safety violation (windows down, doors opening, seat belt not fastened, no helmet, damage to the vehicle creating an unsafe condition, etc.).

iii. A vehicle is unable to start a timed run within the allotted time.

iv. A competitor exits a vehicle while on course unless instructed by a course worker to exit.

v. The Event Steward can assign a DNF for the lack of significant progress at their discretion. This will be applied in scenarios when a competitor is navigating the course at a rate far below that of their fellow competitors due to course conditions, the vehicle's mechanical condition, etc.

vi. Significant progress may also be determined by the driver. If the driver is unable to make significant progress on the course, the driver shall communicate with the closest corner worker and indicate a DNF.

vii. Any entrant who ignores two consecutive red flags during a run will be given the DNF penalty on that run.

f. Designated run order must be maintained and each car must move from grid to scanner, if in use at the event, to the start line as directed by event staff. Failure to present to the scanner, if in use, and start line in the designated run order will result in the assessment of a ten (10) second penalty on their next run. If the vehicle has two drivers in the class, this penalty will be applied to each driver.

g. An entrant who causes a delay of a vehicle leaving the start line of over thirty (30) seconds will be considered a DNF, except for an approved “timeout” as defined elsewhere in this document.

h. An entrant who debeads (flat tire) on course which may or may not result in a red flag, will be allowed a five (5) minute grace period from the time they reach the grid, timed by a grid worker, to attempt a fix. This will only be allowed once per event. If the issue is fixed within the five (5) minute allowance, a re-run will be given. If the issue cannot be fixed within the five-minute period, the run will be scored as a DNF. If a run was completed with a debead, a re-run will not be given.

i. Any entrant who allows a passenger in the vehicle during a parade lap or a timed run will be scored as a DNF for that run unless the passenger is an approved non-competitor who is fulfilling a state-mandated requirement for an entrant who has a restricted driver’s license requiring a passenger. The non-competitor that will ride along must be supplied by the driver.

j. The SCCA RallyCross Rules requires that the driver’s window may not be down more than one inch (1”) during course runs unless the vehicle is

equipped with a window net and/or the driver is using arm restraints and the same restrictions apply to a passenger if present. See Section 3.2 - Vehicle/Driver Safety

i. A driver who commences a run in violation shall be red flagged and be scored as a DNF for that run. See Required Decals section below for requirements.

k. See Safety/Tech Class Inspection below for Class Disclosure Form penalties and class inspection penalties. Penalties incurred under these sections shall apply to both drivers of two-driver vehicles.

l. All drivers are required to attend any required drivers' meeting. An entrant who fails to attend will be assessed a ten (10) second penalty on their next run.

m. All drivers whose run group falls into Heat 1 and their competition vehicles are required to be present in their assigned grid spot as of the time where the schedule states Heat 1 Cars in Grid. All drivers in subsequent heats and their competition vehicles are required to be present in their assigned grid spot as of the time when the first car in that heat is directed to leave grid for their parade lap. An entrant who fails this will be assessed a ten (10) second penalty on their next run.

n. All penalties are subject to the Event Steward's review. Additional penalties may be added and/or assigned penalties removed at the Event Steward's discretion. Repeat infractions will be given particular attention.

7. Equipment Restrictions & Requirements

a. Studded tires are prohibited at Divisional Challenge and National Championship events. Any competitor who presents themselves to the scanner, if in use, or the start line with studded tires will be sent back to grid and be scored as a DNF for that run. Any competitor who enters the course with studded tires shall be red flagged, and the competitor will be scored as a DNF for that run whether they have been red flagged or not.

b. Each entrant is responsible for determining towing points in the event their vehicle needs to be towed off the course. The entrant should be able to demonstrate this knowledge at tech inspection. Each entrant is responsible for hooking up tow straps to their vehicle if the vehicle becomes disabled on course. SCCA and event officials are not responsible for any damage that may occur during towing.

i. Entrants are advised to install permanent tow hooks on their vehicles to facilitate towing. If an entrant's vehicle is equipped with removable factory tow hooks, it is recommended that these be installed prior to tech inspection and remain installed for the duration of the event.

8. Required Decals

a. Vehicle number (minimum 6" high) and class identification (minimum 3" high) must be visible on both sides of the vehicle. Class identification is limited to the following: SF, SR, SA, PF, PR, PA, MF, MR, MA, US, UM,

RT. These markings should be similar colors and styles, must contrast with the main body color of the vehicle, and must be easily legible while the vehicle is on course.

b. All competition vehicles must display the “SCCA RallyCross” windshield banner on the uppermost portion of the windshield. The windshield banner may be displayed on the back window if a required contingency banner is displayed on the front windshield. Other placement of the windshield banner may be authorized by prior approval of the Rally Program Manager.
c. The SCCA RallyCross decal and National Event decal must be displayed on both sides of the vehicle. The SCCA logo decal must also be displayed on the front of the vehicle (bumper or hood).
d. All required SCCA decals will be available at the Safety/Tech Inspection area.
e. All decals/logos of any competing sanctioning bodies must be covered or removed.
f. Additional event sponsor decals will be placed on the vehicle where appropriate or as required by the sponsor/contingency.
g. Any decals or logos of companies or products that are in direct competition with the event title sponsor must be covered or removed.
h. Two-driver vehicles that are in the same class will be marked on the driver side of the windshield with a “2” indicating a two-driver vehicle.
i. Vehicles where the driver and/or authorized passenger is using an approved arm-restraint and that have no side window/net or where the driver or authorized passenger wishes to drive with the window open more than 1” shall be marked with a colored band along the bottom of the relevant window opening. This marking will be provided during the Safety/Tech Inspection. The color/design of the marking for the event will be communicated to workers during the driver’s meeting. Any competitor who is using arm restraints and enters the course without the required colored band indicator shall be red-flagged, and the competitor will be scored as a DNF for that run whether they have been red-flagged or not.
j. Competitors who present to the scanner and/or start line with the wrong number on their car, 2 sets of numbers, the incorrect class showing, event tech sticker, wrong/multiple barcodes on helmet, or missing the two driver car designation will receive a warning for their first offense, a cone penalty for the second offense, and may receive a DSQ for three or more offenses at the same event.

9. Vehicle Safety/Tech
    a. All driver helmets and a completed copy of the applicable self-tech form for each competition vehicle must be presented during registration as a condition for passing the pre-event safety inspection (“Tech”).
    b. The Chief of Tech and Tech assistants may perform random tech inspections at any time prior to the start of competition for the vehicle. All

entrants who fail to present their vehicle for a requested inspection ("Tech") will be assessed a ten (10) second penalty on their first run. All entrants of any vehicle that is found to have a discrepancy between the self-tech form and physical inspection will be assessed a ten (10) second penalty on their first run.

c. No vehicle will be allowed to participate without the safety/tech inspection sticker displayed on the driver's side edge of the windshield. Refer to the Required Decals section for the relevant penalty.
d. Any vehicle that has mechanical trouble during a run and requires assistance to exit the course must pass an additional safety inspection before it is allowed to return to competition.

10. Class Inspection
    a. A mandatory class inspection will be held per the time is posted on the event schedule prior to the start of competition runs to allow class competitors to inspect all the other vehicles in their class and question eligibility. Vehicles are to be presented in "ready for competition" condition.
    b. Any entrant ten (10) minutes or less late to their appropriate grid spot for the scheduled class inspection will be assessed a ten (10) second penalty on their next run. Any entrant more than ten (10) minutes late will be scored as a DNF for their next run.
    c. All entrants must complete and display the appropriate "Class Disclosure Form" for their intended class prior to class inspection. The form must be displayed on the vehicle windshield at the class inspection.
    d. Vehicles competing in multiple classes must be presented in the most restrictive class in which the vehicle is competing and with only those modifications allowed in that class. For example a car competing in stock and prepared categories must be displayed in stock form at the class inspection. Refer to the penalty denoted elsewhere for failure to be in the appropriate grid spot during class inspection.
    e. Forms will be collected by an Event Official at the end of the class inspection period. An entrant who fails to display the form will be assessed a ten (10) second penalty on their next run.
    f. A representative of each vehicle shall be present in the class inspection area to answer questions during the entire inspection time. All entrants for the vehicle will be scored as a DNF for their first run of the next session if no representative is present in the class inspection area during the entire inspection time.
11. Safety Rules for the Paddock and Grid
    a. A speed limit of ten (10) mph will be enforced at the event site including the paddock area and grid.
    b. No practicing, testing or fast driving is allowed in the grid, paddock or adjacent roads, including the transit between finish and grid staging.

Competitors will receive one notice of violation and will be disqualified if a second violation is witnessed.

c. Minor repairs and adjustments may be made in Grid, however, major repairs should be made in the Paddock area. It is recommended that a tarp be placed underneath any vehicle being repaired or maintained on the site to contain fluid leaks.
d. If a person is working under a jacked vehicle there must be at least one jack stand in place in addition to the jack. Jacks and jack stands used on soft ground must utilize a solid base or platform to prevent sinking or shifting.
e. Do not pour gas, oil, coolant or other hazardous fluids on the ground anywhere on the facility.
f. Refueling
    i. Refueling of competition vehicles is only allowed in designated refueling areas. No vehicle may be refueled within 25 feet of another vehicle.
    ii. While refueling a vehicle, at least one (1) 10 lb. minimum Class B fire extinguisher must be present.
    iii. Violations of any refueling requirement will result in all entrants of the vehicle being scored as a DNF for their first run of the next session.
g. Children are allowed on the event site. Minors are not allowed in competition areas (grid, staging or course area) unless they are registered competitors. Pets are not allowed in the competition areas (grid, staging, or course areas). Service animals are allowed per federal and state regulations.
h. Grid will be closed during active competition and other designated times.
    i. Only competition vehicles and official event support vehicles are allowed in the grid and competition area after the start of competition.
    ii. Violations of any grid closure requirement will result in all entrants of the vehicle being scored as a DNF for their first run of the next session.
i. All incidents involving injury and/or property damage occurring on the event site or associated with the event must be reported as soon as possible to any Event Safety Steward or, if not immediately available, to the Event Steward.
j. Any site restrictions will be posted in the Supplemental Rules and/or on the virtual notice board app prior to the event.

12. Entrants as Workers
    a. All entrants are required to work the event.
    b. Workers must check-in for their work position before the beginning of the last run of the previous run group. All workers need to check-in prior to going to their assigned work position. Failure to work will result in

additional work assignments or disqualification as decided by the Event Steward.

c. Run-work order will be posted on the Official Notice Board at the event.
d. All competitors are required to attend worker/training meetings for their respective work assignments as may be scheduled by event organizers. An entrant who fails to attend scheduled worker/training meetings will be assessed a ten (10) second penalty on their next run.
e. Work assignments that require driving on course shall not be considered a competitive advantage.

13. Miscellaneous
    a. Changes to the Supplemental Rules and other documented information, as well as the names of all event officials, will be included in the material provided at on-site Registration and/or posted on the Official Notice Board at Registration.
    b. It is the competitor's responsibility to check at Registration and/or the Official Notice Board posting area for changes to the Supplemental Regulations.
    c. Additional drivers' meetings may be held at the event as needed to explain changes to the regulations or format of the event.
    d. Entrants will be allowed to take one (1) five-minute "timeout" per day. The five-minute timeout begins at the time the vehicle is directed to leave the grid area. The entrant must notify a grid worker if they are taking a timeout and the grid worker will notify Timing & Scoring. The grid worker will skip the driver taking the timeout and move to the next driver in line to continue sending vehicles to the start line. The entrant taking the timeout must abide by all other rules specified in the Run Groups & Run Order section.
    e. If a driver's vehicle becomes unable to continue in the competition, due to mechanical/safety issues, the driver may move to another vehicle eligible for the same or a more restrictive class to complete their remaining competition runs. A driver may not change vehicles if their original vehicle is safe to run.
        i. A violation of this would be using a vehicle with better equipment for the conditions.
        ii. Each vehicle may only have a maximum of two drivers per class throughout the duration of each heat.
        iii. A driver may move to another vehicle only once per heat. They may move back to their registered vehicle at the beginning of the next heat.
        iv. All vehicle changes must be reported to the grid workers, who will notify Timing & Scoring and the Event Steward.

14. Disputes & Protests
    a. All disputes shall be logged with the chief steward using the posted and/or online dispute log.

b. The chief steward will review the dispute log at regular intervals and consult with the chief of timing to resolve the dispute and notify the competitor.
c. Competitors shall provide the following information for any dispute:
    i. Competitor name, class, car number, affected run, explanation of the dispute, and requested resolution.
    ii. For penalty disputes the explanation shall include the corner location of the disputed cone penalty. The chief steward will consult with the chief of timing and corner workers to determine if the penalty was incorrect and notify the competitor of the decision.
d. All penalty disputes SHOULD be submitted as soon as possible after the results are posted, and MUST be submitted within 30 minutes of the end of the finishing run group in question while the corner workers/competitors are still on site.

15. Awards
    a. Trophies will be awarded in each class based on the chart below. If additional awards are needed, they will be mailed to the winners after the event.

        1 - 9 competitors = 3 trophies
        10 - 15 competitors = 4 trophies
        16+ competitors = 5 trophies

    b. For National Championship events, only classes with three (3) or more finishers will be awarded a National Championship and be eligible for the TripleCross Award. Classes with only one or two finishers will receive a National Class winner award, not a National Championship award.
    c. Finishers are defined as entrants who have completed at least one run attempt and have not been disqualified from the event.
16. National Championship Event Schedule (Example)

Monday	
Mandatory Online Driver's Meeting	7:00 PM
Thursday	
Check-in/Tech (Bring helmet, Self-form & ID)	3:00 PM - 6:00 PM
Friday course open to walking	3:00 PM - 6:00 PM
Friday	
Sunrise	6:53 AM
Event Check-In & Tech (Bring helmet, Self-tech form & ID)	8:00 AM - 9:00 AM

Friday Course open to walking	8:00 AM - 9:00 AM
Chiefs Meeting	9:00 AM
Class Inspection	9:15 AM - 9:30 AM
Opening Ceremony	9:30 AM - 9:45 AM
Workers Check In	9:45 AM
Competition Starts - Course 1	10:00 AM
Competition Ends	4:30 pm estimated
Saturday Morn Course Open to Walking	5:30 PM
Dinner/Welcome Party	6:00 PM
Sunset	6:09 PM
Saturday	
Sunrise	6:54 AM
Course closed to walking	7:30 AM
Drivers Meeting	7:35 AM
Heat 1 Worker Check-in	7:40 AM
Heat 1 cars in Grid	7:40 AM
Morning competition begins - Course 2	8:00 AM
Afternoon competition begins - Course 1	1:00 pm approx
Competition ends	6:00 pm approx
Sunset	6:08 PM
Sunday	
Sunrise	6:55 AM
Course closed to walking	7:30 AM
Drivers Meeting	7:35 AM
Heat 1 Worker Check-in	7:40 AM
Heat 1 cars in Grid	7:40 AM
Competition begins - Course 3	8:00 AM
Competition ends	3:00 PM
Awards presentation	30 minutes after the last car

Stock Category

ITEM 1: Update stock wheel offset limitations to match the +/- 1” wheel width allowance

Update stock category allowances, 3.3.C, as follows

C. STOCK CATEGORY

12. Any wheel may be replaced with unmodified OEM or unmodified mass production aftermarket replacement unit provided it complies with the following:

a. OEM wheels of diameter greater than 16” may be replaced with wheels of diameter at least 16”;

b. OEM wheel diameters of 16” or less may be replaced with wheels of diameter of +1”/-1” of the OEM wheel diameter;

c. Wheel width may be increased or decreased one inch (1”) from the OEM wheel;

d. Wheel offset (backspace) must be within ~~0.394” (10mm)~~ 0.630” (16mm) of the OEM wheel offset. Wheel spacers are considered part of the wheel;

e. Extended length wheel studs/bolts are allowed. Wheel bolts may be replaced with wheel studs and lug nuts.

Prepared Category

ITEM 1: Add prepared interior door panel replacement allowance

Add an additional allowance to the prepared category allowances, 3.3.D, as follows

D. PREPARED CATEGORY

28. Interior door panels may be modified or replaced. Replacement door panel material is free but must have coverage consistent with the OEM door panel. Airbags mounted on the door may be removed.

ITEM 2: Add additional allowances for automatic transmissions in prepared

Update the prepared category allowances, 3.3.D, as follows

D. PREPARED CATEGORY

19. On automatic transmission vehicles, any torque converter may be used. The valve body may be replaced. Shift kits or transmission ECU tunes may be installed.

Modified Category

ITEM 1: Additional restrictions to frame swaps in modified

Remove the standalone line item for frame swaps and integrate into the passenger compartment safety requirements in the modified preparation requirements, 3.3.E.

E. MODIFIED CATEGORY

4. Structure of the passenger compartment, as defined by vehicle pillars, frame rails, front bulkhead, floor pan, and the inner and outer roof structure, must be unmodified except for installation of suspension mounts, and fluid lines/hoses/vessels as permitted in 3.3.E.9. All vehicle pillars must be present. Not including vehicle pillars, structure outside of the passenger compartment OEM front bulkhead and center of rear axle is not considered part of this requirement provided the modification(s) do not affect the passenger compartment. ~~Commercially available floor plan drop modification kits are allowed for driver side of vehicle. Commercially available kits that add a rear differential to FWD cars are allowed.~~

a. Body on frame vehicles are restricted to frames with similar construction and strength to the oem frame within the bounds of the passenger compartment (front to rear bulkhead). All stock passenger compartment mounting locations must be connected to the frame.
b. Commercially available floor plan drop modifications kits are allowed for the driver side of the vehicle.
c. Commercially available kits that add a rear differential to FWD cars are allowed.

…

~~32. Body on frame vehicles may use any mass-produced frame with any mass-produced body.~~

<u>UTV Category</u>

ITEM 1: Allow regions to offer annual UTV self tech

Decrease the amount of duplicate self-tech forms that need to be stored by regions. Update the UTV Entry Requirements, 3.3.G, as follows

3.3.G UTV Category

UTV Entry Requirements

1. All UTV class entrants must submit a completed copy of the RallyCross Self-Tech Form to the tech inspector prior to the beginning of the event. Only one form per vehicle is required.
    - This form is available on the SCCA Website in the RallyCross program
    - Regions may offer annual self-tech for UTVs and store a single completed form on file instead of one per event. A new form is required if the vehicle is modified after receiving the annual self-tech approval. UTVs must also go through a standard safety inspection before each event.

- It is recommended that all UTV class entrants view the RallyCross UTV Tech Overview video. A link to this is located on the SCCA Website in the RallyCross program Rules section.

ITEM 2: Clarify eye protection requirements for UTVs

Update the UTV Preparation Allowances, 3.3.G, as follows

3.3.G UTV Category

UTV Preparation Requirements

9. If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows, all occupants must wear full face helmets with face shields in the closed position or goggles (eyewear that seals to the face) during competition.

ITEM 3: Allow larger tires in UTV to increase wheel speed to match maximum course speeds

Update the UTV Preparation Allowances, 3.3.G, as follows

3.3.G UTV Category

UTV Preparation Allowances

21. Any commercially available tire marketed for UTV or automotive use is allowed unless restrictions are specified in supplemental regulations by the event organizers. Tire diameter may ~~not be larger than that of~~ be up to 1" larger than the OEM tire on that vehicle's trim level.

ITEM 4: Clarify safety requirements for fixed door panels on UTVs

Update the UTV Preparation Requirements, 3.3.G, as follows

3.3.G UTV Category

UTV Preparation Requirements

7. ~~Doors~~ Hinged doors or fixed door panels constructed of a rigid material are required and must extend from the bottom frame rail or sill up to the driver's chest line with no gap greater than 1" commonly referred to as "half doors", at a minimum. Non-OEM polycarbonate door panels must be a minimum of 6 mm in thickness. Doors must not be constructed from carbon fiber unless originally equipped from the manufacturer. Fixed door panels may only be used if side intrusion bars are installed and drivers can demonstrate they can exit the vehicle unassisted.

ITEM 5: Add aero to UTV-Max

Add a new section to the UTV-Max Preparation Allowances, 3.3.G.24, as follows

3.3.G UTV Category

UTV Preparation Allowances

24. For vehicles entered in the UTV Max class, the following modifications are also allowed:

- Any engine control system may be used.
- Forced-induction systems may be modified or added.
- The motor may be substituted with any motor from a UTV of the same manufacturer as the chassis.
- Internal components of the motor may be modified and/or replaced.
- Cargo bed panels may be removed.
- Passenger seats may be removed.
- Aerodynamic devices such as wings, splitters, spoilers, and spats. Any devices used must be securely mounted to the vehicle. Aerodynamic devices must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.

Constructors Category

ITEM 1: Move Constructors category including the C2 and C4 to regional status

Add a new appendix for regional only classes. Move the constructor category rules from 3.3.F to the new appendix

3. VEHICLE CATEGORIES AND PREPARATION ALLOWANCES

3.3 VEHICLE CLASSIFICATION

~~F. Constructors Category~~

Contents of 3.3.F omitted for brevity

Appendix B. Exhibition classes

The following classes may be offered at regional events but will not be offered at national events.

CONSTRUCTORS CATEGORY

Constructors Two Wheel Drive (C2)
Constructors All Wheel Drive (C4)

Preparation requirements:

1. The Constructors Category is intended for four-wheeled vehicles such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles and vehicles in excess of the Modified Category requirements.

2. Any design/applications outside of the rule set will require approval from the RXB.
3. The drivetrain must use an internal combustion engine; electric and hybrid powerplants are prohibited.
4. Exhaust must exit outside the body work, not interfere with or impair the driver during vehicle operation and vehicle egress and comply with local noise ordinances.
5. Any fuel system may be used provided gasoline, ethanol or diesel fuel is used. Any fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal or metal braided construction.
6. Minimum track is 100% of the height of the vehicle as measured from the highest point of the roll cage. Minimum wheelbase is 72 inches measured from the center of the wheels. Track width is measured between the center of the front or rear tires. The track width will be the minimum of the two.
7. The bottom of the vehicle frame/monocoque must be below the centerline of the wheels.
8. Brakes must operate upon all wheels/tires.
9. Tow attachment points shall be clearly identified at both the front and rear of the vehicle.
10. Vehicle must be equipped with a minimum of 4 tires/wheels.
11. All roll cage openings of the occupant compartment except ingress/egress openings and driver visibility openings must be covered by body panels. Drilling of holes in the roll cage to attach any panel is prohibited.
    a. Roof to be made of mild steel (minimum thickness 18 gauge) or aluminum (minimum thickness: 0.065”).
    b. Floor to be made of mild steel (minimum thickness 16 gauge) or aluminum (minimum thickness: 0.095”) and must be able to demonstrate that is supports the weight of the driver.
    c. Metal firewalls between the engine and drivetrain components are required to prevent the passage of flame and debris into the driver’s compartment.
    d. If a windshield is installed it must either be automotive laminated safety glass or be a minimum of 3/16” thick polycarbonate. If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows/window nets, all occupants must wear full face helmets with face shields (or goggles), gloves, and arm restraints during competition. Arm restraints must be worn and anchored according to their the manufacturer’s specifications.
    e. If side windows are installed, they must be made of automotive safety glass or minimum 3/16” thickness polycarbonate. If side windows are not installed, then window nets or arm restraints for the driver and passenger (if present) are required and must be securely mounted.
    f. All other panels are to be plastic, metal, or composite materials.

12. Mudflaps are recommended.
13. A roll cage meeting or exceeding the current SCCA Road Racing General Competition Rules or the current requirements of another sanctioning body approved by the SCCA RXB is required.
    a. Roll cage design must allow the occupants to egress the vehicle out of the sides.
    b. The only hole(s) permitted are inspection hole(s).
    c. Drilling of holes in the roll cage to attach side windows, window nets, rear windows, or any other item is prohibited.
    d. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1/2 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.
14. All cars shall be equipped with a master switch. The master switch shall be installed directly on the positive battery cable and shall cut all electrical circuits when turned to the “OFF” position. All terminals of the master switch shall be insulated to prevent shorting out. The switch shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a position accessible to the driver and course worker. “OFF” position shall be clearly indicated at the master switch location. The master switch shall be securely fastened to the vehicle, however, drilling of holes in the roll cage to attach the mounting bracket is prohibited. The mounting location shall be one of the following:
    a. In proximity to the right-hand side member of the roll bar in a location so that it cannot be operated accidentally. It can be mounted on abracket welded, clamped or bolted to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.
    b. In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned.
    c. Below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window.
15. Installation of a scattershield, chain guard or explosion-proof bell housing is required on any vehicle where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passenger. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure. The following material requirements apply to scattershields/explosion-proof bell housings:
    a. ⅛ inch (0.125”; 3.18mm) SAE 4130 alloy steel.
    b. ¼ inch (0.250”; 6.35mm) mild steel plate.
    c. ¼ inch (0.250”; 6.35mm) aluminum alloy.
    d. SFI or NHRA approved flexible shields.

16. The driver's seat shall be securely mounted to the structure of the vehicle and be installed per the manufacturer's recommendations. A passenger seat is not required but must also be securely mounted if installed. Seats must be intended by their manufacturer for competition use.
17. A five (5)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs and shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacturer's recommendations.
18. Structure and safety items shall have a minimum of grade 5 / 8.8 fasteners.

Truck Category

ITEM 1: Move the Truck class to the main rulebook

Move the Truck category rules from a standalone rules handout to the main rulebook, taking Constructors place in 3.3.F

3.3 VEHICLE CLASSIFICATION

3.3.F TRUCK Class

Eligibility Requirements

1. Open to rear wheel drive (RWD) vehicles marketed as mini or mid-sized pickups that carry a manufacturer's GVWR rating of less than 6000 lbs.
2. There must be a minimum of 4000 series vehicles sold to the public in the U.S.A. within a 36-month period.
3. Vehicles must have a truck bed that is behind the passenger compartment and separate from the cabin of the truck. Flat beds, utility beds, and other non-factory beds are prohibited.
4. Engines must be naturally aspirated (NA) piston engines with a maximum displacement of 4800cc.

Preparation requirements

1. Minimum width must be 95% of truck height. Width is the track width of the vehicle measured from the center of the tire to the center of the tire, and height is measured from the ground to the highest point on the roof. Either or both dimensions may be altered to achieve this required metric.

Preparation allowances

1. All Prepared Category, 3.3.D. modifications are allowed.
2. Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, as dealer-installed accessories, over the counter accessories, or performance parts are allowed.
3. Suspension component changes allowed are:
    a. Toyota a-arm vehicles may use 1993-1998 Toyota T-100 series OEM front spindles.

b. Ford I-beam vehicles may change suspension mounting points, change or modify steering components, and modify the frame to use I-beams with OEM mounting points from a different year of the same model of the vehicle (i.e. Ranger to Ranger).
c. Leaf spring traction bars may be added d. Solid axle lowering kits such as drop shackles and drop spacers may be added

4. Complete drivetrains from eligible alternate trim levels or option packages from the same model and model year of the vehicle may be used without performing a full package conversion. A complete drivetrain includes the engine, transmission, differential, electronics, and any ancillary parts unique to the drivetrain.
5. On engines of less than 2500cc of displacement, the cylinder head may be modified. Camshafts, pushrods and valves, springs, and other cylinder head internal parts may be replaced or modified.
6. Any fuel pump is permitted.
7. Rear seats and all carpets may be removed.
8. Air conditioning and heating units may be removed.
9. Wheel openings in fenders may be enlarged for tire clearance. Aftermarket fender flares may be added.
10. Safety fuel cells are encouraged and, if installed, must be mounted on the bed load floor.
11. Ballast may be installed on the bed load floor and must be securely fastened. Loose ballast (i.e. shot bags, sand bags, lead weights) must be contained in weight boxes. The event safety steward has final authority on approving the ballast and fastening method.

ITEM 2: Update Truck ballast rules

Note that these changes are reflected in the updated truck rules above in item 1, preparation allowance 11.

~~11. Metal ballast plates may be added to the bed load floor or frame of the vehicle. They must be securely fastened by at least two ½" bolts, lock nuts of SAE Grade 5/Metric 8.8 or better, and large-diameter, load-distributing washers. Each piece of ballast must not weigh more than 50lbs and must include a permanent mark to identify the class and number of the vehicle it was installed on.~~ Ballast may be installed on the bed load floor and must be securely fastened. Loose ballast (i.e. shot bags, sand bags, lead weights) must be contained in weight boxes. The event safety steward has final authority on approving the ballast and fastening method.

Safety:

Item 1 (38500): Administrative changes per Solo Safety Committee to (a) update terminology to provide gender neutrality, (b) add the requirements and duties for the Solo Safety Steward of Record, and (c) update/clarify the requirements for becoming a SSS.

Item 2 (37141): Update the Tech section prohibition on CF wheels for consistency with allowances elsewhere (e.g. CF wheels are permitted in CAM/XS).

Event Operations:

Item2 (25242): Has an explanation, conflicts with this section were encountered as an issue during crazy weather at one or more Nationals.

Item 4 (35132): Add definitions of "participant" and "official" per Staff recommendation.

Item 5 (37529): Add i.2.2.C which reflects current practice involving Staff, SEB, and members-at-large. Wording provided by Staff.

Street:

Item 6 (39507): Modify the tire eligibility deadline from 1/1/ to 1/31, in order to give tire companies a little more time to deal with late-breaking issues involving imports and tariffs.

Item 7 (37014): SAC rationale: "Over the past several seasons, both G Street and H Street have experienced low levels of national participation, with entry counts often trailing behind other Street classes. This trend raises concerns about the long-term viability of these classes, as well as the competitive experience for the drivers who remain. In order to address this, the SAC is recommending the following."

Item 8 (37496): Corrects oversight in which the Exclusion list had a deadline for additions, but not for removals.

Item 9 (36103): Specs of subject car (e.g. ~600 lbs heavier than C6Z06 with similar power) were examined by the SAC, one of the AC members has driven one, and it was determined to be a better fit for AS than SS.

Item 10 (37959): Removal of Street category steering wheel swap allowance considered timely and appropriate since nearly all Nationals-eligible cars now have airbags.

Street Touring:

Item 11 (36400): Minor ST addition (also consistent with CSX) to permit replacement of part which is a common failure point and not performance-related.

Item 12 (35712): Minor interior mods tweak reflecting realities of installing authorized items such as shifters.

Item 13 (36129): Member-requested change, improves consistency with other ST allowances for turbo configurations which permit essentially open boost.

Item 14 (36193): Member-requested classification in ST.

Item 15 (30680): Improves wording of TC/SC allowance to explicitly require 14.10.F.1.z compliance. Prompted by member request regarding COBB T/C legality.

Item 16 (36670): Member-requested listing to classify Boxster/Cayman variant.

Street Prepared:

Item 17 (36084): Provides consistency across categories; same wording as presently exists in ST.

Item 18 (31946): Provides clarifying wording due in part to concerns about unintended consequences such as traction control mods.

Street Modified:

Item 19 (37811): Per SMAC proposal, adds allowance for non-popup headlight replacement (consistent with what applies to popup headlights), and adds taillight replacements with restrictions.

Item 20 (38028): Provides better consistency with CAM/XS, also provides for durability improvements.

Item 21 (38029): Allows installation of electric power steering with some constraints, also provides better consistency with CAM/XS.

Item 22 (38449): Per SEB member request. Prior rule considered overly difficult to enforce and administratively unrealistic (weight-per-axle not recorded in Impound).

Prepared:

Item 23 (36346): Originally published as removing the alternate-engine weight hit completely, to encourage participation; after member feedback it was revised to reduce it from 0.10 to 0.05 x displacement CC. Also simplifies highest possible min. weight description.

Item 24 (35719): Simplifies weight formulas to encourage participation, adds VVT weight adjustment to better address modern powerplants, adds highest possible min weight description.

CAM/XS:

Item 25 (34620): National Class status to encourage participation in XA and XB classes.

Item 26 (37001): Improves consistency with other XU allowances (e.g. interior modifications)

Item 27 (36366): National Class status to encourage participation in long-standing CAMS/CAMT/CAMC classes.

Item 28 (37982): Resolves confusing B-pillar language with regard to interior panels and carpet.

Modified:

Item 29 (36982): Increases canard area allowances in DM/EM to encourage participation, and updates area calculation section reference.

Item 30 (37166): Adds PASCAR vehicle eligibility in FM, via similar verbiage as used for Legends and Dwarf cars. Per member request, to encourage participation.

Kart:

Item 31 (35309): Prohibits homemade/custom bodywork. For safety reasons, to prevent unintended aerodynamic advantages, and to improve alignment with wheel-to-wheel karting rules.

Solo Events Board – Items Recommended to BOD for 2026 Solo Rules

Safety

ITEM 1: #38500 Administrative updates to Appendix E

Update Appendix E as follows:

"APPENDIX E - SOLO® SAFETY STEWARD GUIDEBOOK

I. Introduction

A. Purpose

The Solo® Safety Steward (SSS) program is an ongoing training and licensing program aimed at increasing the safety of SCCA® Solo® events by highlighting the potential hazards of uncontrolled spectator viewing areas, uncontrolled spectator movement adjacent to Solo® courses, and driver/worker safety relative to course design or layout. It is the intention of the SCCA® that all material contained herein be reviewed with all students during a Solo® Safety Steward Seminar.

B. Basics and Definitions

Since a major concern of this program is with spectator safety, the first important item to address is the definition of "spectator."

There are two groups of people that attend our events, non-participants and participants. Non-participants are those individuals that have not signed the SCCA® waiver and participants are those individuals that have signed the waiver. The words "Non-Participant" and "Spectator" can be interchangeable, as can the words "Participant" and Driver, Worker, Crew, or Guest.

Therefore, for the purpose of the Solo® Events program, a spectator is a non-participant who may be interested in viewing a Solo® event. A non-participant may remain in a safe viewing area, as designated by the SSS, without signing a waiver. However, a driver, worker, crewmember, or anyone else who needs or wants to be in a "hot" area is considered a participant and must sign the waiver to be in that "hot" area.

The SSS has the responsibility and authority to require that all individuals be prohibited from congregating in areas surrounding the actual course that would place them in jeopardy from competing vehicles or entering any "hot" area if they have not signed the waiver.

Although it is imperative that event waivers be signed by anyone entering a "hot" area, it is not the responsibility of the SSS to execute this function. This responsibility lies with the event Chair~~man~~, who must reasonably assure that all participants entering a "hot" area sign the required SCCA® waiver. However, it is the responsibility of the SSS to confirm that the Chair~~man~~, the Waiver Chief, or their designee is actively pursuing the SCCA® waiver requirement.

Participant and non-participant safety is accomplished by establishing safe viewing areas and then controlling these areas through the use of physical barriers or the deployment of event workers as Crowd Control Marshals. It is a reality that participants and non-participants will typically congregate in areas adjacent to the course "where the action is." Unfortunately, these action areas may also be the most dangerous because individuals rarely realize the danger they place themselves in when viewing a competition event. So they must, in effect, be protected from themselves as is reasonably possible. Further, it is important that it be understood that they can be very determined and will use every available means to accomplish their goal. A SSS must be constantly on the alert and prepared to act upon potential hazardous situations.

The benefit to be derived from non-participant and participant control at Solo® events is not limited to safety alone but reaches out to other areas of concern for SCCA®. It seems to be a fact of life that insurance premiums continue to rise on a yearly basis. Just as individual personal insurance policies are subject to rate increases, so are the insurance policies of SCCA®. The princip*a*/ manner in which these rate increases can be held to a minimum is by reducing the overall exposure to the policy. Reduced exposure of the SCCA® policy equates to stable premiums. This reduced exposure can be the result of safe event management. SCCA® Solo® events have an excellent safety record and it is important that it be kept that way. Therefore, the purpose of the SEB in initiating the SSS program was twofold:

- to improve overall event safety and

- thereby stabilize insurance costs.

II. Start of the SSS Program

In the spring of 1976, the SEB reviewed the procedures used to control spectator-viewing areas. Previously, the efforts of SCCA® toward safety had been primarily directed at the competitors (i.e., personal safety equipment, vehicle safety equipment, and course safety design). Because of the potential for non-participant injury resulting from an off-course excursion of a competition vehicle, it became clear that greater emphasis should be placed on the establishment of safe viewing areas and the control of these areas during our events.

A SSS Sub-Committee was formed and, with the assistance of insurance company representatives, a training program began that would result in the licensing of SCCA® members in the specialty of spectator control. Initially, the training program was aimed at Solo1® events and championship Solo® events. However, because the growth of the Solo® program had resulted in increased spectator numbers at regional events, the Safety Steward program was expanded to include every Solo® event sponsored by an SCCA® Region.

With the success of the Safety Steward program established, the SEB approved a recommendation to expand a Steward's area of responsibility and authority to include driver and worker safety relative to course design. A SSS must now assure that Section 2.2 (Course Safety and Layout Rules) is being properly followed for Solo® events and that driver and worker safety, per the SCCA® approved event site plan, is being followed for all Solo® events. As with all recommendations made by a Steward for spectator safety, recommendations made for driver or worker safety must be addressed to the satisfaction of the Steward. Failure of the host region to make adequate corrections may initiate procedures for cancellation of the event for safety reasons and event insurance withdrawal.

Every Solo® event must have a licensed SSS on duty at all times. Since this is necessary for insurance coverage, failure to meet this requirement will void the host region's insurance for the event.

III. Divisional Solo® Safety Steward

The Divisional Solo® Safety Steward (DSSS) is responsible for the training and license recommendations (new or upgrades) of members in their division. Further, since it is mandatory for all Solo® regions to have a Safety Steward in attendance at their events, it is the responsibility of the DSSS to make sure that this requirement is being fulfilled.

IV. Appointment of SSS for Solo® Events

The appointment of a SSS for regional Solo® events is the responsibility of the Regional Executive of the host region or their designee. In quite a few regions, this authority for regional Solo® events is transferred to the Region's Solo® Chair~~man~~ and this is an acceptable practice. *The Solo Safety Steward of Record will be listed in the sanction request.*

The SSC (Introductory Section I.5, Solo® Safety Committee) appoints the SSS, and deputies as required, for all National Solo® Championship events, subject to the approval of the Solo® Events Board (SEB).

The event manager will appoint the SSS for National Tour and ProSolo® Events. The hosting region normally suggests candidates.

V. Procedures for Becoming a SSS

A. SSS Licensing Requirements

There are three grades of Solo® Safety Steward licenses.

1. Solo® Safety Steward (SSS)
2. Solo® Safety Instructor (SSI)
3. Senior Solo® Safety Steward (Senior SSS)

B. Interested members, 18 years of age or older, *with two or more years autocross experience*, should

- *Request access to the online training by emailing **regionservices@scca.com**.*
- *Complete the Solo Safety Steward online training.*
- *Shadow a certified Safety Steward at **two (2) events** within a **12-month period**.*
- *Complete the Solo Safety Steward Application Form (including approval from a **Divisional Solo Safety Steward**).*

- *Submit the completed application to membership@scca.com.*

C. SCCA® Member Services shall issue a renewal license every three (3) years, pending

- *Completion of the appropriate Solo Safety Steward online training.*
- *Service as a Safety Steward at **five (5) events within a 3-year period**. Events should be logged in the Member Account Portal (MAP) or on application*
- *Completion of the Solo Safety Steward Application Form (renewal section) which is submitted to membership@scca.com.*

D. The requirements pertaining to licenses may be waived by the SSC, except for the *online training*.

E. Senior Solo® Safety Steward (Senior SSS) License

Intent: A Senior Solo® Safety Steward license should be a tool for keeping long-standing, experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A Senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal. The Solo® Safety Committee considers this license to be an emeritus status. As such, the Senior Solo® Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Solo® Safety Committee (SSC). Renewal requests shall be made to the SSC Chairperson.

The Senior SSS license shall be subject to the following restrictions:

1. A Senior grade license applicant shall be a currently licensed SSS holding a “regular” or Instructor license.
2. The Applicant must have had a “regular” SSS license for at least 20 continuous years in order to apply for this license grade (SCCA® can verify first license issuance date and continuous service).
3. After appointment, the license is valid for a 3-year term unless rescinded by the SSC. The requirement to serve as a SSS or SSI at events during the license period is waived.
4. The Senior SSS licensee shall serve in SSS roles for emergency purposes only (i.e., in case a region needs a SSS during an event heat or an event heat when a regular license holder is not available). A Senior SSS license holder cannot be named in the capacity as “Solo® Safety Steward *of Record*” on a sanction application. A Senior license holder cannot be used on a regular basis to address the inability of an SCCA® Region to assign a “regular” SSS license holder.
5. Relative to an event Solo® Safety Steward of Record, a Senior SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.
6. Upon a request for renewal, the applicant must review “What is a Safety Steward?” and “Solo® Safety Steward Summary” as a refresher course on the SCCA website and submit the results with their renewal application to the SSC Chairperson.

VI. Procedures for Becoming a SSS Instructor

A. A member that is a licensed SSS may obtain an application from their Divisional Solo® Safety Steward (DSSS) or the SCCA® web site (www. scca.com).

B. The application must be completed and sent to the DSSS along with a letter of recommendation from an SEB member, a Director, an instructor who has worked with the applicant, or the applicant’s Regional Executive.

C. The DSSS may, or may not, approve the application and he/she will forward it to the SCCA® National Office for distribution to the SSC. The SSC will approve/deny the application based on the following criteria:

1. The applicant must have at least two (2) years of experience as a licensed SSS.
2. The applicant must have officiated as a SSS in at least five (5) events in the past two (2) years.
3. The applicant must have received a positive letter of recommendation from their DSSS.

These requirements may be waived on an individual basis by the SSC.

Instructor licenses will be automatically renewed when the member’s SSS License is renewed unless the SSC instructs the National Office otherwise.

VII. Solo® Events at Racing Facilities

With the dwindling availability of parking lot sites, some regions have utilized racetracks. Go-kart tracks have been used quite successfully by Solo® regions and, on occasion, so have some road racing or stock car racing tracks. Unfortunately, road racing and stock car racing tracks usually offer hazards that are sometimes overlooked by the local region or, for that matter, by Safety Stewards.

The word “hazard” is specifically mentioned in the Solo® Rules because it is the word we use to define what is acceptable to the Solo® program from a safety standpoint and what is not.

Solo® Rules Section 2.1 states in part that “... hazards must not exceed those encountered in legal highway travel.” At many race facilities where the racing surface is used for a Solo® event, there usually are guardrails, concrete walls, fences and/or other structures in close proximity to the intended path of competing vehicles. If proper course design has not been followed, an incident may take place that can, at a minimum, result in vehicle body damage.

Our competitors are rarely, if ever, asked to perform maneuvers such as slalom during normal highway driving. When we do ask them to negotiate such a maneuver at a parking lot Solo® event, we do so in an environment where they won’t injure themselves or damage their vehicles if they fail to complete that aspect of the course. Simply put, there is nothing around for them to hit if they lose control of their vehicle.

Section 2.2 states in part that, “The course boundary shall not pass closer than 25 feet from solid objects” (walls, guard rails, fences, buildings, poles). It should be noted that racing surfaces at most racetracks are not much wider than 30-35 feet and normally do have solid objects on their pavement edges. Therefore, in such situations where we ask competitors to perform Solo® maneuvers; we may provide the potential for having “hazards” that could exceed those that would be encountered under normal highway travel.

While race facilities are very well designed for the safety of workers and spectators, the track itself is usually not well designed for Solo® events. In order to maintain top speeds within the acceptable range for Solo®, it is necessary to slow cars down with maneuvers such as offset gates or slaloms. Two problems occur with this. One is that the usually narrow track affords very little runoff room between the course (i.e., edge of a gate or pylon) and the edge of the pavement. Worse, often the edge of the track at a road racing facility is an Armco barrier or cement wall. Secondly, the two typical situations arising in the effort to maintain Solo® type speeds are the placement of pyloned maneuvers just as vehicles reach dangerous speeds (resulting in the potential for cars to get out of control at high speed) or the overabundance of pylons in an effort to keep speeds low resulting in a “busy” and unpleasant course. One approach to solving this dilemma is to control the exit speed of turns rather than the entrance. Whatever solution is chosen, these problems must be dealt with carefully by experienced Solo® Officials, in order to successfully meet the challenge of designing a safe and fun Solo® course on a racetrack.

VIII. Responsibilities of a SSS

A SSS is responsible for non-participant and participant safety. In order that this attention is directed toward event safety at all times, a Safety Steward *of Record* may not serve in any other official capacity during an event. In fact, a Safety Steward *of Record* may not compete in a Solo® event at which he/ she officiates unless another licensed Safety Steward is present to perform their duties while he/she is competing. Spectator safety at an event means spectator control. If a Solo® event is run at an approved racing facility, the management of the facility has probably already addressed spectator control by the use of fencing, concrete barricades, and/or the use of bleachers in protected areas. It is important that the Divisional Solo® Safety Steward visit the event site prior to the event to see if any physical barriers or Crowd Control Marshals are needed and to designate safe spectator viewing areas. The Divisional Solo® Safety Steward (DSSS), prior to the scheduled event, should make this advance visit with a representative of the host Region or the event’s chair~~man~~ so that ideas and recommendations for spectator control can be implemented. If an event site is to be used many times during the year, one visit to the site prior to the first event is usually all that is needed.

Note: Spectator Solo® events must also have prior approval pertaining to event safety and such approval and safety requirements are outlined in a letter and/or Insurance Certificate sent to the host region by the SSC Chair~~man~~ and SCCA® Risk Management. Information and/or detailed maps pertaining to spectator, driver, and worker safety requirements for Spectator Solo® events can be obtained by contacting the event chair~~man~~. The SSS must implement such requirements prior to and during the running of the event. However, this does not preclude further restrictions mandated by the SSS as the need arises.

In viewing an event site prior to or during an event, a Safety Steward must focus on taking proper precautions (those that would be taken by reasonable, prudent people) to eliminate danger to spectators from competing vehicles and to assure driver and worker safety through proper course design and layout. With the addition of karts to the Solo® program, special attention should be paid to potential low-lying hazards adjacent to the

course. In viewing all potential spectator areas adjacent to the course, the Safety Steward should consider the probability of competing vehicles entering this area due to driver error or mechanical failure. Consideration should also be given to vehicle component explosions, (i.e., engine, flywheel, and/or clutch) and proper precautions taken in this regard. If there is a reasonable expectation of spectator danger, appropriate recommendations for the safety of spectators shall be made to the Event Chair~~man~~ or Chief Steward, whichever is applicable.

The Safety Steward *of Record*'s recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators further back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chair~~man~~ or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event. Although it should be noted that the Event Chair~~man~~ or Chief Steward is as concerned about safety as the Safety Steward, certain aspects of event safety are the sole responsibility of the SSS. Therefore, a Safety Steward *of Record'*s final recommendation(s) for the control of spectators, and driver or worker safety (relative to course design) becomes mandatory for the host region. It is the responsibility of the host region to implement safety controls to the satisfaction of the SSS. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which include loss of insurance coverage as outlined in the Introductory Section I.4.

A. The Use Of Deputy Solo® Safety Stewards

In order to increase safety control of Solo® Events or for training purposes, Deputy Safety Stewards may be appointed by the SSS i~~n charge of the event~~ *of Record*. They may be trainees or licensed Safety Stewards. If trainees are used, proper instructions shall be given so that the students are familiar with their responsibilities and duties. Remember however, a trainee may not be utilized as a replacement for a licensed Safety Steward when that Safety Steward is competing, only a fully licensed Steward may be used in this situation. When Deputies are used at an event, their license application, should be signed-off by the Safety Steward to indicate the proper performance of the duties assigned.

B. Visiting Solo® Safety Steward

The ~~officiating~~ Solo® Safety Steward *of Record* is responsible for their own event. A visiting SSS has no authority to alter a decision of the ~~officiating~~ SSS *of Record* unless that visiting SSS is also the Divisional Solo® Safety Steward for the Division in which the event is being held, or is a member of the SCCA® National Solo® Safety Committee. Such intervention on the part of the Divisional Solo® Safety Steward (DSSS) or SSC member should be used infrequently and only after suggesting altered safety procedures to the ~~officiating~~ SSS *of Record*. It should be limited to a situation in which the DSSS or SSC member identifies a serious safety risk, which he/she feels is not being adequately addressed by the officiating SSS.

All visiting Safety Stewards should make their recommendations known. However, these recommendations shall not be binding unless issued by one of the parties listed above.

Note: It is the responsibility of every SSS to file a report concerning the conduct of an event with the DSSS and the SCCA® National Office if such conduct is sub-standard to the safety requirements of the Solo® Rules.

C. Minimum Viewing Distances

A minimum distance of 75 feet from the course edge shall be maintained for all unprotected viewing areas (areas without adequate barrier protection such as concrete walls or highway dividers).

For Spectator Solo® events, minimum viewing distances and viewing area locations have been predetermined by SCCA® after reviewing information submitted by the host region(s). It is the responsibility of the officiating SSS to obtain this viewing restriction information prior to the event and implement the stated requirements. However, the ~~officiating~~ SSS *of Record* may require additional restriction as the situation warrants. In all cases when reviewing potential viewing boundaries, special attention should be paid to the START and FINISH areas, timing truck and scoreboard areas, and any areas where a competitor is directed towards people, as well as turns near potential viewing locations.

D. Administrative Details On The Day Of The Event

1. Verify that the SCCA® Insurance Certificate for the event has been issued and is posted in clear view of all competitors. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA® Risk Management.
2. Review course to ascertain that all reasonable precautions have been taken with regard to non-participant and participant safety, that driver safety relative to course design (Section 2.1) has been followed and that all worker stations have been located in safe areas. At Spectator Solo® events, assure compliance with the Course Inspection/ Approval Report.

3. Site boundaries should be designated by permanent barrier (fence, wall, railing, etc.) and/or a temporary barrier (barricade tape, streamers, barricades, rope, etc.). Such site designation would include course area and paddock. Event officials should control access only to participants.
4. Review event operations with other key event officials.
5. Conduct a meeting with Crowd Control Marshals and/or course workers prior to start of the event.
6. Make final course inspection just prior to the start of competition each day or at resumption of competition when the event has been stopped for any extended period.
7. Refer to Section 2.2.D and Appendix G.11.A.1 for rules on kart course design and the authority and responsibility of the Solo Safety Steward.
8. In case of non-compliance with safety requirements, the following steps shall be taken:
    a. Advise the Chief Steward (Solo® Championship events) or Event Chair~~man~~ (Solo® Regional events) of infraction and request immediate corrective measures is taken before next car runs.
    b. If step a. above has not resulted in corrective action, inform the Chief Steward or Event Chair~~man~~ that the event is shut down until such corrective action is taken.
    c. If step b. above is not sufficient, advise the Chief Steward or the Event Chair~~man~~ that the insurance and sanction for the event is SUSPENDED and continued operation of the event is at the individual's own risk. All participants shall be notified by whatever means possible. A copy of a memorandum of record (a hand-written note) shall be given to the Chief Steward or Event Chair~~man~~ suspending the event for safety reasons.
    d. If step c. above does not result in immediate corrective measures, phone the appropriate persons to cancel the event for safety reasons. ONCE THIS STEP IS TAKEN, IT IS IRREVERSIBLE.

E. Cancellation Of Event By A Solo® Safety Steward

As noted above, the SSS *of Record* has the authority to cancel the event for safety reasons if there is a lack of spectator control and spectator safety is in jeopardy, if course design does not adhere to Section 2.2, or if participant safety is in jeopardy. Both SCCA® and its insurance broker give this authority.

However, every attempt should be made to correct the safety problem before cancellation of the event is contemplated. Insurance/sanction cancellation is irrevocable and should only be utilized as a last resort. If it becomes necessary to cancel an event for safety reasons, call SCCA® Sanction:

1-800-770-2055 Option 6

F. Reporting an Incident

If one of the following incidents occur:

- Spectator or participant fatality
- Serious participant injury (requiring off-site medical treatment)
- Any spectator injury

Then:

1. Call the SCCA® Critical Incident Hotline immediately!

785-862-7112

2. Complete and email (or fax) the SCCA® Incident Report Form (fillable electronically) and original waiver to:
    - kk.claims@kandkinsurance.com (fax 312-381-9079)
    - SCCAOnlineClaims@HSRI.com (fax 972-512-5816)
    - Incident@scca.com (fax 785-232-7214)
    - Divisional Solo® Safety Steward (DSSS).

3. Within one business day of the event, call your Divisional Solo® Safety Steward (DSSS) and report incident.

If one of the following incidents occurs:

- Minor participant injury (no medical assistance required).
- Property damage (damage to a competition vehicle is considered property damage).

Then:

1. Complete and email the SCCA® Incident Report Form (fillable) to:
    - kk.claims@kandkinsurance.com
    - Incident@scca.com
    - Your Divisional Solo® Safety Steward (DSSS).
2. Within one business day of the event, call your Divisional Solo® Safety Steward (DSSS) and report incident.

IX. A FINAL WORD

Since the inception of the SSS program in 1976, a Solo® event has never been canceled for safety reasons. This is a direct result of the understanding by the membership of the importance of safety at our Solo® events. The cooperation of all event officials toward the goal of having a safe event has been most evident. However, the past safety record should never be taken for granted or the safety concerns of SCCA® relaxed — the potential for injury is always present.

Solo® Safety Stewards, Chief Stewards, Event Chair~~smen~~, and host regions have the ability to reduce the possibility of injury and, by so doing, protect the insurability of all future Solo® events. It is extremely important that this ability be utilized to its maximum extent.

X. GENERAL SUMMARY

Purpose:

To enhance the safety of Solo® events by defining the responsibilities, authority, and role of the SSS concerning spectators and participants at all Solo® events.

Authority:

Authority is per the SCCA® Solo® Rules Introductory Section I.4.

Solo® Safety Committee (SSC):

This committee administers the program.

Liability of Solo® Safety Steward (SSS):

Each official is protected by being an additional insured under the SCCA® liability insurance policy. SCCA® will stand by any action or decision made by a SSS in the course of their duties.

Reasonable Action:

A SSS is responsible for taking reasonable action to protect the safety of participants and non-participants. A SSS will not be held responsible for any incident or hazard that could not be reasonably foreseen and protected against.

Definition of a Spectator:

A spectator is defined as any non-participant or one not signing the waiver.

Definition of a Participant: Driver, Crew, Worker, OR Guest:

A driver, crewmember, worker or guest or any other individual who has signed the waiver is a “participant.” Participant safety, other than driver personal safety equipment or vehicle safety is the responsibility of the SSS.

Viewing Distance:

Except as noted below, the SSS for the event has the authority and responsibility to initiate and maintain safe viewing distances (75 feet minimum) from the course. The exceptions to this authority and responsibility regard Spectator Solo® events, which require prior approval by the SSC and SCCA® Risk Management.

Overlapping Responsibility:

A SSS *of Record* is responsible for their own event. A SSS visiting other regional events has no authority or responsibility to alter a decision of the officiating SSS of Record in attendance unless that visiting SSS is the Divisional Solo® Safety Steward for the Division in which the event is being held or a member of the SCCA® National Solo® Safety Committee.

However, a visiting Safety Steward does have a responsibility to notify SCCA® of any substandard safety related problems.

Plurality Of Duties:

A SSS may not hold any other positions while administrating the duties of a Safety Steward.

Deputy Solo® Safety Steward:

A SSS may appoint a deputy or deputies to help in the administration of their duties. SSS license applicants may be used in this capacity for the purposes of training.

Crowd Control Marshals:

The Safety Steward *of Record*'s recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators farther back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chair~~man~~ or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event.

If Crowd Control Marshals are used, they do not need to be licensed Solo® Safety Stewards or even Solo® Safety Steward trainees. They do, however, need to be RESPONSIBLE adults not minors. Crowd Control Marshals shall be appointed by and responsible to the designated Event Solo® Safety Steward and shall be briefed about their responsibilities by that Safety Steward prior to the start of the event.

Crowd Control Marshals, if used, should be on duty during every heat and should, if possible, wear some type of distinctive clothing (like bright orange baseball caps, highly visible tee shirts, or reflective mesh vests) to distinguish them from other workers or event officials.

Participation Log:

Solo® events which have been worked as a Solo® Safety Steward, a Deputy Safety Steward, a Safety Steward trainee, etc. can be recorded online at www.scca.com from the profile page.

General Disclaimer of Liability:

The above Appendix E is not intended to be and shall not be a warranty or representation that its adoption shall mean that Solo® events are free from hazards or risks. Solo® events are motorsports events that involve activities that may be hazardous or dangerous to both spectators and participants. All such participants and spectators attend and/ or participate in such events at their own risk. Further, SCCA® cannot and does not guarantee that the adoption of this Appendix shall mean that any or all of its requirements will at all times be enforced or implemented and SCCA® assumes no liability with regard to such enforcement or implementation or lack thereof. "

(SCCA Fastrack News, Sep 2025, #38500)

ITEM 2: #37141 Non-Metallic Wheels in Solo

Update wheel requirements in 3.3.3 as follows, to reflect current standards in various categories.

Change the third sentence of 3.3.3.B.12 as follows: "Other than standard parts as defined by these rules, non-metallic wheel construction is prohibited *except as explicitly allowed within category rules* (FSAE cars are exempt from this requirement since the FSAE rules allow non-metallic wheels)."

(SCCA Fastrack News, Jun 2025, Oct 2025, #37141)

Event Operations

ITEM 3: #25242 Revision to 7.4 - Reruns

Change 7.4 as follows, in order to streamline event operations and permit officials to deal with unusual circumstances when they arise.

"7.4 Reruns

Reruns will be granted only for timing failure, object on the course, red flag, or other situations at the discretion of the Chief Steward and will not be given because of mechanical or other failure of the competitor's car. A minimum of five (5) minutes must have elapsed before a competitor may take a rerun. *In the case of significant event delays, the Chief Steward shall have the authority to suspend Rule 6.8.C. The Chief Steward shall communicate the suspended rule via the announcer and Grid Workers prior to the start of the next sequence of runs. Any reruns after the announcement shall be commenced as soon as possible after the five minutes has elapsed.*"

(SCCA Fastrack News, Jan 2025, #25242)

ITEM 4: #35132 Additional Definitions for Section 1.2

Amend Section 1.2 to read as follows:

"*1.2.4 Participant*

A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR is permitted to enter, for any purpose, any restricted area. The following are subcategories of Participant.

1.2.4.1 Entrant

An entrant is a person who has completed all the necessary requirements to enter the event.

1.2.4.2 Competitor

A competitor is a driver who has started at least one run at the event.

1.2.4.3 Official

An official is a person who is a member of the SCCA and has been delegated responsibilities by the Event Chair or Chief Steward."

(SCCA Fastrack News, Mar 2024, Apr 2025, #35132)

ITEM 5: #37529 Update to I.2.2.C

Add subsection I.2.2.C as follows:

"*C. National Championship ("Nationals")*

1. The SEB will appoint two members from the current SEB to serve as liaisons, and approve two SCCA members at large along with two Course Advisory Panel (CAP) members to serve as part of the Tire Rack Solo Nationals Advisory Committee (SNAC). The remaining members of the SNAC will be made up of key SCCA Staff personnel. The Committee is responsible for recommending event Chiefs, Course Designers, Protest Committee and other key positions required for event operations and will present appointments for SEB approval.

2. The SEB is responsible for verifying use of appropriate courses, the suitability of the program (including any event supplementary regulations), and for ensuring a safe event conducted under current rules and supplementary regulations.

3. Members of the SEB may not serve on the National Championship Protest Committee. "

(SCCA Fastrack News, Sep 2025, #37529)

Street Category

ITEM 6: #39507 Tire Eligibility Availability Deadline Amendment, 13.3.B

The SEB is recommending the following change to wording in 13.3.B:

"New tire models not meeting these requirements by Jan ~~1~~ *31* are not eligible for National Solo® competition until after the Solo® National Championships of that year, however may be used in Regional Solo® events provided all requirements of 13.3.A are met."

Note: The SEB believes this change is necessary due to shipping and logistics concerns pertaining to emergent Customs and tariff issues, in order to better match the current realities of the tire marketplace.

(SCCA Fastrack News, Dec 2025, #39507)

ITEM 7: #37014 GS - Feedback on 36272 - GS changes

Move cars in DS, GS, and HS as shown:

DS

Chevrolet

~~Cobalt SS (2.0L Turbo) (2008-10)~~

Hyundai

~~Elantra N (2022-25)~~

~~Kona N (2022-23)~~

~~Veloster N (including Performance Package) (2019-22)~~

Lexus

~~IS (all excl. IS-F, IS 500 F) (2006-25)~~

Mazda

~~Mazda3 Turbo (2021-25)~~

MINI

Clubman John Cooper Works All4 (2017*20*-24)

~~Cooper Clubman JCW (2009-14)~~

~~Cooper Clubman S (2008-14)~~

~~Cooper Coupe JCW (2013-15)~~

~~Cooper Coupe S (2013-15)~~

Cooper Hardtop JCW (2006*15*-24)

~~Cooper Hardtop S (2002-13)~~

~~Cooper Roadster JCW (2012-15)~~

~~Cooper Roadster S (2012-15)~~

~~Countryman JCW All4 (2018-23)~~

Mitsubishi

~~Lancer Ralliart (2009-15)~~

Subaru

~~WRX (non-STI) (2009-21)~~

~~WRX (2022-25) (excl. TR,tS)~~

GS

Acura

~~Integra (Base) (2023-25)~~

BMW

~~3 Series (E46 chassis; non-M) (1999-2006)~~

~~3 Series (6-cyl, non-M3; E30, E36) (1984-98)~~

Chevrolet

Cobalt SS (2.0L Turbo) (2008-10)

~~Cobalt SS (2.0L SC) (2005-07)~~

Chrysler

~~200 (V6) (2010-17)~~

~~300 (V6) (2004-10)~~

~~PT Cruiser (Turbo) (2003-09)~~

Dodge

~~Caliber SRT4~~

Ford

~~Focus ST (2013-18)~~

Honda

~~Civic Hybrid (2025)~~

Hyundai

Elantra N (2022-25)

Kona N (2022-23)

Veloster N (including Performance Package) (2019-22)

~~Hyundai Genesis Coupe (4-cyl Turbo) (2010-12)~~

~~Genesis G70 (4-cyl Turbo) (2019- 22)~~

~~Veloster Turbo Rally Edition (2016-17)~~

Jaguar

~~S-Type (6-cyl) (2002-08)~~

~~X-Type (3.0L) (2002-08)~~

Lexus

~~IS 300 (2001-05)~~

Lincoln

~~MKZ (FWD) (2013-20)~~

Mazda

Mazda3 Turbo (2021-25)

~~323 GT Turbo (sedan)~~

~~323 GTX Turbo (AWD)~~

~~Mazdaspeed Protégé~~

~~Mazdaspeed3~~

Mercedes

~~190E (6-cyl 2.6L & 4-cyl 16v)~~

~~C230 (1999-2007)~~

MINI

Clubman All4 (incl. JCW) (2014-19)

Cooper Clubman (S, JCW) (2008-14)

Cooper Coupe & Roadster (S, JCW) (2012-15)

Cooper Hardtop & Convertible (S, JCW) (2002-13)

Countryman JCW All4 (2018-23)

~~Cooper Clubman S (2016-23)~~

~~Cooper Hardtop S (2014-23)~~

~~Cooper Hardtop S (2-door and 4-door F65/F66 chassis) (2025)~~

~~Cooper SE (2020-24)~~

Mitsubishi

Lancer Ralliart (2009-15)

~~Saab~~

~~9-2X Linear (2.5L)~~

~~9-2X Aero (2.0L Turbo) (2005-06)~~

~~Turbo models (NOC)~~

Subaru

WRX (non-STI*, excl. TR, tS*) (2002-~~08~~*25*)

~~Legacy 2.5GT (2005-12)~~

Volkswagen

~~Golf GTI (2015-21)~~

~~Jetta & GLI (2.0L Turbo) (2013-19)~~

HS

Acura

Integra (Base) (2023-25)

BMW

~~3 Series (all, non-M) (1984-2006)~~

3 Series (all E30, E36, & E46, non-M, non-E90) (1984-2006)

~~318 (all)~~

Chevrolet

~~*Cobalt SS (2.0L SC) (2005-07)*~~

Chrysler

200 (~~4 cyl~~ *all*) (2010-17)

300 (V6) (2004-10)

PT Cruiser (~~non-turbo~~ *all*) (2001-2010)

Dodge

Caliber SRT4 (2008-09)

Ford

Focus ST (2013-18)

Honda

Civic Hybrid (2025)

Hyundai

Hyundai Genesis Coupe (4-cyl Turbo) (2010-12)

Genesis G70 (4-cyl Turbo) (2019-22)

Veloster (*incl. Turbo & Rally Edition,* non-N) (2012-~~17, 2019~~-21)

~~Veloster Turbo (non-Rally Edition)(2012-17)~~

~~Veloster Turbo (non-N) (2017-21)~~

Jaguar

S-Type (6-cyl) (2002-08)

X-Type (~~3.0L~~ *all*) (2002-0~~5~~*8*)

Lexus

IS 300 (2001-05)

Lincoln

MKZ (FWD) (2013-20)

Mazda

323 GT Turbo (sedan)

323 GTX Turbo (AWD)

Mazdaspeed Protégé

Mazdaspeed3

Mercedes

190E (6-cyl 2.6L & 4-cyl 16v)

C230 (1999-2007)

MINI

Cooper Clubman (~~Base 3-cyl~~ *incl. S*, non-JCW) (2016-~~19~~*24*)

Cooper Hardtop (~~Base 3-cyl~~ *incl. S*, non-JCW) (2014-24)

Cooper Hardtop (~~non-S~~ *incl. S*, 2-door and 4-door F65/F66 chassis) (2025)

Cooper SE (2020-24)

Cooper Coupe *& Roadster* (non-S, non-JCW) (2012-15)

~~Cooper Roadster (non-S, non-JCW) (2012-15)~~

Saab

9-2X Linear (2.5L)

9-2X Aero (2.0L Turbo) (2005- 06)

Turbo models (NOC)

Subaru

Legacy 2.5GT (2005-12)

Volkswagen

Golf GTI (2006-~~14~~*21*)

Jetta & GLI (2.0L Turbo) (2006-~~12~~*25*)

(SCCA Fastrack News, Apr 2025, Jul 2025, #37014)

ITEM 8: #37496 Time window spec for tire exclusion list additions/removals

Update 13.3.B.7 as follows. This change affects all categories whose tire eligibility rules are based on those of the Street category.

"7. Tires will not be added to *or removed from* the National Exclusion List after June 30th."

(SCCA Fastrack News, Mar 2025, Nov 2025, #37496)

ITEM 9: #36103 Vantage Point: there is, in fact an AS in Aston

Change listings in Appendix A as follows:

SS

~~Aston Martin~~

~~V8 Vantage (2018-23)~~

AS

Aston Martin

V8 Vantage (2018-23)

(SCCA Fastrack News, May 2025, #36103)

ITEM 10: #37959 Please eliminate steering wheel allowance

Remove subsection 13.2.D as shown:

~~D. Alternate steering wheels are allowed, provided the outside diameter is not changed by more than one inch from the standard size. Steering wheels with an integral airbag may not be changed.~~

(SCCA Fastrack News, May 2025, Oct 2025, #37959)

Street Touring Category

ITEM 11: #36400 ST Allowance for Coolant Overflow Tanks

Add new subsection 14.10.L6 as follows:

"*6 Coolant expansion and overflow tanks may be substituted as long as they meet all of the following restrictions:*

The alternate tank must:

- *fit in the stock location*
- *have volume equal to or greater than the stock part*
- *weigh no less than the stock part*
- *may serve no other purpose*"

(SCCA Fastrack News, Jan 2025, Apr 2025, #36400)

ITEM 12: #35712 IRP shifter in ST classes

Add a new subsection 14.2.J as follows:

"*J. Interior trim may be modified the minimum amount necessary to allow the installation of authorized modifications such as shifters and steering wheels.*"

(SCCA Fastrack News, Dec 2024, Jun 2025, #35712)

ITEM 13: #36129 ST boost is already unlimited, pulleys should be too

Add new subsection 14.10.C.5 and amend 14.10.H as follows:

14.10.C.5. "*Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes. Belt tensioners may be added/changed to reduce belt slip.* "

14.10.H. "Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, *supercharger,* and crankshaft drive pulleys). It does not allow replacement, modification, or substitution of pulleys, cogs, gears, or belts which are part of cam, layshaft, or ignition drive or timing systems, etc. Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. ~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.~~ "

(SCCA Fastrack News, Oct 2024, Jun 2025, #36129)

ITEM 14: #36193 Classing clarification needed for the Mazda6

Add the following to Appendix A:

EST (STS)

Mazda

Mazda6 *(non-turbo)*

GST (STH)

Mazda

Mazda 6 (turbo, non-Mazdaspeed)

(SCCA Fastrack News, Jan 2025, Jun 2025, #36193)

ITEM 15: #30680 Is Cobb TC legal in ST?

Add the following clarification language to 14.10.B:

"B. Original equipment traction and stability control systems may be electrically disabled or modified *consistent with the allowances of 14.10.F.1.a*, but not removed or altered in any other way. "

(SCCA Fastrack News, Nov 2024, Oct 2025, #30680)

ITEM 16: #36670 2.5L Cayman/Boxster 718 GTS in SST

Add to Appendix A:

SST

Porsche

718 Boxster (S & GTS)(excl 4.0L) (2017-2024)

718 Cayman (S & GTS)(excl 4.0L) (2017-2024)

(SCCA Fastrack News, Feb 2025, Dec 2025, #36670)

Street Prepared Category

ITEM 17: #36084 Rotary Engine Oiling Allowance to Match Street Touring

Add new subsection 15.10.GG as follows:

"*GG. .Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication with additional oil supplied through the standard fuel delivery system and/ or an oil-metering-pump (OMP) adaptor plate. An oil storage tank may be added to provide oil to the OMP. Holes may be drilled for mounting.* "

(SCCA Fastrack News, Sep 2024, Dec 2025, #36084)

ITEM 18: #31946 Clarify update/backdate allowance for electric/hybrid powertrains

Change 15.10 first paragraph as follows:

"~~Except for those with electric and hybrid powertrains, v~~*V*ehicles may only exceed the allowances of Section 13.10 as specified herein. Powertrains may not be modified in fully-electric vehicles. Vehicles with hybrid powertrains may only modify the internal combustion portion of the powertrain as described below; the high voltage side of the powertrain may not be modified."

(SCCA Fastrack News, Jul 2025, Dec 2025, #31946)

Street Modified Category

ITEM 19: #37811 Street Modified Letter #36689 Headlight Rule Modification

Change section 16.1.R as shown below:

"16.1.R. OE ~~"pop-up"~~ headlights, *including "pop-up" headlights*, may be replaced with static headlights, provided the replacement units are intended for automobile use on public roads as a primary means of illumination, and retain high and low beams as originally provided by the manufacturer. Minor repositioning of the headlights is allowed to accommodate the alternate headlight, but the unit may not be relocated and the repositioning may *serve* no other purpose. All associated hardware may be removed, replaced or modified. *Modifying or replacing one headlight to include non-OE ducts is permitted. Replacement of OE tail / stop lights is permitted provided the replacement units are intended for automobile use on public roads and retain their basic functionality as originally provided by the manufacturer.* "

(SCCA Fastrack News, May 2025, Jul 2025, Sep 2025, #37811)

ITEM 20: #38028 Would like to open crash beams to modify or replace crash beams

Add the following rule change to section 16.1.G:

"G. *Suspension and drivetrain mounting locations, including subframes, may be reinforced in order to improve durability and reliability per the Street Prepared rules Section 15.2.S.* Subframe connectors are allowed as per Street Prepared Section 15.2.E. *OEM front bumper cross beams may be modified, replaced, or removed. Bolted structures forward of, or directly attached to, the radiator--including front radiator supports and frontal cross brackets--may be modified, replaced, or removed.* "

(SCCA Fastrack News, Jul 2025, Sep 2025, #38028)

ITEM 21: #38029 Would like to open up modifying steering columns for adding elect

Change section 16.1.F.1 as shown below:

"1. Steering components, including the steering rack and/or box, tie rods, idler arms, power assist devices, and related components maybe replaced, added, moved, or removed. ~~The steering column within the passenger compartment is specifically excluded from this allowance.~~

Modifications to the steering column and shaft are permitted, including the installation of inline electric power steering. The steering column within the driver's compartment must retain its original coverings to ensure a stock-like appearance.

This does not permit removal or modification of column mounted accessories. Wheel-mounted electrical switches such as those for the horn, radio, cruise control, or shifter may be relocated and/or replaced, or eliminated. "

(SCCA Fastrack News, Jul 2025, Sep 2025, #38029)

ITEM 22: #38449 Min weights and weight distribution

Change Appendix A as shown below:

Appendix A

Super Street Modified class (SSM)

~~Rear wheel weight greater than 51% ..... +25 per liter~~

Street Modified class (SM)

~~Rear wheel weight greater than 51% ..... +25 per liter~~

(SCCA Fastrack News, Jul 2025, Sep 2025, #38449)

Prepared Category

ITEM 23: #36346 Alternate motor clarification

Change the alternate engine allowances as follows:

Appendix A

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes,and track dimensions are as per Section 17.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum of 12” is permitted.

Weight formulas (lbs):

Engines with 3 or 4 valves per cylinder and displacement less than or equal to 1667 cc :..... 1.06 x displacement (cc)

Engines with 3 or 4 valves per cylinder and displacement greater than 1667 cc :..... 0.91 x displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder:..... 1.00 x listed displacement (cc)

Engines with 2v/cyl are permitted a displacement change of +10% via bore and/or stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

51% or more of weight on the rear axle:.....+0.015 x displacement (cc)

Solid Axle:..... -50

Wheel width greater than 10” up to 11”: ..... +50

Wheel width greater than 11” up to 12”: ..... +100

Alternate Engine Allowance:.....+ ~~0.10~~ *0.05* x displacement (cc)

E Prepared

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum width of 12” is permitted.

Weight Formulas (lbs.):

Engines with 3 or more valves per cylinder and displacement less than or equal to 1667cc: .....1.06 × displacement (cc)

Engines with 3 or more valves per cylinder and displacement greater than 1667cc: .....0.91 × displacement (cc) + 250 lbs.

Engines with 2-valves per cylinder: .....1.00 × displacement (cc)

Level 2 (Limited Prep) vehicles: .....1.00 × displacement (cc)

Forced induction: .....1.40 × displacement (cc)

Weight Adjustments (lbs):

Wheels greater than 10” wide up to 11” wide: ..... +50

Wheels greater than 11” wide up to 12” wide: ..... +100

Alternate Engine Allowance..... + ~~0.10~~ *0.05* × displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than 2600 lbs. prior to addition of weight adjustments defined herein and in Section 17.

F Prepared (FP)

Wheel size allowances are as per Section 17.4.

Minimum weights (without driver) are determined by engine displacement.

Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum width of 12” is permitted.

Weight formulas (lbs.):

Piston Engines:.....0.750 x displacement (cc)

Rotary Engines:..... 0.700 x specified displacement (cc)

Forced Induction:.....+ 0.450 x displacement (cc)

Peripheral Port Rotary:..... + 0.050 x displacement (cc)

Weight Adjustments (lbs):

51% or more of weight on rear axle:..... +0.040 x displacement (cc)

Wheel width greater than 10” up to 11”: ..... +50

Wheels greater than 11” wide up to 12” wide: ..... +100

AWD:.....+ 0.100 x displacement (cc)

FWD:.....- 0.100 x displacement (cc)

Solid Drive Axle:..... - 0.050 x displacement (cc)

Alternate Engine Allowance:.....+~~0.10~~ *0.05* x displacement (cc)

Regardless of the weight formulas above no car may weigh less than 1900 lbs. ~~(except that cars using section 17.10.R, Engine Swap Allowance, must not weigh less than 2100 lbs.)~~ or be required to weigh more than 2700 lbs.prior to addition of weight adjustments defined herein and in Section 17

(SCCA Fastrack News, Mar 2025, Oct 2025, #36346)

ITEM 24: #35719 Weight Formula

Change weight adjustments in D Prepared as follows:

APPENDIX A

D Prepared (DP)

Weights are determined by the following formulas. Wheel sizes, valve sizes, and track dimensions are as per Section 17.

Minimum weights (without driver) are determined by engine displacement. Increases in engine displacement resulting from legal overbore are not considered in these calculations.

Wheels up to 10” wide are allowed with no weight increase; a maximum of 12” is permitted.

Weight formulas (lbs):

Engines with 3 or 4 valves per cylinder: ~~and displacement: less than or equal to1667cc: .....1.06 x displacement (cc)~~

~~Engines with 3 or 4 valves per cylinder and displacement greater than 1667 cc .:.....0.91 x displacement (cc) + 250 lbs.~~

.....0.75 x displacement (cc) + 500 lbs.

Engines with 2-valves per cylinder:.....1.00 x listed displacement (cc)

Engines with 2 v/cyl are permitted a displacement change of +10% via bore and/or stroke changes only and with the weight formula accounting for the increased displacement.

Weight Adjustments (lbs):

51% or more of weight on the rear axle:.....+0.015 x displacement (cc)

Variable engine camshaft timing and/or lift.....+50

Solid Axle:.....-50

Wheel width greater than 10” up to 11”: .....+50

Wheel width greater than 11” up to 12”: .....+100

Alternate Engine Allowance:.....+ 0.10 x displacement (cc)

Regardless of the weight formulas above no car may be required to weigh more than 2100 lbs. unless taking the alternate engine weight adjustment defined herein and in Section 17.

(SCCA Fastrack News, Mar 2025, Nov 2025, #35719)

CAM/XS Category

ITEM 25: #34620 Consider making XA a full (non-supplemental) class

The CAM/XS Committee and SEB are recommending that XA and XB become National Classes. XU would remain a Developmental class while it continues to grow and develop an identity and stable ruleset.

Update 4.8.B as follows:

For 202*6* the following are Developmental Classes: CAMC, CAMS, CAMT~~, XA, XB~~, XU, CSX, CSM, and any corresponding Ladies' classes as applicable.

(SCCA Fastrack News, May 2025, Dec 2025, #34620)

(Note: The CAM classes are also proposed to change to National status per separate proposal #36366.)

ITEM 26: #37001 Side Window Requirement in XU

The following change permits door glass removal in XU.

Modify allowances under Xtreme Street Unlimited (XU) in Appendix B as follows:

"Windshield wipers *and door glass* are not required."

(SCCA Fastrack News, May 2025, Aug 2025, #37001)

ITEM 27: #36366 Migrate cam from Supplemental classes

Change the CAM classes to National Classes.

Update 4.8.B as follows:

"For 202*6* the following are Developmental Classes: ~~CAMC, CAMS, CAMT,~~ XA, XB, XU, CSX, CSM, and any corresponding Ladies' classes as applicable. "

(SCCA Fastrack News, May 2025, Nov 2025, #36366)

(Note: The XA and XB classes are also proposed to change to National status per separate proposal #34620.)

ITEM 28: #37982 B Billar Interior Panel Clarification

The CAM/XS Committee is seeking membership feedback on the following rule change to clarify whether the B pillar can have panels removed or not:

Change the following rule in the Body and Bodywork section as follows:

"The area behind *and including* the B pillar may have panels and carpet removed. Exposed metal interior surfaces must be painted."

(SCCA Fastrack News, Jun 2025, #37982)

Modified Category

ITEM 29: #36982 Wording correction for DM/EM

Update and amend the canard allowances via the following change to 18.1.F.3.g:

"g. Canards are allowed and may extend a maximum of ~~6" (15.24 cm)~~ *8" (20.32 cm)* forward of front bodywork/fascia as viewed from above. No portion of the canard may extend past the widest part of the front bodywork/ fascia as viewed from above. Canard area will be measured in the same manner as wings using Section ~~12,~~ *18.0.C* definitions. Canard area may not exceed 1.2 sq. ft. (1114.8 160 — 2024 SCCA® National Solo® Rules 18. Modified Category cm²). The canards may have endplates. The endplates may connect the splitter and the canard. The splitter and canard endplate total surface area is limited to 100 sq. in. (645.2 cm2) for each side. "

(SCCA Fastrack News, Dec 2024, Apr 2025, #36982)

ITEM 30: #37166 Classing for a Pro Challenge Car

Class PASCAR Pro Challenge cars:

In 18.6: "**LEGENDS CARS AND DWARF CARS** Vehicles conforming to the US Legend Cars International (www.uslegendcars.com) racing series specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM). (Bandolero and Thunder Roadster vehicles are not eligible for FM.) Vehicles conforming to the Western States Dwarf Cars Association Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM). *Vehicles conforming to the Professional Association of Scale Car Auto Racing and Pro Challenge (www.prochallenge.net) Specifications, with exceptions and requirements as noted in Appendix A, are eligible to compete in Modified class F (FM).*"

In Appendix A Modified Class F (FM):

"B. Dwarf Cars®, 600 Racing Inc Legends Cars®, ~~and~~ Baby Grand Cars®, *and PASCAR® Pro Challenge* Vehicles built and prepared to Western States Dwarf Car Association® (WSDCA®), US Legend Cars International®, ~~or~~ MMRA® Baby Grand®, *or PASCAR® Pro Challenge* specifications are assigned to Modified Class F (FM). Note: If any conflict exists between the WSDCA®, US Legend Cars®, ~~or~~ Baby Grand®, *or PASCAR®* Rules and the Solo® Rules, the Solo® Rules shall take precedence.

j. *Dwarf, Legends, and Baby Grand Cars* minimum weight with driver (lbs.): 1150

Pro Challenge Cars minimum weight with driver (lbs.):.....1600"

(SCCA Fastrack News, Apr 2025, Aug 2025, #37166)

Kart

ITEM 31: #35309 Standardize Kart Bodywork.

Change rule 19.1.A.10 as shown below.

Note: These rule changes prevent competitors from designing and making their own bodywork for aerodynamic advantages, and thus improve alignment with wheel-to-wheel karting rules.

"10. Bodywork:

a. A nose cone *(front bumper)* and driver fairing *(nassau panel)* are required. T*hese items must be CIK/FIA HOMOLOGATED.*

b. Left & right sidepods, confined to the area between the front & rear tires, are required. *These items must be CIK/FIA HOMOLOGATED.*

c. Floor trays must be confined within the frame rails and must not extend aft of the lower front seat mounting points.

d. Other aerodynamic devices, including wings or vertical sealing devices, are not allowed.

e. Modifying homologated bodywork to gain an aerodynamic advantage is not allowed. Modification of bodywork is only allowed in these instances:

Additional holes to mount accessories

Holes to gain access to engines

Modification for clearances

Deformation & normal wear.

f. Metal bodywork construction is not allowed; metal floor tray construction is allowed."

(SCCA Fastrack News, Feb 2025, May 2025, #35309)

SCCA Board of Directors
Staff Proposal for Board Action (PBA)

Request Date:	11/26/2025
Requested By:	Deanna Flanagan
Action Requested:	4th Quarter Operations Manual Requested Updates
Date Needed:	12/31/2025
Urgency Level:	High

BACKGROUND

Below includes a collection of updates needed to the Operations Manual from 2025:

- Section II.B.5 - Road Racing change "Speed Event" to "Events Outside Region Boundaries"
- Section II.B.7 - Track Event to Track Day Rebranding & Divisional Administrator name update
- Section II.B.7 - Remove section 7.10 Track Review Process – Moved to Section 10.4
- Section IV.A.4. -Update Hall of Fame Induction process
- Section IV. D. – Update RallyCross Awards
- Section IV. E. – Update Solo Awards

REQUEST DETAILS

SECTION II.B.5. ROAD RACING ADMINISTRATION:

Update Road Racing section 5.8.3 to be consistent with other program sections – Road Racing uses "Speed Event" and all other programs uses "Events Outside Region Boundaries"

5.8 Road Racing Scheduling Procedures
See current SCCA Road Racing General Competition Rules.

5.8.1 Competition Year
The competition year shall be the calendar year with no exceptions.

5.8.2 Racing Season
The National Championship racing season will be January 1 through Labor Day of each year unless expressly authorized by the BoD.

5.8.3 ~~Speed Event~~ *Events Outside Region Boundaries*
Any ~~speed~~ event held by a Sanctioning Region in the physical territory of another Region (host) requires the written approval of the host Region or the National BoD as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

SECTION II.B.7. TRACK DAY, TIME TRIALS & HILLCLIMB ADMINISTRATION:

Update all references of Track Event to Track Day to align with 2025 program rebranding (18 references). Update the Divisional Administrator role to encompass oversight for both Time Trials and Track Day. Additionally, we need to strike section 7.10 regarding the Track Review Process because we moved the track review process to the new SCCA Program Responsibilities & Policies section (10.4) in 2024 so that it covered all programs.

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7. Track ~~Events~~*Day*, Time Trials and HillClimb Administration

7.1 Basic Policy

The SCCA has established rules for Track ~~Events~~*Day*, Time Trials and HillClimb events. These rules and regulations reflect the basic policies of the Club, as adopted by the BoD to satisfy the needs and pleasures of its members and potential members.

Track ~~Events~~*Days* are non-competition events with a recreational and/or educational component on a closed circuit. Time Trials (including TrackSprint) and HillClimb

events are competition events where results are determined by elapsed time to complete a set course and do not include wheel-to-wheel competition.

All SCCA Track *Day*s, Time Trials and HillClimb events are governed by their respective program rules and must be sanctioned by the SCCA. Please refer to the current edition of the SCCA Track ~~Events~~*Day* Rules, Time Trials Rules, HillClimb Rules, timetrials.scca.com and updates in Fastrack or program web pages for further details.

7.1.1 Rules Season
Track ~~Events~~*Day*, Time Trials and HillClimb support a Rules Making Season. Requests for changes in the rules (outside of items of immediate concern such as safety, administration, errors and omissions, clarifications, competitions etc.) should be submitted to the Time Trials Board or Experiential Department for review prior to July. This allows the necessary time for program administrators and any applicable advisory committee to consider the request, publish it for member input, and present it to the BoD for approval so that the rules may be edited and ready for implementation by January. In the case of the Time Trials and HillClimb, it also allows a better time frame for competitors to make the appropriate adjustments to their car preparations and plans for the next competition season.

7.2 Experiential Department
The Experiential Department is responsible for establishing rules, standards and supervision of Track ~~Events~~*Day* and HillClimb programs, as well as standards for scheduling, organization, conduct, minimum safety requirements, and supervision for Regional/Divisional Track ~~Events~~*Day*, Time Trials and HillClimb programs. The Department may work with specialty advisors to assist in projects.

7.4 Track ~~Events~~*Day*, Time Trials and HillClimb Field Staff

7.4.1 *Track Day/Time Trials Divisional Administrators*~~Divisional Administrators~~
Appointment: *Track Day/Time Trials Divisional Administrators* ~~Divisional Time Trials Administrators~~ are appointed by their respective Divisions and shall be SCCA members in good standing. There shall be a representative from each Division with at least one Region with an active *Track Day and* Time Trials program.

Duties: *Track Day/Time Trials Divisional Administrators* ~~Divisional Time Trials Administrators~~ are responsible for oversight of all Regional and Divisional *Track Day and* Time Trials events, sanction approval, driver and worker

licensing, and communications with the TTB and Experiential Department as necessary.

If a Division does not have an appointed *Track Day/Time Trials Divisional Administrator* ~~Divisional Time Trials Administrator~~, the duties shall be performed by the Director of Experiential Programs or designated representative.

7.5 Track ~~Events~~*Day*, Time Trials and HillClimb Scheduling Procedures
For Time Trials and HillClimb programs, any events which happen within three weeks and 300 miles of each other require approval by the National Office.7.6

7.6 Events Outside Region Boundaries
Regions shall work together to satisfy the needs of local markets, regardless of Region territory.

7.6.1 Bordering Regions without Programs
If a Region (host) does not have a Track ~~Events~~*Day*, Time Trials, or HillClimb program, a bordering Region within the division may sanction/operate an event in the physical territory of that host Region with approval of *Track Day/Time Trials Divisional Administrator* ~~Time Trial Divisional Administrator~~. The *Track Day/Time Trials Divisional Administrator* ~~Time Trial Divisional Administrator~~ will notify the Region (host) RE and SCCA National Sanction Department via email of the approval.

7.6.2 Bordering Regions with Programs
If a Region does have a Track ~~Events~~*Day*, Time Trials, or HillClimb program, any event in the physical territory of that Region (host) by another Region (sanctioning) requires the written approval of the host Region or the National BoD as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

7.7 Track *Day,* Time Trials and HillClimb Events Safety and Insurance Regulations
Refer to current program-specific rules.

7.8 Track ~~Events~~*Day*, Time Trials and HillClimb Sanction Procedures
Refer to current program-specific rules.

7.9 National Track *Day* and Time Trials Event Administration
The overall authority for the National Track *Day* and Time Trials Events (e.g., Time Trials National Tour, Track Night in America) shall reside with the SCCA National Office Experiential Department.

~~7.10 Track Events and Time Trials Track Inspection and Review Process~~
~~The track inspection and review process for Track and Time Trials Events is coordinated by the Director of Experiential Programs, or a designated representative. The process is comprised of three categories as follows:~~

~~7.10.1 Track with Road Racing Approval~~
~~Existing tracks and/or configurations which are up to date on inspection and review for Road Racing may be used for Track and Time Trials events.~~

~~7.10.2 New Tracks/Tracks without Road Racing Approval~~
~~New tracks and/or configurations will be reviewed by a track inspector selected from a list approved by the SCCA and paid for by the track, and/or an SCCA Region and/or an SCCA Division. The inspector will use a checklist provided by the National Office.~~

~~7.10.3 Previously Approved/Decommissioned Tracks~~
~~Previously approved/decommissioned tracks and/or configurations will be addressed on a case-by-case basis under 6.10.1 or 6.10.2 above at the discretion of the National Office.~~

SECTION IV.A.4. CLUB-WIDE AWARDS:

Update Road Racing section 5.8.3 to be consistent with other program sections – Road Racing uses "Speed Event" and all other programs uses "Events Outside Region Boundaries"

4. Hall of Fame Induction
FIRST PRESENTED 2005

COMMITTEE STRUCTURE:

The SCCA Hall of Fame Committee is comprised of four sub-committees, each playing a distinct role in the nomination and selection process. Each sub-committee includes up to six voting members, appointed by the SCCA National Office Executive Team from member applications. Committee members will serve for three to six years, with at least one new member on each committee each year. In addition to appointed members, one SCCA staff member will serve as a voting member on the Nomination, Legacy, and Selection Committees. Staff members are not subject to term limits.

- ***Nomination Committee**: Reviews submissions for individuals whose primary impact on the Club was within the last 35 years. Collaborates with the Legacy Committee to select the final 15 nominees.*
- ***Legacy Committee**: Reviews submissions for individuals whose contributions date back more than 35 years. Collaborates with the Nomination Committee to select the final 15 nominees.*
- ***Selection Committee**: Evaluates the 15 nominees submitted by the Nomination and Legacy Committees and selects five inductees to form the annual Hall of Fame class.*
- ***Steering Committee**: Oversees the Nomination, Legacy, and Selection committees as well as the procedures and management of the SCCA Hall of Fame. This committee does not participate in the nomination or selection process and holds no voting rights.*

NOMINATIONS: Submitted by SCCA members to the Hall of Fame Nominati*on*~~ng~~ Committee *and Legacy Committee* by September 1.

APPROVED BY: The Hall of Fame Selection Committee. ~~The Hall of Fame Selection and Nominating committees are comprised of the Club Archivist serving on one committee and an SCCA National Office staff member serving on the other, plus up to six SCCA members on each committee. These members are chosen by the SCCA National Office Executive Team from SCCA members who submit a letter of interest that includes a Club resume. Members generally serve for three to six years, with at least one new member on each committee per year.~~

The purpose of the Hall of Fame is to preserve, protect, and record the SCCA's accomplishments and history for current and future members through recognizing those who have had a significant impact on the Sports Car Club of America *and motorsports*.

SECTION IV.D. RALLYCROSS AWARDS:

General clean up and updates to Solo Awards submitted by the R/S/E Department.

D. RALLYCROSS AWARDS

1. Divisional RallyCross Achievement

~~Initiated in 2006, this award is presented in recognition of a Division's activities in RallyCross for a new or ongoing program. This may include events, promotions, attendance, innovation in public relations, etc. Nominations clearly indicating the qualifying details may be made by any RallyCross participant, with the recipient being selected by the RXB.~~

FIRST PRESENTED 2006

NOMINATIONS: Submitted by SCCA RallyCross participants and received by the SCCA National Office RallyCross department by November 1.

APPROVED BY: RXB at its November meeting

PRESENTED TO: An SCCA Division in recognition of its activities in RallyCross for a new or ongoing program. This may include events, promotions, attendance, innovation in public relations, etc. Presented at the SCCA National Convention.

2. Regional RallyCross Achievement

~~Initiated in 2006, this award is presented in recognition of a Region's activities in RallyCross for a new or ongoing program. This may include events, promotions, attendance, innovation in public relations, event participation, etc. Nominations clearly indicating the qualifying details may be made by any RallyCross participant, with the recipient being selected by the RXB~~.

FIRST PRESENTED 2006

NOMINATIONS: Submitted by SCCA RallyCross participants and received by the SCCA National Office RallyCross department by November 1.

APPROVED BY: RXB at its November meeting

PRESENTED TO: An SCCA Region in recognition of its activities in RallyCross for a new or ongoing program. This may include events, promotions, attendance, innovation in public relations, event participation, etc. Presented at the SCCA National Convention.

3. RallyCross Dirty Cup

~~Initiated in 2010, this RallyCross award will be presented annually at the SCCA National Convention. This award shall be presented by the RallyCross Board to recognize an individual who has made an extraordinary contribution to the sport of SCCA RallyCross. This award shall normally recognize contribution over time. The award recipient can make their contribution as a competitor, organizer, worker, administrator, etc. The contribution of the winner shall have had a positive impact on the program nationwide.~~

FIRST PRESENTED 2010

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office RallyCross department by November 1.

APPROVED BY: RXB at its November meeting

PRESENTED TO: An individual who has made an extraordinary contribution to the sport of SCCA RallyCross. This award shall normally recognize contribution over time. The award recipient can make their contribution as a competitor, organizer, worker, administrator, etc. The contribution of the winner shall have had a positive impact on the program nationwide. Presented at the SCCA National Convention.

4. Triplecross

~~Initiated in 2012, this award is presented at the National Convention to any driver that accomplishes three feats in a single class: win a Regional event, win a National Challenge and win a National Championship.~~

FIRST PRESENTED 2012

PRESENTED TO: SCCA RallyCross drivers that have accomplished three feats in a single class in a single season: win a Regional event, win a National Challenge, and win a National Championship. Presented at the SCCA National Convention.

5. True Grit Award

~~Initiated in 2013, this award is presented at the RallyCross National Championships for an outstanding effort in either competing in or organizing the Championships. Whether it is overcoming adversity to compete or being an official whose effort made the event better for all, the award winner will have shown a dedication to RallyCross Championships. A three-member panel of 2 competitors and one RXB member will select the winner. The presentation is to be during the National Championship.~~

FIRST PRESENTED 2013

NOMINATIONS: Submitted by RallyCross Nationals participants on site.

APPROVED BY: A three-member panel at RallyCross Nationals, consisting of the Chief Steward and two selected Chiefs or RXB members at the event.

PRESENTED TO: An attendee at SCCA RallyCross National Championships in recognition of an outstanding effort in either competing in or organizing the Championships. Whether it is overcoming adversity to compete or being an official whose effort made the event better for all, the award winner will have shown a dedication to SCCA RallyCross Championships. Presented at the SCCA RallyCross National Championship.

6. Spark Plug Award

~~Initiated in 2013, this award, which may be given annually, is for an outstanding effort in promoting and publicizing RallyCross using multimedia, to further the recognition and growth of RallyCross. This can be given to an individual, Region or Division. The nominations can be made to or by the RXB.~~

FIRST PRESENTED 2013

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office RallyCross department by November 1.

APPROVED BY: RXB at its November meeting

PRESENTED TO: An individual, Region, or Division for an outstanding effort in promoting and publicizing RallyCross using multimedia to further the recognition and growth of RallyCross. Presented at the SCCA National Convention.

7. Rookie of the Year

FIRST PRESENTED 2021

NOMINATIONS: Submitted by SCCA members and received by the RXB by ~~December~~ *November* 1.

APPROVED BY: RXB at its ~~December~~ *November* meeting.

PRESENTED TO: For outstanding performance at a first RallyCross National Championship by a driver with limited competition experience.

SECTION IV.E. SOLO AWARDS:

General clean up, reordered by year, and updates to Solo Awards submitted by the R/S/E Department.

E. Solo Awards

1. National Solo Champions
FIRST PRESENTED 1973

PRESENTED TO: Winners of the individual class competition; presented at the Solo National Championship event and the ProSolo Championship.

~~2. Johnson-Clark-Johnson Cup~~
~~FIRST PRESENTED 2006~~

~~PRESENTED TO: The overall ProSolo Champion as determined by the current National Solo Rules. Presented at the ProSolo Championship.~~

2. **~~3.~~ Solo Cup**
FIRST PRESENTED 1978

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by ~~September~~ *July* 1.

APPROVED BY: SEB at its ~~December~~ *July* meeting.

PRESENTED TO: The SCCA member who has made an outstanding contribution to the Solo Events Program. Presented at the Solo National Championship.

3. **~~4.~~ Solo Driver of The Year**
FIRST PRESENTED 1984

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by November 1.

APPROVED BY: SEB at its December meeting.

PRESENTED TO: The Solo driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship. *Presented at the SCCA National Convention.*

4. **~~5.~~ Solo Rookie of The Year**
FIRST PRESENTED 1984

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by November 1.

APPROVED BY: SEB at its December meeting.

PRESENTED TO: For outstanding performance at their first Solo National Championship by a driver with limited competition experience. *Presented at the SCCA National Convention.*

5. **~~6.~~ Solo Driver of Eminence**
FIRST PRESENTED 1984

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by ~~September~~ *July* 1.

APPROVED BY: SEB at its ~~December~~ *July* meeting.

PRESENTED TO: The Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication, and unselfishness. Presented at the Solo National Championship.

~~**7. Johnson Spirit of the Sport Award**~~
~~FIRST PRESENTED 1997~~

~~NOMINATIONS: Submitted and approved by the three previous recipients with the last recent recipient serving as Chair.~~

~~PRESENTED TO: The SCCA Solo Community member that brings the spirit of fun, camaraderie, and pure enjoyment of the social aspects of the sport to fellow members. Presented at the Solo National Championship.~~

6. **~~8.~~ Solo Divisional of the Year**
FIRST PRESENTED 1985

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by December 1.

APPROVED BY: SEB at its December meeting.

PRESENTED TO: The Chair of the event of singular high quality including inventive and enjoyable concept, smooth organization and execution, and consideration for competitor. *Presented at the SCCA National Convention.*

7. Johnson Spirit of the Sport Award
FIRST PRESENTED 1997

NOMINATIONS: Submitted and approved by the three previous recipients with the last recent recipient serving as Chair.

PRESENTED TO: The SCCA Solo Community member that brings the spirit of fun, camaraderie, and pure enjoyment of the social aspects of the sport to fellow members. Presented at the Solo National Championship.

8. Johnson-Clark-Johnson Cup
FIRST PRESENTED 2006

PRESENTED TO: The overall ProSolo Champion as determined by the current ProSolo Solo Rules. Presented at the ProSolo Championship.

9. Fletcher Cup
FIRST PRESENTED 2006

PRESENTED TO: The overall Ladies Class ProSolo Champion as determined by the current ProSolo Solo Rules. Presented at the ProSolo Championship.

10. Kelly Cup
FIRST PRESENTED 2016

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by October 1.

APPROVED BY: Finalists are chosen by the Solo Development Committee by its November meeting, with the recipient selected by the SEB at its December meeting.

PRESENTED TO: The SCCA member who has shown extraordinary dedication and contribution to a Regional Solo Events Program. The award is to be presented at the Region's annual banquet, Regional convention, or other similar event in the recipient's Region.

11. Rothney-Kozlak Cup
FIRST PRESENTED 2017

PRESENTED TO: The top finishing woman driver participating in a championship-eligible open class at the SCCA® Solo® National Championships. The recipient will either have the widest margin of victory in an open class (if one or more women win) or the closest margin to the winner of an open class (if no woman wins an open class championship) regardless of where she placed in the class. Presented at the Solo National Championship.

12. Heart of Solo
FIRST PRESENTED 2024

NOMINATIONS: Submitted by SCCA members and received by the SCCA National Office Solo department by July 1.

APPROVED BY: SEB at its July meeting.

PRESENTED TO: An individual from the Solo community who has had a profound impact on their class, Region, and Solo community. They will have created a welcoming environment for all and lived SCCA's core values of excellence, service, passion, team, experience, and stewardship. The award is to be presented at the Solo National Championship event.

ADDITIONAL NOTES

→ None

The Time Trials Board is sending the following rule changes/alterations to the Board of Directors for their approval and 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.

SCCA Board of Directors
Staff Proposal for Board Action (PBA)

Request Date:	12/5/2025
Requested By:	Andrew Benagh/CSAC
Action Requested:	Approval of Club Spec Rule Allowance Updates
Date Needed:	ASAP
Urgency Level:	High

BACKGROUND

As additional cars have continued to be built and campaigned in Club Spec Mustang (CSM), there have been several items that members have identified as items needing changed. The Club Spec Advisory Committee (CSAC) met and considered these items and have assembled a list of allowance updates.

REQUEST DETAILS

Attaching one document with the requested allowed changes for Club Spec this off season. We would like to get these changes out soon to allow members the opportunity to make any updates they wish to their cars. The CSAC do not see any having performance impacts on cars, but all should improve quality of ownership and reliability for the owners. In order of the attached document the items are:

1. Update to the CSM seat rules to better align with the current ST rules while still allowing for the safety benefit of TT level 2. My understanding is Brian worked with TTB to improve this verbiage and clear up members confusion.

2. Update to the CSM Oil cooler rules to make it clear that relocation of the oil filter is permitted. The current rules created some vagueness around whether the oil filter could be moved. With how tight the fit is to the subframe with a sandwich cooler on the oil filter housing, the new wording allows for OE filters to still be used.

3. Adding an allowance for Mustangs to remove or modify the backing plates to allow airflow to the brakes to help manage brake temp on track. This explicitly does not allow for ducting, but only for people to cut or remove their backing plates. On track the CSM cars were only able to do 3-4 laps before the brakes would overheat, after Mike Bard from the committee did testing, he recommended that allowing the removal or cutting of backing plates keeps within the spirit of the rules.

ADDITIONAL NOTES

- → These Items were put out for consideration to the RXB, SEB, and TTB for their consideration.The RXB and TTB both came back with unanimous approval of these changes.
- → Officially, the SEB did not give approval for the seat change in CSM. Though, in discussion the majority of SEB members voiced no objection. However, there was significant conversation amongst some members around 3 options: The full allowance as written, Modifying the allowance to Drivers Side only, and no allowance for seat update. A final request, stating that this will go to the board "unless we hear a consensus of nay," went unanswered.

Club Spec 2025 December Changes

Club Spec Advisory Committee

Andrew ***Benagh***

Item 1: Letter # 38912 Class Allowance Update CSM:Seats/Safety:

C. For vehicles that do not meet SCCA Level 2 Safety, The driver and front passenger seats may be modified or replaced with the following restrictions: The seating surface must be fully upholstered. The top of the seat, or an attached headrest, may not be below the center of the driver's head. The seat, including mounting hardware, must weigh at least 25 pounds and must be attached using the OE body mounting holes/studs. Additional mounting points may be added. ~~may not substitute or modify seats or steering wheel, however~~ driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.

Item 2: Letter #39427 Class Allowance Update CSM: Engine and Drivetrain:

A. Engine Cooling Radiator may be replaced provided it uses OE radiator Mounts. ~~and~~ Installation of an oil cooler is allowed.Modifications necessary to route oil to an appropriate heat exchanger (modification of oil and coolant lines, addition of oil cooler sandwich adapters, remote filter mount, etc.) is allowed provided they serve no other purpose.

Item 3: Letter# 38520 Class Allowance Update CSM: Brakes:

A. *Brake Shields as listed in C. may be Added, Modified or Removed as long as they serve no other purpose (provide ducting or similar).*

SCCA Board of Directors
Staff Proposal for Board Action (PBA)

Request Date:	12/5/2025
Requested By:	Andrew Benagh/CSAC
Action Requested:	Approval of New Club Spec Class
Date Needed:	ASAP
Urgency Level:	High

BACKGROUND

When Staff did the initial Club Spec Discovery Survey in 2023, there was strong data to support a market for a Club Spec build in the $50,000 range in addition to the $20,000-$25,000 market that the current duo of classes serves. In 2025 the CSAC started working off of that data and worked around a car members can aspire to own, to build Club Spec Cayman.

REQUEST DETAILS

Attached are 2 documents from the initial design and build list for the Club Spec Cayman. This class if approved will be officially offered in 2027, giving members 12 months to acquire and build a car.

1. 2025_Club_Spec_Cayman Concept.docx – This is an overview of the class and the reasoning behind the class. **This gives a quick overview of the class and concept if you only want to spend a few minutes on this.**
2. 2025_1115_ClubSpec_Porsche_Rules – This is the complete initial ruleset with allowed part numbers.

Club Spec Cayman (CSC) will allow for both the 718 Cayman and 718 Boxster to be used allowing for more possible donor cars for members to purchase and build from. Currently this model is still offered in showrooms, and is readily available on the second hand market, allowing for multiple options for members to acquire and build cars.

Currently we do not have a tire specified for the class but will have a tire after continuing conversations at PRI.

ADDITIONAL NOTES

→ While this class is aimed to be offered in 2027, we would like to give members a year run up to purchase and build cars as this is at a higher initial buy in. If there is a strong buy in for the class throughout 2026, we may consider offering competitors the class in 2026.

→ These cars will be allowed to participate in programs in 2026 in Street Touring in Solo and Tuner category in Time Trials, allowing members to develop cars.

Club Spec Cayman Concept

Club Spec Advisory Committee

Andrew Benagh

OVERVIEW

Club Spec was launched in 2024 as an opportunity to have one car to compete in all programs within the SCCA. After the successful launch of the Mustang and Miata classes the attention turned to what would be next. After doing initial market research, there was strong data to suggest a car that was able to be built in the $40,000-50,000 market. In picking a car, many options were evaluated, however, keeping in mind that there may be novices picking up these cars, we established that no vehicles making over 400 hp should be considered.

MODEL CHOSEN

After consideration of several models, the Club Spec Advisory Committee recommends the 718 Cayman/Boxster Base as the new Club Spec Car. The 718 was chosen over the 981 due to the large number of vehicles available to be turned into cars for the class, additionally, with being the current model there will continue to be support for these cars for longer than the 981. Finally the committee agrees that ultimately the newer model, despite a possible higher up front cost, the long term costs associated with the 718 would be less than a 981.

PARTS KIT

The kit will be :

Tires TBD

Front Wheel Size: 18x9" ET46

Rear Wheel Size: 18x10" ET36 (Recommend Apex Wheels)

Front Camber Plate Vorshlang Camber Plate

X73 suspension kit

ALLOWED MODIFICATIONS

Brake linings and Rotors will be allowed to be changed per street rules. Any Catback exhaust will be permitted. No intention to allow tunes or intake modifications currently. We believe that there is not a need to allow a diff option either. We will be allowing for full TT level 2 and 3 safety with Roll Bars/cages and seats, additionally we will allow for any radiator that it uses the OE radiator mounts/addition of the 3rd radiator.

CLUB SPEC CAYMAN (CSC) RULES

OBJECTIVE

Provide an affordable multipurpose package that combines a street-ready, autocross capable and track appropriate performance in a single car using specified parts.

ELIGIBLE VEHICLES

2017-2025 Porsche 718 Cayman (Base) (No Sport Chrono)

2017-2025 Porsche 718 Boxster (Base) (No Sport Chrono)

VEHICLE REQUIREMENTS

6-Speed Manual Transmission or PDK Transmission

REQUIRED PERFORMANCE KIT

A. Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed per manufacturer instructions. Original equipment (OE) or equivalent components are not allowed.

B. Tires: TBD

C. Wheels
   a. Diameter and width (in.): 18x9 Front, 18x10 Rear
   b. Offset, including wheel spacer (mm): Front +45 (45ET or ET45) or greater, Rear +35 (35ET or ET35) or greater
   c. Weight, without spacer if used, minimum (lbs.): Front 17, Rear 19, including:
      i. Wheel weights
      ii. TPMS sensor if installed
      iii. Tire valve stem (type unrestricted)
   d. Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.

D. Suspension
   a. Porsche X73 Sport Suspension Kit
      PDK Part# 981-044-400-05
      Manual Part# 981-044-400-01
   b. Vorshlang camber plates for OEM Shock Part# A1-6304-02

AUTHORIZED CHANGES/MODIFICATIONS

A. If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.

B. Wheel lug studs (e.g., length) and lug nuts may be changed.

C. Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:

   a. Clutch and related components (excluding flywheel).

   b. Hardware (nuts, bolts, clips, etc.).

D. Parts superseded by Porsche® may be used.

E. These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative.

F. It is not permitted to use non-compliant parts even if they have been set to the manufacturer's specifications.

BODYWORK/INTERIOR

A. Front bumpers, rear bumpers, body trim pieces, and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.

B. Accessories, gauges, indicators, lights, and other appearance, comfort-and-convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops." Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.

C. Alternate shift knobs are allowed.

D. Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.

E. Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.

F. Tow bar brackets may be installed and may serve no other purpose.
G. Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).

SAFETY

A. Provided the vehicle fully meets SCCA Safety Level 2 as defined in the Time Trials Rules, the following may be added, replaced, or modified within the guidelines stated in Safety Level 2:
    a. Compliant Rollbar (Required for Safety Level 2)
    b. Fixed back racing seats for driver and passenger side
    c. Racing harness(es)
    d. Replacement of steering wheel and/or removal of steering wheel airbag
B. Vehicles that do not meet SCCA Level 2 Safety may not substitute or modify seats or steering wheel, however a lap belt, as outlined in Solo® Rules section 3.3.1, Driver Restraints, is allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses.
C. Level 2 Fire Suppression is not required for Solo Events

BRAKES

A. The make and material of brake linings (pads) may be changed.

SUSPENSION

A. Alignment: Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.
B. Bushings
    a. Suspension bushings as supplied in the kits are mandatory.
    b. Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.

ELECTRICAL SYSTEM

A. The make of spark plugs is unrestricted.
B. Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

ENGINE AND DRIVETRAIN

A. Oil filters are unrestricted.
B. Lubricants and fluids are unrestricted.
C. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
D. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:
    a. Radiator core dimensions (width, height, thickness) cannot be smaller than the standard part

b. Radiator must use OE radiator mounts
c. The Third Radiator option may be utilized

E. The radiator overflow tank may be substituted provided the replacement tank has the same capacity, function and mounting location as the original tank

F. Alternate exhaust and muffler may be utilized provided it mounts to the manifold flange, the muffler is in the stock location and is at least 6 inches in diameter or 4x6 inches if oval.

G. Fuel must be Federally approved for use on public highways and widely distributed and typically sold in filling stations, commonly called "pump fuel" with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane*. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner's manual for flex-fuel vehicles).

*Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a "margin of error" and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased from a pump marked 93 octane is compliant. Warning: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.