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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ROAD RACING COMPETITION COMMITTEE MINUTES | November 3, 2026

This preliminary version of the Road Racing Competition Committee is provided as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the SCCA website (https://www.scca.com/pages/fastrack-news) on or about December 1, 2026. We appreciate the feedback and perspectives that our members provide, and we'd like to thank you for your outreach and being part of the process. Should you have any requests or feedback to share with the Road Racing Completion Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

Chairman; David Arken, David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, Mark Weber and Sam Fouse, BoD liaison; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing, Scott Schmidt, Road Racing Technical Manager, and Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

B-Spec

4. #41127 (Peter Zekert) BoP B-Spec Sonic
After reviewing data from the Runoffs and ARRC, we have decided to continue to watch the Sonic without making adjustments at this time.

ITA

1. #40960 (Steve Davis) Query About Proposal in Oct 26 Fastrack.
We feel the car is classified correctly.

2. #40997 (Paul Spencer) ITA Miata weights
The committee feels the current weights are correct for the 1.6-liter and 1.8-liter Miata's in ITA.

T1

1. #40908 (David Mead) Request to Allow FP350S in T1
This question will be answered by phone.

Not Recommended

B-Spec

1. #40805 (Jim Ebben) Make the Ford Fiesta Competitive Again!
We will continue to monitor the car's competitiveness in the class.

2. #40987 (Peter Zekert) Retain OE Air Box Honda Fit MT (09-14) and in General
Based on the class philosophy, we are trying to minimize the number of variations in the class and in spec lines.

3. #41068 (Peter Zekert) Protruding Wheel Lug Nuts and Wheel Studs
The proposed rule creates unnecessary complications for racers with different sets of wheels.

P2

1. #41100 (John Weisberg) Rush SR Spec Car
The Road Racing Competition Committee appreciates your interest in improving the P2 class participation numbers by allowing the Rush SR into P2 without modification from the specifications used in the Rush SR spec series, but the RRCC does not recommend this change. Currently there is a Rush Sports Racer (RSR) Regional-only class that was added to the GCR as published in the January 2026 Fastback. With respect to adding the car as a spec line car in P2, the Rush SR has not been shown to meet the performance requirement that a car must be able to lap within 115% of the recognized lap record for the racing class in which it participates.

SR General

1. #41138 (Brad Davis) Moving LMP3 and Similar Prototypes
The Road Racing Competition Committee does not recommend creating a separate class for LMP3 and Daytona Prototype cars to group them on track with smaller sports racing and formula cars. When LMP3 and Daytona Prototype cars previously were classified in the Prototype X (PX) class that existed from January 2020 through December 2021, it was specifically recommended in the GCR that they be grouped with large bore GT- and sedan-type cars (GT1/GT2/AS/T1) due to the safety issues inherent in grouping the cars with much lighter weight sports racing and formula cars that had lower straight-line speeds and higher cornering speeds than LMP3 and Daytona Prototype cars. Because it was already recommended that the cars be placed in a run group with large bore GT- and sedan-type cars, SCCA decided to classify them in the GTX class as of January 2022 to ensure that they are on track with cars that have straight-line and cornering speed characteristics more in line with the performance characteristics of LMP3 and Daytona Prototype cars.

GCR

1. #40931 (Herbert Gomez) Request Translate SCCA General Competition Rules into Spanish
The Road Racing Competition Committee does not recommend this change. It would be expensive to translate the GCR into additional languages and it would be difficult to coordinate and synchronize changes between the language versions.

2. #41062 (Tazio Stefanelli) Officially Announce When Provisional Results Are Posted
The Road Racing Competition Committee does not recommend this change. Given the differences between tracks, a requirement to announce when provisional results are available would be impracticable.

FP

1. #41090 (DANIEL SNOW) Fiat X1/9 EFI Competition Adjustments
The intent is to monitor the performance of this car as the fuel injection option is fully developed. Additionally, the substance of the request is against class philosophy.

2. #41092 (DANIEL SNOW) Fiat x1/9 Adjustment
The substance of the changes requested are against class philosophy. Additionally, in response to other requests, significant changes have been made to the specification lines for these cars, and the intent is to monitor the performance of the same.

3. #41093 (DANIEL SNOW) EFI Throttle Shaft Modification
Your request to allow throttle shaft modification is against class philosophy.

4. #41151 (DANIEL SNOW) 2 BARREL OR TBI for Fiat X1/9 1500
Your request is against class philosophy. See also responses to letters 41088 and 41089 in current Fastrack.

5. #41185 (DANIEL SNOW) FP Fiat X1/9 Competition Adjustments
It is intended to monitor the performance of this car as the fuel injection option is fully developed. Additionally, the request is contrary to class philosophy.

6. #41188 (DANIEL SNOW) Porsche 2.0 Piston Allowance
Pistons and cylinder liners in the specified size are available.

STL
1. #40758 (Rachel Rininger) New Car Classing
In GCR, Section 9.1.4.G.1.e.1., doesn't permit the car to be run in STL as it is currently configured.

2. #41021 (Wyatt Schuh) Air Dam Allowance for NA Miata
This change would be against overall ST philosophy. Part would need to be modified to fit within the rule.

T2-T4
1. #40551 (Robert Wellington) M235/240iR Classification Adjustment to T3
This spec line has the ability to be competitive in T2.

T4
1. #41130 (Clarence Keel) Classification Request for 2006 BMW 330i
This car is car has the potential to be a very competitive car in T3. A 3L in a chassis this good cannot be placed in T4.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Road Racing Competition Committee. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

B-Spec
1. #41186 (B-Spec/C-Spec Committee) Header update
In GCR, Section 9.1.10.E.25., change as follows effective 1/1/2027
"*Headers and Catalytic converters*
a. OEM or approved primary/upstream ~~catalysts~~ *catalytic converter manifolds* are required unless a vehicle's spec line lists an approved header ~~or specifically permits to removing the catalyst~~.

b. Cars with catalytic converters are permitted to use the catalytic converter in its entirety or completely remove the catalyst material. The latter may be accomplished by pulverizing the material or by laterally bisecting the catalytic converter canister and rewelding it. Porting, polishing or re-shaping any portion of canister or manifold is prohibited.
c. Oxygen sensors - The primary/upstream oxygen sensor must be installed and functional. Secondary oxygen sensors and catalysts may be removed.
d. The exhaust system downstream of the primary catalyst *canister* approved header is free 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."

2. #41187 (B-Spec/C-Spec Committee) Shock absorber options in BS
In GCR, Section 9.1.10.E.33., change as follows Effective 01/27/2027:
"*Each spec line is permitted to use shocks provided by Shaftworks USA See the spec line for the specific approved kit part number. Compliant coilover packages can be purchased from ShaftworksUSA.com. Shocks are sealed and may not show signs of tampering or modification. Until 1/1/2028, cars using Shaftworks kits must add 31 lbs to their base weight.*

Competitors may *also* 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."

In B-Spec Spec Lines, add to Notes the following:
Ford Fiesta Hatchback (11-19): "*Shaftworks BLC-1-MK7 coilover components permitted.*"

Ford Fiesta Sedan (11-19): "*Shaftworks BLC-1-MK7 coilover components permitted.*"

Honda Fit MT (07-08): "*Shaftworks BLC-1-GD coilover components permitted.*"

Honda Fit AT (07-08): "*Shaftworks BLC-1-GD coilover components permitted.*"

Honda Fit MT (09-14): "*Shaftworks BLC-1-GE coilover components permitted."*

Honda Fit AT (09-14): "Shaftworks BLC-1-GE coilover components permitted."

Honda Fit MT (15-19): "*Shaftworks BLC-1-GK coilover components permitted.*"

Honda Fit CVT (15-19): "*Shaftworks BLC-1-GK coilover components permitted."*

Hyundai Accent Hatchback (12-17): "*Shaftworks BLC-1-RB coilover components permitted."*

Hyundai Accent Sedan (12-17): "*Shaftworks BLC-1-RB coilover components permitted."*

Kia Rio Hatchback (12-15): "*Shaftworks BLC-1-UB coilover components permitted."*

Kia Rio Sedan (12-17): "*Shaftworks BLC-1-UB coilover components permitted.*"

Mazda 2 (10-14): "*Shaftworks BLC-1-DE coilover components permitted.*"
Mini Cooper Hatchback (R50) MT (02-06): "*Shaftworks BLC-1-R53 coilover components permitted.*"

Mini Cooper Hatchback (R50) CVT (02-06): "*Shaftworks BLC-1-R53 coilover components permitted.*"

Mini Cooper (R56) MT (07-10): "*Shaftworks BLC-1-R56 coilover components permitted.*"

Mini Cooper (R56) AT (07-10): "*Shaftworks BLC-1-R56 coilover components permitted.*"

Mini Cooper Clubman (R55) (07-10): "*Shaftworks BLC-1-R56 coilover components permitted.*"

Mini Cooper (R56LCI) MT (11-13): "*Shaftworks BLC-1-R56 coilover components permitted.*"

Mini Cooper (R56LCI) AT (11-13): "*Shaftworks BLC-1-R56 coilover components permitted.*"

Mini Cooper Clubman (R55) (11-15): "*Shaftworks BLC-1-R56 coilover components permitted.*"

Mini Cooper Coupe (R58) (12-15): "*Shaftworks BLC-1-R58 coilover components permitted.*"

Nissan Versa Sedan (2012-2019): "*Shaftworks BLC-1-N17 coilover components permitted.*"

Nissan Versa Hatchback (2013-2019): "*Shaftworks BLC-1-E12 coilover components permitted.*"

Nissan Versa (2020-): "*Shaftworks BLC-1-N18 coilover components permitted.*"

Toyota/Scion IA Sedan (16-20): "*Shaftworks BLC-1-DL coilover components permitted.*"

Toyota Yaris Hatchback (07-11): "*Shaftworks BLC-1-XP90 coilover components permitted.*"

Toyota Yaris Hatchback (12-18): "*Shaftworks BLC-1-XP130 coilover components permitted.*"

Toyota Yaris Sedan (07-12): "*Shaftworks BLC-1-XP90 coilover components permitted.*"

5. #41217 (Jonathan Wickert) Request to Allow Removal of Plastics in Cooling Systems
In GCR, Section 9.1.10.E.9., change as follows:
"Fuel, coolant, oil fluid hoses and clamps, oil filters, fuel filters, and belts (fan, alternator, etc.) may be substituted with others of equivalent manufacturer's specifications*. Coolant lines to and from the throttle body may be removed or bypassed, provided OEM coolant circuit flow characteristics are maintained. Coolant expansion tanks may be replaced with aftermarket alternatives.*"

EV General

1. #39832 (Bruce Richardson) Recommended Changes to the New Regional ET1 Class

In GCR, Section 9.1.9.3 ELECTRIC TOURING (ET) CATEGORY (Regional Class Only), replace in its entirety with the following:

9.1.9.3 ELECTRIC TOURING (ET) CATEGORY (Regional Class Only)

*"**A. PURPOSE AND PHILOSOPHY***

The purpose and philosophy of the Electric Touring category is to allow members the opportunity to compete in production-based battery electric vehicles (BEVs) with limited modification and suitable for sprint races. Modification to vehicles competing in the Electric Touring category, including safety-related modifications, are limited only to those specifically allowed in these rules.

B. COMPLIANCE

Electric Touring category cars shall be complaint to Federal Standards as specified for each automobile listed on its Electric Touring specification line and as permitted by these rules.

A Shop/Service Manual (or its equivalent) for the specific make, model, and year of automobile is required to be in the possession of each entrant. Manufacturer Shop/Service Manuals may come in the form of printed material, CD, DVD, and/or Internet access to manufacturer website databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification. If Manufacturer Shop/Service Manuals are not available, then the competitor shall have a copy of the official SCCA® Vehicle Technical Sheet (VTS) with them at each event and shall present it for reference when officially requested. The manual is intended to aid SCCA® Technical Scrutineers in identifying parts and the configuration of the automobile.

Additionally, a physical copy of the vehicle's Emergency Services Guide must be in possession of each entrant and readily accessible per Section 4 of the Supplemental Common Ruleset for Electric Vehicles (SCREV)

1. *AUTOMOBILE ELIGIBILITY*

Only those cars listed on spec lines are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States (or by Environment Canada for sale in Canada) and shall be available to the general public for purchase. Additions and deletions of automobiles shall be at the discretion of the SCCA®.

The vehicle identification number (VIN) shall correspond with the model automobile classified. At least one VIN plate or stamping shall remain in place on the dashboard or chassis that corresponds with the model automobile classified.

D. CLASSIFICATION

Classifications of automobiles eligible for competition will be reviewed on an annual basis and will be effective as of January 1st.

Vehicles classified as Electric Touring 1 (ET1) must have a power-to-weight-ratio of greater than or equal to 125W/kg. Vehicles classified as Electric Touring 2 (ET2) must have a power-to-weight-ratio of less than 125W/kg.

E. SAFETY ITEMS

The following represent the only safety items and modifications permitted and are required on automobiles involved in Electric Touring competition, unless otherwise noted. Cars must comply with the GCR and the SCREV as noted herein. The addition of safety items not specifically listed is prohibited. No permitted safety component/modification shall additionally perform a prohibited function.

1. *Roll cages shall be contained entirely within the driver/passenger compartment and must comply with GCR Section 9.4, Roll Cages for GT and Production Based Cars*
2. *Installation of a fire system as specified in GCR Section 9.3, Fire System, and SCREV Section 4, Fire System. In the case of a conflict between the GCR and the SCREV, the SCREV takes precedence.*
3. *The driver's seat shall be replaced with a one-piece, bucket-type race seat per GCR Section 9.3, Seats. Standard seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.*
4. *Installation of a safety harness system as specified in GCR Section 9.3, Driver's Restraint System.*
5. *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. 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.*
6. *Tractive System Active Light(s) must be installed as defined in SCREV Section 4 for GT and Production Based Vehicles.*
7. *Rain and Brake Lights must operate as specified in GCR Section 9.3, Lights*
8. *Vehicle must be marked per SCREV Section 4, Vehicle Markings.*
9. *Passive restraint systems shall be deactivated.*
10. *Air bag systems shall be disarmed and may optionally be removed. If so equipped, the rolling door lock mechanism may optionally be deactivated by unplugging the components.*
11. *(OPTIONAL) Steering lock mechanisms may be removed or disabled.*
12. *(OPTIONAL) Inside net running between the main roll hoop and the dash may be installed as specified in GCR Section 9.3, Inside Net.*

F. VEHICLE PREPARATION

The following represents the only items authorized in the preparation of a vehicle for Electric Touring competition other than safety items as required in Section 9.1.X.E Safety Items. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function.

1. *ELECTRICAL*
   a. *All components of the Tractive System (as defined in SCREV 5.0) shall be OEM and shall not be modified. This includes electric motors, charging systems, DC/DC converters, RESS/Battery Packs, wiring harnesses, etc.*
   b. *Auxiliary Battery (as defined in SCREV 5.0) may be replaced with those of alternate manufacture provided they are of similar Ampere-hour (Ah) capacity and weight. Battery must remain in stock location. Additional hold-down brackets are allowed.*
2. *SOFTWARE AND DATA ACQUISITION SYSTEMS*

a. *All software and firmware builds installed on the vehicle shall be released by the OEM for the vehicle's specification line. The software and firmware versions may be updated or backdated on the vehicle as long as it was offered by the OEM to the general public for the vehicle's specification line.*

b. *The OEM source code, logic, or executable for the software or firmware build shall not be modified in any way.*

c. *Adjustment to vehicle performance parameters (such as drive mode, throttle map, maximum motor output power, maximum regenerative braking level, etc.) is permitted only if the OEM software or firmware allows for the adjustment through the vehicle's OEM user interface (touchscreen, electromechanical selector, push button, etc.). Adjustment to vehicle performance parameters through external test equipment, third-party devices, or through the OBD2 port is prohibited.*

d. *Use of secondary or "piggy-back" controllers are prohibited.*

e. *Devices that perform no function other than to relay lap times to the driver (Longacre Hot Lap, Inter- comp Lap Timer, etc.) are permitted, including the required mounting hardware and connections for the relay lap timer to function.*

f. *Stand-alone data acquisition systems (GPS or accelerometer-based) are allowed. One connection from the OBD2 port, or vehicle CAN bus, to the stand-alone data acquisition system is permitted. The standalone acquisition system must be "read-only" and must not modify any parameter on the databus in any way. Any data-acquisition sensor added to the vehicle is prohibited from interfacing with the vehicle's software/firmware and the data acquisition system must not tie into the vehicle electronics in any other manner beyond this allowance.*

g. *An official SCCA data acquisition device may be required during practice, qualification, or a race. The data acquisition device may require an electrical interface with the vehicle and may be used for compliance purposes (e.g. software and firmware versions, allowable adjustments to performance parameters, etc.). It is the responsibility of the competitor to provide any adapter cable(s) required to electrically interface between the vehicle's data acquisition output and the official SCCA data acquisition device. Specifications on any official SCCA data acquisition device, including electrical interfaces, will be provided in the event's supplemental regulations.*

3. *CHASSIS AND BODYWORK*

a. *Appearance shall be neat and clean. Automobiles that are dirty externally or in the passenger compartments, that show bodywork damage, that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition. Vehicles may be painted any color(s).*

b. *The minimum ride height is six 3.5 inches, to be measured without driver at the lowest point of the rocker panels, but not to include welded seams or fasteners. A vehicle having a ride height listed in the spec line must conform to the spec line.*

c. *Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed, they must be retained in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. Glass panels may be replaced with a panel made of the same material and thickness as the roof of the car. Replacement panels must have the same contour as the glass panel it is replacing. Components (motors, cables, rails) may be removed provided the panel is securely retained.*

d. *The vehicle body, when viewed from any axis or measured from any cross-section, shall not be modified from the original OEM shape. This includes fenders and wheel openings which shall remain unmodified. 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.*

e. *All mud flaps shall be removed. OEM rigid aerodynamic splats are acceptable.*

f. *Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.*

4. *Aerodynamic Devices – ET1 ONLY*

Front Splitter

a. *A front splitter that is a flat, single plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, 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. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.*

b. *The minimum ride height of front splitters and air dams is 3.0 inches.*

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. *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, regardless of where the outside edges of the front tires are.*

e. *The splitter may have vertical deviations, fences, etc., only if they are part of the production body- work for street use.*

Rear Wing

f. *The wing shall be mounted to the trunk/deck lid or bumper frame 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 externally 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.*

g. *Factory wings and spoilers are permitted but must be removed if an approved wing is installed.*

h. *Wings shall be a single element and single plane with a maximum chord length of 12.00 inches, including any Gurney flap. (except as allowed in 9.1.9.1.B.2.h).*

i. *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.*

j. *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.*

k. *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 unless otherwise noted on specific spec line.*

5. *Wing end plates must not exceed 144.0 square inches. SUSPENSION AND STEERING – ET1 ONLY*

a. *All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.*

b. *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.*

c. *Shock absorbers and struts are free with a maximum or 4 adjusters per damper. Driver adjustable systems and electronically controlled shocks are not permitted unless it is an OEM system running with OEM shocks and springs. 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. Adjustment canisters*

may not be within reach of the driver.

d. *Anti-roll bars are free, and may be added, removed, or substituted. Driver adjustable anti-roll bars are not permitted. Adjustment controls for anti-roll bars may be located within the cockpit but must be out of the reach from the driver's seat. Adjustments to anti-roll bars during practice, qualifying and race must be done in pit lane. End/drop links must use OEM mounting locations.*

e. *Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted.*

f. *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.*

g. *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.*

h. *Slotted plates may be added over original shock mounts on front and rear shock towers for camber/ caster adjustment. Front and rear strut tower braces are permitted. Camber, toe and caster is unrestricted.*

i. *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. Steering column locks may be removed or disabled. Steering column locks may be removed or disabled.*

j. *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.*

k. *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 rack may be used.*

l. *Cars with live axles may decrease their competition weight by 50 lbs. It is permitted to camber a live axle or use a non-OEM option. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules.*

m. *Unmodified OEM pick up points are mandatory.*

n. *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.*

o. *Non-coil over suspensions are permitted to convert to coil over systems.*

p. *Suspension links are free provided; They use standard ball joint, bushing, or spherical attachments.*

6. *SUSPENSION AND STEERING – ET2*

a. *Vehicle must use the specific shock and/or strut as listed in the specification line. Modification to suspension components and/or pick-up points is prohibited.*

b. *A maximum of 3.5 degrees negative camber is allowed on front and rear suspensions. Strut suspensions may adjust camber using 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, utilizing the manufacturer's original bolt holes 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. On other forms of suspension, camber adjustment may be achieved using shims and/or eccentric bolts (crash bolts).*

c. *Front and rear toe settings are free. Rear toe adjustments may be achieved using shims.*

d. *Aftermarket steering wheels, and their required mounting modifications, are permitted. Removable steering wheels are permitted.*

7. *COOLING SYSTEMS*

a. *Air-Conditioner Systems shall not be removed or modified. This includes any air-conditioning system used to cool the passenger compartment and/or the RESS/Battery Packs*

b. *Coolant fluids must be OEM, but aftermarket radiators and coolant loop hoses are permitted. A radiator screen of minimum one-fourth inch (1/4") mesh may be added in front of the radiator and contained within the bodywork. The rake angle of radiator(s) is unrestricted.*

c. *Dry ice, (a.k.a. solid carbon dioxide), may be used to cool the cooling loop radiators except for when the vehicle is in false grid, in pit lane, in impound, in motion, or inside any building (including garages). Dry-ice must be in a mesh basket or perforated container when cooling the radiators (loose dry-ice is prohibited). Electric fans may be used to force air over the dry-ice and onto the radiators. Dry ice, when not in use, shall be stored in an insulated and vented container outside of any buildings (including garages). Personal protective equipment, such as safety glasses and cryogenic gloves, should be worn when handling or transporting dry ice. Liquid cryogens, such as Liquid Nitrogen (LN2) are prohibited.*

8. *BRAKES*

a. *Standard replacement brake rotors/drums may be obtained from sources other than the original manufacturer provided they are the exact equivalent.*

b. *Any brake pad or lining may be used. Metal or plastic dust shields may be removed or modified by removing material.*

c. *Brake ducts are permitted, but they must serve no other purpose. Duct openings may be created by the removal of the fog lights. Alternatively, duct openings may be created by opening two sections up to 14.5 square inches each of stock false grills originally located in the front fascia, or radiator shroud, but in this case fog lamps may*

be removed. Fog light holes must be completely covered. The stock headlamp location is not permitted for brake ducting.

d. *Brake fluid may be substituted with other fluids equivalent (or higher) to manufacturer's specification.*

e. *Original brake and clutch hoses may be replaced by braided stainless steel brake lines.*

9. *Regenerative braking is permitted but shall not exceed the maximum level permitted by the OEM released BMS software.WHEELS/TIRES*

a. *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.*

b. *All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same diameter. Knockoff/quick change type wheels are prohibited.*

c. *Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed; the same thickness spacer must be used on all four corners.*

e. *All tires must be of a size (width and aspect ratio) as originally offered by the OEM (including optional equipment) for the wheel diameter and rim width installed on the vehicle.*

f. *Tires must conform to GCR Section 9.3 Tires.*

g. *Spare Wheels and Tires must be removed from the vehicle.*

10. *INTERIOR*

a. *Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Heater cores, and hoses, must remain except for duct work under seats. Duct work behind the dash may be removed to allow for roll cage installation.*

b. *Trunk mats, covers and/or carpeting shall be removed.*

c. *Hubcaps, wheel trim rings, jack, and tools shall be removed.*

d. *Hatchback "privacy covers" must be completely removed.*

e. *Interior mirror(s) may be replaced with a multi-panel type mirror but shall not extend beyond the confines of the interior.*

f. *Stand-alone radios may be removed. Radios integrated into the OEM infotainment system shall not be removed.*

g. *Audio speakers may be removed.*

h. *Two-way communication radios may be installed.*

11. *WEIGHT*

a. *The minimum weight as listed on the spec line is with driver. If a cool suit system is utilized, the cool suit system shall be weighed with the car as it came off the track.*

b. *Ballast may be added to meet the listed minimum weight.*

c. *The ballast shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds.*

d. *Each segment shall be fastened with a minimum of two (2) one-half inch (1/2") bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large diameter, load distributing washers.*

12. *GENERAL*

a. *All adjustments shall be at the manufacturer's specification and/or within the manufacturer's specified tolerances unless they are specifically allowed in the GCR (example: camber angle).*

b. *"Special performance" specifications from the manufacturer that go beyond those listed on a specification line for a car are prohibited. 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.*

c. *Towing eyes per GCR Section 9.3, Towing Eyes, shall be fitted.*

d. *Lubricants may be substituted with any lubricant. Additives are unrestricted.*

e. *Removal of OEM Low Speed Audible Alert systems is prohibited.*

f. *Cosmetic plastic motor covers may be removed."*

ET	Motor	Required Restriction	Max Wheel Size (Inches)	Max Tire Size (Inches)	Brakes (inches)	Weight (lbs)	Notes:
BMW eDrive40 2022-	Single motor, RWD		Largest that will fit without body modifications	Largest that will fit without body modifications	Unknown	4855	ET2 – 118 Watts/kg
BMW M50 2022-	Dual motor, AWD		Largest that will fit without body modifications	Largest that will fit without body modifications	Unknown	5193	ET1 – 175 Watts/kg
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	ET2 – 118 Watts/kg
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	ET1 – 160 Watts/kg
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	ET2 – 120 Watts/kg
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	ET2 – 117 Watts/kg
Tesla Model 3 Performance AWD 20172023	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	ET1 – 184 Watts/kg
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	ET1 – 191 Watts/kg
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	ET2 – 110 Watts/kg
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	ET2 – 107 Watts/kg
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	ET2 – 104 Watts/kg

P2

1. #41142 (Road Racing Competition Committee) Definition of Stock engine Clarification
In P2, GCR section 9.1.8.C.L.a, add the following:
"*14. Stock components from a different model year of engine may not be substituted in a stock engine. As an example, a stock 2008 Suzuki cylinder head may not be substituted for the cylinder head of a 2005 Suzuki engine.*"
In P2 Engine Table, change as follows:

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves/ Cyl.	Req'd Restrictor flat plate except as noted: up to 70in width	Req'd Restrictor flat plate except as noted: 70in-78.74in width	Min. Weight (Lbs)	Notes
B.1	4 cycle Motorcycle- based Kawasaki, Suzuki, Yamaha, Honda, BMW	1005	4	34mm		2011 and newer Stock Kawasaki 1100	No modifications *are* allowed on *Suzuki, Yamaha, Honda, and BMW* engines manufactured after *the* 2008 model year *or on Kawasaki engines manufactured after the 2010 model year*. *An engine crankcase or cylinder head from a different model year of engine may not be substituted in a Stock Engine or a Modified Engine unless specifically allowed by these rules. A* 2007-2008 Suzuki GSX-R1000 crankcase part #11300-21860 may be replaced with *a* 2016-2019 Suzuki GSX-S1000 crankcase part #11301-04840 *in a Stock engine and in a 2008 and older Modified Engine*.
						2009 and newer Stock Suzuki, Yamaha, Honda, BMW 1100	
				37mm		2010 and older Stock Kawasaki 1025	
						2008 and older Stock Suzuki, Yamaha, Honda, BMW 1025	
				35mm		2008 and older *Suzuki, Yamaha, Honda, BMW and 2010 and older Kawasaki* Modified Engine 1075	
B.2	4 cycle Motorcycle-based Yamaha 2002 and older Suzuki ~~GSXR~~ 2004 and older	1005	4	Not required		Stock Engine 1000	*An engine crankcase or cylinder head from a different model year of engine may not be substituted in a Stock Engine or Modified Engine unless specifically allowed by these rules.*
						Modified Engine 1100	
B.3	4 cycle Motorcycle-based Kawasaki 2005 and older	1005	4	39.5mm		Stock Engine: 1000	*An engine crankcase or cylinder head from a different model year of engine may not be substituted in a Stock Engine or Modified Engine unless specifically allowed by these rules.*
				40.5mm		Modified Engine: 1100	

GCR

1. #40929 (Dennis Hand) Display Black Flag All and Red Flag All with Waved Flags
In Meaning of Each Flag, GCR section 6.1.1.F, change as follows effective 1/1/27:
"~~OPEN~~*WAVED* BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. *No passing is allowed.* This flag will 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."

In Meaning of Each Flag, GCR section 6.1.1.I, change as follows effective 1/1/27:
"RED FLAG (Solid Red)
Displayed *waving* 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 race 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 the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop."

#41279 (Road Racing Competition Committee) Replace 3.7.4.A.
In support of the Road Racing Planning Committee's position of encouraging more participation at its hallmark event - the 2027 National Championship Runoffs at Road Atlanta - staff requests the following alteration to the Runoffs invitation process in the GCR. Full details will be communicated following approval.

In GCR, Section 3.7.4.A., replace in its entirety with the following as submitted by the Road Racing Planning Committee:
"*A. Invitations to the SCCA Runoffs*

Two distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to drivers with a current SCCA Full Competition License in invited Runoffs-eligible classes based on the following minimum qualifications:

1. *Defending Runoffs Race Winner*
   a. *The current defending Runoffs race winner may enter the Runoffs only in the class being defended without a participation or finish requirement.*
   b. *This provision may not be invoked two consecutive years in the same class, even if the driver repeats as a National Champion.*
   c. *Drivers in classes not invited to the Runoffs will not be permitted to use this provision for entry in any other class.*
2. *Road Racing Sanctioned Events*

   A driver must meet both the participation and finish requirements below in the same class. Events must occur between the completion of the previous Runoffs and a date not less than two (2) weeks prior to the start of Runoffs qualifying or as otherwise specified in the Runoffs supplemental regulations. "Participate" is defined as turning a wheel on track in an official session (practice, qualifying, warm-up, race) and appearing in the Official Race Results.

   a. *U.S. Majors Tour Path*
      i. *Participate on track in any combination of three (3) Hoosier Super Tour or Conference Majors event weekends in any conference.*
      ii. *Finish at least three (3) Hoosier Super Tour or Conference Majors individual races.*
      iii.
   b. *Road Racing Path*

i. *Participate on track in any combination of four (4) Hoosier Super Tour, Conference Majors, or Regional event weekends in any conference or division.*

ii. *Finish at least four (4) Hoosier Super Tour, Conference Majors, or Regional individual races.*"

General

1. #41283 (Road Racing Competition Committee) New Classes for TCR (STR) and GT4 (STS)
The Road Racing Competition Committee has decided to include two new Majors and Runoffs classes for 2027 that will continue to put modern technology on track with SCCA. Super Touring R (STR) for TCR-based cars and Super Touring S (STS) for GT4-based cars will be available beginning in January. These classes will debut with rule sets developed in the next month based on those from a professional series outside the SCCA. These rules will be frozen in time based on a previous balance of performance such as 2023 for STR and 2026 for STS.

IT General

1. #41067 (Erik Gohl) Alternate Hubs for Vehicles
In ITS Spec Lines, add to Notes "*It is allowable to use any aftermarket front hub for the 1990-2005 Miata that mounts to the unmodified OEM spindle with the OEM spindle nut and keeps the OEM wheel bolt pattern.*" for the following models effective 12/1/2026:
Mazda MX-5 / Miata (99-00)
Mazda MX-5 / Miata (01-05)

In ITA Spec Lines, add to Notes "*It is allowable to use any aftermarket front hub for the 1990-2005 Miata that mounts to the unmodified OEM spindle with the OEM spindle nut and keeps the OEM wheel bolt pattern.*" for the following models effective 12/1/2026:
Mazda MX-5 / Miata (90-93)
Mazda MX-5 / Miata includes R (94-97)

ST General

1. #41066 (Erik Gohl) Request Updated Guidance for Hubs
In GCR, Section 9.1.4.M.18., change as follows effective 12/1/2026:
"Allow alternate front *and rear* wheel ~~front~~ hubs~~, Mazda Motorsports Development Part #0000-04-5HUB-S1,~~ for the 90-05 Mazda Miata*, must be steel hubs*."

STL

1. #40924 (Gonzalo Aponte) Brake Rotor Thickness
In GCR, Section 9.1.4.2.E.1., change as follows effective 12/1/2026:
"Maximum rotor size 300mm in diameter, ~~28~~*32*mm in thickness"

STU

1. #41035 (Silvio Zucchet) Aftermarket ABS
In GCR, Section 9.1.4.1.E.7., change as follows effective 12/1/2026:
"Delta Motorsports ABS*, Bosch M4 or BMW MK60* system*s* ~~is~~*are* allowed. Other aftermarket ABS systems will be considered on a case by case basis."

T2-T4

1. #41109 (Gary D'Abate) Evaporative Emission System
In GCR, Section 9.1.9.2.D.1.c.5, change as follows effective 01/01/2027:
"Removal of ancillary fuel tank equipment charcoal canisters, emissions valves, and sensors allowed for OEM *fuel tanks* or aftermarket fuel cell installations."

Taken Care Of

P2

1. #40400 (Gary Guethlein) In Support of Letter #40352
Please see the response to letter #40356 in the October 2026 Fastrack Minutes.

GCR

1. #40956 (Paul Gauzens) Support of Letter #40923
Please see the response to letter #40923 in the November 2026 Fastrack.

STU

1. #40754 (Jeff Cripe) Amendment Letter ID Number: #40669
Please see letter # 40669 in current Fastrack.

T2

1. #40686 (Rylan Hazelton) TCR Power Levels in T2
The TCR cars will be moved from T2 before 1/1/2027 and at that time the appropriate power and weight will be determined.

What Do You Think

None.

Resumes

1. #40874 (Wesley Clarke) Applying to be a Part of the Advisory Committee
Some applicants have been chosen; your resume will be retained for consideration.

2. #40877 (Blair Deffenbaugh) Resume for the BSAC Committee
Blair Deffenbaugh has joined the B-Spec Advisory Committee.

3. #40887 (Steve Introne) Name Submission to BSAC
Some applicants have been chosen; your resume will be retained for consideration.

4. #40934 (Conner Kelleher) BSAC Resume
Conner Kelleher has joined the B-Spec Advisory Committee.

5. #40969 (Mat Beck) Application for B-Spec Road Racing Competition Committee
Some applicants have been chosen; your resume will be retained for consideration.

6. #41083 (Mike Taylor) Volunteer for ST Committee

Mike Taylor has joined the Super Touring Advisory Committee.