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

CLUB RACING BOARD MINUTES | December 2, 2025

The Club Racing Board met by teleconference on December 2, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman and Mark Weber, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager, Jon Krolewicz Sr. Manager, Regional Track Program Development.

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 Club Racing Board or a class advisory committee, please visit https://crbscca.com/ to submit a letter. The following decisions were made:

Member Advisory
None.

No Action Required
AS
1. #39195 (Jason Smith) Update LM7 1 7/8
There are plenty of options for the 1-3/4 header requirements.

2. #39241 (Michael Kamalian) 2018+ Mustang Restrictor Change
Other restrictor plate changes in the class will improve your competitiveness at the current restrictor size.

3. #39261 (Barry Borgschatz Jr) Transmission/Final Drive - Driveshaft Loop
This rule does not need to be a mandate, but a driver choice.

4. #39462 (Andrew Kuhn) Weight Change Recommendation.
Please see the response to letter #39055, Technical Bulletin.

5. #39469 (Chris Itterly) Clutch Diameter Rule Proposal
Please see the response to letter number 39235 in current Fastrack.

B-Spec
1. #39354 (ENRIK BENAZIC) Adjust Weight of the 2005/2006 Mini Cooper
Your request will be considered along with all recommended BOP changes for 2026.

FA
1. #39298 (Reilly Harris) Floor and Diffuser Rule Change Request
Please see the response to letter #39608 in this Fastrack.

2. #39300 (Reilly Harris) Carbon Fiber Rule Change Request
Please see the response to letter #39608 in this Fastrack.

3. #39301 (Reilly Harris) Forward Facing Opening Rule Change Request
Please see the response to letter #39608 in this Fastrack.

FC
1. #39391 (Stephen Jenks) Change Metrik RF2 minimum weight to 1210#
Please see the response to letter #39612 in this Fastrack.

2. #39434 (Tim Minor) Metrix Weight Reduction
Please see the response to letter #39612 in this Fastrack.

P
1. #39494 (Jim Devenport) Revert P rules back to former P1 rule set
Please see the response to letter #39476 in this Fastrack.

2. #39541 (Johnnie Crean) Request to Remove Restrictions on Carbon Brakes
Please see the response to letter #39476 in this Fastrack.

GCR
1. #39108 (David Gomberg) Follow up to Letter 39105
The changes you suggest should be part of a larger GCR review effort with the involvement of the SCCA National Staff, Executive Stewards, Club Racing Board, and Board of Directors.

2. #39347 (Andrew Aquilante) More Thought Needs to be Given to Letter 38418
Complicated graphics on cars and having numbers easily readable by Timing and Scoring, corner workers, and emergency crews is a significant issue. This response was a compromise requiring consultation between T&S and the Race Director/Chief Steward and takes legibility of car numbers out of the sole purview of T&S as well as not mandating number boards.

GT2
1. #38972 (Richard Grant) New Car Classification Porsche 718 Cayman GT-4 RS Clubsport
This car is already classified in GT2-ST.

GTX
1. #39342 (Javier Delgado) GTX Category
In GTX-Misc. there are no specific years for either of the cars in question.

IT General
1. #39125 (Barry Borgschatz, Jr) Improved Touring E
ITE is a regional class and isn't under the national IT rules. Any changes would need to be submitted to the Division.

FP
1. #39512 (Steven Sargis) Proposed Rule Changes
The effect of recent changes made within FP, and the overall competition balance of the class, will be closely monitored.

2. #39518 (David Strittmatter) FP Parity Adjustments
The effect of recent changes made within FP, and the overall competition balance of the class, will be closely monitored.

3. #39571 (Jeff Winterfield) FP Miata 1.6, Honda and GTL Weight Proposal
The effect of recent changes made within FP, and the overall competition balance of the class, will be closely monitored.

HP
1. #39488 (Chuck Allard) 914 Porsche Five Lug Wheel Request
Hubs are unrestricted per rule 9.1.5.E.4.e.

STU
1. #39559 (Michael Heintzman) 39258 GT3U Car Ride Height
We will continue to collect data and monitor the class. Please bring your car out and race it so we can collect data.

T1
1. #39463 (Roy Lipner) GT4 Tire Selection
The GT4 cars in T1 have the option to use either Pirelli or Michelin tires if they are using non-DOT approved racing slicks. We have also allowed T1-GT4 cars to use any DOT approved race tire conforming to the size shown in the spec line.

T2
1. #39481 (joe Aquilante) Do Not allow TCR Cars Into T-2
The TAC has passed this concern to the CRB. They will continue to watch BoP and adjust as needed.

2. #39497 (Andrew Aquilante) Against TCR Cars in to T2
The TAC has passed this concern to the CRB. They will continue to watch BoP and adjust as needed.

T4
1. #39449 (Chris Giles) Call Rule Changes = Why I am Not Renewing My License and Racing
The RX8 is currently the performance target for T4. The car was dominant in 2024 and very competitive in 2025, aside from the 3.7 liter Mustang. The Mustang was an exact replica of the one that has been in the class from its inception, aside from the engine and that was restricted by 7mm or 11.66% (in area) since the Runoffs. It is now the smallest FPR in the class by 12mm. The TAC doesn't believe it is a threat at this time. Changes were made to the MX5 that will allow some cars to lose 100 lbs. All changes, aside from the Mustang, were made to bring other cars in-line with the RX-8. Taking weight out of the RX8 at this point is counterproductive to BOP efforts.

Not Recommended
GCR
1. #39403 (Luis Goncalves) 9.3.55. WINDOW SAFETY NETS
The Club Racing Board does not recommend this change. Coverage with an SFI 37.1 window net is directly dependent on the size of the driver's door window opening.

2. #39418 (Bill Skibbe) Letter 38549 Non Working Transponder
The Club Racing Board does not recommend this change. Timing a vehicle with a non-functional transponder should be at the discretion of the Chief of Timing and Scoring.

General
1. #38775 (Andrew Jenkins) Change Novice Permit Requirements to Races
Hi Andrew, Thank you for your thoughts on weekends vs. races when it comes to fulfilling Novice Permit requirements.

We do think that weekends are the appropriate measurement. First, because we believe the cycle of a racing event and all sessions are what is important to the learning process, and a full set of sessions gives time to be properly evaluated. Second, there are some regional event weekends with one race, some with two, and we've seen up to four races per class run within a single event sanction which could further create confusion and odd opportunities.

In addition, we are taking a broader look at SCCA licensing, and we will consider allowing a driver on a Novice Permit running multiple classes run in one weekend to count as multiple events, the way it's currently allowed for Full Competition License renewal. (Appendix C: 2.2.B)

Thank you again, and we appreciate your participation in the Road Racing rules process.

2. #39383 (Stephen Blethen) SM and SMX Combination Request
In SCCA racing, combining SM and SMX into a single class is not a sound approach. The performance disparity between the two is significant, approximately seven seconds per lap based on the best laps from the 2025 SCCA Runoffs, and such a merger would compromise the integrity and competitiveness of SM, one of SCCA's most successful classes.

3. #39386 (Brian Farnham) Runoffs Qualification Path and Schedule Format
The Road Racing Department has addressed many of your concerns in this announcement: https://www.scca.com/articles/2020067-2026-runoffs-classes-and-qualification-criteria-announced. We also understand the concerns of speed disparity and the Runoffs Race Director is prepared to take action, when needed. As an organization, SCCA is primarily focused on providing access and promoting participation as we head into 2026.

4. #39428 (Barry Borgschatz) Entry Fees for SCCA Road Racing/Time Trials
We appreciate your concern. Regions and organizers are faced with varying costs across the country, and because of that, it wouldn't be in our best interest to set a entry fee cap. We hope that regions and organizers are operating from a balanced budget that benefits both the region/organizer and drivers.

IT General
1. #39149 (Barry Borgschatz Jr) Engine Classifications
ITE is a regional class and isn't under the national IT rules. Any changes would need to be submitted to the Division.

2. #39201 (Barry Borgschatz Jr) Roll Cage Dash Bar
ITE is a regional class and isn't under the national IT rules. Any changes would need to be submitted to the Division.

FP
1. #39510 (Thomas Gaydos) 1988-1991 Prep 1 Honda CRX SI BOP
This change is not recommended at this time. The effect of recent changes made within FP will be closely monitored.

HP
1. #39522 (Doug DeRonne) Ford Festiva 12:0:1 Compression Request
This request is not recommended at this time. The letter writer is encouraged to develop to the current specs to fully understand this classifications potential.

2. #39584 (Brian Downey) Tubeframe Cars
There is no intention or desire by the Production Advisory Committee to add tube frame cars into either EP or HP.

STL
1. #39382 (Stephen Blethen) STL Ride Height
Not consistent with class philosophy.

STU
1. #38953 (Armen Megregian) GT3 into STU for 2026
We will be collecting data throughout the season and will make adjustments as needed.

2. #39147 (Eric Heinrich) STU TCR GT3U Solution.
TCR cars are no longer in STU. Adjustments have been made and will continue to be made throughout the year.

3. #39279 (Peter Federlin) Parity in the Class
TCR cars are no longer in STU. Adjustments have been made and will continue to be made throughout the year.

T1
1. #39360 (Rylan Hazelton) Consider Adding an Option for TCR in T1?
The TCR cars were only recently added to T2 and we'd like to see how that works out before making any changes. In T1, even though the lap times are similar, we are concerned about the discrepancies in on-track characteristics.

T4
1. #39381 (Stephen Blethen) Request to Make SCCA National Championship More Competitive
The committee is not ready to make this change at this time.

2. #39414 (Tony Kiratsous) BOP/Scion FRS Wheel Size
We have collected a large amount of data on these cars as they competed over the past few years. Most recently, we reviewed data from the Runoffs where leading examples went head-to-head. The Mustang and RX-8 have wider wheels but are 525lbs and 325lbs heavier respectively.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. 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.

AS

1. #39083 (American Sedan Committee) 2026 rule updates (Errors and Omissions)
In AS Spec Lines, remove "Gear ratios std. or alt." column in entirety.

In GCR, Section 9.1.6.D.3.a.4., add attached:

Make	*1st*	*2nd*	*3rd*	*4th*	*5th*	*6th*
GM	*2.97*	*2.07*	*1.43*	*1*	*0.84*	*0.56*
All Transmissions must be in stock configurations	*2.97*	*1.58*	*1.19*	*1*	*0.77*	*0.63*
	3.01	*2.07*	*1.43*	*1*	*0.84*	*0.57*
	2.66	*1.78*	*1.3*	*1*	*0.74*	*0.5*
	2.66	*1.78*	*1.3*	*1*	*0.83*	*0.63*
	2.29	*1.61*	*1.21*	*1*	*0.82*	*0.68*
Ford	*3.66*	*2.43*	*1.69*	*1.32*	*1*	*0.65*
All Transmissions must be in stock configurations	*2.66*	*1.78*	*1.3*	*1*	*0.8*	*0.63*
	2.97	*2.1*	*1.46*	*1*	*0.8*	*0.63*
	2.66	*1.81*	*1.3*	*1*	*0.76*	*0.5*
	2.21	*1.61*	*1.21*	*1*	*0.82*	*0.68*
	3.24	*2.1*	*1.43*	*1*	*0.81*	*0.62*
	3.25	*2.23*	*1.61*	*1.24*	*1*	*0.63*
	3.24	*2.1*	*1.43*	*1*	*0.81*	*0.62*
Dodge	*2.97*	*2.1*	*1.46*	*1*	*0.74*	*0.5*
All Transmissions must be in stock configurations	*2.26*	*2.07*	*1.43*	*1*	*0.77*	*0.63*

All Cars *-+ .05 tolerance*	*4 speed transmissions "Dog Box" is allowed with a 50lb penalty*	*2.88*	*1.91*	*1.34*	*1*	
		2.2	*1.64*	*1.28*	*1*	
	*5 Speed Transmissions "Dog Box" is **NOT** allowed*	*2.87*	*1.89*	*1.28*	*1*	*0.81*
		2.95	*1.94*	*1.34*	*1*	*0.73*
		2.95	*1.94*	*1.34*	*1*	*0.63*

In GCR, Section 9.1.6.D.1.a.2.b.1., change the following:
"*Factory engine mounted fuel pumps must be maintained. If a fuel cell is used, any* ~~Any~~ fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is removed, a blanking plate may be used to cover the original mounting location."

In GCR, Section 9.1.6.D.7.g. add the following:
"*5. Allow modification to the K/cross member/cradle for Header clearance. All resulting clearances shall be welded fully closed.*"

2. #39235 (American Sedan Committee) Errors and Omissions, Flywheel/Clutch
In GCR, Section 9.1.6.D.1.l.2., change as follows:
"~~Any clutch disc and pressure plate of stock diameter may be used.~~*Any single disc clutch 10.5" in diameter or larger may be used. Drilling and tapping the flywheel is permitted for allowing the installation of the smaller pressure plate, if needed.*"

B-Spec
1. #39349 (Alex Ratcliffe) 2002-2006 Mini Allow Adjustable Lower Control Arms
In B-Spec Spec Lines, Mini Cooper (R50) MT (2002-2006) update the Notes section as follows:
"Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Allow rear sway bar Progress #62.0210*, Mevotech lateral link CMK100003.*"

In B-Spec Spec Lines, Mini Cooper (R50) CVT (2002-2006), update the Notes section as follows:
"Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Allow rear sway bar Progress #62.0210*, Mevotech lateral link CMK100003.* CVT equipped cars allow Setrab 50-119-7612 transmission cooler in addition to OEM."

GCR
1. #38831 (Greg Amy) 9.3.19.C.1 FIA 8856-2018 Suits Expiration
In Required Equipment, GCR section 9.3.19.C.1, add the following effective 1/1/26:
"Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits must bear an SFI 3.2A/1, SFI 3.4, or higher SFI certification label or an FIA 1986 Standard, FIA Standard 8856-2000, or FIA Standard 8856-2018 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. *FIA 8856-2018 suits do not expire regardless of manufacturing date, but they must be maintained in acceptable condition (e.g., no rips, tears, other damage).*"

2. #39361 (SCCA Staff) 9.3.30 In-Car Flagging change
In In-Car Flagging System, GCR section 9.3.30, change as follows effective 1/1/26:
"1. All cars competing in ~~the~~ SCCA *Hoosier Super Tour events and the* Runoffs ~~(beginning in 2024)~~ must have a functioning *Flagtronics* FT200 or FT-RD unit that provides visual notification of changing course conditions to the driver while on track at all times. Driver notification may be made through the FT200 or FT-RD display or through the car's dash via an FT200 CAN Bus connection. ~~It is recommended that the Flagtronics unit be installed with thebuttons within the driver's reach while belted in the normal driving position to allow the driver to respond to messages from Race Control in the event of an impact that triggers the Flagtronics impact alert.~~ The unique ID number of the Flagtronics unit must be provided to the SCCA during the event registration process or as defined by the event supplemental regulations.

2. ~~Flagtronics is required at all Hoosier Super Tour events. Use of Flagtronics may be required at select U.S. Majors Tour events, or available as an option to participants, as per the event supplemental regulations.~~ *It is recommended that the Flagtronics unit be mounted in view of the forward-facing camera in a location where the buttons are within the driver's reach while belted in the normal driving position to allow the driver to respond to messages from Race Control in the event of an impact that triggers the Flagtronics impact alert.*

3. ~~SCCA may access any data recorded by the unit for CRB use to assist in performance balancing.~~*Missing Flagtronics units will be considered non-compliant. Non-operational Flagtronics units may be considered non-compliant.*"

3. #39474 (Sydney Yagel) Update 3.1.1.D.2
In Event Format / Schedule, GCR section 3.1.1.D.2.a, change as follows effective 1/1/26:
"There ~~shall~~*will* be a maximum of two (2) races per race weekend. At least one race for each race group will be 35 minutes in ~~length~~*duration* with a maximum *length* of 50 miles ~~(variations may be approved by the head of Road Racing and published in the supplemental regulations)~~. The other race of the weekend ~~shall~~*will* be a minimum of 25 minutes in ~~length~~*duration with a maximum length of 40 miles*. *Variations of these event formats may be approved by the head of Road Racing and published in the supplemental regulations.*"

4. #39482 (Sydney Yagel) Update 3.6.2
In Trophies, GCR section 3.6.2, change as follows effective 1/1/26:
"*a.* U.S. Majors Tour event trophies will be awarded on the following minimum basis for each participating class:
[*No changes to the existing table*]

b. Conference and Super Tour Championship awards and recognitions may be limited to drivers who complete a minimum of three (3) or more events within a specific Championship."

5. #39730 (Club Racing Board) RUSH SPORTS RACER (RSR) (REGIONAL ONLY CLASS)
In GCR, create Section 9.1.8.J. as follows:
"9.1.8.J. RUSH SPORTS RACER (RSR) (REGIONAL ONLY CLASS)
1. Definition

The purpose of this class is to provide the membership with a regional single-make, one design, fixed specifications, open cockpit, sports racer.

A. Vehicle Manufacturer and Car Eligibility
Rush Auto Works
4541 Brittmoore Rd, Houston, TX 77041
(713) 937-0000
Website: rushautoworks.com
Email: info@rushautoworks.com

B. Rush Sports Racer (RSR)
Only Rush Race Cars manufactured by Rush Auto Works Inc (RAW). and maintained in their original spec condition are eligible for competition. All cars must operate using Rush Auto Works mechanical parts available from Rush Auto Works aftersales department. All preparation, maintenance, and service of Rush Auto Works cars must be provided in accordance with official Rush Auto Works documentation and technical bulletins.

2. Homologation

Rush SR chassis are homologated with SCCA, but require a homologation certificate from SCCA, which can be obtained by contacting the Technical Services Department. Cars will only receive a certificate if they can show they meet the fuel cell requirement below.

3. Fuel Cells

If the car has an early blue plastic fuel cell, it must be completely covered in metal per section 9.3 of the GCR. This option may go away in 2027. The only other allowed fuel cells are either the side mounted or behind the seat units produced by RAW.

4. Minimum Weight

Weight with Nankang AR-1 tires: 1350 lbs
Weight with Hoosier W3 wet tires: 1325 lbs

5. Ballast

A. To reach minimum weight, competitors are permitted to attach ballast to the chassis on the 1-1/2" flat bar rails in front and behind the driver's seat.

B. Any weight added shall be secured by a minimum of two (2) 8mm bolts with Ny-lock nuts. All bolts shall be at least SAE grade 5 or metric grade 8.8 or stronger.

C. Ballast must be clearly marked with the car number and must be positioned to maintain proper weight distribution.

6. Setup

Maximum camber is -2.6 degrees and minimum ride height is 17.75" measured from the ground to the top of the front bar of the chassis where the chassis tag is located.

7. Bodywork & Aerodynamic Devices

A. Only bodywork and aerodynamic devices, body panels, wings, splitters, and diffusers as originally manufactured and purchased from RAW shall be permitted. No bodywork component or aerodynamic device shall be substituted with any item not manufactured by RAW and in original configuration as supplied by RAW. No part of the bodywork may be worked upon or modified beyond what is specifically permitted. All parts must comply in terms of size, look, and material to the original parts.

B. It shall be allowed to finish the RAW-supplied body panels by sanding, surface preparation, painting, or wrapping. The three slots in the front fender upper surfaces may have the forward faces removed to allow air to escape the front wheel area.

C. The front splitter angle may be adjusted using the front splitter stays. Additional horizontal bracing on the splitter braces is permitted. The optional RAW-manufactured high downforce front splitter and billet splitter mounts are permissible for all competition. Splitter mounts must remain unmodified in their original mounting positions.

D. The rear wing may be adjusted only using one of the six adjustment holes as provided on the RAW wing adjuster plates. No modification to the wing element, end plates, or wing mounting brackets including their mount to the bodywork shall be permitted. No other bodywork or aerodynamic device modifications shall be permitted.

8. Chassis and Frame

No chassis modifications shall be permitted under any circumstance. All members and components of the front crash box, welded chassis frame, and rear crash structure must remain in original configuration as supplied by RAW. It is not permitted to carry out any strengthening work on the frame (welds, brackets, etc.) without the authorization of RUSH Auto Works Inc. No modification to the floor, undertray, or rear diffuser is permitted.

9. Suspension Components and Wheel Bearings

A. Only suspension, wheel hubs, brake discs and calipers, shocks, steering rack and column, pedal box, differential assembly, shock absorbers, springs, and anti-roll bars as originally manufactured and purchased from RAW shall be permitted. No suspension component mentioned in section shall be substituted with any item not manufactured by RAW and in original configuration unless specifically permitted.

B. Only springs as supplied by RAW are permitted and can be run in any configuration.

C. The shock absorber must remain stock using only components supplied by RAW. The length of the shock absorber may be adjusted using the body lock nut on the shaft. The perch height for the spring may have its position adjusted. The compression and rebound valve settings may be adjusted. The shock absorber can use any viscosity shock oil. The internal valve discs can be adjusted in quantity using RAW-supplied discs only. The optional shock N2 chamber systems are permissible for all competition.

D. Wheel bearings must remain stock. No modification of the bearing or seal is permitted.

10. Permitted Adjustments

The front and rear toe alignment may be adjusted via the stock track rods. The front and rear camber may be adjusted by addition or removal of 0.5mm, 1.0mm, and 2.0mm camber shims as supplied by RAW. The front and rear anti-roll bars may be adjusted by position of the ARB anchor position on the ARB. The ARB may be disconnected. The front and rear ride heights may be adjusted. The corner weights may be adjusted through permitted means as contained herein.

11. Brake System

Only brake components as originally manufactured and purchased from RAW shall be permitted. This entails Brake Pads, Rotors, Calipers, ETC. The use of OBP Master Cylinders is mandatory but can be sized from ¾ inch to 1 inch. Brake fluid type is open but must meet minimum DOT 4 specification.

12. Engine

A. Only engines as originally manufactured and purchased from RAW shall be permitted. The RAW engine unit is sealed. Tampering with or removal of the engine seal by competitor or anyone other than RAW is not allowed. To ensure engine integrity, seals are applied by RAW directly. Any necessary engine maintenance work/engine replacement is the direct responsibility of RUSH Auto Works Inc.

B. Only RAW factory or Denso OEM starters are permitted inside the Rush Spec Series. Participants in violation of this section will be disqualified until the violation has been replaced or fixed.

13. Engine Control Unit.

The engine ECU may at no time be tampered with or re-flashed other than by RAW. ECUs may be inspected for flash updates by tech. ECUs which have been flashed shall be confiscated and the competitor disqualified from the event. In agreement with Event Officials, ECUs (engine control units) may be replaced at any time during the event.

14. Transmission and Driveline

A. Only transmission and driveline components as originally manufactured and/or purchased from RAW shall be permitted unless specifically addressed here. No transmission or driveline component shall be substituted with any item not manufactured or supplied by RAW and in original configuration. In agreement with Event Officials, the Series reserves the right to pick the transmission unit and send it to RUSH Auto Works for conformity checks.

B. The front sprocket may be adjusted from 14-tooth to 15-tooth Sprockets. The rear sprocket must remain a 44-tooth sprocket.

C. The differential may be adjusted to have 1, 3, or 5 clutch contact faces per side (20%, 60%, or 100%). The differential may be used in the 1.5 or 2.0 differential ramp position.

15. Wheels and Tires

A.

Dry: Nankang AR-1 185/60R13 Front and 205/60R13 Rear
Wet: Hoosier 44421W3 Front and 44426W3 Rear

B. The use of only ONE set of dry tires shall be permitted per race weekend. This rule shall apply from the first qualifying session of an event weekend. Drivers may use new or scrub tires during practice. Tires shall be marked following the first qualifying session of the event weekend and shall be used for all sessions of the event thereafter. If deemed damaged, authorization from the Chief of Tech may be granted for use of a replacement tire for the remaining sessions of the event.

16. Cockpit

No modification can be made to the pedal assembly beyond permitted adjustments to master cylinder sizing. It is not permitted to use rails, brackets, and any kind of non-original material to change the seat position. The use of alternative mirrors is permitted.

17. Mandatory Safety Equipment

- *Camber Plate Upgrade*
- *Case Saver*
- *Clutch Switch or equivalent*

18. Data Acquisition and Telemetry

Only Aim MXM, MXL, or MXS data systems are permitted. It is permitted to add data sensor packs only sold by RAW Aftersales. Telemetry systems different from the original or which provide redundant data to the original system are not permitted. All data (telemetry, video logger) must be always available to Race Officials. Race officials reserve the right to download and disseminate Aim data from any competitor at will. It is not permitted to reset the data acquisition system at the end of official practice, qualifying sessions, or races.

19. Miscellaneous Permitted Additions

It is permissible to add a chain guard to protect the engine bay from lubricant splatter. The optional RAW-manufactured wind deflector is allowed.

20. Transponders

The transponder must be located in the position specified by RUSH Auto Works technical documentation (see technical bulletin for location diagram)."



General

1. #39498 (SCCA Staff) Update Appendix B Organizational and Administrative Procedures

In GCR, Section APPENDIX B. ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS, change as follows:

"**APPENDIX B. ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS**

This section contains administrative procedures and information for members and race organizers. This section mandates certain actions, but it may not be protested or appealed.

1. ORGANIZING EVENTS

1.1. SCHEDULING

1.1.1. Divisional Scheduling Representatives

The Executive Steward of each Division will appoint a Divisional Scheduling Representative who will:

A. Work with the Regions to prepare a ~~R~~*r*ace ~~S~~*s*chedule for the following calendar year for all events to be conducted within their Division, including potential U.S. Majors Tour dates. All U.S. Majors Tour dates must be *submitted to the Head of Road Racing no later than November 1. U.S. Majors Tour dates must be approved* ~~confirmed~~ by the Head of Road Racing before being listed on the calendar.

B. *Submit all scheduled Region events in their Division into the online Event Sanctioning Dashboard in the Member Account Portal (MAP) for inclusion on the SCCA.com calendar. Event records must include accurate dates, locations, host Regions, and program types, and should be submitted no later than December 1.* ~~Submit the necessary documents and fees if applicable, to the National Office to support those events.~~

C. Submit *a* copy of the final racing schedule for their Division to ~~the Manager of Road Racing, and to the Chair of the Club Racing Board,~~ the Regional Executives of all Regions in their Division, and to the Scheduling Representatives of the other Divisions no later than December 1~~st~~.

~~The Scheduling Representative must be appointed in sufficient time to assure that the Race Schedule is completed and filed with the National Office no later than December 1.~~

1.1.2. Scheduling Policies and Procedures

A. The Division's ~~R~~*r*ace ~~S~~*s*chedule encompasses all road race activities *listed in GCR section 3*~~, including U.S. Major Tour events, Regional Events, Drivers' Schools, and SCCA Test Days~~, *as well as Race Experience events*.

B. Alternative Drivers' Schools (3.1.3.C) ~~and Racing Experience Sessions~~ are not required to appear on Division~~al~~ Schedules but must be sanctioned.

C. No U.S. Majors Tour events may be scheduled for a weekend that is less than two weeks prior to the start of the *first* Runoffs *qualifying day*.

1.2. POSTPONING OR CANCELLING EVENTS

All or part of an event may be postponed or cancelled under the following conditions:

A. Provision is made in the Supplemental Regulations for the event, or
B. The SOM order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control.

1. Postponement - After consulting with the organizing Region, the SOM may postpone the classes not afforded the opportunity to race (as opposed to practice or qualify), provided a scheduled date is available at the same facility within the same competition year. The postponed races shall be run under the original sanction number.

2. Cancellation –
   a. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated and a reasonable portion of the entry fee shall be returned.
   b. If drivers have participated in on-track sessions prior to the cancellation of their race sessions, they will be given credit for a start, and regions may award drivers' points according to their qualifying position. If a race is started and cancelled before halfway time or laps, then only race starters will be awarded points based on qualifying position.

3. Credit for Start - If an entire event is cancelled (all classes, all sessions), there shall be no credit for a start. If a race is postponed, the competitors have the option of either competing in the *postponed*~~post-poned~~ race, or receiving a

prorated refund and being classified as DNS for that race, provided they have participated in a practice session or are shown on the qualifying results for that race.

1.3.1. Applying for an SCCA Sanction

Regions should submit sanction applications at least 90 days before the event date. ~~Sanction applications must be submitted for approval at least 45 days prior to the scheduled date of the event with the *following*~~*A rush service fee will automatically apply to Road Racing sanction applications submitted or remaining incomplete within 45 days of the scheduled event date. All applications must be submitted with the following materials:*

A. *Completion of*~~Completing~~ the online Event Sanction Process *in the Member Account Portal (MAP).* ~~or completing a current SCCA Sanction Application Form~~

B. Entry Form *(if paper registration is permitted.)*

C. Supplemental Regulations

D. *Event Schedule*~~Schedule of Events~~

1.3.2. Sanction Requirements

In addition to the items listed in App B.1.3.1, the following conditions must be met before a sanction number can be issued:

A. The race event is listed on the official SCCA calendar.

B. SCCA has approved the course for Road Racing.

C. The organizer owes no event related fees for prior events. See App B.1.6 for information about event fees.

D. Online Event Page Requirement

Each region is required to maintain an online event page for every sanctioned event, which may be hosted on the registration platform. The page must clearly direct participants to the complete and current version of the entire Supplemental Regulations containing all information required under Appendix B Section 1.4.1. The event page itself does not need to duplicate the content of the Supplemental Regulations, but must include, at a minimum, the event name, date(s), location, participant eligibility and eligible classes. The page must be published at the time the sanction request is submitted and remain accessible through the conclusion of the event.

1.3.3. Sanctioning for Alternative Drivers' Schools

SCCA Regions wishing to hold a Drivers' School using the Alternative Driving School method *must complete the online Event Sanction Process through the Member Account Portal (MAP) and submit all required materials* ~~submit a sanction applications to the National Office~~ no less than 10 days prior to *the scheduled school date. Required materials include:* ~~holding a school and include the following:~~

A. *Completion of the online* Sanction Application ~~Form~~ *in MAP*

B. Name(s) of approved Instructor(s)

C. Date~~s~~ of *on-track observation activity* ~~"school" elements (classroom/ *and* on-track)~~

D. Approval by the Divisional Executive Steward or a designee.

1.3.4 Courses

The words "course" and "circuit" and "track" are considered interchangeable for the purpose of these rules.

1.3.4.1. Types of SCCA Course Approval

SCCA must approve any course for a Road Racing event. For a particular track, the SCCA may:

A. Limit the types of events.

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.

D. Restrict the classes and categories of cars.

E. Restrict the license grades of drivers.

F. Disapprove the course for all SCCA speed events.

1.3.4.2. Application ~~F~~*f*or ~~A~~*a*n Event ~~O~~*o*n ~~A~~*a*n Unapproved Course

If a Region plans to hold an event at a new course or use a new unapproved, configuration at an existing course, they must contact sanction@scca.com with the full name of the course, physical address, configuration name and length. The Sanction Department will create a pending location record to allow the event to be calendared and a sanction request to be submitted.

The Region is responsible for coordinating with the Divisional Executive Steward to schedule a track review prior to the event. The track review must be completed and approval granted prior to the scheduled event. If the course and/or configuration is not approved, the sanction – whether pending or already issued-may be revoked. ~~A Sanction Application for an event at a course not already approved by the SCCA must be submitted at least 2 months before the proposed event, and must include a full description of the course and facilities, including a scale map.~~

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers may distribute Supplemental Regulations or *accept event registrations* ~~Entry Forms~~ *prior to receiving an official SCCA sanction for all types of events, except a Super Tour. Submission timelines for required documentation remain in effect. Accepting registrations – whether online or otherwise – is contingent upon final sanction approval and may be subject to withdrawal or modification if the sanction is not granted.* ~~for an SCCA event prior to obtaining an SCCA sanction.~~

1.4.1 Required Contents of Supplemental Regulations

Supplemental Regulations *define the specific conditions under which an SCCA event is conducted. These regulations are drafted by the sanctioning Region, and for the U.S. Majors Tour – which include both Conference Majors and Super Tour events-a standardized template is available from the SCCA Road Racing Department.* ~~establish specific conditions for an event.~~

Before a sanction for an event can be issued, *any regulations that differ from the General Competition Rules (GCR) must be reviewed and approved by* the Divisional Executive Steward or a designee. ~~must approve all Regulations different than those of the GCR.~~ The Club Racing Board has the right of review and final approval at its discretion.

For Conference Majors, Supplemental Regulations are drafted by the sanctioning Region and must be reviewed and approved by the Divisional Executive Steward (or designee) and the Head of Road Racing.

For Super Tour events, Supplemental Regulations are drafted by the sanctioning region in coordination with the Super Tour staff and must be reviewed and approved by the Divisional Executive Steward (or designee) and the Head of Road Racing.

~~For U.S. Majors Tour events, Supplemental~~ Regulations ~~are drafted by the sanctioning Region and the U.S. Majors Tour staff. The Supplemental Regulations are submitted by the sanctioning Region, reviewed and approved by the Division's Executive Steward (or a designee), and reviewed and approved by the Head of Road Racing.~~

The Divisional Executive Steward (or designee) is responsible for uploading the approved Supplemental Regulations and related documents via the online Event Sanction Process in the Member Account Portal (MAP).

Supplemental Regulations must contain the following information for the event:

A. The name *of the event*, location, dates, ~~nature~~ *event category (e.g., Road Racing)*, and event type *(e.g., Regional, Conference Majors, Super Tour)*.

B. Supplemental Regulations must be updated with the sanction number and sanction type immediately *upon issuance*.

C. Conspicuously placed ~~words~~*statement*: "Held under the *current* SCCA General Competition Rules *as amended by Fastrack*."

D. The name and *contact information (address, phone and email address)* ~~address~~ of the ~~organizers~~ *organizing Region*.

E. A complete description of the event, including the course length, *configuration,* and types of sessions and races, the *eligible car classes*~~classes of cars eligible~~, and the race groups (See AppB.1.4.2.) *If Regional-Only classes are included in the event, the full ruleset or URL link to the ruleset for each Regional-Only class must be included.*

F. *A detailed schedule and location of on- and off-track activities, including registration, technical inspections, operating hours of official scales, driver meetings and social functions.*~~Schedules and locations of on and off-track activities, inspections, and meetings.~~

G. The name and *contact information* ~~address~~ of the Registrar or *designated entry contact,* ~~other person to whom the entry is to be sent,~~ closing date for receipt of entries, and amount of the entry fee.

H. Instructions for accessing and completing event registration including participant eligibility, links to the online registration platform and waiver process information.

I. The names of the Chief Steward and the Chair of the SOM. For Super Tour events, add the Race Director and the Series Administrator.

J. The *method by which*~~way~~ results will be determined and *how awards*~~trophies~~, and prizes *will be distributed.*~~awarded.~~

~~K. The times official scales will be available for competitors to check the weight of their cars.~~

~~L.~~ *K.* The brand and general description of any required spec fuel (e.g., Sunoco 100 octane unleaded)*, including availability and purchase instructions*.

~~M.~~ *L.* All other information necessary for the proper conduct of the event, not already included in the GCR *or the Supplemental Regulations*.

~~N.~~ *M. A statement regarding refunds:* A driver who has been on track (turned a wheel) in any sanctioned session of an event is considered to have participated in the event and is not eligible for a refund, unless the event supplemental regulations specifically state otherwise.

N. It is recommended to include the SCCA's Welcoming Environment Statement at the beginning of the Supplemental Regulations.

1.4.2 Combining Classes into Race Groups

A. The speed and performance differences among the cars may not be extreme.

B. Any Formula classes may be combined with *Prototype/*Sports Racing classes.

C. It is preferable to combine *Prototype/*Sports Racing classes with appropriate Formula classes rather than with Production*-based* or GT classes.

D. It is preferable not to combine *Prototype classes,* FA, FC, FE, *FE2*, or FX, with FV, F600 or FF. ~~.FV may be combined with F600 and FF.~~

E. SRF/SRF3 may be combined with F and H Production and GTL.

F. Formula classes shall not be combined with cars from any other category except *Prototype/*Sports Racing. The only exception is in race groups *consisting*~~con-sisting~~ solely of Vintage/Historic cars.

G. It is preferable not to combine GT1, AS, T1, T2, T3, and STU with P~~1~~, P2, SRF, *SRF3*, FP, HP, or GTL.

H. Vintage cars may not be grouped with any other type of cars at SCCA Regional or U.S. Majors Tour events but may be combined at Drivers' Schools.

I. Vintage/Historic sanctioned race groups may include non-vintage classes.

1.4.3 Additional Classes

Organizers may include classes not specified in 9.1, provided the conditions and specifications are clearly outlined or referred to in the Supplemental Regulations. Including those additional classes may not jeopardize the full schedule of sessions for the SCCA recognized classes. *All cars participating in an SCCA-sanctioned event are required to have an SCCA Vehicle Logbook.*

1.4.4 Multiple Types of *Competitions* on a Single Weekend

It is not generally permitted for race groups from different types of competitions on the same weekend to run simultaneously. *Please contact the SCCA Road Racing Department with questions.*

1.4.5 Required Contents of Entry Forms

Entry forms, whether submitted through an online registration platform or via paper form, must include the following fields and declarations:

- *A. The words: "Held under the current SCCA General Competition Rules as amended by Fastrack."*
- *B. The SCCA sanction number assigned to the event.*
- *C. Space for the full name, address, SCCA membership number, Region of Record, license type, sponsor information, emergency contact, and name of entrant (if assigned) for each driver entering the event.*
- *D. Space for a full description of the car to be entered, including car make and model and car number.*
- *E. Acknowledgment of the following declaration, captured either by a physical signature on a paper form or checkbox confirmation in online registration platforms:*
    - *a. By submitting this entry, I agree to comply with the current SCCA General Competition Rules (GCR) as amended by Fastrack, including all applicable event entry standards, waiver provisions, and media rights policies. I understand that participation in this event requires adherence to these rules and procedures, and I affirm my commitment to upholding SCCA's values and fostering a welcoming, respectful, and inclusive environment throughout the event.*
    - *b. I understand that participation in any capacity in motorsports is dangerous. Known or unknown conditions and situations involving myself or others, including but not limited to vehicle preparation, equipment condition, facility and environment, physical fitness, medical conditions, medications, knowledge, abilities, or skill can cause injury (significant or otherwise) and death. I understand that I cannot participate in the event if I am on*

medication or have a medical condition that impacts my ability to participate. My decision to enter an event in any capacity, and to continue my participation throughout the event, is voluntary and with the knowledge of the above conditions and potential outcomes.

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

~~A. Spaces for full names, addresses, membership numbers, sponsorship information and license type and numbers of entrant(s) and driver(s), and for driver's Region of Record.~~

~~B. Space for full description of cars to be entered.~~

~~C. The words: "Held under the SCCA General Competition Rules."~~

~~D. Spaces for signature(s) of entrant(s) and driver(s) for waiving liability and/or indemnity declarations, acknowledging the authority of the GCR, declaring that the entered car complies with the provisions of the GCR, and the person(s) to be notified in case of accident.~~

~~E. The sanction number assigned to the event.~~

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

1.5. ORGANIZER'S ADDITIONAL RESPONSIBILITIES

In addition to the responsibilities listed above, organizers must fulfill the following requirements:

1.5.1. Entry List

An official *entry* list of *registered participants must* ~~competitors entered in the event~~ ~~shall~~ be made available ~~to all~~ *before the event begins. This may be posted digitally via the registration platform or event website. It must be accessible to all participants.*~~entrants at no charge as early as possible before the event begins.~~

1.5.2. Results

Organizers must distribute Official Race Results to all participants in a timely manner within 7 days of the event, or within 7 days of any protest or Court of Appeals decision affecting results, whichever occurs first. Results must be made available by one or more of the following methods:

- *Printed or photocopied copies at the event*
- *Posted to a shared digital location (e.g., event website, registration platform, or shared drive) accessible to all participants*

A copy of the Official Race Results must also be submitted in PDF format to the SCCA Road Racing Department at roadracing@scca.com.

~~The organizer is responsible to distribute results as follows:~~

~~Printed or photocopied Official Race Results available for each entrant at the event; or mailed at the organizer's expense or emailed (at the entrant's option) within 7 days of the event, 7 days of the notification of any protest decision affecting Results, or 7 days of a Court of Appeals decision, whichever is applicable and whichever comes first.~~

1.5.3. Post-Event Reporting

~~The o~~*O*rganizer*s* ~~is~~ *are* responsible for submitting all ~~SCCA~~ required audits and ~~appropriate~~ fees to the *SCCA* National Office within the time limits *specified in Appendix B.1.6.*~~, as specified in AppB.1.6. and the SCCA Insurance Handbook on the sanction application and audit form.~~

1.6. RACE EVENT FEES

Organizers are responsible for submitting post-event documentation and ensuring timely payment of all applicable fees. The MyLaps Orbits Backup File and a copy of the Official Race Results in PDF format must be submitted to roadracing@scca.com for all Regional, Conference Majors and Super Tour events. Future sanctions may be withheld for outstanding balances. The Program Event Fees schedule is available in the Member Account Portal under Member Resources → File Cabinet → Sanction & Audit.

1.6.1. Regional Events

Regional events include all Road Racing events that are not Conference Majors or Super Tour events. For these events, organizers must:

- *A. Submit the post-event audit form using the online Event Sanctioning tool in the Member Account Portal within 14 days of the event's conclusion.*
- *B. Pay the following fees ~~per the~~ within 28 days of the event:*
  - *a. Event Fee – supports administrative and operational costs of sanction and insurance*
  - *b. Volunteer Fee – supports SCCA volunteer worker rewards program*
  - *c. Compliance Surcharge Fee – see the Program Event Fees for the current list of compliance classes and associated surcharges*

Late Fees may apply if payments are not received within the specified timeframe.

1.6.2. U.S. Majors Tour Events

The SCCA National Office will invoice the organizing Region based on the Orbits Backup File and Official Race Results for all applicable fees.

- *A. Pay the following fees within 28 days of the invoice date.*
  - *a. Event Fee*
  - *b. Volunteer Fee*
  - *c. Compliance Surcharge Fee*
  - *d. Super Tour Assessment Fee (for Super Tour events only)*

~~A. Post-Event Audit~~

~~Upon the conclusion of Regional race events, a post-event audit form must be submitted to the SCCA National Office *using the online Event Sanctioning tool in the SCCA Member Account Portal* within 14 days following the event. Audit forms and f*The* fee~~

~~schedule are *is* available from the SCCA National Office and can be found *in*on the *File Cabinet in the SCCA Member Account Portal*.SCCA website.~~

~~B. Sanction*Event* Fee~~

~~The appropriate sanction *event* fees for a Regional race event listed on the audit form and *theon the* fee schedule must be paid within 28 days of the completion of the event or late fees may apply.~~

~~C. Insurance Fee~~

~~The appropriate insurance fees for a Regional race event listed on the audit form and the fee schedule must be paid within 28 days of the completion of the event or late fees may apply.~~

~~D*C.* Compliance Surcharge~~

~~Upon the conclusion of Regional race events, a *compliance* surcharge for each Spec Racer *Ford* and Formula Enterprises car that turned a wheel on the course must be paid within 28 days of the completion of the event.~~

~~E*D.* Volunteer Fee~~

~~A Volunteer Incentive Fee, as listed on the audit form and the fee schedule, must be paid within 28 days of the completion of the event to support the SCCA volunteer incentive and rewards program.~~

~~F.*E*. U.S. Majors Tour Assessment~~

~~For all U.S. Majors Tour Events, a "per entry" fee will be assessed and must be paid within 14 days of the event. No further sanctions will be issued to a region until this has been paid. This fee includes the following components:~~

~~1. Sanction fee~~

~~2. Compliance Surcharge~~

~~3. Insurance Fees - The fee schedule is available from the SCCA National Office, or on the SCCA website.~~

~~4. Volunteer Incentive Fee - The fee schedule is available from the SCCA National Office, or and can be found~~

~~5. U.S. Majors Tour Assessment~~

2. INSURANCE COVERAGES AND LIMITS

2.1. Insurance Requirements

All SCCA sanctioned events must be insured for Event Liability and Participant Accident insurance coverage. General Liability and Participant Accident coverage must be provided by the SCCA Event Insurance Plan.

The Race Director or Chief Steward must delay an event until they are satisfied that the required insurance is in place."

ITR

1. #39252 (Scott Krzastek) Letter #38971 Adjustment
Please see letter # 39105 in current Fastrack.

Prod General

1. #39508 (Jon Brakke) Revisions to Transmission Rules Consistent with Spec Line Format
In GCR, Section 9.1.5.E.1.n., change as follows:
"5. The *"Trans. Speeds"* number ~~of transmission speeds~~ listed in a car's specification line *indicates the maximum* ~~is the~~ number of forward gears *that may be* operable by the driver from the normal seated position (e.g. a 6 speed transmission with 1 forward gear removed/disabled is considered a 5 speed transmission).

6. The "Trans. Speeds" number listed in a car's specification line indicates the maximum number of forward gears that may be operable by the driver from the normal seated position (e.g. a 6 speed transmission with 1 forward gear removed/disabled is considered a 5 speed transmission)."

SM

1. #39090 (Spec Mazda (SM/SMX) Committee) Include Runoffs in Tire Limiting
In GCR, Section 9.1.7.C.6. Tires, change as follows:
"Competitors must use the official Hoosier Dry tire or Wet tire for Regional and Majors competition *including the Runoffs.*
a. Tires must be used in complete sets. No mixing of wet and dry tires on the car. Tires must be run unmodified.

b. Hoosier dry P205/50ZR15 SM7.5. Hoosier wet P205/50ZR15 SMW.

c. SM TIRE MARKING:

1. SM cars are limited to one set of Hoosier SM 7.5 P205/50/ZR15 per Hoosier Super Tour *& Runoffs* event weekend*s* 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."

SMX5

1. #39091 (Spec Mazda (SM/SMX) Committee) Add Runoffs to Tire Limiting for SMX
In GCR, Section 8.1.7.1.D.16, change as follows:
"SMX cars are limited to one set of Toyo RR P235/40/ZR17 per Hoosier Super Tour event *& Runoffs* weekend*s* 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."

ST General

1. #39450 (Lisa Keyes) Request for STL Rule Review – Aftermarket Dash Allowance
In GCR, Section 9.1.4.E.6., change as follows:
"~~Stock d~~*D*ash/instrument panel cover ~~(dash pad)~~ must be used *which fully encloses instrument wiring and mechanical components*. 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.

In GCR, Section 9.1.4.E.8., change as follows:

"~~8. 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.~~"

Taken Care Of

B-Spec

1. #39321 (Chris Capaldi) OBX #10-2101-2S Header Availability and Competitive Parity

This has been a topic of intense debate for the BSAC over the past year. The lack of commercial availability of the approved OBX header for the 07-10 Mini Cooper/Clubman has created a dichotomy of “haves” and “have-nots” among the Mini contingent in B-Spec, with some drivers resorting to cloning the approved part or paying thousands of dollars for an existing unit. The BSAC has weighed and debated numerous options for how to handle this situation. Ultimately, we have determined that the best course of action for the long term viability of the category is to eventually expire this header from spec lines that is currently permitted on and robustly ensure the competitiveness of the OEM manifold/catalyst configuration.

While the BSAC is aware that there are plenty of cars currently competing with this header or a counterfeit version, there are also competitors are not and either cannot find this part, or cannot afford to purchase an existing example or have one cloned. As Chris pointed out in his letter and as the committee concluded as well, this does not preserve fairness and technical parity across the class. It also should not continue to be class philosophy to have multiple configurations for a spec line as it makes managing BOP more difficult. A task that is already not simple given the diversity of platforms, tracks, and driver skill within the series.

The Mini has proven to be a competitive platform since the inception of B-Spec as a pro category in World Challenge. However, current BOP has resulted in it carrying a significant amount of ballast as well as being given a restrictor plate. Traditionally, aftermarket parts such as air intakes and headers are only approved for use in B-Spec when a car clearly needs to be sped up in order to compete (I.E. Mazda 2, second/first generation Honda Fits, Nissan Versa, etc.). However, this is a practice that the committee wants to use sparingly in the future as we cannot guarantee the availability of aftermarket performance parts. Additionally, allowing a power-adder such as a header for a vehicle that is required to race with a restrictor plate AND hundreds of pounds of ballast is objectively absurd.

Data gathered over the past years shows that despite its current minimum weight, the Mini Cooper is still one of the best handling cars in the category thanks to its independent rear suspension and other attributes. The spec line for Mini equipped with a header currently requires a 40 mm restrictor plate. The current spec line for the OEM manifold/catalyst equipped Minis requires a 45 or 44 mm plate depending on the model year due to minor engine differences between the two generations of R56 Mini Cooper.

It is the committee’s recommendation that the restrictor plate diameter of the OEM manifold/catalyst equipped Minis be opened to improve their acceleration performance. It is also our recommendation that the OBX header eventually be removed from B-Spec competition. The committee is also aware that OEM catalyst cost and availability is rapidly becoming a widespread issue across the category. This is a topic will we be rapidly addressing for all spec lines.

The committee’s desire is to provide a ruleset and BOP for the category that is fair, cost controlled and promotes growth. Allowing parts that are no longer available is not conducive to achieving that goal. Discussing this topic over the past year has

also prevented us from working on other pressing matters that are crucial to the category's long term success. We are eager to move this class towards a successful future instead of clinging to pieces of its past.

GCR
1. #39422 (Paul Gauzens) Support Letter #39158 Standardize Car Number Boards
Please see the response to letter #39158 in the December 2025 Fastrack.

General
1. #39388 (Dave Weitzenhof) Support for letter #39386 by Brian Farnham
Please see letter # 39386 in current Fastrack.

2. #39395 (Barry Shelton) Support letter # 39386
Please see letter # 39386 in current Fastrack.

3. #39396 (Jay Messenger) Support for letter 39386
Please see letter # 39386 in current Fastrack.

4. #39398 (Raymond Blethen) Support letter #39386
Please see letter # 39386 in current Fastrack.

5. #39400 (Joe Fisher) Provide More Avenues to Reach the Runoffs
Please see letter # 39386 in current Fastrack.

6. #39404 (Brian Styczynski) In support of letter 39386
Please see letter # 39386 in current Fastrack.

7. #39410 (Simon Stallings) Support of Letter #39386
Please see letter # 39386 in current Fastrack.

8. #39412 (H. Cory McLeod) Support for Letter #39324 - Return F600 to the Runoffs
Please see letter # 39319 in the December Fastrack.

9. #39415 (Jeff Jorgenson) Support of letter #39324
Please see letter # 39319 in the December Fastrack.

10. #39433 (John Spinello) Letter #39386
Please see letter # 39386 in current Fastrack.

11. #39457 (Jim Lepetich) Request for Consideration of John LaRue Letter #39303
Please see letter # 39294 in December Fastrack.

HP
1. #39570 (Nils Hagen-Frederiksen) Letter in Support of Jonathan Kinberg Regarding BMW 2002 Classing
Please see response to Letter #39567 in current Fastrack.

2. #39573 (John Hotz) BMW 2002 Reclassification Support
Please see response to Letter #39567 in current Fastrack.

3. #39574 (John Jenkins) BMW 2002 Reclassification Support
Please see response to Letter #39567 in current Fastrack.

4. #39576 (Hayes Lewis) In Support of Letter 39567
Please see response to Letter #39567 in current Fastrack.

5. #39577 (Reena Eary) BMW 2002 Reclassification Support
Please see response to Letter #39567 in current Fastrack.

6. #39578 (Drew Eary) Reclassification of BMW 2002 for HP
Please see response to Letter #39567 in current Fastrack.

7. #39586 (Michael Kelley) Support of Letter 39567
Please see response to Letter #39567 in current Fastrack.

8. #39587 (Bruce Shelton) BMW 2002 Reclassification Support
Please see response to Letter #39567 in current Fastrack.

9. #39592 (Ralph Pagington) BMW 2002 Reclassification Support
Please see response to Letter #39567 in current Fastrack.

Prod General
1. #39364 (Tim Schreyer) Please Provide Update on Current State of Letter 34738
Please see letter # 37190 in December Fastrack.

STL
1. #39318 (Charles Mathes) Request weight adjustment in STL
Please see letter # 39579 in current Fastrack.

STU
1. #38838 (Douglas Hillmann) STU GT3 Integration
TCR cars have been removed from STU and placed in T2 and are no longer an issue.

2. #39496 (Peter St Pierre) Balance of Performance
TCR cars are no longer in STU. Adjustments have been made and will continue to be made throughout the year.

T2
1. #39290 (Rylan Hazelton) Correction to Honda TCR spec
The spec line currently says 92.5% in the "Power Level" column.

T4

1. #39380 (Stephen Blethen) Request to Make SCCA National Championship More Competitive
In letter # 37997, earlier this year, we asked to remove the camber limit. It will be removed as of 1/1/2026.

What Do You Think

None.

Resumes

1. #39557 (Spec Mazda (SM/SMX) Committee) Grant West New SMAC Member
Grant West has been added as a new member of the SMAC Committee.

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

DATE: December 20, 2025
NUMBER: TB 26-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
AS
1. #39055 (Jason Smith) Edelbrock manifold (& timing kit) to Chevy LS Spec Lines Request
In GCR, Section 9.1.6.D.2.h.2., add the following:
"*(Effective 2/1/2026) i. Weight based on full preparation chassis choice spec line for GM LM7 5.3L*
Carburetor Option:
Must use the full prep 4776 holly carburetor and spacer gasket
Edelbrock Performer RPM 71187 intake manifold
MSD 6014 ignition box
(Edelbrock part # kit 7118)"

2. #39501 (American Sedan Committee) Restrictor Plate Change for Gen 2 Ford Coyote Engine
In AS Spec Lines, change Restrictor as follows:
Ford Mustang Incl. Cobra and Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine: "~~64 mm~~*61 mm*"
Ford Mustang GT (94-04) with Restricted Prep Engine: "~~64 mm~~*61 mm*"
Ford Mustang Coupe GT (05-14) Restricted Prep 5.0L/6 speed 4 valves per cylinder: "~~64 mm~~*61 mm*"
Ford Mustang GT (05-14) with Restricted Prep Engine: "~~64 mm~~*61 mm*"
Ford Mustang GT 5.0L (15-17) Restricted Preparation: "~~64 mm~~*61 mm*"

B-Spec/C-Spec
1. #39062 (B-Spec/C-Spec Committee) Notes section cleanup
In B-Spec Spec Lines, Chevrolet Sonic Sedan MT (12-19), change Notes as follows:
"~~GM suspension kit #23123679 permitted. Bilstein B14 kit #47-171725 verifed compatible. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. Allow Aluminum Radiator #ZZP-ZZ013. Allow Babyface Fabrication brake caliper piston SNC-SS.~~*Approved parts: ZZ Performance rear sway bar ZZ-SNCRSB, ZZ Performance radiator ZZP-ZZ013, Babyface Fabrication brake caliper piston SNC-SS. Bilstein B14 kit 47-171725 verified compatible.*"

In B-Spec Spec Lines, Chevrolet Sonic Sedan AT (12-19), change Notes as follows:
"~~GM suspension kit #23123679 permitted. Bilstein B14 kit #47-171725 verifed compatible. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. For automatic allow Setrab 1-series Part No. FP119M221. Allow Aluminum Radiator #ZZP-ZZ013. Allow Babyface Fabrication brake caliper piston SNC-SS.~~*Approved parts: ZZ Performance rear sway bar ZZ-SNCRSB, ZZ Performance radiator ZZP-ZZ013, Babyface Fabrication brake caliper piston SNC-SS, Setrab transmission cooler 50-119-7612. Bilstein B14 kit 47-171725 verified compatible. This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Chevrolet Sonic Hatchback MT (12-19), change Notes as follows:
"~~GM suspension kit #23123679 permitted. Bilstein B14 kit #47-171725 verifed compatible. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. Allow Aluminum Radiator #ZZP-ZZ013. Allow Babyface Fabrication brake caliper piston SNC-SS.~~*Approved parts: ZZ Performance rear sway bar ZZ-SNCRSB, ZZ Performance radiator ZZP-ZZ013, Babyface Fabrication brake caliper piston SNC-SS. World Challenge suspension kit permitted but no longer available. Bilstein B14 kit 47-171725 verified compatible.*"

In B-Spec Spec Lines, Chevrolet Sonic Hatchback AT (12-19), change Notes as follows:
"~~GM suspension kit #23123679 permitted. Bilstein B14 kit #47-171725 verifed compatible. Allow rear sway bar ZZ Performance #ZZ-SNCRSB. For automatic allow Setrab 1-series Part No. FP119M221. Allow Aluminum Radiator #ZZP-ZZ013. Allow Babyface Fabrication brake caliper piston SNC-SS.~~*Approved parts: ZZ Performance rear sway bar ZZ-SNCRSB, ZZ Performance radiator ZZP-ZZ013, Babyface Fabrication brake caliper piston SNC-SS, Setrab transmission cooler 50-119-7612. Bilstein B14 kit #47-171725 verified compatible. This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Lines, Ford Fiesta Hatchback (11-19), change Notes as follows:
"~~Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69-3530TS is allowed. Powerflex PFR19-1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 o r35143.320 is allowed. Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed.~~*Approved parts: Eibach rear sway bar 35143.312, Corksport rear torque bar MZ2-3-070, K&N intake 69-3530TS, Powerflex rear suspension bushing PFR19-1511BX2, Mazda front hub D651-33-06, Mazda rear hub D651-26-15XE.*"

In B-Spec Spec Lines, Ford Fiesta Sedan (11-19), change Notes as follows:
"~~Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69-3530TS is allowed. Powerflex PFR19-1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 o r35143.320 is allowed. Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed.~~*Approved parts: Eibach rear sway bar 35143.312, Corksport rear torque bar MZ2-3-070, K&N intake 69-3530TS, Powerflex rear suspension bushing PFR19-1511BX2, Mazda front hub D651-33-06, Mazda rear hub D651-26-15XE.*"

In B-Spec Spec Lines, Honda Fit MT (07-08), change Notes as follows:
"~~Bilstein B14 kit 47172401 verified compatible. Allow rear sway bar Progress #62.1060. Allow Injen Intake SP1511 OEM exhaust manifold required. Primary catalyst may be removed. Allow Torque Solution Shifter Cable Bushing kit TS-SCB-506.~~*Approved parts: Progress rear sway bar 62.1060, Injen intake SP1511, Torque Solution shifter cable bushings TS-SCB-506. Bilstein B14 kit 47172401 verified compatible. OEM exhaust manifold required. Primary catalyst may be removed.*"

In B-Spec Spec Lines, Honda Fit AT (07-08), change Notes as follows:
"~~Bilstein B14 kit 47172401 verified compatible. Any aftermarket header allowed. Allow rear sway bar Progress # 62.1060. Any Cold Air Intake Package allowed (any manufacturer).~~*Approved parts: Progress rear sway bar 62.1060, Injen intake SP1511, Setrab transmission cooler 50-119-7612, any aftermarket header. Bilstein B14 kit 47172401 verified compatible.*"

In B-Spec Spec Lines, Honda Fit MT (09-14), change Notes as follows:
"~~Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed. Allow rear sway bar Progress # 62.1061 Allow Injen Intake SP1512, K&N Intake 69-1017TTK, or HPS intake 827-102 with a 25lb adder. Allow Acuity Shifter Base Bushing Kit 1954 Two pedal shutdown may be disabled by cutting/de-pinning pin 42 (BKSW) at the main ECU connector in the engine bay.~~*Approved parts: Progress rear sway bar #62.1061, Injen Intake SP1512, K&N Intake 69-1017TTK, or Weapon R Intake 301-166-301, Acuity shifter bushing kit 1954. World Challenge suspension kit permitted but no longer available. Two pedal shutdown may be disabled by cutting/de-pinning pin 42 (BKSW) at the main ECU connector in the engine bay.*"

In B-Spec Spec Lines, Honda Fit AT (09-14), change Notes as follows:
"~~Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed. Allow rear sway bar Progress # 62.1061. Allow Setrab 50-119-7612 transmission cooler in addition to OEM. Any aftermarket exhaust/header allowed. Any Cold Air Intake Package allowed (any manufacturer). Weapon R Intake 301-166-301.~~*Approved parts: Progress rear sway bar 62.1061, Injen Intake SP1512, any aftermarket header, Setrab transmission cooler 50-119-7612. Two pedal shutdown may be disabled by cutting/de-pinning pin 42 (BKSW) at the main ECU connector in the engine bay.*"

In B-Spec Spec Lines, Honda Fit MT (15-19), change Notes as follows:
"~~Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, Camber Adjuster Comp, Damper 51920F23SA82. Allow rear sway bar Progress 62.1063.~~*Approved parts: Progress rear sway bar 62.1063.*"

In B-Spec Spec Lines, Honda Fit CVT (15-19), change Notes as follows:
"~~Allow damper FR LH 51605F23SA81, Damper FR RH FR RH 51606F23SA81, Damper RR 52610F23SA80, Spring adjust assy RR 52691F23SA80, Camber Adjuster Comp, Damper 51920F23SA82. Allow rear sway bar Progress 62.1063. Allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~*Approved parts: Progress rear sway bar 62.1063, Setrab transmission cooler 50-119-7612. This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Hyundai Accent Hatchback (12-17), change Notes as follows:
"~~Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-ASTRear; KSJ03-20-003 Rear Upper Spring Perch Delrin; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1. Bilstein B8 shock 33-187112 approved for use in rear suspension. Bilstein B14 kit #47167490 front shocks verified compatible. Allow BabyFace Fabrication sump extension #BF-HYU-PAN Vehicles equipped with rear drum brakes subtract 25 lb.~~*Approved parts: Evilla Motorsports rear torque bar KR-B1, BabyFace Fabrication sump extension BF-HYU-PAN. Vehicles equipped with rear drum brakes subtract 25 lbs.*"

In B-Spec Spec Lines, Hyundai Accent Sedan (12-17), change Notes as follows:
"~~Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-003 Rear Upper Spring Perch Delrin; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1. Bilstein B8 shock 33-187112 approved for use in rear suspension.~~*Approved parts: Evilla Motorsports rear torque bar KR-B1, BabyFace Fabrication sump extension BF-HYU-PAN. Vehicles equipped with rear drum brakes subtract 25 lbs.*"

In B-Spec Spec Lines, Kia Rio Hatchback (12-15), change Notes as follows:
"~~Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-003 Rear Upper Spring Perch Delrin; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1. Bilstein B14 kit #47167490 front shocks verified compatible. Allow BabyFace Fabrication sump extension #BF-HYU-PAN Bilstein B8 shock 33-187112 approved for use in rear suspension.~~*Approved parts: Evilla Motorsports rear torque bar KR-B1, BabyFace Fabrication sump extension BF-HYU-PAN. World Challenge suspension kit permitted but no longer available.*"

In B-Spec Spec Lines, Kia Rio Sedan (12-17), change Notes as follows:
"~~Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-003 Rear Upper Spring Perch Delrin; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1. Bilstein B8 shock 33-187112 approved for use in rear suspension.~~*Approved parts: Evilla Motorsports rear torque bar #KR-B1, BabyFace Fabrication sump extension BF-HYU-PAN.*"

In B-Spec Spec Lines, Mazda2 (10-14), change Notes as follows:
"~~Rear sway bar 0000-04-2203-RR or 0000-04-2312, Allow rear torque bar Corksport #Mz2-3-070. Cold air intake Corksport Mz2-6-117-31100 and air duct Mz2-6-120-10 are allowed. Exhaust Header (cat delete) HB.EM-60-404-S-SS, HP-MZD001, allowed with a 50lb adder or Mazda Motorsports PN 0000-06-2410 with no weight adder permitted. Powerflex PFR19-1511BX2 rear suspension bushings allowed. Allow Mazda part number 0000-01-2501-CR Radiator. Allow Mazda undertray part number DO8C-56-110A, DO8C-56-311, DO7A-56-321.~~*Approved parts: Mazda Motorsports rear sway bar 0000-04-2203-RR, Eibach/Mazda Motorsports rear sway bar 35143.312/0000-04-2312, Corksport rear torque bar #MZ2-3-070, Corksport intake MZ2-6-117-31100, Corksport air duct MZ2-6-120-10, Powerflex PFR19-1511BX2 rear suspension bushings, Mazda Motorsports radiator 0000-01-2501-CR, Mazda Motorsports header 0000-06-2410, Mazda undertray/side shields DO8C-56-110A, DO8C-56-311, DO7A-56-321.*"

In B-Spec Spec Lines, Mini Cooper Hatchback (R50) MT (02-06), change Notes as follows:
"~~Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Allow rear sway bar Progress #62.0210.~~*Approved parts: Progress rear sway bar 62.0210, Mevotech leteral link CMK100003. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*"

In B-Spec Spec Lines, Mini Cooper Hatchback (R50) CVT (02-06), change Notes as follows:
"~~Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Allow rear sway bar Progress #62.0210.CVT equipped cars allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~*Approved parts: Progress rear sway bar 62.0210, Mevotech leteral link CMK100003, Setrab transmission cooler 50-119-7612. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*"

In B-Spec Spec Lines, Mini Cooper (R56) MT (07-10), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. OBX header part #10-2101-2S permitted.~~*Approved parts: Progress rear sway bar 62.0210, OBX header 10-2101-2S. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*

In B-Spec Spec Lines, Mini Cooper (R56) AT (07-10), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125.Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. OBX header part #10-2101-2S permitted. Automatic equipped cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~*Approved parts: Progress rear sway bar 62.0210, Setrab transmission cooler 50-119-7612. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Mini Cooper Clubman (R55) (07-10), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. OBX header part #10-2101-2S permitted.~~*Approved parts: Progress rear sway bar 62.0210, OBX header 10-2101-2S. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*

In B-Spec Spec Lines, Mini Cooper (R56LCI) MT (11-13), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~*Approved parts: Progress rear sway bar 62.0210. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*"

In B-Spec Spec Lines, Mini Cooper (R56LCI) AT (11-13), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. OBX header part #10-2101-2S permitted with 41mm FPR. Automatic equipped cars only allow Setrab 50-119-7612 transmission cooler in addition to OEM.~~*Approved parts: Progress rear sway bar 62.0210, Setrab transmission cooler 50-119-7612. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Mini Cooper Clubman (R55) (11-15), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~*Approved parts: Progress rear sway bar 62.0210. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*"

In B-Spec Spec Lines, Mini Cooper Coupe (R58) (12-15), change Notes as follows:
"~~Allow L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210.~~*Approved parts: Progress rear sway bar 62.0210. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches.*"

In B-Spec Spec Lines, Nissan Versa Sedan (2012-2019), change Notes as follows:
"~~Hardrace HR-Q0146 19mm rear sway bar permitted. Allow Injen intake SP1906.~~*Approved parts: Hardrace rear sway bar HR-Q0146, Injen intake SP1906.*"

In B-Spec Spec Lines, Nissan Versa Hatchback (2012-2019), change Notes as follows:
"~~Hardrace HR-Q0146 19mm rear sway bar permitted. Allow Injen intake SP1906.~~*Approved parts: Hardrace rear sway bar HR-Q0146, Injen intake SP1906.*"

In B-Spec Spec Lines, Nissan Versa (2020-), change Notes as follows:
"~~This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted.~~*This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Toyota/Scion IA Sedan (16-20), change Notes as follows:
"~~This configuration is not currently eligible for Runoffs competition. This car must compete in three (3) separate Super Tour weekends so that performance data can be collected. In addition to SCCA data box, OBDII data collected via an AIM or similar device must be submitted. Allow ST Suspension Kit 1327502.~~*Approved parts: ST suspension kit 1327502. This configuration is not currently eligible for Runoffs competition. This car must compete in three separate Majors/Super Tour events so performance data can be collected. In addition to an SCCA data box, OBDII data collected via an AIM or similar device must be submitted.*"

In B-Spec Spec Lines, Toyota Yaris Hatchback (07-11), change Notes as follows:
"~~Speed sensor may be disconnected. Cold air intake K&N 69-8612TFK is allowed. Rear Swaybar PTR11-52071 is allowed.~~ *Approved parts: TRD rear sway bar PTR11-52071, K&N intake 69-8612TFK. Speed sensor may be disconnected.*"

In B-Spec Spec Lines, Toyota Yaris Hatchback (12-18), change Notes as follows:
"~~Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed. Speed sensor may be disconnected. Vehicles equipped with rear disc brakes add 25 lb.~~*Approved parts: TRD rear sway bar PTR11-52071, K&N intake 69-8612TFK. Speed sensor may be disconnected. Vehicles equipped with rear disc brakes add 25 lbs.*"

In B-Spec Spec Lines, Toyota Yaris Sedan (07-12), change Notes as follows:
"~~Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed. Speed sensor may be disconnected.~~
Approved parts: TRD rear sway bar PTR11-52071, K&N intake 69-8612TFK. Speed sensor may be disconnected."

2. #39475 (B-Spec/C-Spec Committee) 2026 BOP Recommendations
In B-Spec Spec Lines, change as follows:
Chevrolet Sonic Sedan AT (12-19):
Restrictor (mm) & Type: "~~35 FPR~~"

Chevrolet Sonic Hatchback AT (12-19):
Restrictor (mm) & Type: "~~35 FPR~~"

Honda Fit MT (09-14):
Weight (lbs): "~~2525~~*2550*"
Honda Fit CVT (15-19):
Restrictor (mm) & Type: "~~33 FPR~~"

Mini Cooper Hatchback (R50) MT (02-06):
Weight (lbs): "~~2545~~*2525*"

Mini Cooper (R56) MT (07-10):
Restrictor (mm) & Type: "FPR ~~45~~*47* OE Catalyst"

Mini Cooper (R56) AT (07-10):
Restrictor (mm) & Type: "~~47 FPR (OE Catalyst) 42 FPR (Header)~~"

Mini Cooper Clubman (R55) (07-10):
Restrictor (mm) & Type: "FPR ~~45~~*47* OE Catalyst"

Mini Cooper (R56LCI) MT (11-13):
Restrictor (mm) & Type: "FPR ~~44~~*46*"

Mini Cooper (R56LCI) AT (11-13):
Restrictor (mm) & Type: "~~46 FPR (OE Catalyst) 41 FPR (Header)~~"

Mini Cooper Clubman (R55) (11-15):
Restrictor (mm) & Type: "~~FPR 44~~*46*"

Nissan Versa Sedan (2012-2019):
Min weight: "~~2450~~*2425*"

Nissan Versa Hatchback (2012-2019):
Min weight: "~~2450~~*2425*"

Nissan Versa (2020-):
Restrictor (mm) & Type: "~~38 FPR~~"

Toyota/Scion IA Sedan (16-20):
Restrictor (mm) & Type: "~~38 FPR~~"

3. #39582 (B-Spec/C-Spec Committee) Expire NLA Mazda 2 Headers
In B-Spec Spec Lines, Mazda2 (10-14), change Notes as follows:
"Exhaust Header (cat delete) ~~HB.EM-60-404-S-SS, HP-MZD001, allowed with a 50lb adder or~~ Mazda Motorsports PN 0000-06-2410 with no weight adder permitted."

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #38223 (Ove Olsson) Alternate Intake Manifold for MZR
In FA, GCR section 9.1.1.2.d, modify as follows:
"9. Intake manifold must be unmodified Elan DP02-60-003 or Mazda Speed equivalent Elite USF2015AT, 1.882" maximum bore diameter at throttle plates. *Elan or Mazda Speed equivalent Elite intake manifold may be replaced with unmodified intake Noor P/N 0088-8-00 with intake runners AT Power P/N 13624.*"

"10. *Elan DP02-60-003 or Mazda Speed equivalent Elite USF2015AT intake manifold must use an* ~~A~~*a*luminum spacer ~~must be used~~ between *the* intake manifold and cylinder head castings; minimum spacer length *is* 2.200"."

2. #39302 (Reilly Harris) Engine Compression Rule Change Request
In FA Table 2, Formula 1000 spec line, change the Engine as follows:
"Motorcycle-based 4-cycle up to 1000cc~~, maximum compression ratio 14.5:1;~~**.** ~~o~~*O*therwise, current FA engine rules apply."

3. #39608 (Club Racing Board) Change Formula 1000 allowances
In FA Table 2, Formula 1000 spec line, change the Notes as follows:
"Car must comply with December 2019 GCR Formula 1000 (FB) Preparation Rules, https://www.scca.com/downloads/48184-gcr-december-2019/download, except as modified by this spec line. *The prohibition of using carbon fiber in any external panels or any panels licked by the airstream in Part 3.C of the December 2019 GCR F1000 (FB) Preparation Rules is removed, with the exception that the car's floor pan/undertray must comply with the requirements of Part 2.D of the December 2019 GCR F1000 (FB) Preparation Rules. The prohibition of forward-facing gaps or openings in the bodywork in Part 3.I of the December 2019 GCR F1000 (FB) Preparation Rules is removed. Part 3.D of the December 2019 GCR F1000 (FB) Preparation Rules is modified as follows: "Between the rear of the front tire and the front of the rear tire, no point on the lower surface of the car (the surface licked by the air stream) shall be more than 125mm above the plane determined by the reference area designated by the entrant and on a line perpendicular to that reference plane." Part 3.D of the December 2019 GCR F1000 (FB) Preparation Rules is also modified as follows: "A maximum of eight (8) rub blocks of maximum dimension 75mm by 125mm are allowed anywhere on the lower surface of the chassis and may extend below the reference plane." Part 3.E of the December 2019 GCR F1000 (FB) Preparation Rules is modified as follows: "The radius of transitions between the diffuser sides and adjacent horizontal structures*

may be up to 75mm. The width of the diffuser, as measured between its sides and above any radiused transitions, may not exceed 110cm in any lateral section." The CRB may require the use of Flat Plate Intake Restrictors at any time."

FC

1. #38927 (Rock Beauchamp) F2000 MZR Spec Line Clarity/Revision Requested
In FC Charts table, USF2000 Tube Frame spec line, add the following to the Notes:
"*Cars originally built with the Hewland LD200 4-speed H-pattern may use that transmission as an alternative to the Hewland JL-200 5-speed sequential transmission.*"

2. #39612 (Club Racing Board) Adjust F2000 Metrik ZF2 weight
In FC Charts table, F2000 Metrik ZF2 spec line, change the Weight as follows:
"~~1240~~*1220*"

FE

1. #39484 (Robey Clark) FE & FE2 Rule Updates
In FE, GCR section 9.1.1.G.2.G.a.1, add the following:
"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 */ SCCA Enterprises* specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted."

In FE, GCR section 9.1.1.G.2.T, add the following:
"If a competitor refuses to give their engine and/or unlabeled parts for testing per a request of the *Class Compliance Chief (CCC) or* Chief Steward, the following penalties will automatically be imposed:"

In FE, GCR section 9.1.1.G.2.T.d, add the following:
"The car and drivetrain are suspended from competition until the unit(s) specified by the *CCC or* Chief Steward are replaced."

In FE, GCR section 9.1.1.G.2.T, add a new section as follows:
"*g. 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.*"

FF

1. #39281 (Jay Messenger) Formula F Alternative Tire Rule Proposed Clarifications
In FF, GCR section 9.1.1.B.10.e, change as follows:
"Alternatively, Formula F cars ~~with rocker arm suspension (e.g., 1987-90 Reynard, Swift DB1,) and/or outboard suspension on at least one chassis end~~ *homologated in 1989 or earlier with any combination of rocker arm or outboard suspension on all four corners (e.g., 1987 – 1990 Reynard, Swift DB1)* may use the following alternative tires. *Note: This rule is intended to allow older cars with the described suspension design to use the alternative tires. It is not to be exploited by modifying cars with push-rods or pull-rods to meet the above requirements or by modifying either end of older cars to push- or pull-rod suspension to be eligible to run the alternative tires. Cars that were homologated in 1989 or earlier with push- or pull-rod suspension on no more than two corners may seek approval to run the alternative tire by utilizing the compliance process outlined in GCR section 8.1.4.*"

P

1. #39476 (Jeffrey Lederman) Request to Continue to Allow Carbon Brakes
In Prototype, GCR section 9.1.8.B.F.2, change as follows:
"Brake calipers may be ferrous or aluminum alloy. ~~Effective 1/1/2026, carbon-carbon and carbon-ceramic brake rotors are prohibited and rotors must be ferrous.~~*Brake rotor material is unrestricted*."

GCR

1. #39064 (Phil Croyle) Request to Add a Numbered Paragraph 9 to App. P
In Appendix P. Racing Room & Passing Guidelines, Part 1, add the following:
"Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of ~~responsibly~~*responsibility* for passing safely. *This responsibility is met and a pass is successfully completed when the overtaking car is completely, physically past the car being overtaken. Simply being ahead, while still alongside, does not absolve the driver of the overtaking car of the obligation to allow racing room to the overtaken car. At the same time, the overtaken driver must not impede or block the overtaking car but is not required to fall back as long as the driver provides racing room to the overtaking car.*"

General

None.

Grand Touring

GT1

1. #39311 (Taz Harvey) NSX Parity With Other GT3s Let Alone a GT1 Car
In GT1-ST, Acura NSX GT3 EVO 22, change Weight as follows:
"~~3100~~*3000*"

GT2

1. #39086 (Samuel Daniels) Additional Body Options to Replace Older Stock Car Bodies
In GCR, Section 4.8.4.2.1., add the following:
"Cars in the class must use 1997, through current year, commercially available stock car bodywork. The following make/model bodies are allowed:
1. Cadillac CTS
2. Chevrolet Impala
3. Chevrolet Malibu
4. Chevrolet Monte Carlo
5. Chevrolet SS
6. Dodge Intrepid
7. Ford Fusion
8. Ford Taurus
9. Lincoln MKS
10. Pontiac G8
11. Pontiac GTO
12. Pontiac Grand Prix
13. Toyota Camry

Gen late Model Stock Car Bodies are allows:
1. Chevrolet Camaro
2. Ford Mustang
3. Toyota Camry"

2. #39365 (Chris Edens) GT3 Turbo to GT2?
In GT2 Spec Lines, Engines - MAZDA, classify Engine Family BP as follows:

GT2 Engines - *MAZDA*								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
BP	*DOHC*	*83x85*	*1839*	*Alum, Crossflow*	*4*	*46mm TIR*	*2250*	*EFR6258 or EFR7163 Turbo Charger allowed*

3. #39537 (Grand Touring Committee) Tech Bulletins for GT2 and GT2-ST
In GT2 Spec Lines, GT2 Cars – Porsche**,** classify 992.1 GT3 Cup as follows:

GT2 Cars – Porsche					
Model	**Year**	**Body Style**	**Driveline**	**Wheel Base**	**Notes**
992.1 GT3 Cup	*(22-25)*	*2 Dr*	*RWD*		*4.0L flat six. 3250lbs. w/60mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/ IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. Tires per GCR 9.3 Tires. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS is allowed.*

In GT2 Spec Lines, GT2 Cars – Porsche, change Notes as follows:
991.1 GT3 Cup: "3.8L flat six. 3000lbs. ~~w/72mm Throttle Body Restrictor (TBR).~~ *Aftermarket header allowed.*"
991.2 GT3 Cup: "4.0L flat six. 3000lbs. w/~~65mm~~*70mm* Throttle Body Restrictor (TBR)."
997.2 GT3 Cup: "3.8L flat six. ~~2900~~*2800* lbs. *Aftermarket header allowed.*"

In GT2 Spec Lines, GT2 – ST, Chevy Corvette (-2013), change as follows:
5665:
Restrictor: "~~81~~*85*mm flat plate"
Notes: "GM LS1, LS6. LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must use a ~~78mm~~ flat plate restrictor. OEM 75mm throttle body and manifold do not require a restrictor. ~~LS6 may reduce weight by 50 lbs.~~ LS1/LS6 alternate intake manifold, DORMAN part # 615-900."
LS2 5967 Restrictor: "~~83~~*85*mm "
L76 5967 Restrictor: "~~80~~*83*mm flat plate"
LS3 6162 Restrictor: "~~80~~*83*mm flat plate"
6162 GM LS3:
Weight: "~~3250~~*3150*"
Restrictor: "~~74~~*80*mm flat plate"
6162 GM LT1:
Weight: "~~3250~~*3150*"
Restrictor: "~~74~~*77*mm flat plate"

In GT2 Spec Lines, GT2 – ST, Chevy Corvette (14-19), change as follows:
5665:
Restrictor: "~~83~~*85*mm flat plate"
Notes: "GM LS1, LS6. LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must use a ~~78mm~~ flat plate restrictor. OEM 75mm throttle body and manifold do not require a restrictor. ~~LS6 may reduce weight by 50 lbs.~~ LS1/LS6 alternate intake manifold, DORMAN part # 615-900."
LS2 5967:
Weight: "~~3100~~*3000*"
Restrictor: "~~83~~*85*mm flat plate"
L76 5967 Restrictor: "~~80~~*83*mm flat plate"
6162 Restrictor: "~~80~~*83*mm flat plate"
6162 LS3:
Weight: "~~3200~~*3100*"
Restrictor: "~~77~~*80*mm flat plate"
6162 LT1:
Weight: "3~~200~~*3100*"
Restrictor: "~~74~~*80*mm flat plate"

GT3
1. #39637 (Grand Touring Committee) GT3U Ride Height
In GCR, Section 9.1.2.F.3., add the following:
"10. All GT3 cars running in STU must meet the minimum ride height of 3.0" for the main frame rails not including rub blocks and a 2" minimum for the front spoiler and splitter."

GTX

1. #39470 (Peter Jankovskis) Please Consider Adding a Spec Line to GTX Table 4 for the RCR T70
In GTX-Misc. Table 4, classify RCR70 Coupe:

GTX – MISC. *TABLE 4*					
Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
RCR T70 Coupe				*2200*	

Improved Touring

ITR

1. #39105 (David Gomberg) Correct Response to Letter 38971 in October Tech Bulletin
In ITR Spec Lines, MW 325i/is (92-95, change Notes as follows:
"A NASA Spec3 BMW can run in SCCA ITR if it stays at the NASA specs. Competitor needs to provide current NASA rules for car *compliance* in SCCA. Weight is ~~2900~~*2825* pounds."

Legends Car

None.

Production

EP

1. #39363 (Tim Schreyer) Request to Update E30 BMW Throttle Body Diameter Verbiage
In EP Spec Line BMW 325i/is E30 (84-91), change Drivetrain Notes as follows:
"Fuel Injection*, TB: 60mm*"

HP

1. #39500 (Robert Bax) E/O: Improve Consistency of the Spec Lines
In HP Spec Line, Toyota MR-2 1.6L (85-89), change Comp. Ratio as follows:
"11.*0*:1"

2. #39567 (Jonathan Kinberg) Request to Reclassify BMW 2002 Into H Production
In HP Spec Lines, classify BMW 2002, as follows:

HP	Prep. Level	Weight (lbs)	Engine Type Mat'l Block/ Head	Displace-ment Bore x Stroke mm/ (in.)	Drivetrain Notes	Chassis Notes	Wheel-base mm/ (in.)	Track (F/R) mm/ (in.)
BMW 2002	*2*	*2350*	*4 cyl SOHC Iron/ Alum*	*1990 (121.39) 89.0x80.0 (3.50x3.15)*	*Carburetion (1) 40 DCNF w/32mm choke(s) Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25". The adapter may have a bore larger than the throttle bore of the approved alternate carburetor. Valve Size: (I) 46.0/(1.81) (E) 38.0/(1.50) Comp. ratio 11.0:1, Valve lift .425" Trans. Speeds: 4*	*Wheels: 15x7 Brakes Std: Factory spec @ all 4 wheels.*	*2499 (98.4)*	*1430/1430 (56.3/56.3)*

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
STL
1. #39579 (Super Touring Committee) Weight adjustment for STL
In GCR, Section 9.1.4.2.H.1. change Minimum Weight on chart as follows:
"1300: ~~1755~~*1950*
1350: ~~1823~~*2000*
1400: ~~1890~~*2050*
1450: ~~1958~~*2100*
1500: ~~2025~~*2150*
1550: ~~2093~~*2200*
1600: ~~2160~~*2250*
1650: ~~2228~~*2300*
1700: ~~2295~~*2350*
1750: ~~2363~~*2400*
1800: ~~2430~~*2450*
1850: 2498*2500*"

STU

1. #39529 (John Grim) Request for Permission on Aftermarket Turbo Kit and Intake
In STU Spec Lines, Table A: Alternate Vehicle and Engine Allowances, Mazda MZR (LF, L3, L5), change Notes as follows:
"Short blocks, heads, and intakes may be freely swapped within these engine designations. May use Goodwin Part # 61-2510 ~~or~~*,* Gato Performance Part # 31972 *or Jack Spania Racing 70 mm sheet-metal aluminum* Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17."

In STU Spec Lines, Table A: Alternate Vehicle and Engine Allowances, classify Mazda MZR (LF, L3, L5) Turbo as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda MZR (LF, L3, L5) Turbo	*Varies*	*Chart*	*Short blocks, heads, and intakes may be freely swapped within these engine designations. May use Jack Spania Racing 70 mm sheet-metal aluminum Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17. Fab9 Tuning bottom-mount turbo kit approved with one of the STU approved Turbos.*

Touring

T1

1. #39520 (Touring Committee) additional T1 adjustment
In T1 Spec Line, Spec line # 1132, change Restrictor as follows:
"~~70mm - Flat Plate~~"

T2

1. #39426 (John Heinricy) Rebalance Blackwing Cadillac T2 for 2026
In T2 Spec Lines, Cadillac CT4-V Blackwing (2022-), change Weight as follows:
"~~3800~~*3750*"

2. #39472 (Brian LaCroix) C6 LS2 Corvette Parity Request
In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Restrictor as follows:
"LS2: ~~67mm~~*80mm* FPR LS3: 56mm FPR"

3. #39490 (Scotty B White) T2 Tire Sizing
In T2 Spec Lines, Dodge Viper SRT10 incl. coupe (03-06), change Weight as follows:
"~~3675~~*3650*"

4. #39499 (Andrew Aquilante) Rear Spoiler for Mustang GT S550 (15-23)
In T2 Spec Lines, Ford Mustang GT 5.0L (2015-2023), add to Notes the following:
"*Ford* Track/Performance Package parts permitted. *Performance pack aero parts #M-16600-FP and #M-16601-MPP permitted.*"

T2-T4

1. #39370 (Aaron Stehly) Alternate Placement of Fuse Panel and Electronics Request
In GCR, Section 9.1.9.2.D.9.d, add the following:
"*8. Under-dash electronics including computers, modules and fuse boxes may be relocated so they can be easily accessed after roll cage installation.*"

1. #39503 (David Mead) Clarify T4 Brake Rotor Allowance
In GCR, Section 9.1.9.2.D.6.a.6., change as follows:
"In T2-Performance alternative rotors, including 2 piece rotors are permitted. Rotors must be within 5% of OE diameter or a maximum diameter of 360mm.

In T3- Performance alternative rotors, including 2 piece rotors are permitted with a maximum diameter of 360mm.

T4- Performance alternative *1-piece* rotors are permitted but rotors must meet the sizes listed in the spec line. *Spec lines showing alternate brake kits are also permitted to use 1-piece performance alternative rotors of the same size.*"

T3

1. #39196 (Roger Eagleton) Request to Allow Spec Mustang to Touring 3 in Appendix M Trim
In T3 Spec Lines, Ford Spec Mustang, change as follows:
Restrictor: "Two ~~44mm~~*45mm* holes"
Weight: "~~3450~~*3400*"

2. #39222 (Benjamin Phillips) Tire Help for Spec E9X in T3
In T3 Spec lines, BMW Spec 9X, change as follows:
Car: "~~BMW Spec 9X~~*BMW Spec E9X*"
Notes: "Must conform to all SpecE9X rules Version 2.10. Spec E9X spec tire permitted or any DOT permitted up to ~~225~~*255* permitted. No other touring allowances permitted. Engines may not be modified unless specified in the Spec E46 rules and must conform to touring tech procedures. Driver must possess a current copy of the rules. Dyno results do not ensure engine compliance. THIS SPEC LINE DOES NOT QUALIFY FOR SCCA RUNOFFS COMPETITION UNTIL IT HAS BEEN REPRESENTED IN 3 SCCA SUPER TOUR EVENTS."

3. #39292 (Rob Piekarczyk) SpecE46 Tire Sizing
In T3 Spec Lines, BMW SpecE46, change Notes as follows:
"Must conform to all SpecE46 rules Version 3.0. SpecE46 spec tire permitted or any DOT permitted up to ~~225~~*245* permitted. No other touring allowances permitted. Engines may not be modified unless specified in the Spec E46 rules and must conform to touring tech procedures. Driver must possess a current copy of the rules. Dyno results do not ensure engine compliance. SE46 HP limit does not apply."

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

CLUB RACING BOARD MINUTES | January 5, 2025

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 Club Racing Board or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Club Racing Board met by teleconference on January 5, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Michael Cobb, President / CEO, Bob Crawford, BoD Chairman, David Brown, Mark Weber and Sam Fouse, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory
None.

No Action Required
B-Spec
1. #39551 (Richard Hromin) Mini Coupe Needs Help
We will continue to monitor the results and data for this vehicle.

FC
1. #39658 (Paul MacFarlane) Objection to the Proposed Reclassification of the FMzR into FC
Please see the response to letter #39161 in the current Fastrack.

2. #39659 (Andrew Gamble) No FA cars into FC
Please see the response to letter #39161 in the current Fastrack.

3. #39660 (Trevor Williams) Concerns Regarding the Proposed Reclassification of the Formula M
Please see the response to letter #39161 in the current Fastrack.

4. #39661 (Robert Wright) FMzR Application
Please see the response to letter #39161 in the current Fastrack.

5. #39662 (John Spinello) Concerns Regarding the Proposed Reclassification of the Formula M
Please see the response to letter #39161 in the current Fastrack.

6. #39663 (Dave Weitzenhof) Do not let FMzR into Formula Continental
Please see the response to letter #39161 in the current Fastrack.

7. #39664 (Dave Weitzenhof) FMzR int FC proposal
Please see the response to letter #39161 in the current Fastrack.

8. #39665 (Miles Crabbe) FMzR addition to FC
Please see the response to letter #39161 in the current Fastrack.

9. #39666 (Carmelo Crisafulli) Proposed Reclassification of the Formula Mazda (FMzR) into FC
Please see the response to letter #39161 in the current Fastrack.

10. #39667 (Barbara Crisafulli) Proposed Reclassification of the Formula Mazda (FMzR) into FC
Please see the response to letter #39161 in the current Fastrack.

11. #39668 (Terry Hanushek) Oppose FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

12. #39670 (Dane Babkirk) Rule Change/Class Addition
Please see the response to letter #39161 in the current Fastrack.

13. #39672 (Brian Tomasi) Memo to the Competition Board on FC
Please see the response to letter #39161 in the current Fastrack.

14. #39673 (Brendan Puderbach) FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

15. #39674 (Joseph Atkinson) Objections Regarding the Reclassification of the FMzR To FC
Please see the response to letter #39161 in the current Fastrack.

16. #39677 (Joe Fisher) Do not Allow FMzR Cars in FC
Please see the response to letter #39161 in the current Fastrack.

17. #39681 (Taylor Stein) FMzR Inclusion in FC
Please see the response to letter #39161 in the current Fastrack.

18. #39682 (Jeremy Swank) Oppose Reclassification of FMzR from FA to FC
Please see the response to letter #39161 in the current Fastrack.

19. #39683 (Tim Minor) FMzR to FC
Please see the response to letter #39161 in the current Fastrack.

20. #39685 (Rick Silver) Opposed to FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

21. #39686 (Jerry Weida) FMzR Cars in FC
Please see the response to letter #39161 in the current Fastrack.

22. #39687 (Connor Loughead) Against Inclusion of FMzR with FC
Please see the response to letter #39161 in the current Fastrack.

23. #39688 (Wren Keith) Do Not Allow the FMzR into FC
Please see the response to letter #39161 in the current Fastrack.

24. #39689 (Mark Defer) Allowing FMzR into FC
Please see the response to letter #39161 in the current Fastrack.

25. #39690 (Brian Styczynski) "Formula" Should Mean Something
Please see the response to letter #39161 in the current Fastrack.

26. #39692 (Rockford Beauchamp) Letter Against Putting the FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

27. #39693 (Dave Weitzenhof) Again, Classifying FMzR in FC Will Cause a LOT of Issues - Below
Please see the response to letter #39161 in the current Fastrack.

28. #39696 (Jim Roberts) FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

29. #39697 (Megan Sauce) Concern for Reclassification of FMzR into FC
Please see the response to letter #39161 in the current Fastrack.

30. #39698 (Kevin Kopecky) FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

31. #39700 (Alex Tollefsen) Concerns Regarding the Proposed Reclassification of Formula Mazda
Please see the response to letter #39161 in the current Fastrack.

32. #39703 (Robert Verenna) Objection to FMzR being added to FC
Please see the response to letter #39161 in the current Fastrack.

33. #39704 (Stanley Hallock) Opposed to FMzR Being in FC Class
Please see the response to letter #39161 in the current Fastrack.

34. #39705 (Steven Litsky) FC. re FMzR
Please see the response to letter #39161 in the current Fastrack.

35. #39707 (Ethan Mackey) No to FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

36. #39708 (Jonathan Lee) No FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

37. #39709 (James Lee) NO FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

38. #39710 (Matt Boian) FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

39. #39712 (Curtis Easterling) FMzR in FC
Please see the response to letter #39161 in the current Fastrack.

40. #39714 (John LaRue) FMzR into FC
Please see the response to letter #39161 in the current Fastrack.

41. #39718 (Philip Creighton) Mazda FMzR proposed for FC
Please see the response to letter #39161 in the current Fastrack.

42. #39733 (Sam Collier) Letter Re: FC Class Rules
Please see the response to letter #39161 in the current Fastrack.

P2
1. #39533 (TIMOTHY DAY) P2 Achieving Parity In Class
Please see the response to letter #39528 in the current Fastrack.

2. #39534 (Eric O'Brien) Support of Letter 39528
Please see the response to letter #39528 in the current Fastrack.

3. #39535 (Brian Lindstrand) I Support Letter 39528
Please see the response to letter #39528 in the current Fastrack.

4. #39536 (William Niemeyer Jr) Parity for P2
Please see the response to letter #39528 in the current Fastrack.

5. #39538 (John MacIntyre) Balance of Power
Please see the response to letter #39528 in the current Fastrack.

GCR
1. #39599 (Thomas Jackson) Request for Professional Editing of the General Competition Rules
The CRB and National Staff recognize that the GCR has arrived in its current form in primarily two ways:

1. The tens of thousands of suggestions for rules modification that come from the membership over the years.
2. The fact that hundreds of volunteer members have been the editors through their service on the CRB as well as the various Advisory Committees (ACs).

With these two groups of authors comes inconsistent language and technical document structure that continues to shift as we move forward in a digital age. The first sentence of *GCR 1.2.3 Interpreting and Applying the GCR* covers tortured interpretations and prevents creative members from using the inconsistent wording in unintended ways. *GCR 8.1.4 Compliance Review Rule Clarification* provides avenues of interpretation and clarification for members.

While a full rewrite and design may seem easy to some, it will be an incredibly difficult and huge undertaking. It's currently beyond what the Club management feels is a best use of time and resources. That said, plans and research are underway to find a more user-friendly solution that may also solve some of these issues mentioned above. This is scheduled to be rolled out in 2027.

In the meantime, the Club continues to welcome members to use the Letter Log System to suggest changes to these language and technical structure issues.

GT2
1. #39562 (Tom Scarpello) Weight for C7 Corvette with LS7
With the information that you have provided, 3300 lbs. with a 71mm flat plate restrictor as shown in the December 2025 GCR is listed. Your 3500 lbs. weight question cannot be found.

FP
1. #39606 (Craig Chima) Proposed Adjustments to FP Miata
The adjustments that were recently made in FP are going to remain for the start of the 2026 season. The impact of those changes on the overall competition balance of the class will be closely monitored, and additional adjustments could be made if necessary.

2. #39756 (James Bell) Allow 13X7 Wheels
Per Appendix G.2.3, the indicated wheel width and diameter on a spec line "are absolute maximums". Therefore, if the spec line says "Wheel: 15x7" then that is the maximum size wheel that is allowed, so a 13x7 wheel would already be legal within that limit.

T2
1. #39609 (Harley Kaplan) 240i Tuning
The rules currently require the car "must be as homologated from BMW Motorsports." This homologation includes ECU programming. It is not legal to change it.

T4
1. #39585 (Scotty B White) 4.0L T4 Mustang E & O
The Tremec transmission originally equipped in the 2005 Mustang base had the gear ratios shown in the spec line.

Not Recommended
B-Spec
1. #38895 (James Rogerson) Allow Two Pedal Delete for Honda Fit 2015-
We were unable to confirm that this was the correct procedure to disable the two pedal shut down for this car.

2. #39565 (James Rogerson) Adjustable Throttle Restrictor Plates
The BSAC does not recommend this change.

FC
1. #39161 (Moses Smith) Reclassify FMzR to FC Updated
The Club Racing Board does not recommend this change because the FMzR uses a number of major components that fall outside the general FC rules. In situations where a disparity in performance exists within a class for a particular car, competitors have sometimes organized an unofficial championship for that car type within their class and/or recognized individual competitors' performance by awarding separate trophies and taking their own podium photos. This has worked well both regionally and nationally but does require organization on the racers' part.

2. #39350 (John Janssen) Request to Adjust Classification of the USF2000 MZR Package
The Club Racing Board does not recommend this change. FC is a restricted class. The MZR is not an approved engine under the general FC rules, and neither is a 5-speed an approved transmission. This combination has been allowed in a spec line only in the

USF2000 tube frame chassis based on that package's specific performance level. To separate the MZR engine and its 5-speed transmission from the USF2000 chassis spec line would require the creation of a new spec line, which is expressly disfavored under the FC rules.

3. #39376 (Steve Thomson) Proposed Rule Change
The Club Racing Board does not recommend this change. FC is a restricted class. The combination of the MZR engine with a 5-speed transmission has been allowed in a spec line only in the USF2000 tube frame chassis based on that package's specific performance level. The relative parity between the Zetec engine and the MZR engine with the current restrictor is just one component. The 5-speed transmission in that combination remains outside the FC ruleset and would require the creation of a new spec line, which is expressly disfavored under the FC rules.

P2
1. #39528 (Jason Hohmann) P2 Achieving Parity In Class
The Club Racing Board does not recommend these changes at this time. The CRB is aware of concerns about the performance levels of these platforms and will gather data during the 2026 season to determine if adjustments are warranted.

General
1. #39378 (Stephen Blethen) Request to Make SCCA National Championship More Competitive
At this time, the 115% rule will be used for the Hoosier Tire SCCA Super Tour and the SCCA National Championship Runoffs competitions to ensure that drivers are on pace with the front runners. The Race Directors and Clerks of the Course for both HSTs and the Runoffs will be keeping an eye on drivers who are failing to meet the 115% requirement, and provisions are being considered for inclusion in the supplemental regulations. Our goal is to allow maximum, safe, and fair participation for all SCCA eligible drivers.

2. #39379 (Stephen Blethen) Request to Make SCCA National Championship More Competitive #2
Please see letter # 39378 in current Fastrack.

3. #39532 (Roy Lipner) Runoff Rules Placing T1 Class on Probation-National Championship
The Runoffs probation rules were established to ensure that a driver winning a class that experiences a one-year dip in Runoffs event participation would not be penalized for a potential anomaly. A second year below the 10-car threshold is indicative of a trend or more significant issue. The CRB believes that adjustments made to Touring 1 set it up for success in 2026, where it will again be included at the Runoffs in a combined group with GT-1. The GCR stipulates that if the class reaches 10+ cars at the Runoffs, it will move off of probation and crown a National Champion.

SMX5
1. #39588 (Marc Cefalo) Allow Penske T4 shock in SMX
SMAC does not recommend this change at this time. SMAC believes that keeping all competitors on the same (not similar) equipment is the best path moving forward for overall success and growth of the class. Penske does offer a path to take the T4 non-adjustable shock and convert it to a sealed SMX adjustable shock for those wishing to convert.

T2-T4
1. #39200 (Barry Borgschatz Jr) Roll Cage Dash Bar
The rules currently require a cross-dash bar in T3 and T2. It is an option in T4. Making it a requirement would be a severe hinderance to T4 cars that don't have one currently.

2. #39610 (Harley Kaplan) Shocks on the T2 BMW M2 CSR
The car was slowed due to its performance at the Runoffs. We do not wish to change the BOP or the Spec car nature of the spec line.

T4
1. #39254 (Raymond Blethen) Allow 60mm Restrictor Plate on Mazda RX8
The Runoffs are the primary focus of the committees. It is the event that provides the best data and it is the only race involved in crowning the national champion. Mid-season BOP is overshadowed by the goal of achieving parity by the Runoffs. In 2024, the T4 RX8 claimed the top 7 grid positions in a 15 car field. The TAC and CRB were confident that, even if minor, something had to be done to encourage participation from other spec lines. The committee does not feel that it would be appropriate to put the RX8 back in such a dominant position.

2. #39401 (Luis Goncalves) Request to Allow the 2022+ Toyota GR86/Subaru BRZ into T4
The 2022+BRZ is not recommended for T4.

3. #39420 (Alex Lozano) RX8 Weight Request Back to 3125
Please see letter #39254 in current Fastrack.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. 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. #39651 (Erick Zanner) Sunroof Delete Panel
In GCR, Section 9.1.10.E.28., change as follows:
"~~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 ferrous metal panel. Components (motors, cables, rails) may be removed provided the panel is securely retained.~~*Sunroofs are only permitted if installed by the manufacturer of the vehicle. If installed, they must be run in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. The glass sunroof may be replaced with a metal panel and all its associated mechanical components may be removed. The panel must retain the shape of the glass sunroof.*"

GCR
1. #39511 (Tim O'Donoghue) GCR Change Regarding Double Yellow / Full Course Yellow
In Meaning of Each Flag, GCR section 6.1.1.B, change as follows effective 2/1/26:
"DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. *Flagging station(s) in the emergency area(s) will display either a standing or waved yellow as appropriate. Once a flagging station clears its incident/emergency, it will display double yellow flags.* ~~However, c~~*C*ars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.)."

2. #39513 (Bill Skibbe) GCR 6.10 Rewrites
In Provisional Results, GCR section 5.10.4.A, change as follows effective 2/1/26:
"A ~~lap chart or a~~ printout *or online report* showing the order of finish and number of laps completed for each car shall be titled as Provisional Results and posted as soon as possible. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and an announcement will be made. When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class)."

In Official Results, GCR section 5.10.4.B.3, change as follows effective 2/1/26:
"The timing and scoring information shall include: total number of entries, DNFs, DNSs, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters*,* and any new course records.

All drivers listed ~~on~~*in* the final race results shall be consistent with the numbers included in the event audit.
~~A DNF (Did Not Finish) is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps counted by the overall leader, rounded down to the nearest whole integer). A starter is defined in Section 6.10.2. A DNS (Did Not Start) is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race.~~*Refer to GCR sections 6.10.2 and 6.10.3 for the definitions of Starters, Finishers, DNF, and DNS.*"

In Race Starter, GCR section 6.10.2, add a new section as follows effective 2/1/26:
"*F. A car that does not meet the above criteria but has been on track in any session covered under the event sanction number is classified as DNS.*"

In Race Finisher, GCR section 6.10.3, change as follows effective 2/1/26:
"A. A race finisher is a car that completes *at least* half *of* the laps of the overall race winner ~~for either a numbered lap event or a timed event. Enduro events should define the awarding of points in the enduro supplemental regulations. If the race is an uneven number of laps, divide the overall winner's laps in half and~~ round*ed* down to the nearest whole integer. A car has 5 minutes after the ~~checkered flag~~*overall winner crosses the finish line* to complete its current lap.
B. A DNF (Did Not Finish) is a car that does not meet the conditions of section A.
~~B.~~*C.* A car may complete a lap by being driven across the control line in the pit lane only using on-board power (such as the starter motor), but it may not be pushed across the line ~~by its crew or any officials~~."

3. #39636 (Mike Smith) Drivers School 3.1.3 and App B
In Drivers' Schools, GCR section 3.1.3.A, change as follows effective 2/1/26:
"*When production and formula cars are entered,* ~~T~~*t*he entered cars will be divided into at least open and closed wheel groups, which will run separately from one another. *SRF or SRF3 cars may be grouped with small bore production cars.* Sports Racing*/Prototype* cars may be grouped with Formula cars. (See AppB.1.4.2.)"

In Drivers' Schools, GCR section 3.1.3, add a new section as follows effective 2/1/26:
"*D. The organizing region may limit participating classes and may include eligible Club Race Experience vehicles.*"

In Appendix B, GCR section 1.4.2.E, change as follows effective 2/1/26:
"SRF *or SRF3* may be combined with F *Production,* ~~and~~ H Production*,* ~~and~~ GTL*, or similar small bore production cars*."

T1
1. #38962 (Drew Delmonico) Change to Weight, Power and Torque Settings Due to Exhaust Change
In GCR, Section 9.1.9.1.A.R.3., add the following:
"Mufflers may be substituted with performance alternative options."

T2-T4
1. #38505 (Josh Swanberg) Driveshaft Safety Loop Provision Clarification
In GCR, Section 9.1.9.2.D.4.b.7., add the following:
"*RWD cars may install a driveshaft safety loop. This includes Spec cars.*"

Taken Care Of
B-Spec
1. #39555 (Alex Ratcliffe) Objection to Sunsetting the Mini Cooper Header
Please see response to letter #39321 in the January Fastrack, OBX #10-2101-2S Header Availability and Competitive Parity.

2. #39556 (Alex Ratcliffe) Objection to Sunsetting Mini Headers
Please see response to letter #39321 in January Fastrack, OBX #10-2101-2S Header Availability and Competitive Parity.

GT2
1. #38023 (Andrew Aquilante) Balance of horsepower in the class (Ignore Letter 38019)
Please see letter #39537 in January Fastrack.

FP
1. #39591 (Brian Linn) Miata Compression Ratio Change - Rescind
Please see response to Letter #39606 in the current Fastrack.

2. #39611 (Daniel Snow) FP Miata Competition Adjustments
Please see response to Letter #39606 in the current Fastrack.

3. #39616 (Mark Carpenter) Reverse Compression Ratio & Valve Lift Increases Given to Miata
Please see response to Letter #39606 in the current Fastrack.

4. #39648 (Chris Bovis) F Production Rule Change Response
Please see response to Letter #39606 in the current Fastrack.

T2
1. #36872 (Johnny Cooper) Like to Determine if We Can Establish Class Placement,
Please see letter # 39702 in current Fastrack.

T3
1. #39605 (William Bolt) 350Z - Brake Rotor Size Request
Please see the category rules section for the rotor/caliper allowances that affect the class as a whole.

T4

1. #39341 (Richard Mooney) Support for Letters 39228 and 39227
Please see recent changes that have been made in letters #39251 in November Fastrack and #39230 in current Fastrack.

2. #39343 (David Mead) Suggestions for T4 BOP
Please see recent changes that have been made in letter #39251 in November Fastrack. 4.0 liter Mustang changes are shown in letter # 39489 in current Fastrack.

3. #39366 (Raymond Blethen) Request Removal of 3.7L Mustang from T4
Please see letter #39230 in current Fastrack.

4. #39367 (John McLendon) Please Remove the 3.7 Mustang
Please see letter #39230 in current Fastrack.

5. #39368 (Mitchel Sexton) Concern Regarding Ford Mustang 3.7 V6 Performance in Touring 4
Please see letter #39230 in current Fastrack.

6. #39402 (Luis Goncalves) Request to Remove the 3.7L Mustang in its Entirety from T4
Please see letter #39230 in current Fastrack.

7. #39564 (Matthew Miller) 2005-2010 4 Liter Mustang Gear Changes
Please see response to letter # 39489 in current Fastrack.

8. #39583 (Scotty B White) 4.0L T4 Mustang
Please see response to letter # 39489 in current Fastrack.

What Do You Think

None.

Resumes

None.

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

DATE: January 20, 2026
NUMBER: TB 26-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 2/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #39652 (B-Spec/C-Spec Committee) C-Spec Rear Sway Bars
In C-Spec Spec Lines, change Notes as follows:
Chevrolet Cruze (2010-16):
"~~Allow BC Racing Q-06-BR suspension kit or RedShift Q-06-CSPEC. Allow Babyface Fabrication brake caliper piston SNC-SS.~~*Approved parts: BC Racing Q-06-BR or RedShift Q-06-CSPEC suspension kit, Babyface Fabrication brake caliper piston SNC-SS, ZZ Performance ZZ-SNCRSB or Whiteline BHR93 rear sway bar.*

Dodge Dart (2014-16):
"~~Allow BC Racing or RedShift Z-06-CSPEC kit.~~*Approved parts: BC Racing Z-06-BR or RedShift Z-06-CSPEC kit, Progress rear sway bar 62.0606.*"

Ford Focus Hatchback/Sedan (2011-18):
"~~Allow BC Racing E-21-BR or RedShift E-21-CSPEC kit. Allow Corksport Axl-3-318-Black adjustable rear camber arms.~~*Approved parts: BC Racing E-21-BR or RedShift E-21-CSPEC suspension kit, Corksport Axl-3-318-Black adjustable rear camber arms, Corksport Axl-3-071-12, Eibach 35134.312, or Whiteline BMR78XZ rear sway bar.*"

Honda Civic Coupe/Sedan (2012-15):
"~~Allow BC Racing A-58-BR or RedShift A-18-CSPEC kit.~~*Approved parts: BC Racing A-58-BR or RedShift A-18-CSPEC suspension kit, Progress 62.1026 or Megan Racing MRS-HA-0791 rear sway bar.*"

Honda Civic Coupe/Sedan (2006-11):
"~~Allow BC Racing A-18-BR or RedShift A-58-CSPEC kit.~~*Approved parts: BC Racing A-58-BR or RedShift A-18-CSPEC suspension kit, Progress 62.1026 or Megan Racing MRS-HA-0791 rear sway bar.*"

Mazda3i SKYACTIV (2012-13):
"~~Allow BC Racing N-03-BR or RedShift N-03-CSPEC kit. Allow Corksport Axl-3-318-Black adjustable rear camber arms.~~*Approved parts: BC Racing N-03-BR or RedShift N-03-CSPEC suspension kit, Corksport Axl-3-318-Black adjustable rear camber arms, Corksport Axl-3-071-12, Eibach 35134.312, or Whiteline BMR78XZ rear sway bar.*"

Mazda 3i MZR (2010-13):
"~~Allow BC Racing N-03-BR or RedShift N-03-CSPEC kit. Allow Corksport Axl-3-318-Black adjustable rear camber arms.~~*Approved parts: BC Racing N-03-BR or RedShift N-03-CSPEC suspension kit, Corksport Axl-3-318-Black adjustable rear camber arms, Corksport Axl-3-071-12, Eibach 35134.312, or Whiteline BMR78XZ rear sway bar.*"

Mazda 3i (2004-09):
"~~Allow Corksport Axl-3-318-Black adjustable rear camber arms.~~*Approved parts: BC Racing N-03-BR or RedShift N-03-CSPEC suspension kit, Corksport Axl-3-318-Black adjustable rear camber arms, Corksport Axl-3-071-12, Eibach 35134.312, or Whiteline BMR78XZ rear sway bar.*"

Toyota Corolla (2007-12):
"~~Allow BC Racing C-02-BR or RedShift C-02-CSPEC kit.~~*Approved parts: BC Racing C-02-BR or RedShift C-02-CSPEC suspension kit, TRD PTR11-12080 or Megan Racing MRS-TY-1710 rear sway bar.*"

Toyota Corolla (2013-18):
"~~Allow BC Racing C-02-BR or RedShift C-02-CSPEC kit.~~*Approved parts: BC Racing C-02-BR or RedShift C-02-CSPEC suspension kit, TRD PTR11-12080 or Megan Racing MRS-TY-1710 rear sway bar.*"

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #39411 (Stephen Lamana) Pro Mazda Classification and Performance Enhancement Proposal
In FA Table 2, Pro Formula Mazda spec line, change the notes as follows:
"All current FA rules apply to areas not covered by this spec line. Apex seals unrestricted. Street port or bridge port allowed. ~~Unmodified OEM l~~*L*ower intake manifold ~~required~~*unrestricted*, upper *intake* manifold unrestricted. Balance tube not permitted. Fuel injection only. *Maximum* ~~70~~*80*mm ~~T~~*t*hrottle ~~B~~*b*ody. The maximum height of the wing and/or endplates ~~shall~~*must* not exceed 99cm (38.98 inches). The overall maximum width of the bodywork behind the front wheels ~~shall~~*must* not exceed 132cm (51.97 inches)."

GCR
None.

General
None.

Grand Touring
GT1
1. #39322 (Erik Madsen) Request for Addition of Porsche 992.1 GT3 Cup into GT1
In 9.1.2. GT1 Spec Lines, add the following:
"*992.1 GT3 Cup (2022-2025)*
OEM ABS and Traction Control allowed. Porsche OEM RSR bumper and canards allowed. Any exhaust system may be utilized."

GT2

1. #39249 (Justin Erion) Allow Larger Air Cooled Engines in Porsche 911 GT2

In GT Spec Lines, create GT Cars - PORSCHE and classify SC as follows:

GT Cars ***- PORSCHE***

Model	Years	Body Style	Drive- line	Wheel- base (in)	Notes
SC	*1978*	*2 Dr.*	*Rear engine/RWD*	*89.45*	*May use alternate engine bore. 4.0L 2V @2275 lbs. 4.0L 4V @ 2350 lbs.*

2. #39408 (Jared Lendrum) Classify T1 BMW in GT2

In GT Spec Lines, classify M3 E92 in GT Cars - BMW as follows:

GT Cars - *BMW*

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
M3 E92	*(08-13)*	*2 Dr.*	*RWD*	*108.7*	*Cannot be built to any other rule set.*

In GT Spec Lines, classify M3 E92 in GT Engines - BMW - BMW as follows:

GT Engines - *BMW*

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
E92	*V8*	*92m X 75.2mm*	*3999*	*DOHC*	*32*	*35mm diameter hole inlet restrictor plate*	*3300*	*Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty. Cannot be built to any other rule set.*

Improved Touring

IT General

1. #39691 (Greg Amy) E&O: Turbo Cars in IT

In GCR, Section 9.1.3.A Purpose, add the following:

"Turbocharged/Super charged cars are not eligible for Improved Touring competition *unless explicitly listed*."

Legends Car
None.

Production
FP
1. #38208 (Scott Schick) Request Toyota 5E Series Engines
In FP Appendix N, add spec line for the Toyota 5E engine to the "Engines - TOYOTA" section:

Engines - TOYOTA								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
5E	*DOHC*	*74.0 x 87.0*	*1497*	*Alum, Crossflow*	*4*	*23mm SIR*	*1900*	

2. #38209 (Scott Schick) Request for Toyota 4E Series Engines
In FP Appendix N, add spec line for the Toyota 4E engine to the "Engines - TOYOTA" section:

Engines - TOYOTA								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
4E	*DOHC*	*74.0 x 77.4*	*1331*	*Alum, Crossflow*	*4*	*Unrestricted*	*1900*	

3. #39593 (Daniel Snow) Dual Carbs for the Fiat X1/9
In FP Spec Lines, change as follows:
Fiat X-1/9 & Bertone 1300:
"(1) Weber 32 DMTR or DATRA/100 w/32mm bores
(1) 40 DCNF w/32mm choke(s)
(2) auto-type side-draft w/28mm choke(s) on I.R. manifold
Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25". The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Valve Size: (I) 35.5/(1.40) (E) *31.3/(1.23)*~~30.5/(1.20) (E) 1.23~~
Trans. Speeds: 5"

Fiat X-1/9 & Bertone:
"Fuel Injection
(1) 34 DMTR~~, (1) 36 DCNF w/34mm choke(s), or (1) 40DCNF w/34mm choke(s)~~
(1) 36 or 40 DCNF w/34mm choke(s)
(2) auto-type side-draft w/28mm choke(s) on I.R. manifold
Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25". The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
Valve Size: (I) 35.5/(1.40) (E) 33.0/(1.30)

Trans. Speeds: 5 or 4"

HP

1. #39589 (Neil Verity) Triumph Spitfire 1296cc Compression Ratio Increase to 12:1

In HP Spec Lines, make the following spec line changes:

Triumph Spitfire:

Carburetion

"Valves: (I) 33.0/(1.30) (E) 29.7/(1.17)

Comp. ratio ~~11.0~~*12.0*:1, Valve lift .450”

Trans. Speeds: 4"

Triumph Spitfire Mk. III & IV 1500:

Carburetion

"1300 Valves: (I) 33.0/(1.30) (E) 29.7/(1.17)

1500 Valves: (I) 36.6/(1.44) (E) 29.7/(1.17)

1300: Comp. ratio 12.0:1, Valve lift .450”

1500: Comp. ratio 11.0:1, Valve lift .450”

Trans. Speeds: 4"

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

None.

Touring

T1

1. #39716 (Danny Kellermeyerhttps://crbscca.com/secu) LS1 into Corvette C6 Spec Line Request

In T1 Spec Lines, reinstate Spec Line # 1139, Chevrolet Corvette C6 (05-13) Includes Z51, GrandSport, Z06, Z06 Carbon, as follows:

Max Displ: "*LS1, LS6 OEM*"

Min Weight: "*3200*"

Required Restrictor: "*70mm*"

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

T2

1. #38991 (Jimmy Cabrera) Request to Add 2014-2017 435i to T2
In T2 Spec Lines, classify as follows BMW 435I (2014-2017):

T2	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW 435i (2014-2017)	*84.0 x 89.6 2 2979*	*40mm*	*18 x 10*	*275*	*.71, 3.14, 2.11, 1.67, 1.29, 1.00, 0.90,*	*3.23*	*340mm (f) 330mm (r)*	*3400*	*Sway Bars permitted 32mm (f), 22mm (r).*

In T2 Spec Lines, BMW M235i (-2016), change as follows:
Required Restrictor: "*40mm TIR*"
Notes: "~~40mm Turbo Inlet Restrictor required.~~"

2. #39296 (Greg Nelson) Consideration for Nissan Z & NISMO Z to Touring 2 Class
In T2 Spec Lines, classify Nissan Z incl. Nismo as follows:

T2	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Nissan Z incl. Nismo	*86mm x 86mm 2997*	*38mm TIR*	*19 x 9.5 (f) 19 x 10.5 (r)*	*295 (f) 315 (r)*	*Base (MT) 3.79, 2.32,1.62, 1.27, 1, .79* *Nismo (AT) 4.92, 3.19, 2.04, 1.41, 1, .86, .77*	*3.36*	*Base 355* *Nismo 381*	*Base 3600* *Nismo 3650*	*Springs allowed 1000lb max.* *Sway bars allowed 35mm (f), 29mm (r)* *Must participate in 3 Super Tour events before this car is elligible for the Runoffs.*

3. #39702 (Vito Jin) Request for Classification of MG6 TCR in T2-TCR Class
In T2-TCR Spec Lines, classify Link & Co 03 TCR (2019-2025) and MG6 TCR (2019-2022) as follows:

T2-TCR	Transmission	Power Level	Weight(lbs)	Notes
Link & Co 03 TCR (2019-2025)	*SEQ*	*90%*	*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*
MG6 TCR (2019-2022)	*SEQ*	*90%*	*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*

T2-T4
1. #39607 (David Mead) Allow Alt Bushing Material in Toe Links
In GCR, Section 9.1.9.D.5.a.1., change as follows:
"T2-T4: 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.~~*Adjustable toe links are permitted. They are allowed to have performance alternative bushings and spherical bearings. They 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."

T3
1. #39558 (Matthew Miller) Please change 2011-2014 Mustang V6 Spec Line to 2005-2014
In T3 Spec Lines, Ford Mustang V6 (11-14) , add to Notes the following:
"*2005-2010 chassis/body permitted.*"

2. #39598 (David Muramoto) Nissan 350Z Weight Request
In T3 Spec Lines, Nissan 350Z Track/ Touring/Standard/ Nismo (03-08), change Weight as follows:
DE Motor: "~~3125~~*3100*"
HR Motor: "~~3275~~*3250*"

T4
1. #39230 (Tim Myers) T4 and T3 Feedback
In T4 Spec Lines, remove Ford Mustang V6 (05-14) in its entirety.

2. #39489 (Scotty B White) T4 Mustang 4.0
In T4 Spec Lines, Ford Mustang V6 (05-10), change as follows:
Tire: "~~245~~*255*"
Notes: "ABS (option code 552) allowed. FR3 Handling Pack #M-2007-FR3V6 allowed (kit does not need to be run in its entirety). The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. Any springs max F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 28mm permitted. Aftermarket Shocks conforming to T4 rules allowed. Panhard bar, part # BAR-M-4264-A permitted, or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. Any LSD permitted. Ford brake kit M-2300-D allowed. Aftermarket header allowed. GT 8.8 rear axle assembly allowed. ~~3.45 or 3.55~~ *Alternate* final drive ratio allowed. 7.5 rear axle assembly ~~with 3.45:1 final drive~~ allowed. Cold Air Intake allowed. Koni part numbers 8741-1494SPORT (front) and 8241-1240SPORT (rear). Spec clutch #SF661 and flywheel #SF66A permitted. 14” Brembo Brake Kit#M-2300-S permitted."

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

ROAD RACING COMPETITION COMMITTEE MINUTES | February 3, 2025

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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on February 3, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, Mark Weber and Sam Fouse, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory
None.

No Action Required
AS
1. #39719 (Andrew Kuhn) Follow up on LM7 1 7/8 Header Recommendation
The ASAC contacted Mr. Kuhn and provided part numbers for 1 3/4" headers available for the LM7 engine.

2. #39784 (Andrew Kuhn) Cubic Inch Weight Change Recommendation
The ASAC contacted Mr. Kuhn and explained that modifications above the standard LM7 build, as delineated in the AS build sheet, enable the engine to have equivalent horsepower and torque to a standard build of a small block Chevrolet engine/carburetor combination.

P2
1. #39435 (Brian Lindstrand) Allowance of Paddle Shifters for P2 cars
Thank you for your feedback. Please see the response to letter #39776 in the current Fastrack.

General
1. #39460 (Jason Stine) Runoffs Entry Fees for Conference Champions
With the Road Racing Program's goal of promoting access and participation, adding an additional fee to Conference participants' Majors & Super Tour entry fees to assist with covering a Conference Champion's Runoffs entry fee is not something we are interested in doing at this time.

2. #39753 (Anthony Stefanelli) Change to 1.4.2 in Appendix B, January Fastrack
The change to Appendix B 1.4.2 in the January Fastrack was made to remove redundancy.

3. #39771 (Dave Weitzenhof) Transparency in Letter Submission Process
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

5. #39772 (Anthony Stefanelli) I support Letters 39970 and 39971
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

5. #39773 (Stevan Davis) Support For Letter #39770
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

6. #39781 (Brian Tomasi) Runoffs Change
We appreciate your feedback on Letters 39778 & 39779 regarding the Runoffs format. It is still being discussed at this time.

7. #39783 (Daniel Piperato) RE: 39770 John LaRue in Regards to Confidentiality of CRB Letters
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

8. #39786 (Todd Butler) Support for Letter 39770
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

9. #39791 (Jay Messenger) Support for 39770
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

10. #39793 (Oscar Jackson) Oppose 39778 39779 - Too Much AI Thought.
We appreciate your feedback on Letters 39778 & 39779 regarding the Runoffs format. It is still being discussed at this time.

11. #39805 (Anthony Stefanelli) SCCA Website Revision Idea
The idea of giving each Road Racing class its own web page is intriguing. The prospect of a central information hub that would allow existing and interested drivers to find out more about the class would assist with lowering some entry barriers that have been identified in the past. As the Marketing Department continues to develop the new website design for the Club, we will share this idea as a next step once the new site is launched.

12. #39806 (Dave Weitzenhof) Support for Letter 39778 Heat Race Concept for Runoffs
We appreciate your feedback on Letters 39778 & 39779 regarding the Runoffs format. It is still being discussed at this time.

13. #39815 (Paul Morrison) Support of Letter 39770 on Submission and Review of Letters.
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

14. #39816 (Greg Amy) Re: Letter #39770
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

15. #39828 (Peter Olivola) Response to Letter #39599
The use of AI in processes and procedures is an ever-evolving discussion. Your recommendation of utilizing an AI program to assist with GCR edits and format changes will be shared with the Road Racing staff and BOD for further consideration.

16. #39835 (Taylor Stein) In support of #39770
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

17. #39842 (Chuck Moran) Request Transparency
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

18. #39844 (Glen Thielke) Support for Letters 39778 & 39779 Runoffs Format Changes
We appreciate your feedback on Letters 39778 & 39779 regarding the Runoffs format. It is still being discussed at this time.

19. #39847 (Andrew Gamble) Support for Letters 39770 and 39778
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack. Your feedback on Letters 39778 & 39779 regarding the Runoffs format is noted as well. It is still being discussed at this time.

20. #39855 (Peter LeSueur) Letter System
Thank you for your feedback on letter 39770. Please see the response in the current Fastrack.

21. #39868 (Jay Messenger) Support for 39867
We appreciate your feedback on Letter 39867 on the Technical & Race Bulletin process and philosophy. It is still being discussed at this time.

22. #39884 (Peter LeSueur) 90-Day Parallel Path
We appreciate your feedback on Letter 39867 on the Technical & Race Bulletin process and philosophy. It is still being discussed at this time.

STU
1. #39821 (Jorge A Nazario) Allow RX8 hubs and Transaxle on Miata NC for Safety Reasons
Suspension components in your request are currently legal in STU. Please see 9.1.4.1.D.7. If you are requesting a Diff, please submit a letter with that request.

Not Recommended
AS
1. #39745 (Michael Kamalian) Rear Spoiler for 2018+ mustang
American Sedan rules allow spoilers found on the base model of a car classified in American Sedan. The requested spoiler does not meet this requirement.

B-Spec
1. #39728 (Charles Davis) Radiator Replacement
The committee does not recommend allowing alternative radiators that bolt directly into the core support without any modification at this time.

FA
1. #39540 (Ryan Szyjakowski) 2.1 MZR Liter Engine
The Road Racing Competition Committee does not recommend this change at this time. The RRCC has reviewed performance data from prior events as well as session and race results from the 2026 U.S. Majors events at Homestead and Sebring and at this point does not see a performance disparity between the Swift 014–2.0L MZR and other FA platforms. The RRCC will continue to monitor class performance and will collect comparative data during the 2026 season to determine whether adjustments are warranted.

2. #39757 (Mirl Swan) Weight Adjustment To Toyota Powered FA
The Road Racing Competition Committee does not recommend this change at this time. The RRCC has received no information which indicates that the referenced Toyota-powered cars have a performance disadvantage to other cars in the class. If competitors with Toyota-powered cars believe their cars have such a deficit and are interested in seeking a BoP adjustment, it is incumbent upon them to enter their cars in U.S. Majors Tour / Hoosier Super Tour events during the 2026 season to allow the RRCC an opportunity to gather comparative data and determine whether such an adjustment is warranted.

FC
1. #39162 (Moses Smith) Reclassify FM to FC
The Road Racing Competition Committee does not recommend this change because the FM uses a number of major components that fall outside the general FC rules. While two cars that are reasonably close to the class concept have been allowed into FC as "spec line" cars, the rules state that additional spec line cars are disfavored. Creating an additional spec line for a car that uses several major components that do not comply with the general rules is outside the scope and intention for the class. To the extent that a performance disparity between the FM and other cars in the FX class is a concern, the RRCC notes that competitors facing this situation in other classes have sometimes organized an unofficial championship for that car type within their class and/or recognized individual competitors' performance by awarding separate trophies and taking their own podium photos. This has worked well both regionally and nationally but does require organization on the racers' part.

2. #39746 (Paul MacFarlane) FC Spec Tire Grooving Clarification
The Road Racing Competition Committee does not recommend this change. GCR section 1.2.3.C.2 states that "Specific class rules in the Category Section of the GCR shall take precedence over . . . the General Technical Specifications" (such as section 9.3.47). The FC rules state the following in section 9.1.1.B.1.d: "Formula F and Formula Continental are restricted classes. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T." The requirements for FC spec tires are provided in sections 9.1.1.B.10.g and 9.1.1.B.10.h, and these rules do not authorize modifications or changes. The RRCC does not believe it is in the best interests of the class to authorize modifications or changes to spec tires.

P2
1. #39776 (Brian Lindstrand) Allowance of Paddle Shifters for P2 cars
The Road Racing Competition Committee does not recommend the underlying request to allow assisted shifting systems on P2 cars that were not originally built with them. To be clear, the P2 rules do not disallow paddle shifters themselves, nor do they disallow flat shifters that use vacuum-activated throttle blippers. The class rules state that "[d]evices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted, but no such devices shall remove the driver's control of the gear change initiation, gear selection or completion." A vacuum-activated blipper interacts with the throttle, not the transmission; it does not "remove the driver's control of the gear change initiation, gear selection or completion." The Flatshifter Max system described, however, is an assisted shifting system that actuates gear changes by electronic (and not mechanical) means. The P2 rules state that "[o]nly mechanical gearshifting mechanisms are allowed except as permitted by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems." The class rules go on to note that "[t]his prohibition is intended to eliminate the use of electric solenoid shifters . . . and other devices not mechanically actuated and controlled completely by the driver." Based upon information obtained by the advisory committee, the RRCC believes that the Flatshifter Max system could be converted to a P2-compliant system by purchasing a wiring harness and load sensor for the original mechanical linkage and reprogramming the Flatshifter control box. As the rules state, P2 is intended to be a relatively low-cost sports racing class, and given the relatively low cost of converting the Flatshifter Max system to a P2-compliant system, the RRCC does not recommend allowing high-cost assisted shifting systems and adding a

weight penalty to offset their advantage, because such a change would likely lead other drivers to believe they need a similar system to be competitive and would thereby increase the cost to race in P2.

FP
1. #39792 (George Cichon) GT3 Mazda RX-7
The Road Racing Competition Committee has no desire to add GT3 cars and/or rotary prep into the GTL/FP classifications at this time. The RX7 has a GTL classification (see Appendix N), and any examples that wish to race as such would need to be prepped to that ruleset.

STU
1. #39813 (Edwin Soto-Quinones) Boxster Brake Rotor
The 340mm brake rotor is beyond the size allowed in STU and not consistent with class formula.

T4
1. #39765 (Tony Kiratsous) Touring 4 Parity Adjustment – Scion FR-S / Subaru BRZ (2013–2016)
The BRZs and FRSs were given a 50lb decrease to adjust for the coming year, and the Road Racing Competition Committee doesn't recommend the increase in tire and wheel width that you proposed. The similar-weight cars that you cited with the larger tire are FWD and not a fair comparison.

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. #39656 (B-Spec/C-Spec Committee) Delete rule #39
In GCR, Section 9.1.10.E. delete the following and re-number the rules that follow:
"*(Effective 3/1/2026)* ~~39. Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec and C-Spec meeting their spec line. Models with OEM paddle shifters are acceptable. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.~~"

GT2
1. #39863 (Grand Touring Committee) remove 9.1.2.7.l GCR Page 332
In GCR, Section 9.1.2.F.7.l, change as follows and re-letter:
"*(Effective 3/1/2026)* ~~l. GT2 Rules Concerning Alternate Weights and SIRs 1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty. This weight penalty is to be added prior to any "add-on" penalties, such as sequential shifting, IRS, etc.~~"

STU
1. #39812 (Super Touring Committee) Brake vacuum regulators
In GCR, Section 9.1.4.1.E.8., add the following:
"*(Effective 3/1/2026) Brake booster vacuum regulator allowed, cannot be in-car adjustable.*"

Taken Care Of

General

1. #39770 (John LaRue) Letter System
The Road Racing Competition Committee recognizes the confusion that some letter responses cause when there is no context to the request. Moving forward, the RRCC and its Advisory Committees will be striving to provide more transparency in answers to non-recommended letters. Our goal is to allow readers to understand what was asked, what was decided, and why it was decided. There are multiple options for letter writers to make the contents of their letters visible to the membership, should they choose to do so. The newly created SCCA Road Racing Facebook Group is a perfect example of a two-way platform to discuss topics. Members of the RRCC and their ACs have additional collaboration with BOD members and staff, all with the common goal of providing a safe, fun, racing experience to as many drivers as possible. Collectively, we hope that these new developments will provide the additional transparency you are requesting.

T4

1. #39734 (Chris Braunlich) Removal of 3.7L V6 Mustang from T4
See letter #39230 in February Fastrack.

2. #39735 (Christian Braunlich) Removal of 3.7L V6 Mustang from T4
See letter #39230 in February Fastrack.

3. #39737 (Oscar Jackson) T3 Mustang out of T4. Redux.
See letter #39230 in February Fastrack.

4. #39738 (Raymond Blethen) Support letter #39734 Petition for CRB to remove 3.7L V6 Mustang
See letter #39230 in February Fastrack.

5. #39739 (Stephen Blethen) Support letter #39734
See letter #39230 in February Fastrack.

6. #39740 (Richard Mooney) Support for Letter #39734
See letter #39230 in February Fastrack.

7. #39743 (Nathan Pring) Mustang V6 Classing
See letter #39230 in February Fastrack.

8. #39747 (Luis Goncalves) Please Remove 3.7L v6 Mustang from T4
See letter #39230 in February Fastrack.

9. #39755 (Ethan Barker) Please Remove the 3.7 Mustang from T4
See letter #39230 in February Fastrack.

10. #39764 (Owen Schefer) Support for Letter #39734
See letter #39230 in February Fastrack.

11. #39766 (Tony Kiratsous) Remove 3.7L V6 Mustang from T4
See letter #39230 in February Fastrack.

What Do You Think
None.

Resumes
None.

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

DATE: February 20, 2026
NUMBER: TB 26-03
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 3/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
AS
1. #39887 (American Sedan Committee) Re-Organization of AS Spec lines for 2026
This AS Spec Lines re-organization simplifies the Spec Lines for all drivers. This version gives the chassis information on what engines can be put in their cars. It removes information that is now repeated in the ruleset and adds engine/weight combos as well as wheelbase/tire size information. The Notes in the Spec Lines have been reviewed to remove information now listed in the engine build sheets and retain information pertinent to the chassis selected. Where there is nothing in the notes, it is not an error. It just means everything a driver needs is now in the main rules or the build sheets.

In AS Spec Lines, delete current Spec Line in its entirety as follows:

~~AS~~	~~Wheel-base~~	~~Brakes (Max) (in/mm)~~	~~Weight (lbs.) (tire sizes are max)~~	~~Flat Plate Restrictor Size~~	~~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~~	~~113.4~~	~~14.18 x 1.5 Vented Disc~~	~~275 Tire: 3400~~	~~N/A~~	~~Either engine may be used in any car in this specification line, at the appropriate weight. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. Alternate OEM/replacement part 5-lug wheel bearing allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. Hub pilot may be machined down (up to 3mm) to allow fitment of Camaro SS brake rotors 92245928 (front, 13.9" diameter) and 92245929 (rear,14.3" diameter). OEM Driveshaft may be replaced by Driveshaft Shop P/N – GMCTSV2-C (1-piece carbon fiber.)~~
~~Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep~~	~~108.0~~	~~14.18 x 1.5 Vented Disc~~	~~275 Tire 3400 Over 313 CID 3600~~	~~N/A~~	~~Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit permitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.~~
~~Chevrolet Camaro, Pontiac Firebird (70-81)~~ ~~Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder~~	~~108.0~~	~~14.18 x 1.5 Vented Disc~~	~~275 Tire 3600~~	~~LS3-65mm~~	~~Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit per- mitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.~~
~~Chevrolet/Pontiac Camaro & Firebird (82-92)~~	~~101.0~~	~~14.18 x 1.5 Vented Discc~~	~~275 Tire 3300~~ ~~Over 313 CID 3500~~	~~N/A~~	~~Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted.~~
~~Chevrolet/Pontiac Camaro & Firebird (82-92)~~ ~~5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder~~	~~101.0~~	~~14.18 x 1.5 Vented Disc~~	~~275 Tire 3200~~	~~N/A~~	~~Camaro only:To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted. 5.7L LS1: GM Performance Parts camshaft Kit P/N 19355738 is permitted. 1-3/4 headers allowed~~

Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep	101.1	14.18 x 1.5 Vented Disc	275 Tire: 3300 Over 313 CID 3500	N/A	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the instal-lation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed.
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	101.1	14.18 x 1.5 Vented Disc	275 Tire: 3200	N/A	98-02 stock brakes and/or spindles/knuckles may be used on all cars. Either engine/trans may be used as an assembly. Max compression ratio, 10.6:1, Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not permitted unless specified. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. 5.7L LT1: GM Performance Parts camshaft Kit P/N 12480002 is permitted. Cylinder Bore, 101.6 mm; Stroke, 88.39 mm; Intake Valve Diameter, 49.3; Exhaust Valve Diameter, 38.1 mm; Throttle Body Bore, 48 mm (twin bore). The 5.7L LT1 engine has a 100 lb. weight reduction. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. 1-3/4 headers allowed. For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.
Chevrolet Camaro SS (V8) (10-15) (Restricted Prep.) 6.2L V8 Aluminum Block, Aluminum Heads, 2 valves per cylinder	112.3	14.18 x 1.5 Vented Disce	275 Tire: 3600	LS3-65mm	Max wheel Dia, 20.0 inches. ARE Dry Sump Kit #LS3-3Y permitted. Belt tensioner part number GM 12569301 allowed. ZL1 Front Facia and grill is permitted.
Chevrolet Camaro (10-15) Full Prep	112.3	14.18 x 1.5 Vented Disc	275 Tire 3400 Over 313 CID 3600	N/A	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. ZL1 Front Facia and grill is permitted.
Chevrolet Camaro (16-) Full Prep	110. 6	14.18 x 1.5 Vented Disc	275 Tire 3400 Over 313 CID 3600	N/A	
Chevrolet Camaro, 1LE (16-)	110. 6	14.18 x 1.5 Vented Disc	275 Tire: 3600	60mm	Dry Sump Kit permitted.
Dodge Challenger (08-20) (Restricted Prep) 5.7L, 6.1L, or 6.4L V8 (Iron block, Alumi-num heads), 2 valves/cylinder	116.0	14.18 x 1.5 Vented Disc	275 Tire: 5.7,6.1 3600 295 Tire: 6.4L 3700	5.7L-N/A 6.1L-N/A 6.4L-80mm	Max. Wheel Size Dia. 20.0 inches. Minimum ride height, 4.00 inches. Dodge 1GL20TZZAB and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted. Mopar Performance Parts camshaft stage2 Kit P/N 77072313AB is permitted on the 5.7l engine. 1-3/4" headers are permitted on the 5.7L and the 6.1L. All engine displacements are eligible in all model years, with each engine being used as a complete assembly. Alternate front upper control arms are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86)	100.4	14.18 x 1.5 Vented Disc	3200 Over 313 CID 3400	N/A	OEM-style ball joints with taller than stock stud lengths are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with (Restricted Prep Engine)	100.4	14.18 x 1.5 Vented Disc	275 tire: 3400	Gen1-67mm Gen 2-61mm	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. harge Motion Control Valves can be blocked off and removed for firewall clearance. Suspension must remain in the stock location. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang Including Cobra (94-04) Full Prep	101.3	14.18 x 1.5 Vented Disc	3300 Over 313 CID 3500	N/A	Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.
Ford Mustang GT (94-04) with (Restricted Prep Engine)	107.1	14.18 x 1.5 Vented Disc	275 tire: 3400	Gen1-67mm Gen2-61mm	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance.Suspension must remain in the stock location. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.

Ford Mustang Cobra and GT 94-95 5.0 and 5.8 motor (Restricted Prep)	101.3	14.18 x 1.5 Vented Disc	3150 Over 313 CID 3250	N/A	Max compression ratio 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Ford Motorsport #M-6250-F303 camshaft is permitted. Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L 2v and 4v motor	101.3	14.18 x 1.5 Vented Disc	3150	N/A	Supercharged motor is not allowed. OEM style balljoints with taller than stock stud lengths allowed. Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang GT (05-14)	107.1	14.18 x 1.5 Vented Disc	275 tire 3400: Over 313 CID 3600	N/A	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized.
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	107.1	14.18 x 1.5 Vented Disc	5.0L 275 tire: 3400 4.6L 295 tire: 3100	4.6L- N/A 5.0L- Gen 1- 67mm Gen 2- 61mm	Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUKT16901.MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted. MT82 6 speed is permitted. 4.6L engine: Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used. The 4.6L engine assembly has a weight reduction of 300 lbs. Track pack front and rear spoiler allowed. 5.0L/6spd engine/trans:
Ford Mustang GT 5.0 (15-17) (Restricted Prep)	107.0	14.18 x 1.5 Vented Disc	275 tire: 3600	Gen 3- 60mm	MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
Ford Mustang GT 5.0L (2018-)	107.0	14.18 x 1.5 Vented Disc	275 Tire 3525	60 mm	Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. 2014 Mustang GT exhaust manifolds permitted. Ford Racing oil pan #M-6675-M50BR permitted. Performance pack front and rear spoiler, body kit allowed.MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.
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	109.8	14.18 x 1.5 Vented Disc	275 tire: LS1: 3300 LS2: 3350	N/A	Either engine listed permitted for any car classified in this specification line. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190. Either engine may be used in any car in this specification line. Camshaft lift tolerance is .076 mm.
Spec Mustang (SMG) (Restricted Prep.)	107.1		3400	N/A	Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.

In AS Spec Lines, add updated Spec Line in its entirety as follows:

AS	Wheelbase (in.)/Tire	Engine/Weight (lbs.)	Flat Plate Restrictor Size	Notes
Cadillac CTS-V	113.4/275	Full Prep-up to 313/3400	N/A	Alternate OEM/replacement part 5-lug wheel bearing allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. OEM Driveshaft may be replaced by Driveshaft Shop P/N– GMCTSV2-C (1-piece carbon fiber.)
		Full Prep >313/3600	N/A	
		Crate/3400	N/A	
		LM7/3400	N/A	
		LS1/3350	N/A	
		LS2/3400	N/A	
		LS6/3400	N/A	
		LS3/3600	65 mm	
		LT1/3600	60 mm	
Chevrolet Camaro,Pontiac Firebird (70-81)	108.0/275	Full Prep-up to 313/3400	N/A	Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit permitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		LM7/3400	N/A	
		LS1/3350	N/A	
		LS2/3450	N/A	
		LS6/3450	N/A	
		LS3/3600	65 mm	
		LT1/3600	60 mm	
Chevrolet Camaro,Pontiac Firebird (82-92)	101/275	Full Prep-up to 313/3300	N/A	Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted.
		Full Prep >313/3500	N/A	
		Crate/3300	N/A	
		LM7/3300	N/A	
		LS1/3200	N/A	
		LS2/3400	N/A	
		LS6/3400	N/A	
		LS3/3500	65 mm	
		LT1/3600	60 mm	
Chevrolet Camaro, Pontiac Firebird (93-02)	101.1/275	Full Prep-up to 313/3300	N/A	Full Prep: Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to all the installation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/headers/intake manifolds/intake components are not classified in American Sedan.
		Full Prep>313/3500	N/A	
		Crate/3300	N/A	
		LM7/3300	N/A	
		LS1/3200	N/A	
		LS2/3400	N/A	

		LS6/3400	N/A	
		LS3/3500	65 mm	
		LT1/3600	60 mm	
Chevrolet Camaro (10-15)	112.3/275	Full Prep-up to 313/3400	N/A	Max wheel Dia, 20.0 inches. ZL1 Front Fascia and grill is permitted . Cowl maybe modified for clearence. Belt tensioner part number GM 12569301 allowed. Full/prep:Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Passenger side head must be 2-5/8 min from the firewall.
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		LM7/3400	N/A	
		LS1/3350	N/A	
		LS2/3450	N/A	
		LS6/3450	N/A	
		LS3/3600	65 mm	
		LT1/3600	60 mm	
Chevrolet Camaro (16-	110.6/275	Full Prep-up to 313/3400	N/A	Max wheel Dia, 20.0 inches. ZL1 Front Fascia and grill is permitted . Belt tensioner part number GM 12569301 allowed. Full prep: Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Passenger side head must be 2-5/8 min from the firewall.
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		LM7/3400	N/A	
		LS1/3350	N/A	
		LS2/3450	N/A	
		LS6/3450	N/A	
		LS3/3600	65 mm	
		LT1/3600	60 mm	
Dodge Challenger (08-20) Restricted Prep Engine Iron Block, AL heads, 2 valves per cylinder	116.0/275	5.7L/3600	N/A	Max. Wheel Size Dia. 20.0 inches. Minimum ride height, 4.00 inches. Dodge 1GL20TZZAB and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted on the 5.7l engine. All engine displacements are eligible in all model years, with each engine being used as a complete assembly. Alternate front upper control arms are permitted.
		6.1/3600	N/A	
	116.0/295	6.4L/3700	80 mm	
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86)	100.4/275	Full Prep-up to 313/3200	N/A	OEM-style ball joints with taller than stock stud lengths are permitted. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance. Suspension must remain in the stock location.
		Full Prep>313/3400	N/A	
		Crate/3200	N/A	
		Gen1Coyote/3400	67mm	
		Gen2Coyote/3400	61 mm	
		Gen3Coyote/3400	60 mm	
	100.4/295	4.6L 2 or 3 valve/3200	N/A	
Ford Mustang GT (94-04)	107.1/275	Full Prep-up to 313/3300	N/A	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance. Suspension must remain in the stock location. Cobra R body work, and independent rear suspension are not permitted. Supercharged motor is not allowed. OEM style ball joints taller than stock stud lengths allowed.
		Full Prep>313/3500	N/A	
		Crate/3300	N/A	

		Gen1Coyote/3400	67mm	
		Gen2Coyote/3400	61 mm	
		Gen3Coyote/3400	60 mm	
	107.1/295	4.6L 2 or 3 valve/3200	N/A	
Ford Mustang Cobra & GT 94-95 Restricted Prep Engine 5.0L&5.8L	101.3/275	up to 313/3150	N/A	Max compression ratio 9.2 : 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable. Ford Motorsport #M-6250-F303 camshaft is permitted.
		>313/3250	N/A	
Ford Mustang Coupe GT (05-14)	107.1/275	Full Prep-up to 313/3400	N/A	Charge Motion Control Valves can be blocked off and removed for firewall clearance. Track pack front and rear spoiler allowed.
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		Gen1Coyote/3400	67mm	
		Gen2Coyote/3400	61 mm	
		Gen3Coyote/3400	60 mm	
	107.1/295	4.6L 2 or 3 valve/3100	N/A	
Ford Mustang GT 5.0L (15-23)	107.0/275	Full Prep-up to 313/3400	N/A	Charge Motion Control Valves can be blocked off and removed for firewall clearance. Performance pack front and rear spoiler, body kit allowed. Package Brembo front BBK and 380 mm rotors permitted (Ford PN M-23200-V) at no weight penalty. 2014 Mustang GT exhaust manifolds permitted.
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		Gen1Coyote/3600	67mm	
		Gen2Coyote/3600	61 mm	
		Gen3Coyote/3600	60 mm	
	107.0/295	4.6L 2 or 3 valve/3100	N/A	
Ford Mustang GT 5.0L (2024-)	107.0/275	Full Prep-up to 313/3400	N/A	2014 Mustang GT exhaust manifolds permitted. Performance pack front and rear spoiler, body kit allowed.
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		Gen1Coyote/3600	67mm	
		Gen2Coyote/3600	61 mm	
		Gen3Coyote/3600	60 mm	
	107.0/295	4.6L 2 or 3 valve/3300	N/A	
Pontiac GTO (04-06)	109.8	Full Prep-up to 313/3400	N/A	
		Full Prep>313/3600	N/A	
		Crate/3400	N/A	
		LM7/3400	N/A	
		LS1/3350	N/A	
		LS2/3450	N/A	
		LS6/3450	N/A	

		LS3/3600	65 mm	
		LT1/3600	60 mm	
Spec Mustang (SMG) Rest. Prep.	107.1	3400	N/A	Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.

B-Spec

1. #39416 (Alex Ratcliffe) Add Getrag GS5BG Transmisson Ratios for Mini R50
In B-Spec Spec Lines, Mini Cooper Hatchback (R50) MT (02-06), change as follows:
Gear Ratios: "*Midland:* 4.10, 2.37, 1.56, 1.17, 1.00 *Getrag: 3.308, 1.913, 1.258, 0.943, 0.806*"

Final drive: "*Midland:* 3.51 *Getrag: 4.352*"

Notes: "Approved parts: Progress rear sway bar 62.0210, Mevotech lateral link CMK100003. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. *Vehicles originally equipped with a Midland transmission assembly may update to a Getrag transmission assembly.*"

2. #39477 (B-Spec/C-Spec Committee) Expire OBX Header for the R56 Mini Cooper
In B-Spec Spec Lines, Mini Cooper (R56) MT (07-10), add to Notes the following:
"OBX header #10-2101-2S will expire *effective 1/1/2027.*"

In B-Spec Spec Lines, Mini Cooper Clubman (R55) (07-10), add to Notes the following:
"OBX header #10-2101-2S will expire *effective 1/1/2027.*"

3. #39669 (B-Spec/C-Spec Committee) Exhaust Rules Update
In GCR, Section 9.1.10.E, change as follows:
"25. OEM *or approved* primary/upstream catalysts are required unless a vehicle's spec line ~~has~~ *lists* an approved header ~~listed~~ or ~~is~~ specifically permit~~ted~~*s* ~~to~~ remove*ing* the catalyst. The primary/upstream oxygen sensor must be installed and functional. Secondary oxygen sensors *and catalysts* may be removed. The exhaust system downstream of the primary catalyst/approved header ~~may be replaced~~ *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."

4. #39727 (Aaron Fitzsimmons) Please reinstate KW suspension for R56
In B-Spec Spec Lines, add to notes the following:
Mini Cooper (R56) MT (07-10):
"*World Challenge suspension kit permitted.*"

Mini Cooper (R56LCI) MT (11-13):
"*World Challenge suspension kit permitted.*"

5. #39817 (B-Spec/C-Spec Committee) Add approved replacement catalysts
In B-Spec Spec Lines, add to Notes the following:
Sonic (All): "*WALKER 16657*"

Fiesta (All): "*WALKER 16610*"

Fit (09-14): "*WALKER 16706*"

Fit (15-19): "*WALKER 16947*"

Accent (All): "*WALKER 16680*"

Rio (All): "*WALKER 16680*"

Mini R50 (02-05): "*WALKER 14716*"

Mini (All R56, R56 LCI, Coupe, and Clubman): "*WALKER 16650*"

6. #39818 (B-Spec/C-Spec Committee) Yaris/Versa catalyst removal
In B-Spec Spec Lines, add to Notes the following:
Nissan Versa Sedan (2012-2019):
"*OEM exhaust manifold required. Primary catalyst may be removed.*"

Nissan Versa Hatchback (2012-2019):
"*OEM exhaust manifold required. Primary catalyst may be removed.*"

Toyota Yaris Hatchback (07-11):
"*OEM exhaust manifold required. Primary catalyst may be removed.*"

Toyota Yaris Hatchback (12-18):
"*OEM exhaust manifold required. Primary catalyst may be removed.*"

Toyota Yaris Sedan (07-12): Approved parts:
"*OEM exhaust manifold required. Primary catalyst may be removed.*"

C-Spec
1. #39653 (B-Spec/C-Spec Committee) Remove VW Jetta (2011-15) from C-Spec
In C-Spec Spec Lines, remove VW Jetta (2011-15) spec line in its entirety.

2. #39654 (B-Spec/C-Spec Committee) Update C-Spec Minimum Weights
In C-Spec Spec Lines, change Minimum Weights as follows:
Chevrolet Cruze (2010-16): "~~2500~~*2700*"

Ford Focus Hatchback/Sedan (2012-18): "~~2905~~*2900*"

Honda Civic Coupe/Sedan (2012-15): "~~2545~~*2650*"

Honda Civic Coupe/Sedan (2006-11): "~~2545~~*2650*"

Mazda 3i MZR (2010-2013): "~~2690~~*2750*"

Mazda 3i (2004-09): "~~2690~~*2750*"

Toyota Corolla (2007-12): "~~2475~~*2550*"

Toyota Corolla (2013-18): "~~2630~~*2650*"

Electric Vehicle
None.

Formula/Sports Racing
SRF3
1. #39899 (Robey Clark) SRF3 Spark Plugs
In SRF, GCR section 9.1.8.D.2.H.18, add the following:
"Spark Plugs: P/N G301041 ONLY NGK LTR7IX-11 */ Washers or sealing rings are not allowed for any purpose.*"

GCR
1. #39504 (Sydney Yagel) Updates Regarding Incident Reporting Changes
In Observer's Reports, GCR section 5.12.1.B.1, change as follows and re-letter the following sections accordingly:
"~~f. Full details of any incidents,~~"

In Assistant Chief Steward – Safety, GCR section 5.12.4.A, change as follows:
"Investigate accidents and ~~forward the originals or scanned pdf by electronic filing of all reports, including original releases,~~ *submit reports and releases via SCCA Member Account Portal or email* to the Sanction/Insurance Department of the SCCA."

In Assistant Chief Steward – Safety, GCR section 5.12.4.C, change as follows:

"~~Mail or e~~*E*mail copies of the material sent to the SCCA Sanction/Insurance Department to the Divisional Safety Administrator *(if applicable)*."

General

None.

Grand Touring

GT General

1. #39862 (SCCA Staff) Remove GT3U from GCR as it is now in STU

In GCR, change as follows:

9.1.2 Page 68: "~~GT-3U (GT3U)~~"

9.1.2.F page 320: "9.1.2.F. GT-2, 3, ~~3U~~ LITE CATEGORY SPECIFICATIONS"

9.1.3.9 Page 320: "~~9. All GT3U (Majors and Runoffs) cars using up to 15”x7” wheels limited to 225 section width tires shall run at current GT3 race weight plus 225lbs. All Gt3U cars shall run a DOT approved tire with a maximum section width of 245. GT3U cars are allowed optional 15”x9” wheels with a 1.5% weight addition or up to 18”x9” wheels with a 3.0% weight addition to the total weight including the 225 lbs. TCR cars are ineligible for GT3/GT3U.~~

Table B: Alternate Vehicle and Engine Allowances Page 461:

“*Increase the minimum weight of all GT3/GT3U 2.0 liter unrestricted engines to +75 lbs. All GT3 cars running in STU must meet the minimum ride height of 3.0” for the main frame rails not including rub blocks and a 2” minimum for the front spoiler and splitter."*

GT1

1. #39713 (Cameron Wagner) Reduce Weight for GM 275ci Carbureted V6s

In GCR, Section 9.1.2.D.E.b., V-6 - up to 275 (4.5), change as follows:

"~~2345~~*2295*"

GT2

1. #39625 (Kevin Park) Classification Request - Ginetta G56 GT4 (V8)

In GT2 Spec Lines, GT Cars - GINETTA, classify Ginetta G56 GT4 (V8) as follows:

GT Cars - GINETTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Ginetta G56 GT4 (V8)	*N/A*	*2 dr.*	*RWD*	*N\A*	

In GT2 Spec Lines, GT Engines, classify GM LS as follows:

GT Engines - Ginetta

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
GM LS	*V8 OHV*	*103.25mm x 92mm*	*6.2L*	*Alum.*	*2*	*72mm FPR*	*3300*	

2. #39864 (Grand Touring Committee) Audi R8 GT4 remove spec line notes
In GT2/ST Spec Lines, AUDI R8 GT4, change Notes as follows:
"~~Must have GT4 rules in possession at all race events.~~*Please see note at top of GT2-ST Header.*"

Improved Touring
None.

Legends Car
None.

Production
FP
1. #39850 (DANIEL SNOW) Correct Valve Sizes on FP Fiat x19 1300 and 1500
In FP Spec Lines, change Drivetrain Notes as follows:
Fiat X-1/9 & Bertone 1300:
Valve Size: "~~(I) 35.5/(1.40) (E) 31.3/(1.23)~~ *(I) 36.3/(1.43) (E) 31.2/(1.23)*"

Fiat X-1/9 & Bertone:
Valve Size: "~~(I) 35.5/(1.40) (E) 33.0/(1.30)~~ *(I) 36.3/(1.43) (E) 33.3/(1.31)*"

2. #39851 (DANIEL SNOW) Dual Carburetor Adjustments
In FP Spec Lines, Fiat X-1/9 & Bertone, change Drivetrain Notes as follows:
"(2) auto-type side-draft w/~~28~~*30*mm choke(s) on I.R. manifold"

HP
1. #39604 (Chuck Allard) Clarification On Oil Cooler Ducting
In GCR, Section 9.1.5.E.6.g.4, add the following:
"*On mid and rear engine cars, a single inlet hole may be cut in the front bodywork and a single outlet hole may be cut in the front trunk floor or a wheel well, for the sole purpose of ducting air to a single engine oil cooler. The size of these holes may be no larger than the area of the oil cooler itself.*"

2. #39853 (Jose Fabian) Honda Fit 2015-19 Error in Engine Classification
In HP Spec Lines, Honda Fit (15-19), change Engine Type Mat'l Block/Head as follows:
"4 Cyl. ~~SOHC~~*DOHC*"

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
STU
1. #39767 (Marc Hoover) Fab 9 Racing Intake Manifold in STU
In STU Spec Lines, Table A: Alternate Vehicle and Engine Requirements, Mazda MZR (LF, L3, L5), add to Notes as follows:
"Short blocks, heads, and intakes may be freely swapped within these engine designations. May use Goodwin Part # 61-2510, Gato Performance Part # 31972*,* ~~or~~ Jack Spania Racing 70 mm sheet-metal aluminum *or Fab 9 Elite NC MX5 Performance* Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17."

Touring
T1
1. #39542 (Roy Lipner) Replace OEM Heat Exchanger (Intercooler) With Aftermarket
In T1 GT4 Spec Lines, Spec Line 4030-, add to Chassis Notes the following:
"*Wagner Tuning # 200001124 Intercooler allowed.*"

T2
1. #39861 (Harley Kaplan) BMW 240i Permitted Tune
In T2 Spec Lines, BMW M235iR (-2016), change Notes as follows:
"~~Alternative tune permitted.~~"

T3
1. #39701 (Nicolas Hammann) Nissan 370Z Tire Size
In T3 Spec Lines, Nissan 350Z Track/ Touring/Standard/ Nismo (03-08), change Max Tire Size as follows:
"~~255~~*275*"

In T3 Spec Lines, Nissan 370Z, incl. Nismo (2009-2022), change Max Tire Size as follows:
"~~255~~*275*"

2. #39819 (Clayton Cavell) 986 Boxster S Wheel Width
In T3 Spec Lines, Porsche Boxster/ Boxster S (00-04), change Max Wheel Size as follows:
"18 x ~~8~~*9*"

3. #39839 (Scott Bolster) Request Update to T3 Camaro V6 (10-15) Spec Line
In T3 Spec Lines, Chevrolet Camaro V6 (10-15), change as follows:
Max Wheel Size: "~~18~~*20* x 9"

Notes: "800lb max spring F&R. SS front fascia, spoiler allowed. ~~1LE SS Track Pack permitted part #23123398 .~~ Tower Brace 22756880, red. TPR rear upper shock mount #22122, Pfadt lower control arm reinforcement # 1410135, # 009-92200, ~~Brake Kit SS (p/n 23120542)~~ For 2011 cars adaptor kit p/n (2348*4878*). *AC Delco Part #: 1750637 SS Master Cylinder permitted*. *Rear rotors up to 366mm permitted. 28mm Sway bars permitted Front and rear.*"

4. #39870 (Touring Committee) Audi S4
In T3 Spec Lines, classify Audi S4 (12-14) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	restrictor	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Audi S4 (12-14)	*84.5 X 89.0 2995*	*55 mm FPR*	*18x9*	*255*	*3.68 2.16 1.52 1.13 0.92 0.78* *S-Tronic 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62.*	*2.85*	*(F) 345 Vented (R) 330*	*3800*	*Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Separate coolant reservoir for the water to air intercooler permitted.* ****Must compete in 3 Hoosier Super Tour races to qualify for the Runoffs****

T4
1. #39802 (Josh Smith) ND MX-5 Spec Line Rewrite Request
In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-24), change as follows:
Weight: "~~2750~~*2650*"

Notes: "Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following item(s) must remain stock: transmission differential unless specified below. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND. ~~29mm (f) 16mm (r) sway bars allowed. 3rd and 4th gear may be replaced with the following parts (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01). Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, s~~ *Suspension Permitted: S*prings up to 500lb front and 300lb rear allowed. *29mm (f) 16mm (r) sway bars allowed.* Mazda tower brace 0000-

04-5626 allowed. Mazda header 0000-06-5410 allowed. Gear kit Kit PT#- 0000-02-6100. *3rd and 4th gear may be replaced with the following parts- (0000-02- 5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01). OEM Club Package Brembo calipers permitted. 2016-2018 chassis/body permitted.*"

In T4 Spec Lines, Mazda MX-5 Miata/ Club (16-18), change as follows:
Weight: "~~2575~~2550"

Notes: "~~Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND 29mm (f) 16mm (r) sway bars allowed. Up to 500lb front and 300lb rear springs allowed. Mazda Motorsports Header part #0000-06-5410 allowed. Mazda tower brace 0000-04-5626 allowed. 3rd and 4th gear may be replaced with the following parts- (0000-02-5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804- 01). Gear kit Kit PT#- 0000-02-6100~~*Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. The following item(s) must remain stock: transmission differential unless specified below. Retractable hardtop option permitted but must be disabled from moving action and positively fastened. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND. Suspension Permitted: Springs up to 500lb front and 300lb rear allowed. 29mm (f) 16mm (r) sway bars allowed. Mazda tower brace 0000-04-5626 allowed. Mazda header 0000-06-5410 allowed. Gear kit Kit PT#- 0000-02-6100. 3rd and 4th gear may be replaced with the following parts- (0000-02- 5803-02, 0000-02-5803-01, 0000-02-5804-02, 0000-02-5804-01). OEM Club Package Brembo calipers permitted.*"

2. #39831 (David Mead) 4.0 Mustang spec line cleanup
In T4 Spec Lines, Ford Mustang V6 (05-10), change Notes as follows:
"~~ABS (option code 552) allowed. FR3 Handling Pack #M-2007-FR3V6 allowed (kit does not need to be run in its entirety). The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. Any springs max F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 28mm permitted. Aftermarket Shocks conforming to T4 rules allowed. Panhard bar, part # BAR-M-4264-A permitted or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. Any LSD permitted. Ford brake kit M-2300-D allowed. Aftermarket header allowed. GT 8.8 rear axle assembly allowed. 3.45 or 3.55 final drive ratio allowed. 7.5 rear axle assembly with 3.45:1 final drive allowed. Cold Air Intake allowed. Koni part numbers 8741-1494SPORT (front) and 8241-1240SPORT (rear). Spec clutch #SF661 and flywheel #SF66A permitted. 14" Brembo Brake Kit#M-2300-S permitted~~*Any springs max F: 500 and R: 400 permitted, Any sway bar up to F: 35mm and R: 28mm permitted. Any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. Any alternate metal driveshaft is allowed. Ford brake kit M-2300-D allowed. 14" Brembo Brake Kit#M-2300-S permitted with OEM 355mm rotors allowed. Aftermarket header allowed. Cold Air Intake allowed. S197 Mustang 8.8 or 7.5 rear axle allowed with any ratio. Spec clutch #SF661 and flywheel #SF66A permitted.*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Michael Cooke vs. SOM COA Ref. No. 25-18-SE
February 6, 2026

FACTS IN BRIEF

On Saturday, November 1, 2025, following Race 1 for Group 3 at the 32nd American Road Race of Champions held at Michelin Raceway Road Atlanta, Chief Steward Russ Gardner filed a Request for Action (RFA) seeking investigation of contact between Super Production Under (SPU) #119, driven by Ricky Sanders, and E Production (EP) #17, driven by Michael Cooke, and unrelated infractions by Mr. Sanders.

The Stewards of the Meeting (SOM) Barry Morton, Peter Olivola, Candace Osborne, and Robert Mayes, Chair, met, reviewed the available evidence, and concluded regarding the contact Mr. Cooke violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact) by contacting Car #119 at Turn 10A. The SOM penalized Mr. Cooke with a reprimand and assessed one penalty point on his competition license.

Mr. Cooke appealed the portion of the decision of the SOM that applied to him.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Lee Hill, Laurie Sheppard, and Jack Kish (Chair) met on November 21, 2025, and January 22, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Cooke, submitted November 10, 2025.
2. Official Observer's Report, video, and related documents, received November 17, 2025.
3. SOM statement, received November 17, 2025.
4. Additional evidence gathered by the new SOM, received January 13, 2026.
5. Hearing & Decision form submitted by the new SOM, received January 13, 2026.

FINDINGS

In his appeal, Mr. Cooke asserted only GCR 6.11.1.A. (Avoid physical contact between cars) applied in this situation as he fully complied with the remaining sub-sections of GCR 6.11.1. (Rules of the Road). He further stated the contact occurred because Mr. Sanders (EP #119) altered his line under braking and removed Mr. Cooke's racing room.

The COA was unable to provide a fair analysis of the process and substance of the initial SOM decision due to technical issues noted during the original first court's investigation and limited documentation. Accordingly, the COA invoked GCR 8.4.5.A.2. and requested the Chair of the Stewards Program appoint a new SOM court to rehear the original action. The COA tabled Mr. Cooke's appeal and set aside the assigned penalty pending a ruling from the new SOM court.

The new SOM court Bill Johnson, Julie Riggen, and Matias Bonnier (Chair) met, heard witnesses, reviewed witness statements and video, and reached a decision on the original RFA. Regarding the contact, the SOM concluded Mr. Cooke violated GCR 6.11.1.A. On January 12, 2026 the new SOM court informed Mr. Cooke of their decision. He was penalized with a reprimand and one penalty point on his competition license. All parties named in the RFA were notified on this date of the full decision, and of their rights to appeal the decision.

Mr. Cooke was offered the option to withdraw or continue his original appeal. He chose to continue his appeal of the new decision on the same grounds.

The COA examined the evidence gathered by both the original and the new SOM related to the contact, including video not available to the original court. Mr. Cooke was taking a tight inside line into Turn 10A. Mr. Sanders completed a pass on Mr. Cooke prior to reaching the corner and then turned to the apex of Turn 10A. Mr. Cooke was unable to slow sufficiently to avoid light contact with SPU #119.

The COA finds the new SOM properly heard the RFA, including all evidence and witness testimony. Mr. Cooke provided no additional evidence in support of the continuation of his appeal. The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and video evidence available and applied a measured penalty which was within their purview.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Cooke's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Tabernero vs. SOM COA Ref. No. 26-01-SE
January 30, 2026

FACTS IN BRIEF

On Saturday, January 3, 2026, following Race 1 for Group 7 at the Palm Tree Winter Majors held at Homestead-Miami Speedway, Assistant Chief Steward Joe Stadelmann filed a Request for Action (RFA) seeking investigation of contact between Super Touring Lite (STL) #2, driven by Noel Saks, STL #49, driven by Tom Ghan, and Improved Touring A (ITA) #4, driven by Mike Tabernero, on the front straight at the start of the race.

The Stewards of the Meeting (SOM) Peggie Barten, Sherri Croyle, and Phil Croyle (Chair) met, heard witnesses, reviewed video, and concluded Mr. Tabernero violated General Competition Rules (GCR) 6.11.1.A., B., and D. (Avoidable Contact and Racing Room) by contacting Car #2 on the straight. The SOM penalized Mr. Tabernero with three race weekends probation which incurred three penalty points on his competition license.

Mr. Tabernero appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Lee Hill, and Costa Dunias (Chairman) met on January 22, 2026, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to appeal from Mr. Tabernero, submitted on January 11, 2026.
2. Notification of Appeal, received January 14, 2026.
3. Official Observer's Report, in-car videos, and related documents, received January 14, 2026.
4. E-mail comments from Phil Croyle, received January 20, 2026.

FINDINGS

In his Appeal, Mr. Tabernero asserted that the penalty of probation for 3 race weekends plus 3 points against his license seemed excessive for the alleged infraction. He also stated a Miata was pushing and bumping into another Miata, and that car contacted the left rear quarter panel of his car as he started moving down on the track.

The SOM based their decision on the in-car videos and witness statements from several sources. Mr. Croyle explained that given the speed of Car #4's left movement along with Mr. Tabernero's acknowledgement of being unaware of Car #2's existence either before or after the contact, the SOM determined Car #4 was the "primary proximate cause of Car #2's spin into the inside concrete wall." At all times Car #4 had ample room to its right to avoid contact with Car #2 and to provide Car #2 racing room.

The COA reviewed the available videos which showed Car #4 was in the right lane on the right side of the track approaching the start. Car #64 was in the same row on Mr. Tabernero's left, followed by Car #2, on the left in the next row. Car #64 moved quickly past Car #4 and Car #2 began pulling alongside the rear of Car #4. Mr. Tabernero in Car #4, who has stated he was unaware Car #2 had achieved overlap, abruptly moved left trying to follow Car #64. Car #4's left rear contacted Car #2's right front, causing it to spin to the left and into the concrete barrier.

The COA finds the SOM properly heard the RFA, including all evidence and witness testimony. Mr. Tabernero provided no new evidence in support of his appeal. The COA finds insufficient grounds to overturn the SOM's decision. The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and video evidence available and applied a measured penalty which was within their purview.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Tabernero's appeal is not well founded, and his entire appeal fee is retained by SCCA.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Thomas Kaufman vs. SOM COA Ref. No. 26-02-SE
February 6, 2026

FACTS IN BRIEF

On January 4, 2026, following Race 2 for Group 5 at the Palm Tree Winter Majors held at Homestead-Miami Speedway, Chief Steward Stu Cowitt filed a Request For Action (RFA) seeking investigation of contact between Thomas Kaufman, driver of Prototype 2 (P2) #20, and John Goeden, driver of Prototype (P) #29, on the front straight causing both cars to retire.

The Stewards of the Meeting (SOM), Pattie Barten, Sherri Croyle, and Phil Croyle (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined Mr. Kaufman violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact), B. (Racing Room), and C. (Blocking) by moving to the right on the front straight resulting in contact and depriving Mr. Goeden of racing room. The SOM penalized Mr. Kaufman with three race weekends probation, which incurred three penalty points on his competition license.

Mr. Kaufman appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Lee Hill, and Laurie Sheppard (Chair) met on January 29, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Thomas Kaufman, submitted January 12, 2026.
2. Official Observers Report and related documents, received January 20, 2026.
3. SOM Video from Car #29, Car #20, and “Drivers Eye” broadcast, received January 20, 2026.
4. Appellant’s (Front-facing) Video, received January 20, 2026.
5. Additional witness statement from C. Bryant, received January 21, 2026.
6. Chair SOM’s Response to Appeal, received January 21, 2026.
7. Screen shot (photos) of Driver’s Eye broadcast, received January 21, 2026.

FINDINGS

In his appeal, Mr. Kaufman asserted he was not responsible for the contact as he was driving his normal predictable race line giving racing room on either side for a safe pass. He stated Car #29 was running parallel to his car while attempting a pass, but Car #29

"began to move left across my path before completing the pass." He further states there was ample room to the right of Car #29 for him to complete a safe pass.

The SOM interviewed both drivers, collected their witness statements, and reviewed the in-car video from both cars as well as the Drivers Eye broadcast video providing a long view down the front straight. Mr. Kaufman was unable to retrieve his front-facing video but did provide video facing to the rear. The SOM applied Appendix P., Section 5 (Passing on Straights) and concluded Mr. Kaufman continued an incremental movement to the right after exiting NASCAR Turn 4 while Mr. Goeden was alongside, thereby causing the contact.

The COA reviewed all videos submitted including Mr. Kaufman's recovered front-facing video, as well as the documentation provided by the SOM including witness statements and all other evidence. Video from all sources show the pass was initiated while both cars were on the oval approaching NASCAR turn 4. Car #20 and Car #29 were close alongside as they approached the front straight where Mr. Goeden, who was still overlapped but partially ahead, was the first to straighten his vehicle. Mr. Kaufman (Car #20) was still exiting the turn and continuing to move slightly up-track. At the point of contact, Car #29 had more than a car-width of open track to his right and had not yet fully cleared Car #20.

The COA notes the January 2026 GCR contains an update in Appendix P. Section 1. (Racing Room and Passing Guidelines) offering expanded guidance on the intent of GCR 6.11.1.D. (Passing). It says, "… a pass is successfully completed when the over-taking car is completely, physically past the car being overtaken. Simply being ahead, while still alongside, does not absolve the driver of the overtaking car of the obligation to allow racing room to the overtaken car." The COA finds both drivers were responsible to provide racing room to the other from the time Car #29 achieved overlap on Car #20 until Car #29 had fully cleared Car #20. Both Car #29 and Car #20 had sufficient available open track to allow safe, side-by-side racing room to the other.

The COA finds both drivers shared responsibility for the race-ending contact. While the GCR places the largest percentage of responsibility for a safe passing attempt on the overtaking driver, an overtaken driver must also exercise control over their own placement on the track. The COA disagrees Mr. Kaufman is solely responsible for this incident and overturns the ruling of the SOM. Mr. Kaufman's full competition privileges are restored and the three penalty points assessed as a result of the initial action are to be removed from Mr. Kaufman's license.

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety. Mr. Kaufman's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Scott Sewell vs. SOM COA Ref. No. 26-03-SW
February 13, 2026

FACTS IN BRIEF

On January 18, 2026, following Race 2 for Group 6 at the Polar Prix Majors held at MSR Cresson, Assistant Chief Steward Bob Neff filed a Request For Action (RFA) seeking investigation of contact between Scott Sewell, driver of Touring 2 (T2) #114, and CJ Cramm, driver of Grand Touring 2 (GT2) #04, in turn 1 causing Car #04 to retire.

The Stewards of the Meeting (SOM), Jessica Althoff, James Rogerson, and Nadja Pollard (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined Mr. Sewell violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact), B. (Racing Room), C. (Blocking), and D. (Pass responsibilities) by turning in at turn 1 resulting in side-to-side contact and depriving Mr. Cramm of racing room. Mr. Sewell was also cited for violating GCR 6.11.1.E. and Supplemental Regulations (Supps) V.D. (Required to report after contact) and GCR 9.3.11.A. (Failure to provide video). The SOM penalized Mr. Sewell with three race weekends probation, which incurred three penalty points on his competition license.

Mr. Sewell appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Laurie Sheppard, and Lee Hill (Chair) met on February 5, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Scott Sewell, submitted January 27, 2026.
2. Official Observers Report and related documents, received January 30, 2026.
3. SOM Video from Car #04, Car #94, and spectator video, received January 30, 2026.
4. Additional video from Car #07 and Car #94 provided by the appellant, received January 30, 2026.

FINDINGS

In his appeal, Mr. Sewell asserted he was not responsible for the contact as he was aware of the approaching cars, held his line on the right side of the track, and left room for the following cars to safely pass on his left.

The SOM interviewed both drivers, reviewed the in-car video from both Mr. Cramm's car and trailing Car #94, a spectator video providing a view of the incident from the right, and a witness statement from a Marshal on the start stand. The SOM determined Mr. Sewell did not allow racing room to Car #04 resulting in side-to-side contact. Car #04 spun to driver left, came to a stop off track, and was unable to continue.

The COA reviewed all videos submitted including additional video from trailing Car #07 provided by Mr. Sewell, as well as the documentation provided by the SOM. Video from all sources show the leaders, Car #07 and Car #04, gaining ground and about to lap Car #114, who was right of center track for the entire length of the straight. Cars #07 and #94 were approaching on the left side of the track while Car #04 was to their right alongside Car #07. Car #04's video shows the brake lights illuminating on Car #114 as it reached the brake zone for turn 1. At that time Car #04 was approximately 2 car lengths behind Car #114. Car #04 moved right and dove towards the apex as Car #114 began to turn in to turn 1. Car #04 was unable to complete the pass before the contact between the left side of Car #04 and the right side of Car #114 occurred.

The COA notes the January 2026 GCR 6.11.1.D. states, "*The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that they are being passed and not to impede or block the overtaking car*".

The COA finds Mr. Cramm was primarily responsible for the race-ending contact. Mr. Sewell was aware of the approaching cars, selected a reasonable line that allowed safe passing to his left, and behaved in a predictable manner. Mr. Cramm made a late decision to pass on Mr. Sewell's right. Car #04 was not fully alongside Car #114 before Car #114 began to turn in and therefore Car #04 had not established a right to racing room. The COA disagrees Mr. Sewell was responsible for this incident and overturns the portion of the ruling by the SOM pertaining to GCR 6.11.1.A.-D. As Mr. Sewell did not provide in-car video, the COA finds no evidence to contradict the violations of GCR 6.11.1.E., Supps V.D., and GCR 9.3.11.A. The COA modifies the penalty against Mr. Sewell to a Reprimand, which incurs one point against his competition license. Mr. Sewell's full competition privileges are restored and the three penalty points assessed as a result of the initial action are to be modified as stated.

DECISION
The Court of Appeals overturns the portion of the decision of the SOM regarding violation of GCR 6.11.1.A.-D. and modifies the penalty. Mr. Sewell's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

RACING COMPETITION COMMITTEE MINUTES | March 3, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on March 3, 2026. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, Mark Weber and Sam Fouse, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory
None.

No Action Required
General
1. #39966 (David Gomberg) Response to Letter #39770 in Preliminary Minutes
While not all members utilize Facebook as a social media platform to communicate, that is currently the only option we have for members to have two-way conversations. As our new website gets up and running, it's something we will look into and see if adding a comment/chat function is in our purview.

GT2
1. #39811 (Mitchell Durham) GT2 Class Engine Restrictions
The RRCC feels this car is a GT2-ST classification car and GT2-ST rules do not allow for de-stroking an engine. The GT2 class rules primary apply to a tube frame built construction race car and de-stroking is also not allowed unless addressed on the cars Spec Line "Notes". Please re-submit a letter requesting that your car be classified into GT2-ST.

HP
1. #39917 (TIM LINERUD) DCOE 40 vs DCOE 45 Weber Carb
To clarify your question, the only legal DCOE size will be specified on the spec line. For example, if use of a "40 DCOE" is what's specified, then using a 45 DCOE with 40mm chokes would not be considered legal.

Not Recommended
GCR
1. #39286 (Fred Brinkel) Request for Review
The Road Racing Competition Committee does not recommend changing "Protest" to "Request for Review" at this time. The consensus is that the change could be incorporated in a more general and comprehensive update of the GCR and associated SCCA forms at a later date.

2. #39288 (Fred Brinkel) Change to 8.4.3.B.3.
The Road Racing Competition Committee does not recommend making changes to the wording associated with the appeals process and monetary fines associated with appeals at this time.

3. #39878 (Tobin Schuster) Clarification for Proposed #39513 Changes
For a car to touch the track during an SCCA event, the car must be entered in the event. Classification as a DNS is appropriate even if the car only turns a hardship lap.

T2
1. #39359 (Rylan Hazelton) Additional Option for TCR cars
The addition of a second spec line for every TCR car to allow higher power with higher weight would require double the BOP monitoring, and the TAC does not wish to attempt it at this time.

2. #39742 (John Heinricy) RE Letter #394426 Rebalance Cadillac Blackwing for 2026
Mr. Heinricy, this is the 7th letter you have written requesting non-OEM allowances for the Blackwing and this will be the 7th time you have received the same answer regarding tires and other performance enhancements. The car has previously been allowed alternate rear springs, and adjustable anti roll bars. Contrary to the statement in your letter that you are making a reasonable request, since you are aware of the requirements for HP control, this letter-writing campaign is not reasonable.

The original classification discussed between SCCA and GM representatives (covered in letters 32266 and 32535 in 2022) were clear and unequivocal that until a method that is detectable, enforceable, and reliable to reduce the HP of the Blackwing is provided to and tested by SCCA the Blackwing will not be allowed modification to improve handling and on track performance; the GM representatives agreed to this limitation on performance enhancements. Additionally, GM's stated objective in the conversations with the SCCA representatives is to race the Blackwing without modifications as a sales gimmick, SCCA has received no official communication from a GM representative that this objective has changed. No HP reduction/control methodology has been provided by GM or any competitor racing the platform. The option to race the car in the T1 class, where it already has a spec line, continues to be an option available to you. The Blackwing is already an HP overdog in T2, to allow any performance enhancements would be detrimental to the other competitors in T2. The RRCC suggests you work with GM on the methodology to restrict the HP, alternately run the car in T1 with appropriate T1 competition allowances.

T3
1. #39919 (Aaron Stehly) Camber Adjustable Ball Joints for 2015-2018 VW Golf R
The camber limit rule was recently removed from T2-T4. The intent of this change was to prevent frustrating compliance issues at large events, not to create an arms race to achieve increased camber. Please utilize existing allowances to achieve adequate camber.

Recommended Items
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. 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.
None.

Taken Care Of
STL
1. #39723 (Christopher Childs) Weight Changes
Please see the response to letter # 39885 in the current Fastrack.

2. #39725 (Jesse Prather) Unintended Consequences of New Weight Table
Please see the response to letter # 39885 in the current Fastrack.

3. #39726 (Charles Mathes) Request Review of Weight Adjustment in STL
Please see the response to letter # 39885 in the current Fastrack.

STU
1. #39880 (Marc Hoover) Addendum to Letter 39767
Please see the response to letter # 39767 in the March 2026 Fastrack.

T2
1. #39127 (Eric Heinrich) STU-TCR Chart - Huge Loophole Needs Emergency E&O Before Runoffs
Please see letter # 40002 in current Fastrack.

T3
1. #39925 (Ben Slechta) 350Z Spec-line Considerations
Please see letter # 39843 in current Fastrack.

What Do You Think
GT2
1. #39729 (Chris Edens) LS3 Crate Engine in GT2
The Grand Touring Advisory Committee is submitting the following rule change through crbscca.com for your review and suggestions. Please reply with suggestions regarding the following:

In GT2 Spec Lines, (page 344) above GT2 TA2 Cars, insert the following:
"*Any GT2 classification may use a LS3 crate engine regardless of body manufacturer @2800 lbs.*
No changes to the listed specifications or part numbers may be made!

Part Number	*19432414/19434636*
Car Type:	*Any current SCCA GT-2 car*
Weight:	*2,800 LBS with driver*
Engine Type:	*LS Series Gen IV Small Block Chevy*
Displacement:	*376 CI (6.2Liters)*
Bore & Stroke:	*4.065 x 3.622 (103.25 x 92mm)*
Block:	*P/N 12729604 Cast Aluminum 6-Bolt, cross-bolted main caps*
Crankshaft:	*P/N 12736808 Nodular Iron*
Connecting Rods:	*P/N 12649190 Powdered Metal*
Pistons:	*P/N 19207287 Hypereutectic Aluminum*
Camshaft:	*P/N 12623063 Hydraulic Roller*
Valve Lift:	*.551 Intake / .522 Exhaust*
Camshaft Duration:	*@.050In 204 Degree Intake / 211 Degree Exhaust*
Cylinder Heads:	*P/N 12675871 Aluminum L92-Style Port 68cc Chambers*
Valve Size:	*2.165 Intake / 1.590 Exhaust*
Compression:	*10.7:1*

Rocker Arms: *P/N 12966105 Intake / Roller Trunnion*
Rocker Arms: *P/N 12681275 Exhaust / Roller Trunnion*
Throttle Body: *P/N 19420707 90mm ETC*
Intake Manifold: *P/N 19418261*
Fuel Injectors: *P/N 12576341*
Fuel: *92 Octane*
Exhaust-Header: *Open*"

Resumes
None.

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Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: March 20, 2026
NUMBER: TB 26-04
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 4/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
AS
1. #39886 (American Sedan Committee) Header Information Update for EFI Engine Build Sheets
In AS EFI Engine Build Sheets, add to notes as follows:
GM LS1, LS2, LS6: "*Any three stage dry sump is permitted. 1-3/4" diameter headers permitted.*"

GM LS3, LT1: "*Any three stage dry sump is permitted.*"

Ford 4.6L 2V and Ford 4.6L 3V: "*Headers as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used.*"

Ford Gen 1, 2, and 3 5.0L: "*MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*"

Mopar 5. 7L and 6.1L: "*1-3/4" diameter headers permitted.*"

2. #39933 (American Sedan Committee) Errors and Omissions
In GCR, Section 9.1.6.D.5.b.1, change as follows:
"Full Preparation *All cars* ~~only~~:"

In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), change as follows:
Spec Line Engine/Weight (lbs.): "*(1992-1997) LT1 5.7L/3200*"
Flat Plate Restrictor Size Column: "*N/A*"

In GCR Section 9.1.6.F., add Build Sheet as follows:

Engine GM LT1 5.7L (1992-97)	
OEM engine as manufactured for General Motors 93-97 Camaro	
Engine Block Casting	*10125327*
Cylinder Head Casting	*10128374,12551561, 10207643*
Port Volume	
Bore	*4.040in*
Stroke	*3.480in*
Max Rod Length	*5.7"*
Valve Size	*Int.1.940" / Ex.1.60"*

Cam Lift	*.460 Intake / .460 Exhaust*
Cam Timing/Duration	*C/L 117deg Duration @.05 Lift*
Deck Height	*9.00*
Compression Ratio	*10.4:1*
Rocker Arm Ratio	*1.5:1*
Intake Part #'S	*-*
Throttle Body Bore	*48mm (twin)*
Restrictor Plate	*-*
Fuel Injector Part#	*17087325, 354119*
Headers	*1-3/4*

In AS Spec Lines, GM Spec Lines (Cadillac, Chevrolet, Pontiac) change Spec Lines Engine/Weight (lbs.) as follows:
"LT1/*6.2L*/3600"

In GCR, Section 9.1.6.D.1.i. Oiling system, change as follows:
"6. Oil catch tanks are ~~permitted~~ *required. All catch cans must be ventilated to the outside.* All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment."

In AS Spec Lines, Pontiac GTO (04- 06), change Wheelbase (in.)/Tire Column:
"109.8/*275*"

In AS Spec Lines, Ford Mustang GT 5.0L (15-23), Engine/Weight (lbs.) Column:
"Gen3Coyote/~~3600~~*3525*"

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
None.

GCR
1. #39758 (ROBERT WOOLSTON) Feedback on Appendix B rewrite et al
In Production Category Specifications, GCR section 9.1.5.E.9.n, change as follows:
"~~6. The "Trans. Speeds" number listed in a car's specification line indicates the maximum number of forward gears that may be operable by the driver from the normal seated position (e.g. a 6 speed transmission with 1 forward gear removed/disabled is considered a 5 speed transmission).~~"

In Appendix B, Required Contents of Supplemental Regulations, GCR section 1.4.1.I, change as follows:
"The names of the Chief Steward and *if applicable* the Chair of the SOM. For Super Tour events, add the Race Director and the Series Administrator."

In Appendix B, Results, GCR section 1.5.2, change as follows:
"Organizers must distribute Official Race Results to all participants ~~in a timely manner~~ within 7 days of the event~~, or within 7 days of any protest or~~ *unless a* Court of Appeals decision ~~affecting results, whichever occurs first~~*is pending*. Results must be made available by one or more of the following methods:"

2. #39891 (Mike Smith) 9.3.11.A Camera and Mountings
In Camera and Camera Mounts, GCR section 9.3.11.A, change as follows:
"All cars competing at Regionals, Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The camera~~s~~ may be mounted ~~either~~ inside the car, ~~or~~ on the ~~body~~*exterior of the car, or on the roll cage*. *Helmet-mounted cameras do not satisfy the forward-facing camera rule.* If video is needed as part of an investigation *or appeal* of an incident, a competitor's video of the full unedited session may be requested by race officials regardless of whether or not said competitor was involved in the incident. Altering the video in any way or failing to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events. The video format must be a digital file ~~so it can be viewed in an MS Windows compatible viewer~~*provided on a removable USB flash drive or SD card media chip and must be viewable using the VideoLAN VLC media player*."

General
None.

Grand Touring
GT2
1. #39838 (Andrew AQUILANTE) Corvette C7 (14-19) L76 Specline Errors/Missing Changes
In GT2-ST Spec Lines, Chevrolet Corvette (14-19), change as follows:
Minimum Weight: "~~3100~~*3000*"
Restrictor "~~80~~*83*mm FPR"

2. #39936 (Grand Touring Committee) GT2 Porsche 997.2 GT3 Cup
In GT2 Cars - PORSCHE, 997.2 GT3 Cup, change Notes as follows:
"3.8L flat six. 2800 lbs. Aftermarket header allowed. Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge *may be used.* ~~or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS is allowed.~~"

GTX
1. #39873 (Demetrio Bilbatua) Ferrari 296 GT3 Classification Request
In GTX-MISC Spec Lines, classify Ferrari as follows:

GTX - MISC

Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
Ferrari		*296 GT3*	*N/A*	*3000*	

Improved Touring
None.

Legends Car
None.

Planning
None.

Production
None.

Spec Mazda (SM/SMX)
1. #39914 (Josh Smith) Part Number Change Request
In GCR, Section 9.1.7.C.1.j.1.c., change as follows:
"~~0000-10-6900~~*0000-06-5016-KT*"

Super Production
None.

Super Touring
STL
1. #39885 (Jesse Prather) Classifications
In STL, Table A: Alternate Vehicle and Engine Requirements, add the following:
Model: "*Mazda BP 1.6*"
Maximum Displacement: "*1600cc*"
Minimum Weight: "*2160*"

STU

1. #39785 (Kyle Bolden) Mazda Rx-8 Renesis - Streetported Variant & Added Weight
In STU Table B: Alternate Vehicle and Engine Allowances, add the following:
Model: "*Mazda Renesis Street Port*"
Maximum Displacement (cc's): "*N/A*"
Minimum Weight: "*2450*"
Notes: "*Street porting allowed. Alternate 70mm choke throttle body from the following list allowed: OE from 1996- 2004 Mustang 4.6 liter V8; BBK #1700 (e.g., Summit #BBK-1700); Summit #227204; Trickflow #24070 1" thickness max manifold adapter allowed.*"

2. #39872 (Super Touring Committee) Eliminate 33 and 34 mm TIRs
In STU, GCR Section 9.1.4.H.3., change chart as follows:
Inlet Restrictor (mm): "~~33~~"
Minimum Weight (lbs): "~~2380~~"

Inlet Restrictor (mm): "~~34~~"
Minimum Weight (lbs): "~~2525~~"

Touring

T1

1. #39922 (Danny Kellermeyer) Spec line #1139 Restrictor Change Request
In T1 Spec Lines, Spec line 1139, change Required Restrictor as follows:
"~~70mm~~"

T2

1. #39910 (Jimmy Cabrera) 14-17 BMW 435i Brake Approval Request
In T2 Spec Lines, BMW 435i (2014- 2017), Brakes (mm):
"~~(F)340mm (R) 330mm~~*(F)370mm (R) 345mm*"

2. #39947 (Gary D'Abate) Porsche Cayman S Spec Lines Needed for Atlanta HST
In T2 Spec Lines, Porsche Cayman S (06-09), change as follows:
"~~(06-09)~~*(06-08)*"

In T2 Spec Lines, Porsche Cayman S, Spyder (10-12), change as follows:
Year: "~~(10-12)~~*(09-12)*"
Bore x Stroke(mm)/ Displ.: "~~96.0 x 78.0 3387~~*97 x 77.4 3436*"
In T2 Spec Lines, Porsche Cayman S/ GTS (13-15), change as follows:
Year: "~~(13-15)~~*(14-16)*"
Bore x Stroke(mm)/ Displ.: "97 x 77.5 ~~3400~~*3436*"

3. #40002 (Touring Committee) Please address loopholes in T2 TCR
In all T2-TCR Spec Lines, add to Notes the following verbiage to each car:
"*Must conform to "2024 TCR Technical Regulations" prepared by WSC.*"

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In GCR, Section 9.1.9.2.E. Car Classification, change as follows:
"These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for *Runoffs* competition until the following calendar year.

Touring Category
Classes are as follows: T2, T3, and T4.
1. Weight *and Ballast*
a. The weight is defined by the automobile's specification line. *The weight requirement in the following spec lines supersedes those represented in AS and TCR rules. Weight may be changed mid-season to adjust performance.*
~~2. Ballast~~
~~a.~~ *b. Ballast* - Automobiles may carry ballast to achieve their specification's minimum weight. Refer to GCR section 9.3 Ballast. *Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, load distributing washers.*
~~1. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, load distributing washers.~~

2. Touring 2 (T2) includes cars that cross over from American Sedan (AS) and TCR.
a. These cars are required to display "T2" according to GCR 9.3.29.
b. TCR cars in T2
1. TCR cars competing in T2 are required to conform to "2024 TCR Technical Regulations" as prepared by WSC World Sporting Consulting Limited .
2. TCR cars are allowed a maximum wheel size of 10" x 18".
3. TCR cars are permitted any DOT approved tire, 275 max."

T3
1. #39843 (Ian Poshka) 350Z
In T3 Spec Lines, Nissan 350Z Track/ Touring/Standard/ Nismo (03-08), change Restrictor as follows:
"HR Engine: (2) ~~49mm FPR~~*53mm FPR*"

T4
1. #39934 (Touring Committee) 16-24 ND MX5 T4
In T4 Spec Lines, Mazda MX-5 Miata/ Club (16-18), change Notes as follows:
"~~29mm~~*32mm*(f) 16mm (r) sway bars allowed."

In T4 Spec Lines, Mazda MX5 Miata/Club/ RF (19-24), change Notes as follows:
"~~29mm~~*32mm*(f) 16mm (r) sway bars allowed."

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ROAD RACING COMPETITION COMMITTEE MINUTES | April 7, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on April 7, 2026. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jared Lendrum, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, Mark Weber and Sam Fouse, BoD liaisons; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory
None.

No Action Required
General
1. #40043 (Hasan Ahmed) Rush SR Interest
Rush SR are allowed to run in SCCA under GCR Section 9.1.8.J.

2. #40046 (Darius Garcia) RUSH SR in SCCA
Please see response to letter # 40044 in current Fastrack.

3. #40047 (Tracen Gardner) Rush SR ATL
Please see response to letter # 40044 in current Fastrack.

4. #40048 (Aristotle B Allen) Rush SR Approvals
Please see response to letter # 40044 in current Fastrack.

5. #40049 (Ellis Spiezia) RUSH Class
Please see response to letter # 40044 in current Fastrack.

6. #40050 (john long) Rush SR FT3
Please see response to letter # 40044 in current Fastrack.

7. #40052 (Scott Donaghue) Rush SR Homologation Inquiry
Please see response to letter # 40044 in current Fastrack.

8. #40053 (Brian Tompkins) Rush SR Allowance
Please see response to letter # 40044 in current Fastrack.

9. #40054 (Ryan Kircher) Re-Consider Rule About Side Pod Fuel Tank to Go Racing in Rush SR
Please see response to letter # 40044 in current Fastrack.

10. #40055 (Darren Webster) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval
Please see response to letter # 40044 in current Fastrack.

11. #40056 (Jeff Hardesty) Rush SR Fuel Tank
Please see response to letter # 40044 in current Fastrack.

12. #40057 (Brent Kaufman) Rush SR Owner
Please see response to letter # 40044 in current Fastrack.

13. #40058 (Colin Clayton) Rush SR SCCA Approval
Please see response to letter # 40044 in current Fastrack.

14. #40060 (Scot Dietz) Reconsideration for Side Pod Gas Tank
Please see response to letter # 40044 in current Fastrack.

15. #40062 (Benjamin Qian) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval
Please see response to letter # 40044 in current Fastrack.

16. #40068 (Bradley Vincent) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval
Please see response to letter # 40044 in current Fastrack.

17. #40071 (John Grim) Rush SR Fuel Tank Rule Change
Please see response to letter # 40044 in current Fastrack.

18. #40073 (Jeff Schneider) Rush SR Fuel Cell Request
Please see response to letter # 40044 in current Fastrack.

19. #40074 (Tom Kersting) Rush SR Fuel Tank Approval
Please see response to letter # 40044 in current Fastrack.

20. #40075 (ALEX CHANG) Let us race with SCCA!
Please see response to letter # 40044 in current Fastrack.

21. #40076 (Sam Kim) Rush SR - Fuel tank
Please see response to letter # 40044 in current Fastrack.

22. #40077 (Jared Anderson) Rush SR Eligibility Request
Please see response to letter # 40044 in current Fastrack.

23. #40078 (Jared Anderson) Rush SR Eligibility Request
Please see response to letter # 40044 in current Fastrack.

24. #40079 (Evan Pecore) Request to Approve Rush SR Plastic Fuel Cell
Please see response to letter # 40044 in current Fastrack.

25. #40080 (Omar Kaayal) Reconsideration request for RUSH SR side pod fuel tank approval
Please see response to letter # 40044 in current Fastrack.

26. #40081 (Ivy Stowe) Please Allow Rush SR Cars to compete Unmodified
Please see response to letter # 40044 in current Fastrack.

27. #40082 (Jeffrey PHANG) Rush SR Fuel Cells
Please see response to letter # 40044 in current Fastrack.

28. #40083 (Josh Laughman) Tanks Response
Please see response to letter # 40044 in current Fastrack.

29. #40084 (John Beale) Rush SR Requesting the Original Blue Tank
Please see response to letter # 40044 in current Fastrack.

30. #40088 (Andor Tobelem) RUSH SR - FUEL CELL REQUEST
Please see response to letter # 40044 in current Fastrack.

31. #40090 (Luke Krepsky) Rush SR Spec
Please see response to letter # 40044 in current Fastrack.

32. #40091 (Ben Bulkley) Rush SR Series
Please see response to letter # 40044 in current Fastrack.

33. #40093 (Jason Bemis) Rush SR Fuel Tanks
Please see response to letter # 40044 in current Fastrack.

34. #40095 (Michael Ruggiero) RUSH SR in NERSCCA
Please see response to letter # 40043 in current Fastrack.

35. #40096 (Michael Ruggiero) RUSH SR With SCCA
Please see response to letter # 40043 in current Fastrack.

36. #40100 (John Howe) Rush SR in SCCA
Please see response to letter # 40043 in current Fastrack.

37. #40104 (David Schwarz) Rush SR Blue Rotoformed Tank
Please see response to letter # 40044 in current Fastrack.

38. #40112 (Keegan Bosch) Rush SR - Make the Blue Rotoformed Tank Eligible for Competition
Please see response to letter # 40044 in current Fastrack.

39. #40115 (Dan Fouts) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval
Please see response to letter # 40044 in current Fastrack.

40. #40145 (John Robinson) RUSH SR Fuel Cell Request
Please see response to letter # 40044 in current Fastrack.

GT2
1. #39961 (Dennis Troemel) Porsche Windshield Clips
The Cars "Spec Line" takes precedence over what may be written in the GCR.

IT General
1. #39982 (John McFarland) Convertible Variants
The specific models do not need to be called out specifically to include convertible models within the spec line. "Convertible model cars are permitted provided they meet 9.3.18 and 9.4 requirements."

EP
1. #39972 (Dean Ladd) Rule Clarification
The rule states "Cars equipped with power steering as standard equipment can modify, substitute, disable and/or remove the power pump, related hoses and mounting brackets."

Any changes made to the power steering system would have to be defended within this rule as written. If you have a more specific or detailed question, please submit another letter.

STL
1. #40065 (Rich Grunenwald) Feedback on 1.6L Miata Weight
Thank you for your comments. We're glad to hear that a 1.6L competitor feels the weight adjustment was successful in increasing parity.

Not Recommended
FV
1. #39269 (Brian Farnham) FV Transmission Rules
The Road Racing Competition Committee does not recommend this change. The advisory committee has carefully researched and reconsidered the author's request to allow competitors to polish transmission internal parts in FV, and the findings are similar to those regarding the author's prior letter #37100 submitted in October 2024. The RRCC therefore reiterates its previous determination: "Polishing that is not required to effectively clean a part and is not performed by the original manufacturer or called out in the service manual for a part constitutes a modification of the part, and the rules state that components of the powertrain (such as components within the transmission) may not be modified unless specifically authorized by the rules."

Whether some competitors have polished their transmissions and tech inspectors have elected not to inspect transmissions at the Runoffs in the past does not constitute a reason to now allow this modification. To do so would be unfair to competitors who have chosen not to polish their transmissions in accordance with the GCR's FV rules, as they would need to incur significant costs to make this modification. Regarding the author's questions, the RRCC has determined the following: 1) tech inspectors have the ability to recognize the difference between a worn part and a polished part; 2) tech inspectors may have the tools to disassemble a transmission on site, but disassembly is not required to determine whether its components have been polished; 3) if a transmission is disassembled, an appropriately cleaned part should look like a new gear, which to a trained eye does not look like a polished gear.

General
1. #40044 (Sheldon Rosenbaum) Rush SR Interest
While SCCA would welcome the increase in participation from the Rush community, the Rush Fuel Cell in question does not meet the SCCA requirements, and an exemption would be significantly beyond the scope of the rules in GCR section 9.3.26. Additionally, the Rush manufacturer has a rules compliant solution that meets SCCA requirements. We ask that Rush owners convert their cars to the compliant solution and join us at their local SCCA Road Race.

IT General
1. #40101 (Ricardo Velez) Request to Allow Ignition Timing Conversions
It is not allowed for the ignition timing to be converted to a non-distributor conversion as it goes against the IT philosophy of remaining basically stock.

EP
1. #40099 (Anthony Parker) Triumph GT6 Adjustments
Thank you for your request, but the PAC would like to see this car run some under its current configuration before additional changes will be considered.

SM
1. #39220 (Tom Sager) 1994 - 1997 Request #1 2025
Thank you for your letter and corresponding data files. SMAC does not believe this request would improve the balance of performance for the class.

After logging temperature data with the turn signal light in and out at 2 different tracks on a well prepared national front running car, we have found that the average intake temperature reduction is 10-15 degrees F. Utilizing industry standard corrections for hp, removing the turn signal assembly would net roughly 2 hp. Based on the 2025 Runoffs deep dive analysis AIM performed for us, the NA8 does not show it needs any additional horsepower but could benefit from a slight weight reduction. Acceleration rates were measured in six separate 5 mph increments from roughly 55-95 mph. In 4 out of the 6 increments that NA8 was the fastest accelerating car. See letter # 39387 for the weight reduction request.

T2
1. #39834 (Scotty B White) FP350S Mustang
Given some classing errors in the recent past, we can't suggest this change at this time.

T3
1. #40006 (Marshall Mast) 11-14 V6 Mustang
Based on data collected at the Runoffs, the car was very competitive. We did remove 25 lbs for the 2026 season. Please race so data can be collected.

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.

F6

1. #39929 (Carl Wassersleben) F6 Exhaust Length Limits for F6 in Road Race and Solo
In F6, GCR section 9.1.1.D.14.B, change as follows:
"Any exhaust pipe(s) may be used (unless otherwise specified). *It is the intent of this rule that the exhaust pipe includes the exhaust manifold. The* ~~M~~*m*aximum exhaust length behind the rear axle centerline *without a sound control device or muffler* is twenty-four (24) inches. ~~It is the intent of this rule that the exhaust pipe includes the exhaust manifold.~~ *The addition of a sound control device or muffler is allowed. If a sound control device or muffler is used, the total length must not exceed thirty-six (36) inches behind the rear axle centerline when combined with the exhaust pipe.*"

GCR

1. #39854 (Jon Krolewicz) Allow IMSA/FIA Medical Forms
Effective 5/1/26, in Appendix C, GCR section 2.1.A, change as follows:
"Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a valid Federal Aviation Authority Class 1, Class 2, or Class 3 Medical Certificate or a completed FAA BasicMed Form (FAA 8700-2 Comprehensive Medical Examination Checklist), ~~or~~ a complete*d* NASA-approved Medical Evaluation form*, or a completed FIA member-club medical evaluation form that specifically notes a medical sign-off for motor racing (e.g., an IMSA medical form)*. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new ~~F~~*f*orm is not required for a 14 year-old Novice Permit holder or *for a* Novice Permit holder applying for a Full Competition or Vintage License, provided the current ~~F~~*f*orm is within the specified term for the ~~M~~*m*inor's age group."

2. #40157 (TODD BUTLER) E&O - GCR Clean Up
In Actions Against Cars, GCR section 8.3.3.A.3, change as follows effective 5/1/2026:
"The bond must be paid before the inspection can begin~~, and must be cash, check, or credit card (Visa, Mastercard, or Discover only)~~. *The bond may be paid by cash, check, or credit card. If a credit card is used, the fee must be paid online through the SCCA Member Account Portal (proof of payment is required).*"

In Appendix F, add the following effective 5/1/2026:
"*Teardown – Partial or complete disassembly of the protested item(s) or component(s).*"

In Actions Against Cars, GCR section 8.3.3, change as follows effective 5/1/2026:
"The protestor may request that the car be disassembled, inspected, or any other test made, provided they post a ~~tear down~~*teardown* bond (also referred to as "bond") with the SOM sufficient to cover the total expenses of disassembly, inspection, reassembly, and other costs associated with the protest."

In Actions Against Cars, GCR section 8.3.3.E, change as follows effective 5/1/2026:
"The ~~tear down~~*teardown* bond shall be sent to the Road Racing Department to hold it in escrow until the time limit to Appeal expires, an Appeal has been rejected, or an Appeal has been decided by the Court of Appeals."
In Judgment of the Court of Appeals, GCR section 8.4.5.E, change as follows effective 5/1/2026:
"The Court may or may not return appeal fees; and it will determine the disposition of protest fees and ~~tear down~~*teardown* bonds, if any, in cases where the decision being appealed is nullified or otherwise changed."
In Sealed Engines and Transmissions, GCR section 9.3.42, change as follows:

"Race cars with sealed engines and/or transmissions are not subject to ~~tear down~~*teardown* 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~~*teardown* in post-race impound and mechanical protest. Competitors who refuse to comply with a ~~tear down~~*teardown* are subject to penalties, including disqualification."

In Penalty Points, GCR section 7.4.D table, change as follows effective 5/1/2026:
In Condition column, remove "Invalid Statement of Facts Affidavit" cell

In Automatic Penalty column, remove "Event disqualification, 60 day suspension of competition privileges, and 6 penalty points" cell

SM

1. #39387 (Tom Sager) Request for Weight Reduction 2026
In SM Spec Lines, Mazda MX-5 / Miata (94-97), change Weight (lbs) as follows effective 5/1/2026:
"~~2400~~*2385* or ~~2415~~*2400* with alternate bore"

SMX5

1. #40001 (Spec Mazda (SM/SMX) Committee) Cleanup Data Language
Effective 5/1/26, in GCR, Section 9.1.7.1.D.20., change as follows:
"20. Data Acquisition

1 A technical evaluation process for cars is available. Part of this process *for any car that attempts to start an official timed session* is the required download *and submission* of AiM Data files after each *official* timed session (*All* Qualifying 1 & 2, *and* Races 1 & 2). Within 60 minutes of each timed session end, all Series Competitors MUST send the AiM Data file (.XRK *or .XRZ*) for all timed laps of that session to the secure email address (data@specmx-5.com), where data will be reviewed by *an* AiM *representative* directly. Failure to adhere to this guideline, or having a non-functioning *AIM* data *system*, may be grounds for penalty or disqualification.

Competitor data submissions are not protestable by competitors or entrants. Actions related to data submission and compliance will be determined by race officials only.

a. Vehicle must be equipped with current generation AiM data acquisition system (configurable in Race Studio 3) that can provide on track data to AiM *R*~~r~~ace *S*~~s~~tudio 3. *The data acquisition system is required to record the OBDII/ECU data stream. The data acquisition system may read the Flagtronics system, but it is not permitted to alter/manipulate data from the OBDII/ECU or Flagtronics system in any way.* The AiM system may be utilized to trigger a switch I.E., cooling fans or diff cooler pumps but must be wired via a separate analog circuit.

Refer to Section 17: Electrical Equipment above for installation requirements.

b. The connection at the OBDII port for the AiM system may be made in either one of two ways:

1. Through a dedicated OBDII AiM adaptor.

2. By direct wiring to the back of the OBDII port within 3” of the ODBII connector.

c. Fuel pressure datalogging is required.

d. Oil pressure datalogging is required.

e. All cars must run the ~~latest AIM Data Logger Spec MX-5 ECU Protocol.~~ *most current Mazda-Spec_MX5_NCecu protocol. It must used in the AIM data systems configuration with no edits or changes and all 21 channels enabled.*"

Taken Care Of

B-Spec

1. #39732 (Richard Hromin) Mini Cooper 11-13 and COUPE
Please see response to letter #40070 in current Fastrack, Mini Cooper B-Spec BOP Updates.

2. #39927 (Steve Introne) Recent Recommendations Related to Mini Cooper
Please see response to letter #40070 in current Fastrack, Mini Cooper B-Spec BOP Updates.

3. #39931 (Zach Introne) Recent Recommendations Related to Mini Cooper
Please see response to letter #40070 in current Fastrack, Mini Cooper B-Spec BOP Updates.

4. #39984 (Joha Divison) Review of Toyota Yaris
The committee already has approved two positive BOP changes to this car this year, which were a 50 lb. reduction of its minimum weight and the removal of the primary catalyst. The FPR has been left in place for the time being. It was originally implemented an effort to balance the aero advantage of the sedan over the hatchback body. The diameter of the FPR was carefully selected to have a small overall effect on this vehicle's performance. The bore diameter of the Yaris's throttle body is 45mm. Which means the 41/42mm plates that these cars are required to use are not overly restrictive. The committee will continue to monitor the performance of this vehicle in relation to the rest of the category.

5. #39986 (Javier Rodriguez) Request to Review Balance of performance
Please see the response to letter #39984 in current Fastrack, Review of Toyota Yaris.

C-Spec

1. #39979 (Michael Ogren) Please Raise Weights to Match Actual Build Weight
The committee just recommended updating the minimum weights in the most recent Fastrack for C-Spec for exactly the reasons you outlined.

2. #39989 (Mike Ogren) Support for letter 39987
Please see response to letter #40009 in current Fastrack, Add C-Spec to Majors Eligibility.

3. #40009 (Dean Fehribach) Add C-Spec to Majors Eligibility
The committee is strongly in favor of C-Spec being eligible for Majors/Super Tour participation. We have communicated to the Road Racing Competition Committee that we believe current B-Spec competitors at these events would be happy to share a run group with C-Spec as has been the standard at regionals. We are in the process of making a formal proposal for C-Spec to join B-Spec as a Majors/Super Tour eligible category with the ultimate goal of C-Spec earning an invitation to the National Championship Runoffs as soon as possible.

GT2
1. #38568 (KunWoo Park) Question about Ford Ecoboost Engine
Please see response to letter #38584 in current Fastrack.

2. #39156 (Brian Goldburg) Panoz Esperante GTS - Combine with letters #38494 & #38584
Please see response to letter #38584 in current Fastrack.

3. #39487 (Joe Stadelmann) Panoz GTS Parts Specifications
Please see response to letter #38584 in current Fastrack.

HP
1. #40111 (Michael Kelley) Support of 40110
Please see response to Letter #40110 in the current Fastrack.

2. #40113 (Robert Wismer) I Support Letter 40110
Please see response to Letter #40110 in the current Fastrack.

SM
1. #39351 (Brian Mowcomber) 2026 GCR NA8 Weight Reduction Request
Please see response to letter 39387 in current Fastrack.

T2-T4
1. #39969 (Aaron Kaplan) Ensuring Car Compliance
The committee recognizes the importance of ECU tune compliance. We are compiling information and working on programs and processes to confirm that racers are utilizing approved tunes. Considering the various vehicles and tuning methods in the classes, this is no small task. Your suggestions are appreciated and we will consider them as we move forward.

What Do You Think
None.

Resume
None.

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

DATE: April 20, 2026
NUMBER: TB 26-05
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 5/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #40070 (B-Spec/C-Spec Committee) Race Memo RM 26-01 B-Spec Mini Cooper Weight Adjustments with OEM
The BSAC reviewed historical data, results, and past BOP of this platform in arriving at this decision. It is our desire to see MINIs with the OEM manifold/approved Walker brand manifold competing at events. The BSAC will monitor the performance results of these changes closely at HST events and the Runoffs over the coming months. Should data show that these cars are outside of the desired performance window (I.E. too fast OR too slow) at their updated minimum weight, further BOP adjustments will be made to ensure continued competitive parity. Data from a minimum of three drivers/vehicles from Majors or Super Tour weekends will be evaluated before any further BOP adjustments are made. No further adjustments will be made to the header configuration before its expiration on 1/1/27.

In GCR Section 9.1.10 Make changes as followsper RM 26-01:
Mini Cooper (R56) MT (07-10): "*2600 (OEM Catalyst)* 2675 *(Header)*"

Mini Cooper (R56) AT (07-10): "~~2675~~*2600*"

Mini Cooper Clubman (R55) (07-10): "*2600 (OEM Catalyst)* 2675 *(Header)*"

Mini Cooper (R56LCI) MT (11-13): "~~2675~~*2600*"

Mini Cooper (R56LCI) AT (11-13): "~~2675~~*2600*"

Mini Cooper Clubman (R55) (11-15): "~~2675~~*2600*"

Mini Cooper Coupe (R58) (12-15): "~~2675~~*2600*"

Electric Vehicle
None.

Formula/Sports Racing
None.

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GCR

1. #39921 (SCCA Staff) 2026 GCR 9.3.29 Revisions

In Numbers and Class Identifications, GCR section 9.3.29.A, change as follows:

"Numbers shall be placed on the front and both sides of the car ~~so that they are legible~~. All closed-wheel cars must have the front number located on the hood. All ~~F~~*f*ormula cars with a rear wing must have legible numbers on each rear wing end plate. Numbers may be one, two, or three digits. Three-digit numbers must begin with the number "1." ~~and must meet the approval of the Chief of Timing and Scoring.~~ Class identifications must be placed on both sides of the car ~~so that they are legible~~. ~~Rear n~~*N*umbers and class identifications *on the rear of the car* are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The ~~numeral~~*number* "1" will be exclusively reserved for the current national champion in each class for Conference Majors/Super Tour events. The ~~numeral~~*number* "1" will be reserved until the end of the period for submitting advanced or pre-event entries~~,~~ and then will be released. If two or more national champions are entered in the same run group, the first to enter will have preference. Duplicate car numbers within the same run group are prohibited. See also GCR section 6.4.1.A."

In Size of Numbers and Class Identifications, GCR section 9.3.29.B, change as follows:

"*The minimum height of all* ~~N~~*n*umbers ~~must be at least~~*is* 8 inches ~~high,~~ with a *minimum* 1.5-inch stroke *width* on a ~~solid~~*single-color* contrasting background ~~(rear-winged Formula cars must have as large a number as possible on their rear wing end plates)~~. *All numbers must be the same color and style.* Metallic (reflective) ~~numbers and class letters~~*identification characters and backgrounds* are prohibited. ~~The distance between two numbers must be at least as wide as the stroke of the numbers. Front and side numbers must be surrounded by 6 inches of contrasting background free of all other graphics. If multiple digits are used, each number digit must be the same color. Cars with illegible numbers may not be scored. The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings.~~ *The minimum height of all* ~~C~~*c*lass identifications ~~must be at least~~*is* 4 inches ~~high,~~ with a *minimum* 1/2-inch stroke *width* on a ~~solid~~*single-color* contrasting background."

2. #39990 (Bev Heilicher) Errors & Omissions

In Chair of the SOM, GCR section 5.12.1.B.2, change as follows:

"The name(s) of anyone placed on probation, or whose competition privileges were suspended, must be faxed or emailed to the Road Racing Department on Monday following the event. Required information includes the name, member number, event date/location, and ~~the~~ name of the Chair of the SOM. The confiscated license(s) and tear-off coupon(s) from the Probation ~~Letter(s)~~*Log* must be sent with the Observer's Report."

In Appeal Procedures, GCR section 8.4.3.B.2, change as follows:

"a competition license surrendered to the Chair of the SOM or the Race Director or Chief Steward in return for a Probation ~~Letter~~*Log* must be received by the National Office; and"

In Appendix A, Penalty Definitions, section 26 b), change as follows:

"***Probation*** – A penalty against a specific privilege(s) (e.g.. competition license, specialty license) authorized by SCCA which requires observation for a specified amount of time and/or completion of a specific set of conditions. When a probation penalty is applied, a Membership – Probationary ~~License form~~*Log* will be issued and used during the probationary period."

In Appendix C, Non-Standard License Situations, section 3, change as follows:

"A. Probation ~~Letter~~*Log* as License

1. The Chair of the SOM or other review committee or Court of Appeals issues a Probation ~~Letter~~*Log* to temporarily replace the confiscated License of a member whose penalty is probation.

2. The member uses the Probation ~~Letter~~*Log* as a License until the terms of the probation have been met completely.
3. When the terms are completed, the member sends the Probation ~~Letter~~*Log* to the National Office and receives their License in return."

In Range of Penalties, GCR section 7.2.K, change as follows:
"Suspension of license privileges
SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. ~~A license holder whose privileges are suspended must immediately surrender their license to the Chair of the SOM, review committee, or Court of Appeals.~~ The suspension is effective immediately. If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the Chair of the SOM, review committee, or ~~the~~ National Office. *A competitor's Probationary Log must be given to the Chief Steward/Race Director before going on track.*"

General
None.

Grand Touring
GT2
1. #38584 (Brian Goldburg) Panoz Esperante GTS Letter ID Number: #38494 - Additional Info
In GT2 Spec Lines, GT Cars - PANOZ, Esperante GTS, change Notes as follows:
"~~Cars must be prepared to Panoz Esperante GTS specifications and competitors must have a copy of the current GTS rules in their possession. Wheels: (F) 18x10 (R) 18x11. Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear; or may use conventional GT2 tires and wheels per GTCS 9.1.2.F.4.c.10. Internal modification to stock Penske 7500 shocks are permitted. Shock seals are not required. Brakes are unrestricted. Front and rear anti-roll bars are unrestricted. Shock and springs are free, transmission type and ratios are free, differential gear ratio only is free (all GT2 transmission rules apply), roof vents allowed per GTCS.~~
Front Track 64.0"
Rear Track 67.8"
Panoz cars are allowed to prep to, and must meet GT2 rule set unless otherwise noted on spec line."

2. #39923 (Butch Kummer) Appendix L Update
In GCR, Section APPENDIX L. 2013 TA2 TECHNICAL REGULATIONS, 4.8.2.1., change as follows:
"Shock Absorbers: ~~$850~~*$1005* each
Front Brake Calipers: $715 each
Rear Brake Calipers: ~~$550~~*$585* each
Brake Pads: ~~$250/axle~~*$330 per axle*
Wheels: ~~$175~~*$165* each"

3. #40125 (Grand Touring Committee) GT2 Porsche 997.2 GT3 Cup EDIT
In GT2 Spec Lines, GT2 Cars - PORSCHE, 991.1 GT3 Cup, change Notes as follows:
"Modifications listed in Grand Am, IMSA Cup and World Challenge ~~or any other rules, except those listed above, are specifically not allowed~~ are permitted. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS is allowed."

Improved Touring
None.

Legends Car
None.

Planning
None.

Production
1. #39976 (Production Committee) Miata track width - errors and omissions
In EP Spec Lines, Mazda MX-5 / Miata (94-97), change Track (F/R) mm/(in.) as follows:
Track (F/R) mm/(in.): "~~1483/1509 (58.4/59.4)~~*1516/1534(59.7/60.4)*"

2. #40098 (Anthony Parker) Triumph GT6 Spec Change.
In EP Spec Lines, Triumph GT6, change the "Drivetrain Notes" as follows:
"(2) auto-type w/~~44~~45mm choke(s)"

FP
1. #39977 (Production Committee) GCR Spec Line Correction
In FP Spec Lines, correct the carburation under the "Drivetrain Notes" section of the following spec lines as an E&O:
Volkswagen Jetta (includes GLI) (82-84):
"*(1)* 40 DCN, DCNF, IDF w/38mm choke(s)
(2) auto-type side-draft w/34mm choke(s) on I.R. manifold~~,~~"

Volkswagen Jetta (GLI, GL) (85-92):
"*(1)* 40 DCN, DCNF or IDF w/36mm choke(s)
(2) auto-type side-draft w/32mm choke(s) on I.R. manifold"

Volkswagen Rabbit (Includes Cabriolet):
"*(1)* 40 DCN, DCNF, IDF w/38mm choke(s)
(2) auto-type side-draft w/34mm choke(s) on I.R. manifold"

Volkswagen Scirocco:
"*(1)* 40 DCN, DCNF, IDF w/38mm choke(s)
(2) auto-type side-draft w/34mm choke(s) on I.R. manifold"

Volkswagen Scirocco (83 to 88):
"*(1)* 40 DCN, DCNF, IDF w/38mm choke(s)
(2) auto-type side-draft w/34mm choke(s) on I.R. manifold"

2. #39978 (Production Committee) CGR Spec Line Weight Correction
In FP Spec Lines, make the following correction to the "Base Weight (lbs)" section as an E&O:
Volkswagen Rabbit (Includes Cabriolet)
"1789*0*cc:
1803"

Volkswagen Scirocco (83 to 88)
"1789*0*cc:
1803"

1. #40110 (Doug DeRonne) Request to Classify BMW E21 320i
In HP Spec Lines, classify BMW 320i/is (E21) (80-83) as follows:

HP	Prep. Level	Base Weight (lbs)	Engine Type Mat'l Block/ Head	Displace-ment Bore x-Stroke mm/ (in.)	Drivetrain Notes	Chassis Notes	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)
BMW 320i/is (E21) (80-83)	*2*	*2200*	*4 Cyl SOHC Iron/ Alum*	*1767 89.0x71.0 (3.50x2.80)*	*Fuel Injection Valve Size: (I) 44.0/(1.73) (E) 38.0/(1.50) Comp. ratio 11.0:1, Valve lift .425" Trans. Speeds: 5*	*Wheels: 15x7 Brakes Std: (F) 254/(10.0)Disc (R) 250/(9.8) Drum Trunk mounted fuel cell allowed.*	*2563 (100.9)*	*1481/1494 (58.3/58.8)*

2. #40116 (Production Committee) BMW 318is 84-85 engine displacement correction
In HP Spec Lines, BMW 318i/is E30 (84-85), change Displacement Bore x Stroke mm/ (in.) as follows:
"~~1797~~*1767* 89.0 x 71.0 (3.50x2.80)"

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
STU
1. #40008 (Peter St Pierre) Turbo Restrictor Size Increase Request
In STU Spec Lines, Table A: Alternate Vehicle and Engine Requirements, Honda K20C1 Turbo I4, change Notes as follows:
"~~35~~*36*mm TIR required."

2. #40028 (Peter Federlin) GT86 Cups Car in STU
In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowances, change Notes as follows:
"Must meet all 2022 Toyota GR Cup rules, *including tires or DOT tires conforming to section 9.1.4.O with a maximum section width of 245*."

Touring

T1

1. #39924 (Danny Kellermeyer) Clarification on Request #39716 T1 (Spec Line #1139)
In T1 Spec Lines # 1139, change as follows:
Max Displ: "LS1, LS6 ~~OEM~~
Restrictor Required: "~~70mm~~"
2. #39958 (Joe Aquilante) Mistake in Line 1430
In T1 Spec Line, Spec Lines # 1430, change Maximum Displ as follows:
"Coyote, Boss 302 (11-~~17~~*14*) 4957"

T3

1. #39935 (Philip Di Pippo) 2019 Mustang 2.3L Ecoboost Request
In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change as follows:
Year: "(2015-*2023*)"
Maximum Weight: "~~3525~~*3475*"

2. #39983 (Brian Leib) 2013 Audi S4
In T3 Spec Lines, Audi S4 (12-14), change as follows:
Required Restrictor: "~~55mm FPR~~*60mm FPR*"
Tire Size: "~~255~~*275*"

3. #40007 (Scott Bolster) Request Update to T3 Camaro V6 (10-15) Spec Line
In T3 Spec Lines, Chevrolet Camaro V6 (10-15), change Wheel Size as follows:
"~~20 x 9~~*20 x 10*"

4. #40010 (Scotty B White) S550 Mustang 3.7
In T3 Spec Lines, Ford Mustang V6 (15-17), add to Notes the following:
"*Performance Pack 2 Splitter and Spoiler permitted.*"

T4

1. #39999 (Milos Milivojevic) 2003 Honda Civic Si Classification
In T4 Spec Lines, classify Honda Civic SI (02-03) *as follows:*

T4	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Honda Civic SI (02-03)	*86.0 x 86.0 1998*		*17 x 8*	*225*	*3.06, 1.77, 1.21, 0.92, 0.74*	*4.50*	*(F) 262 (R) 260*	*2400*	*Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used Cold Air Intake system allowed. 26mm front and rear*

									*sway bar allowed. Header allowed. Front strut tower brace allowed. ***Must participate in 3 Super Tour events before this car is eligible for the Runoffs****

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Lincoln Larson vs. SOM COA Ref. No. 26-04-SE
April 08, 2026

FACTS IN BRIEF
On March 8, 2026, following Race 2 for Group 6 at the Hoosier Racing Tire SCCA Super Tour at Michelin Raceway Road Atlanta, Jason Fichter, driver of Spec MX-5 (SMX) #7, filed a Protest against Lincoln Larson, driver of SMX #16, alleging the use of a "non OE oil filter" in violation of General Competition Rules (GCR) 9.1.7.1.D.6.13.a.

The Stewards of the Meeting (SOM), George DeLong, Paul Gauzens, and Thomas Kirchman (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined the oil filter in SMX #16 when examined and photographed in post-race impound was not an OE replacement filter. The SOM penalized Mr. Larson with loss of position, moving him behind all compliant cars and assessed 0 points on his competition license.

Mr. Larson appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Scott Bowman, Jack Kish, and Laurie Sheppard (Chair) met on April 2, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Lincoln Larson, submitted March 16, 2026.
2. Official Observers Report and related documents, received March 25, 2026.
3. Additional witness statement from Bob Stretch, received March 25, 2026.
4. Additional witness statement from Logan Stretch, received March 25, 2026.
5. Chair SOM's Response to Appeal, received March 27, 2026.
6. Race Director's Response to Appeal, received March 31, 2026.

FINDINGS
In his appeal, Mr. Larson asserted Mr. Fichter did not submit the protest within the required 30-minute time frame following the end of the Group 6 race as required by GCR 8.3.1.F. (Cars in impound may be protested within 30 minutes after any session.) He further stated the oil filter part number is not stated in the rule set although some other part numbers are. Mr. Larson also said there was no notation made in SMX #16's logbook although GCR 8.3.3. states, "Non-compliant item(s) will be noted in the car's

Vehicle Logbook." He argued the protested drivers were told they could leave the impound area, but before they could do so, they were told they must remain – in his words, they were "reimpounded" without authority.

The SOM combined the protests against Cars #16, #48, #57 and #83 as all protests were identical and considered all as one. After consulting Race Director Kathy Barnes, the SOM accepted the protest as timely due to circumstances beyond the control of the protestor. The SOM interviewed Mr. Larson, driver of #16, Gavin Vaughan, driver of #48, and Johannes Saito, entrant for #57 and #83. The SOM reviewed pertinent GCR technical specifications, the Technical Inspection Report for each car prepared by Class Compliance Chief Scott Schmidt, and examined photographs of each car's oil filter in place during post-race impound. The SOM concluded the oil filter on each of the four cars was not an OE engine oil filter.

The COA notes GCR 8.3.1.F. states in its preamble to the time limit table, "…the SOM may extend the time in cases where the protestor can show … they were unable to meet the deadline because of circumstances beyond their control." Testimony from Race Director Kathy Barnes described Mr. Fichter's attempt to file the protest before she was available to receive it due to her responsibility to review other on-track issues during the race. The documented receipt time of the protest by the Race Director is 3:00pm. SOM Chair Tom Kirchman documented the SOM's consideration of circumstances beyond the protestor's control which caused the SOM to accept the protest with a justified 11-minute delay.

The COA reviewed all documents and photos considered by the SOM and researched the public availability of required parts information both in the GCR and on the internet. GCR 9.1.7.1.D.6.13.a. says, "OE engine oil filter is required; no substitutions permitted." GCR Appendix F. Technical Glossary contains the following definition: "OE – The described part is that which came on the vehicle or that which would be purchased from the original vehicle manufacturer or an authorized dealer for replacement." An internet search for "OE engine oil filter for 2012 Mazda MX-5" (an eligible car for the SMX class) returned multiple sources for Mazda part number LF05-14-302B to be used for MX-5 model years 2006-2015. GCR 9.1.7.1.C. says in part, "If the Mazda Factory Manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is permitted in these rules."

GCR 5.12.3.C.4. authorizes a Race Director or Chief Steward to "Direct cars to be impounded at any time during the event." The COA finds the four protested cars were impounded under the authority of the Race Director and examined for violations alleged in Mr. Fichter's protest. The SOM carefully determined the protest was submitted per the GCR and their ruling was thoughtfully considered and consistent with the General Competition Rules and the penalty guidelines. Although the non-compliance was not

documented in the vehicle's logbook, that oversight alone is not sufficient grounds to overrule the SOM decision.

The COA finds the SOM acted within their authority and made a thoughtful and reasoned decision based on the evidence. The penalty assessed was within their purview. However, they did not apply the appropriate penalty points under GCR 7.4.A. which states, "Penalties assessed by the SOM …accumulate points on the member's record according to the following schedule". A penalty of Loss of Finishing Position accrues 2 penalty points on the member's competition license.

DECISION
The Court of Appeals upholds the decision of the SOM with the addition of 2 penalty points on Mr. Larson's competition license. Mr. Larson's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Gavin Vaughan vs. SOM COA Ref. No. 26-05-SE
April 08, 2026

FACTS IN BRIEF

On March 8, 2026, following Race 2 for Group 6 at the Hoosier Racing Tire SCCA Super Tour at Michelin Raceway Road Atlanta, Jason Fichter, driver of Spec MX-5 (SMX) #7, filed a Protest against Gavin Vaughan, driver of SMX #48, alleging the use of a "non OE oil filter" in violation of General Competition Rules (GCR) 9.1.7.1.D.6.13.a.

The Stewards of the Meeting (SOM), George DeLong, Paul Gauzens, and Thomas Kirchman (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined the oil filter in SMX #48 when examined and photographed in post-race impound was not an OE replacement filter. The SOM penalized Mr. Vaughan with loss of position, moving him behind all compliant cars and assessed 0 points on his competition license.

Mr. Vaughan appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Scott Bowman, Jack Kish, and Laurie Sheppard (Chair) met on April 2, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Gavin Vaughan, submitted March 16, 2026.
2. Official Observers Report and related documents, received March 25, 2026.
3. Additional witness statement from Bob Stretch, received March 25, 2026.
4. Additional witness statement from Logan Stretch, received March 25, 2026.
5. Chair SOM's Response to Appeal, received March 27, 2026.
6. Race Director's Response to Appeal, received March 31, 2026.

FINDINGS

In his appeal, Mr. Vaughan asserted Mr. Fichter did not submit the protest within the required 30-minute time frame following the end of the Group 6 race as required by GCR 8.3.1.F. (Cars in impound may be protested within 30 minutes after any session.) He further stated the oil filter part number is not stated in the rule set although some other part numbers are. Mr. Vaughan also said there was no notation made in SMX #48's logbook although GCR 8.3.3. states, "Non-compliant item(s) will be noted in the

car's Vehicle Logbook." He argued the protested drivers were told they could leave the impound area, but before they could do so, they were told they must remain – in his words, they were "reimpounded" without authority.

The SOM combined the protests against Cars #16, #48, #57 and #83 as all protests were identical and considered all as one. After consulting Race Director Kathy Barnes, the SOM accepted the protest as timely due to circumstances beyond the control of the protestor. The SOM interviewed Lincoln Larson, driver of #16, Mr. Vaughan, driver of #48, and Johannes Saito, entrant for #57 and #83. The SOM reviewed pertinent GCR technical specifications, the Technical Inspection Report for each car prepared by Class Compliance Chief Scott Schmidt, and examined photographs of each car's oil filter in place during post-race impound. The SOM concluded the oil filter on each of the four cars was not an OE engine oil filter.

The COA notes GCR 8.3.1.F. states in its preamble to the time limit table, "…the SOM may extend the time in cases where the protestor can show … they were unable to meet the deadline because of circumstances beyond their control." Testimony from Race Director Kathy Barnes described Mr. Fichter's attempt to file the protest before she was available to receive it due to her responsibility to review other on-track issues during the race. The documented receipt time of the protest by the Race Director is 3:00pm. SOM Chair Tom Kirchman documented the SOM's consideration of circumstances beyond the protestor's control which caused the SOM to accept the protest with a justified 11-minute delay.

The COA reviewed all documents and photos considered by the SOM and researched the public availability of required parts information both in the GCR and on the internet. GCR 9.1.7.1.D.6.13.a. says, "OE engine oil filter is required; no substitutions permitted." GCR Appendix F. Technical Glossary contains the following definition: "OE – The described part is that which came on the vehicle or that which would be purchased from the original vehicle manufacturer or an authorized dealer for replacement." An internet search for "OE engine oil filter for 2012 Mazda MX-5" (an eligible car for the SMX class) returned multiple sources for Mazda part number LF05-14-302B to be used for MX-5 model years 2006-2015. GCR 9.1.7.1.C. says in part, "If the Mazda Factory Manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is permitted in these rules."

GCR 5.12.3.C.4. authorizes a Race Director or Chief Steward to "Direct cars to be impounded at any time during the event." The COA finds the four protested cars were impounded under the authority of the Race Director and examined for violations alleged in Mr. Fichter's protest. The SOM carefully determined the protest was submitted per the GCR and their ruling was thoughtfully considered and consistent with the General Competition Rules and the penalty guidelines. Although the non-compliance was not

documented in the vehicle's logbook, that oversight alone is not sufficient grounds to overrule the SOM decision.

The COA finds the SOM acted within their authority and made a thoughtful and reasoned decision based on the evidence. The penalty assessed was within their purview. However, they did not apply the appropriate penalty points under GCR 7.4.A. which states, "Penalties assessed by the SOM …accumulate points on the member's record according to the following schedule". A penalty of Loss of Finishing Position accrues 2 penalty points on the member's competition license.

DECISION

The Court of Appeals upholds the decision of the SOM with the addition of 2 penalty points on Mr. Vaughan's competition license. Mr. Vaughan's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Johannes Saito vs. SOM COA Ref. No. 26-06-SE
April 08, 2026

FACTS IN BRIEF
On March 8, 2026, following Race 2 for Group 6 at the Hoosier Racing Tire SCCA Super Tour at Michelin Raceway Road Atlanta, Jason Fichter, driver of Spec MX-5 (SMX) #7, filed a Protest against Tyler Gonzalez, driver of SMX #57, alleging the use of a "non OE oil filter" in violation of General Competition Rules (GCR) 9.1.7.1.D.13.a.

The Stewards of the Meeting (SOM), George DeLong, Paul Gauzens, and Thomas Kirchman (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined the oil filter in SMX #57 when examined and photographed in post-race impound was not an OE replacement filter. The SOM penalized Mr. Gonzalez with loss of position, moving him behind all compliant cars and assessed 0 points on his competition license.

Johannes Saito, entrant for SMX #57, appealed the decision of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Scott Bowman, Jack Kish, and Laurie Sheppard (Chair) met on April 2, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Johannes Saito, submitted March 18, 2026.
2. Official Observers Report and related documents, received March 25, 2026.
3. Chair SOM's Response to Appeal, received March 27, 2026.
4. Race Director's Response to Appeal, received March 31, 2026.

FINDINGS
In his appeal, Mr. Saito asserted Mr. Fichter did not present the protest within the required 30-minute time frame following the end of the Group 6 race as required by GCR 8.3.1.F. (Cars in impound may be protested within 30 minutes after any session.) He further stated "the rules are the rules and should be applied equally to all competitors" while arguing the protest should be voided as it was filed after the deadline cited above.

The SOM combined the protests against Cars #16, #48, #57 and #83 as all protests were identical and considered all as one. After consulting Race Director Kathy Barnes,

the SOM accepted the protest as timely due to circumstances beyond the control of the protestor. The SOM interviewed Lincoln Larson, driver of #16, Gavin Vaughn, driver of #48, and Mr. Saito, entrant for #57 and #83. The SOM reviewed pertinent GCR technical specifications, the Technical Inspection Report for each car prepared by Class Compliance Chief Scott Schmidt, and examined photographs of each car's oil filter in place during post-race impound. The SOM concluded the oil filter on each of the four cars was not an OE engine oil filter.

The COA notes GCR 8.3.1.F. states in its preamble to the time limit table, "…the SOM may extend the time in cases where the protestor can show … they were unable to meet the deadline because of circumstances beyond their control." Testimony from Race Director Kathy Barnes described Mr. Fichter's attempt to file the protest before she was available to receive it due to her responsibility to review other on-track issues during the race. The documented receipt time of the protest by the Race Director is 3:00pm. SOM Chair Tom Kirchman documented the SOM's consideration of circumstances beyond the protestor's control which caused the SOM to accept the protest with a justified 11-minute delay.

The COA finds the SOM acted within their authority and made a thoughtful and reasoned decision based on the evidence. The penalty assessed was within their purview. However, they did not apply the appropriate penalty points under GCR 7.4.A. which states, "Penalties assessed by the SOM …accumulate points on the member's record according to the following schedule". A penalty of Loss of Finishing Position accrues 2 penalty points on the member's competition license.

DECISION
The Court of Appeals upholds the decision of the SOM with the addition of 2 penalty points on Mr. Gonzalez's competition license. Mr. Saito's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Johannes Saito vs. SOM COA Ref. No. 26-07-SE
April 08, 2026

FACTS IN BRIEF

On March 8, 2026, following Race 2 for Group 6 at the Hoosier Racing Tire SCCA Super Tour at Michelin Raceway Road Atlanta, Jason Fichter, driver of Spec MX-5 (SMX) #7, filed a Protest against Nate Cicero, driver of SMX #83, alleging the use of a "non OE oil filter" in violation of General Competition Rules (GCR) 9.1.7.1.D.13.a.

The Stewards of the Meeting (SOM), George DeLong, Paul Gauzens, and Thomas Kirchman (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined the oil filter in SMX #83 when examined and photographed in post-race impound was not an OE replacement filter. The SOM penalized Mr. Cicero with loss of position, moving him behind all compliant cars and assessed 0 points on his competition license.

Johannes Saito, entrant for SMX #83, appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Scott Bowman, Jack Kish, and Laurie Sheppard (Chair) met on April 2, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Johannes Saito, submitted March 18, 2026.
2. Official Observers Report and related documents, received March 25, 2026.
3. Chair SOM's Response to Appeal, received March 27, 2026.
4. Race Director's Response to Appeal, received March 31, 2026.

FINDINGS

In his appeal, Mr. Saito asserted Mr. Fichter did not present the protest within the required 30-minute time frame following the end of the Group 6 race as required by GCR 8.3.1.F. (Cars in impound may be protested within 30 minutes after any session.) He further stated "the rules are the rules and should be applied equally to all competitors" while arguing the protest should be voided as it was filed after the deadline cited above.

The SOM combined the protests against Cars #16, #48, #57 and #83 as all protests were identical and considered all as one. After consulting Race Director Kathy Barnes,

the SOM accepted the protest as timely due to circumstances beyond the control of the protestor. The SOM interviewed Lincoln Larson, driver of #16, Gavin Vaughn, driver of #48, and Mr. Saito, entrant for #57 and #83. The SOM reviewed pertinent GCR technical specifications, the Technical Inspection Report for each car prepared by Class Compliance Chief Scott Schmidt, and examined photographs of each car's oil filter in place during post-race impound. The SOM concluded the oil filter on each of the four cars was not an OE engine oil filter.

The COA notes GCR 8.3.1.F. states in its preamble to the time limit table, "…the SOM may extend the time in cases where the protestor can show … they were unable to meet the deadline because of circumstances beyond their control." Testimony from Race Director Kathy Barnes described Mr. Fichter's attempt to file the protest before she was available to receive it due to her responsibility to review other on-track issues during the race. The documented receipt time of the protest by the Race Director is 3:00pm. SOM Chair Tom Kirchman documented the SOM's consideration of circumstances beyond the protestor's control which caused the SOM to accept the protest with a justified 11-minute delay.

The COA finds the SOM acted within their authority and made a thoughtful and reasoned decision based on the evidence. The penalty assessed was within their purview. However, they did not apply the appropriate penalty points under GCR 7.4.A. which states, "Penalties assessed by the SOM …accumulate points on the member's record according to the following schedule". A penalty of Loss of Finishing Position accrues 2 penalty points on the member's competition license.

DECISION
The Court of Appeals upholds the decision of the SOM with the addition of 2 penalty points on Mr. Cicero's competition license. Mr. Saito's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

Fastrack news official SCCA member notification
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ROAD RACING COMPETITION COMMITTEE MINUTES | May 5, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on April 7, 2026. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown and Mark Weber, BoD liaisons; Sydney Davis Yagel, Senior Manager of SCCA Road Racing, Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory
None.

No Action Required
FC
1. #40199 (Robert Wright) Mazda MZR Rules
The Road Racing Competition Committee appreciates the submission of the 2026 Formula Race Promotions (FRP) technical specifications for the USF2000 tube frame car with the Mazda MZR engine. The RRCC needs additional information to make a decision on the request to replace the 2018 FRP technical specifications for the MZR-powered USF2000 car. Please submit information with a new letter to crbscca.com about the specific parts on the USF2000-MZR car, in addition to those parts for which allowances have already been made in the GCR, that are either unavailable or difficult to find along with specific descriptions of the corresponding and noncompliant parts that competitors may be using as replacement alternatives to the original parts.

FF
1. #39993 (Anthony Stefanelli) FF 5-Year Strategy Submission
The Road Racing Competition Committee appreciates the submission of the FF Five-Year Strategy and the effort which the class's stakeholders put into developing the plan. The RRCC believes the plan coordinates well with the SCCA's strategic plan and objectives.

GCR
1. #40097 (Graham Loughead) Clarification of 9.3.11 Camera and Mountings
The statement "Helmet-mounted cameras do not satisfy the forward-facing camera rule" simply means competitors cannot claim a helmet-mounted camera (whether outside or inside the helmet) constitutes the forward-facing camera required by GCR section 9.3.11.A.

General
1. #40117 (David Fiorelli) SCCA surveys
The most recent Runoffs survey was used to assist the National Staff with planning the run group order for the Runoffs by determining who planned to run multiple classes. We will consider sharing some of the information from broader surveys when it seems beneficial to the community.

STU

1. #39950 (Kip VanSteenburg) Maintaining Class Integrity
SCCA is still in support of combining these two classes. We have requested data to be collected at Atlanta, VIR and beyond to support the BoP effort.

2. #39956 (Jeff Cripe) In Agreement with Letter 39950
Please see letter # 39950 in current Fastrack.

3. #39957 (Austin Cripe) I am In Agreement of What is Written Within Letter 39950
Please see letter # 39950 in current Fastrack.

4. #39960 (Johan Schwartz) Support for letter 39950
Please see letter # 39950 in current Fastrack.

5. #39963 (James Creighton) I Support this Letter 39950
Please see letter # 39950 in current Fastrack.

6. #39965 (John Weisberg) Continued Inequality Between Traditional STU Cars and GT3.
Please see letter # 39950 in current Fastrack.

7. #39967 (Edgar Smith) Class Integrity
Please see letter # 39950 in current Fastrack.

8. #39968 (Rylan Hazelton) STU & GT3 Parity
Please see letter # 39950 in current Fastrack.

9. #40011 (Chris Edens) GT3/STU Merge
Please see letter # 39950 in current Fastrack.

10. #40017 (John Weisberg) Wings GT3/STU
Please see letter # 40020 in current Fastrack.

11. #40194 (Bjorn Stange) Clarification on Minimum Weights
You are correct that the 4% is applied at the end, after all other adders and subtractors. Consolidating the 4% into the weight table is currently under consideration.

T3

1. #40016 (Simon Foweather) SpecE46 Change
In future BOP adjustments, we will favor slowing the leaders rather than speeding up slower cars.

Not Recommended

B-Spec

1. #39502 (Kent Carter) Data Requirements to Support a Change in Balance of Performance
The RRCC is currently developing a standardized method to collect and analyze BOP data for all classes. We don't feel that B-Spec needs to have a unique collection method, even for underrepresented and new models. As an entry-level class, putting the

burden on a driver to purchase a data system in order to justify their car's existence seems counter-culture to the class. The RRCC & Advisory Committee will strive to obtain data at Hoosier Super Tours and Majors events for emerging models, and we appreciate any additional assistance that drivers and teams can provide regarding developing cars.

C-Spec

1. #39987 (Kent Carter) Make C-spec a Runoffs Eligible Class to Save SCCA

Several good points have been brought up by the authors of letters 39987, 39989, and 40009. The RRCC and Advisory Committees are working together to better understand the future of C-Spec, and they plan to include the Road Racing Planning Committee in further discussions, including ones about C-Spec's Majors eligibility and ultimate inclusion in future SCCA National Championship Runoffs. It's good to hear feedback about the class, such as the tire struggles, so that issues can be addressed allowing for growth within the class. While these discussions happen, we encourage all C-Spec participants to consider attending Majors and Super Tour events running under T4.

FA

1. #40072 (Alexandre Lima) Dallara Formula 3 Classification Request.

The Road Racing Competition Committee does not recommend this change. The performance of the European F3 Championship Dallara is well outside the performance envelope of the platforms currently allowed in the FA class due to its 3.4-liter Mecachrome V6 engine.

GCR

1. #39918 (Kent Carter) Replace Appendix P

Appendix P has served SCCA well as a guideline supporting GCR section 6.11.1 Rules of the Road when reviewing on-track incidents, and the Road Racing Competition Committee does not recommend replacing it at this time.

General

1. #40087 (Walter Hilderman) Fuel Cell vs Factory Aluminum Tank for Radical SR3

All Sports Racing cars running with SCCA require a fuel cell with bladder and foam. Deviating from this requirement is not something the RRCC feels necessary at this time.

GT1

1. #39005 (Daniel Speer) GT1 LS Limited Prep Rules Package

The Road Racing Competition Committee does not believe that adding another engine spec to GT1 is in the best interest of the class. We will continue to monitor the recent "LS" addition for now.

EP

1. #40245 (John Baucom) Fiat 124 Spider EP 1995cc Increase Choke Size from 36mm to 40mm

This vehicle specification saw a weight decrease and a choke size increase in 2025, and the full impact of those changes may not yet be fully reflected or understood. At this point, it would be helpful to either gather additional on-track performance race data or provide further context and supporting information to clarify why the current specification is believed to be uncompetitive as it stands.

FP

1. #40129 (Preston Obremski) Induction Request
The requested allowance is not recommended as it is beyond class philosophy. The limited modifications allowed to OE Fuel Injection intake manifolds for Level 2 vehicles is a key component to balance of performance (BOP) calculations. The factory manifold is considered when determining vehicle weight and other BOP items.

SM

1. #40186 (Brian Richards) Stock Exhaust Manifold
SMAC does not believe this would be a good change for the class due to potential performance gains by wrapping the header and manifold. Currently there are legal ways to reduce the heat on the inside of the chassis with heat resistant materials or insulation. See GCR section 9.3.23.

2. #40208 (David Moreno) Support Letter # 39387
Please see April Fastback response to letter # 39387.

ST General

1. #40108 (John Weisberg) Inclusion of Letter Writer.
Due to time restraints, it would not be practical to include every letter writer to the monthly zoom calls and manage bringing them in and removing them for just the discussion of their letter.

T2

1. #40211 (Randall Smart) Polycarbonate Windows
The TAC does not feel this change is warranted at this time.

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.

General

1. #40298 (Stephen Blethen) Runoffs eligibility criteria
Effective 6/1/2026 In GCR, Section3.7.4.A.1.a, add the following:
"*For 2026 Only: Due to cancelled U.S. Majors Tour races in both the Northeast and Southern Conferences, drivers whose Division of Record on May 1, 2026 was Northeast Division or Southwest Division may substitute one additional Regional-sanctioned weekend for a second Majors weekend participation. A driver from these Divisions is now eligible to run 1 Majors + 3 Regional weekends to qualify for the 2026 National Championship Runoffs.*"

SM

1. #40203 (Spec Mazda (SM/SMX) Committee) Exhaust Heat Shielding
Effective 6/1/2026, GCR Section 9.3.23., change as follows
"Insulation or heat-resistant material may be added to the interior *& exterior* (cockpit) surfaces of the firewall, floor, and transmission tunnel."

SMX5

1. #40192 (Spec Mazda (SM/SMX) Committee) Update Wheel Stud Language
Effective 6/1/2026, GCR Section 9.1.7.1.15.b, change as follows:
"Aftermarket (any) wheel studs and lug nuts are permitted~~., provided that a minimum of two (2) threads protrude beyond the lug nut when the wheel is installed with a minimum of two (2) full threads showing.~~ Wheel studs may not be gun drilled."

T4

1. #40340 (Touring Committee) SPB in T4 v2
In T4 Spec Lines, Effective 12/31/2026 removed Porsche Spec Boxster in its entirety.

Taken Care Of

B-Spec

1. #39550 (Richard Hromin) Request Allowance to Remove Catalytic Converter
The committee discussed this topic intensely over the past months. Not only within the context of sunsetting the OBX header for the 07-10 Mini Cooper/Clubman, but also regarding the category as a whole.

We considered as many avenues as we could, which culminated in the decision to approve specific aftermarket replacement catalysts/exhaust manifolds for each platform. Our rationale for arriving at that decision was as follows:

1. It was the best avenue available to maintain our current BOP
2. It provided parts availability to replace OEM parts that are becoming unavailable
3. Specifying a specific brand and part number is a solution tech can enforce

As these vehicles age, availability of certain parts is going to become an issue. We are already experiencing this phenomenon with suspension kits, as several Bilstein B14 kits have become difficult or impossible to acquire.

This is also the case with OEM catalysts/exhaust manifolds. For example, the OEM catalyst for the 07-08 Fit is no longer available from Honda. Additionally, many of these OEM cats/manifolds are cost prohibitive to purchase. An OEM replacement manifold for a Sonic is over $2,000 plus a core charge. That does not fit the cost-controlled philosophy of B-Spec.

Requiring OEM manifolds made sense with B-Spec was a pro category, as many of these cars were brand new and still in production. However, this is no longer the case. Allowing an aftermarket replacement version of the OEM parts was a logical evolution.

The committee did consider allowing the removal of catalyst material from stock manifolds. However, this solution posed several challenges in terms of tech enforcement, maintaining current BOP, and differences in exhaust configurations within the category.

There are several catalyst configurations within the category. For example, the Yaris, 1st-generation Fit, and Versa all feature cast manifolds with a separate primary catalyst.

However, the Sonic, 2nd/3rd-genration Fit, Fiesta, Rio, Accent, Mazda and Mini all have a catalyst that is integrated into the exhaust manifold. The 2G/3G Fits specifically have a manifold that is a single runner design as the cylinder head features a single exhaust port.

Due to the variety of exhaust configurations in the category, there was not a one size fits all solution. In most cases, removing the catalyst material from the manifolds would have required cutting the unit itself open and then re-welding it back together. For a category that is largely based around bolt-on catalog parts, this solution did not fit class philosophy.

Allowing the removal of catalyst material would have also potentially resulted in a wide-scale BOP change. Which the committee was not in favor of. That said, we did make specific allowances for the Versa and Yaris to remove their catalysts as they are a separate unit from the manifold. These were two platforms that appeared to need BOP help. The 1st-generation Fit was already permitted this allowance last year.

Additionally, we have already made positive BOP adjustments to the Mini in anticipation of the expiration of the OBX header and will continue to do so if data points to additional changes being needed. Further changes will likely focus on additional weight reduction, as many of these cars are still racing with over 100# of ballast, but plate changes would also still be considered.

The expiration of the OBX header leaves the Mazda 2 as the sole platform with an approved aftermarket header in the category. Thankfully, that part is provided by a direct stakeholder in the series that can guarantee its availability. Which was ultimately not the case for the supplier of the OBX header than had been approved for the Mini.
Ultimately, our goal as a committee is to provide a ruleset that is fair and cost effective. While there is ultimately only so much control we have over OEM and aftermarket parts availability, we will continue to do our best to ensure that this does not become a limiting factor to the category's growth or BOP management.

2. #39741 (James Rogerson) Primary/Upstream Catalyst Removal
Please see response to letter #39550 in current Fastrack, Request Allowance to Remove Catalytic Converter.

3. #39754 (BRADLEY DAVIS) Deletion of KW Suspension Pieces Still In Use
The committee reinstated the use of the world challenge-era suspension kits for the Mini Cooper. Several of the old world challenge kits were deleted in an effort to streamline the spec lines and not send new participants on wild goose chases for parts that have not existed in over a decade. Allowing parts that are not easily findable is not conducive to growing the class and is a practice we are trying to move away from. However, we do not want to alienate current participants in the process of achieving that goal.

4. #39928 (Steve Introne) Committee Evaluation
The B-Spec Advisory Committee and the RRCC have evaluated resume submissions and added two new members to the BSAC in this Fastrack. Thank you for your submission as it will be kept on file for future committee positions.

5. #40114 (Jacob New) Mini Cooper BOP
The committee recently made a recommendation to reduce the minimum weight of Mini Coopers not equipped with the OBX header in an effort to improve their performance. See Road Racing Memo 26-01 B-Spec Mini Cooper Weight Adjustments with OEM Catalyst or Header.

HP
1. #40214 (Jason Stine) Support of Letter #40213
Please see response to letter #40213 in the current Fastrack.

2. #40216 (Benjamin Johnson) Support for letter #40213
Please see response to letter #40213 in the current Fastrack.

3. #40217 (Donovan Helfrich Sr) Support for letter 40213
Please see response to letter #40213 in the current Fastrack.

4. #40218 (Jerry Oleson) Support of letter 40213
Please see response to letter #40213 in the current Fastrack.

5. #40219 (Bill Okell) Letter #40213
Please see response to letter #40213 in the current Fastrack.

6. #40223 (Kerry Foote) In Reference to Letter #40213
Please see response to letter #40213 in the current Fastrack.

7. #40225 (Kendall Jones) Spridget 1275 Help
Please see response to letter #40213 in the current Fastrack.

8. #40226 (Lee Fleming) Supporting Letter 40213
Please see response to letter #40213 in the current Fastrack.

9. #40227 (Eric Vickerman) Support of letter 40213
Please see response to letter #40213 in the current Fastrack.

10. #40228 (Mike Savage) support for letter #40213
Please see response to letter #40213 in the current Fastrack.

11. #40229 (Klaus I. Bock) Support for letter #40213
Please see response to letter #40213 in the current Fastrack.

12. #40230 (Joe Carr) 1275 1 1/2
Please see response to letter #40213 in the current Fastrack.

13. #40232 (David Savage) In support of letter 40213
Please see response to letter #40213 in the current Fastrack.

14. #40233 (Michael MacQueen) I Am Writing in Support of Competition Equalization for Spridget
Please see response to letter #40213 in the current Fastrack.

15. #40235 (Brian Linn) Support for Letter #40213
Please see response to letter #40213 in the current Fastrack.

16. #40238 (Jack Schulz) Specification Change 40228
Please see response to letter #40213 in the current Fastrack.

T2-T4

1. #40189 (David Mead) Missing Shock Verbiage
Please see letter # 40176 in current Fastrack.

T3

1. #40105 (Touring Committee) Any help for T3 86 and BRZ
Please see letter # 40169 in current Fastrack.

2. #40170 (Devin Anderson) Power of GR86/BRZ in T3
Please see letter # 40169 in current Fastrack.

T4

1. #40026 (Luis Goncalves) T4 Suspension Rule Cleanup
Please see letter # 40176 in current Fastrack.

2. #40063 (Scotty B White) Mustang Tire Sizes
Please see letter # 40183 in current Fastrack.

What Do You Think

None.

Resumes

1. #39991 (Richard Hromin) BSAC Committee
The BSAC accepts Richard Hromin's resume to join the committee.

2. #40195 (Thomas Pendergrass) BSAC resume
The BSAC accepts Thomas Pendergrass' resume to join the committee.

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DATE: May 20, 2026
NUMBER: TB 26-06
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 6/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
AS
1. #40167 (American Sedan Committee) Clarification for LM7 Holley Carburetor
In GCR, Section 9.1.6., ENGINE GM LM7 5.3L build sheet, change Notes as follows:
"Must use the full prep ~~4776 holly carburetor and spacer gasket~~ *Holley carburetor as described in 9.1.6.D.c.1.*"

B-Spec/C-Spec
1. #40034 (Gary D'Abate) ECU Location in Mazda2
In B-Spec Spec Lines, Mazda2 (10-14), add to Notes the following:
"*ECU housing may be trimmed and relocated within the engine bay.*"

2. #40122 (Kyle Keenan) Allow Cars With Combined Brake/Clutch Reservoir to Separate.
In B-Spec Spec Lines, Hyundai Accent Hatchback (12-17), Hyundai Accent Sedan (12-17), Kia Rio Hatchback (12-15), and Kia Rio Sedan (12-17), add to Notes the following:
"*Wilwood 260-10500 reservoir kit permitted.*"

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #40175 (DEREK KULACH) Motor Classification
In FA Table 1, add the following:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
K.	*Mazda 13B Rotary*	*n/a*	*n/a*	*Bridgeport or peripheral port permitted. Engine may use one 48mm or 50mm dual-throat carburetor with 41.5mm venturi or fuel injection with 36mm SIR.*	*See notes*	*1300*

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GCR

1. #40198 (Mike Smith) Response to letter #39921
In Size of Numbers and Class Identifications, GCR section 9.3.29.B, change as follows:
"The minimum height of all numbers is 8 inches high with a minimum 1.5-inch stroke width on a single-color contrasting background. All numbers must be the same color and style. Metallic (reflective) identification characters and backgrounds are prohibited. The minimum height of all class identifications is 4 inches high with a minimum 1/2-inch stroke width on a single-color contrasting background. *The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings.*"

General

None.

Grand Touring

GT1

1. #40147 (Mike McAleenan) Request for Huracan GT3 Evo Weight Reduction to 2950lbs
In GT1-ST Spec Lines, Lamborghini Huracan GT3 (2019-), change weight as follows:
"~~3000~~*2950*"

Improved Touring

None.

Legends Car

None.

Planning

None.

Production

EP

1. #40138 (John Wilson) Honda S2000 Hardtop
In EP Spec Lines, Honda S2000, add to Chassis Notes the following:
"*Mugen hardtop (P/N 0000-04-2312), or an aftermarket equivalent, is permitted.*"

HP

1. #40213 (Michael MILLER) Austin Healy Sprite/ MG Midget 1275 Induction Change Request
In HP Spec Lines, Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV & 1500, change Drivetrain Notes as follows:
"(2) 1.25" SU w/ no modifications
(2) 1.5" SU w/ no modifications (on alternate manifold)
Valves: (I) 33.0/(1.30) (E) 29.5/(1.16)
Comp. ratio 12.0:1, Valve lift .450"
Trans. Speeds: 4

Drivetrain Level 2 preparation only.
Listed spec line weight does not change with alternate or stock transmission.

Alternate intake manifold, with narrowed balance tube to fit 1275cc head, permitted with use of 1.5" SU carbs (original P/N's 12H708, 12H1398, 12H2568)."

In HP Spec Lines, Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL), change Drivetrain Notes as follows:
"(2) 1.25" SU w/ no modifications
(2) 1.5" SU w/ no modifications (on alternate manifold)
Valves: (I) 33.0/(1.30) (E) 29.5/(1.16)
Comp. ratio 12.0:1, Valve lift .450"
Trans. Speeds: 4

Alternate intake manifold, with narrowed balance tube to fit 1275cc head, permitted with use of 1.5" SU carbs (original P/N's 12H708, 12H1398, 12H2568)."

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
ST General
1. #40224 (David Wessel) Calculating Weight
In GCR, Section 9.1.4.1.H.6., change as follows:
"The minimum weight is determined by the installed engine displacement*, TIR or table spec line*. It is to be used as the base weight for any ~~chassis~~*weight* related adjustments. ~~Chassis related~~*All positive* adjustment*s* that are percentage based are performed by adding *the total of all* specified percent*ages* first and subtracting *the total of all negative* specified percentage*s* second~~ if necessary~~. Final step is addition or subtraction of specified weight in pounds."

In GCR, Section 9.1.4.2.H.4., change as follows:
"The minimum weight is determined by the installed engine displacement *or table spec line*. It is to be used as the base weight for any ~~chassis~~*weight* related adjustments. ~~Chassis related~~*All positive* adjustment*s* that are percentage based are performed by adding *the total of all* specified percent*ages* first and subtracting *the total of all negative* specified percentage*s* second~~ if necessary~~. Final step is addition or subtraction of specified weight in pounds."

STU
1. #40202 (Bjorn Stange) Request to allow BMW M50B20TU engine in STU
In STU Spec Lines, Table B: Alternate Vehicle and Engine Requirements, classify the following:
Make: "*BMW M50B20TU*"
Maximum Displacement: "*1991*"
Minimum Weight: "*Chart*"
Notes: "*Must meet all STU engine regulations.*"

Touring

T1

1. #40177 (James Candelaria) Trunk Lid Wording
In GCR, Section 9.1.9.1.A.1., change as follows:
"Hoods, trunk lids, *rear hatch* and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles. For the sole purpose of tire fitment, wheel arches may be flared up to 3" and must maintain the OEM profile. 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."

In GCR, Section 9.1.9.1.B.2.a., change as follows:
"The wing shall be mounted to the trunk/deck lid*, rear hatch* 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 reinforced 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."

T2

1. #40005 (Marshall Mast) 2015+ Ecoboost Mustang
In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change as follows:
Years: "(2015-*2023*)"
Restrictor: "~~50mm TIR~~"
Max Tire: "~~295~~*315*"
Weight: "~~3400~~*3300*"

2. #40174 (William Bolt) C6 Corvette - All Body Trims Requested
In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), add to Notes the following:
"*Splitter and spoiler matching the OEM C6 ZR1 and Z06 carbon dimensions permitted.*"

3. #40209 (Derrick Ambrose) T2-TCR Table Mazda 3
In **T2-TCR Spec Lines,** Mazda 3TC, change Notes as follows:
"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 Must conform to "2024 TCR Technical Regulations" prep~~ *Must conform to "TC Technical Regulations" prepared by TCAmerica.*"

T3

1. #40036 (Marshall Mast) 2015+ Mustang Ecoboost Performance
In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change Notes as follows:
"Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. EcoBoost Performance Package allowed in part or complete. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. ~~Non-EcoBoost Performance Pack base model 320mm front brakes, 2-piston front calipers allowed (-50lbs).~~ Ford Motorsports 6-piston M2300V 380mm brake kit allowed ~~with +100lb penalty~~, Sway bars allowed up to ~~35mm~~*38mm* (F) 25mm (R)."

2. #40149 (Daniel Brabec) Review Spec Lines for Camaro V-6
In T3 Spec Lines, delete Chevrolet Camaro V6 1LE (2016-) in its entirety.

In T3 Spec Lines, Chevrolet Camaro V6 (2016-), change as follows:
Year: "(2016-*2024*)"
Restrictor required: "~~50mm restrictor~~"
Max wheel size: "~~18~~*20* x 10"
Weight: "~~3500~~*3350*"
Notes: "*1LE options permitted. Cold air intake permitted. 800lb springs (F/R) permitted. Sway bars 38mm(F), 28mm(R) permitted. **This car is not eligible for Runoffs competition in 2026***"

3. #40169 (Devin Anderson) Power of GR86/BRZ in T3
In T3 Spec Lines, Subaru BRZ (2022+), change as follows:
Weight: "~~2975~~*2750*"
Notes: "Any spring up to 1000 F/R permitted. Front strut tower brace permitted. SPC or SPL rear lower control arms permitted. Cold air intake allowed. ~~Header Permitted Subaru brake parts 26292CA070 & 26292CA060 allowed.~~ Sway bars permitted 25m (f) 22mm (r) Max. OEM Trunk Spoiler permitted- E7210CC000."

In T3 Spec Lines, Toyota GR86 (2022-), change Notes as follows:
"Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed. *Header Permitted* ~~Toyota brake parts SU003-07197 & SU003-07198 allowed with 100 lb penalty.~~ Sway bars permitted 25m (f) max, 22mm (r) Max. OEM Trunk Spoiler permitted E7210CC000."

4. #40190 (David Mead) Allow T3 Ford Mustang 4.6 to Use the Coyote MT-82 6 speed.
In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Gear Ratios as follows:
"*T3650-* 3.38, 2.00, 1.32, 1.00, 0.675 *MT-82- .66, 2.43, 1.69, 1.32, 1.0, 0.65*"

5. #40196 (Clayton Cavell) Porsche 986S Boxster S (2000-2004) Minimum Weight
In T3 Spec Lines, Porsche Boxster/ Boxster S (00-04), change Min. Weight as follows:
"3.2L: ~~3250~~*3050*
2.7l: ~~3000~~*2800*"

T4

1. #39973 (Touring Committee) SPB In T4
In T4 Spec Lines, Porsche Spec Boxster, add to Notes:
"*Not eligible for Runoffs in T4.*"

2. #40106 (Derrick Ambrose) 02-06 Mini Cooper S
in T4 Spec Lines, Mini Cooper S R53 (02-06), change Min. Weight as follows:
"~~2700~~*2650*"

3. #40107 (Derrick Ambrose) 02-06 Mini Cooper S Fuel
In T4 Spec Lines, Mini Cooper S R53 (02-06), please add to Notes the following:
"Bosch 0280158117 Injectors permitted."

4. #40176 (Touring Committee) Shock error
In GCR, Section 4.1.4.2.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.

T2-T3: Shocks must be installed in the original mounting locations unless noted in the spec line. Remote reservoirs and multiple adjusters are permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion.

T4 only: Any non-adjustable or single *adjustable (knob or screw)* shock absorber is allowed. 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."

5. #40183 (Matthew Miller) Max Tire Sizes
In T4 Spec Lines, Ford Mustang V6 (05-10), change Max. Tire Size as follows:
"~~255~~*275*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jordan Fureman vs. SOM COA Ref. No. 26-08-NE
May 11, 2026

FACTS IN BRIEF

On March 29, 2026, following Race 2 for Group 1 at the March MARRS Regional held on the Summit Point Circuit at Summit Point Motorsports Park, Arif Kazim, driver of Showroom Spec Miata (SSM) #98, protested Jordan Fureman, driver of SSM #8, for violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). Mr. Kazim cited contact by Car #8 forcing Car #98 off course onto the grass and into a tire barrier, leading to Car #98 retiring from the race.

The Stewards of the Meeting (SOM), Marshall Lytle, Larry Oliver, Steve Pence, Lin Toland, and Terry Hanushek (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined Mr. Fureman violated GCR 6.11.1.A. (Avoidable Contact) and 6.11.3.B. (Reentry from Off Course) by moving directly across the course from right to left resulting in side-to-side contact with Car #98 and forcing Car #98 off course. The SOM penalized Mr. Fureman with loss of position to finish behind Car #98, which incurred two penalty points on his competition license.

Mr. Fureman appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Rick Mitchell, and Lee Hill (Chair) met on April 23, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Jordan Fureman, submitted March 31, 2026.
2. Official Observers Report and related documents, received April 15, 2026.
3. SOM Video from Car #8, Car #98, and Sunday Live Stream broadcast, received April 15, 2026.
4. SOM Photo of Car #8 showing evidence of left side contact, received April 15, 2026.
5. Appellant videos from Car #8, Car #98, following Car #132 (Christopher Kelley), and following Car #63 (John Hotz), received April 15, 2026.
6. Additional video from Mr. Fureman showing a different transit of the Turn 3-4 area, received April 15, 2026.
7. Response from SOM member Steve Pence, received April 28, 2026.

FINDINGS
In his appeal, Mr. Fureman asserted he was not responsible for the contact between his Car #8 and Car #98 because Car #98 was not sufficiently alongside to be visible prior to the contact, since the right front of Car #98 contacted the left rear tire of Car #8. The contact occurred at the turn in point for Turn 4. Mr. Fureman also stated that he made a proper effort to rejoin the track safely after being pushed off by Car #132.

The SOM interviewed both drivers, collected their witness statements, reviewed a witness statement from a spectator, and reviewed the in-car video from both cars, as well as the Live Stream broadcast video. The SOM determined that Mr. Fureman drifted off course driver right at the exit of Turn 3 (a 90-degree left-hand corner) and upon reentry, drove immediately to the left to set up for right-hand Turn 4 in violation of GCR 6.11.3.B. (Unsafe reentry). As he moved left, Mr. Fureman (Car #8) had side-to-side contact with Car #98 at the left edge of the track in violation of 6.11.1.A. (Avoidable Contact).

The COA reviewed all videos submitted, as well as the documentation provided by the SOM, including witness statements and all other evidence. Video from all sources shows Car #8 (Mr. Fureman), Car #98 (Mr. Kazim), and Car #132 (Mr. Kelley) were in line behind the overall leader for a single file restart. On the restart, Car #132 initiated an outside pass in right-hand turn 1, passing Car #98 and getting fully alongside Car #8. The three cars approached left-hand turn 3 in this same formation with Car #132 to the left of Car #8 and Car #98 following closely behind Car #8. In turn 3, Car #132 tracked out to the normal track boundary forcing Car #8 off course to avoid contact. Car #98 made a later apex than Cars #132 and #8, exited the corner at driver left with a speed advantage on Car #132 and moved alongside. Car #8 retained control of his car and maintained race direction and speed while returning to the course and moving ahead of Car #132. Once he cleared Car #132, Mr. Fureman moved left to set up for Turn 4. As he crossed in front of Car #132, his left rear tire contacted the right front of Car #98 which was overtaking Car #132 on the left edge of the track.

Videos from Car #132 (Mr.Kelley) and Car #63 (Mr.Hotz) provided by the appellant show Car #8 got a better exit from turn 3, even with two wheels in the gravel, and returned to the track fully in control and moving slightly faster than Car #132. Those videos also show Car #132 moved to the left leaving Mr. Fureman plenty of room to reenter safely and he did so. Video from Car #8 clearly shows Mr. Fureman checking his left side mirror repeatedly as he reentered and moved towards the left.

Car #132's video shows Car #98 (Mr. Kazim) visible alongside Car #132 on the left and moving faster than Car #132. It is clear from the videos of both trailing cars that as Mr. Fureman crossed in front of Car #132, he had limited time to see Car #98 in his mirror and very little time to realize that Car #98 was moving faster than Car #8. It is also clear

Mr. Kazim in Car #98 had time to anticipate the impending contact and could have taken steps to avoid it. From trailing car videos, it appears the nose of Car #98 moved into the contact point from behind just as the rear of Car #8 moved into the contact point from the right.

The COA finds Mr. Fureman's reentry after being forced wide at turn 3 was executed with due care and was accomplished safely. The COA also finds both drivers bore some responsibility for avoiding the contact. The COA disagrees Mr. Fureman is solely responsible for this incident and reduces his penalty to a Reprimand with the requisite one point on his competition license.

DECISION
The Court of Appeals upholds the decision of the SOM but modifies the penalty to a Reprimand and 1 point on Mr. Fureman's competition license. Mr. Fureman's original finishing position is to be restored and the associated 2 points on his license are to be removed. Mr. Fureman's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jason Fichter vs. SOM COA Ref. No. 26-09-SE
May 20, 2026

FACTS IN BRIEF
On Saturday, April 5, 2026, following Race 1 for Group 6 at the Hoosier Racing Tire SCCA Super Tour Spring Sprints at Virginia International Raceway, Race Director Kathy Barnes filed a Request for Action (RFA) seeking investigation of contact between Spec MX-5 (SMX) #13, driven by Emy Kissick, and SMX #7, driven by Jason Fichter, at Turn 13 during the race.

The Stewards of the Meeting (SOM) Steve Pence and Russ Gardner (Chair) met, heard witnesses, reviewed video, and concluded Mr. Fichter violated General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact) by contacting Car #13 at Turn 13-14 (Roller Coaster). The SOM penalized Mr. Fichter with loss of two positions in class which incurred two penalty points on his competition license.

Mr. Fichter appealed the SOM decision.

DATES OF THE COURT
The Court of Appeals (COA) Scott Bowman, Lee Hill, and Costa Dunias (Chairman) met on May 7, 2026, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to appeal from Mr. Fichter, submitted on April 8, 2026.
2. Notification of Appeal, received April 28, 2026.
3. Official Observer's Report, in-car videos, and related documents, received April 28, 2026.

FINDINGS
In his Appeal, Mr. Fichter asserted the penalty of loss of two positions plus 2 points against his license seemed excessive for the alleged infraction. He acknowledged he "tapped the rear of the 13 car" and "neither of our cars got upset, loose etc." He argued that "had the #13 braked at the normal braking point like the rest of the field does it would not have been an issue." He further asserted that SMX racers touch and push each other all the time based upon their being a spec class and "nearly all of these are NOT malicious".

The SOM based their decision on the in-car videos and witness statements from both drivers. Mr. Gardner explained it is undisputed that SMX #7 contacted SMX #13 while SMX #13 was completing a pass on a third car. The impact to Car #13's left quarter caused it to become unsettled, permitting the third car to regain position.

The COA reviewed the available videos from SMX #13 and SMX #7 which showed Car #13 was passing a car (SMX #86) on its right approaching Turns 13-14, a relatively high-speed portion of the track, and had reached marker 2 fully ahead of Car #86. As Car #13 approached marker 1, Car #7 hit Car #13 in the left rear quarter, unsettling Car #13 enough to cause Ms. Kissick to apply brakes to regain control of the car. This action allowed Car #86 to regain position. There was no other change in position.

The COA finds Mr. Fichter was solely responsible for contact with Car #7 which resulted in a change in position between Cars #86 and #7. The SOM properly heard the RFA, including all evidence and witness testimony. Mr. Fichter provided no new evidence in support of his appeal. The COA finds insufficient grounds to overturn the SOM's decision. The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and video evidence available and applied a measured penalty which was within their purview.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Fichter's appeal is not well founded, and his entire appeal fee is retained by SCCA.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mike Molter vs. SOM COA Ref. No. 26-10-CN
May 20, 2026

FACTS IN BRIEF

On April 19, 2026, following Qualifying for Group 6 at the CENDIV Drivers School and Double Regional held at Blackhawk Farms, Assistant Chief Steward Joseph Helser issued a Request for Action (RFA) to investigate reported nose-to-tail contact in Turn 1 involving Super Touring Under (STU) #186, driven by David Wessel, Spec Miata (SM) #99, driven by Michael Gardner, and SM #97, driven by Mike Molter.

The Stewards of the Meeting (SOM), Bev Heilicher, Jim Marinangel, and Karen Crider (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined Mr. Molter in Car #97 violated GCR 6.11.1.A. (Avoidable Contact), 6.11.1.B. (Racing Room), and 6.11.1.D. (Decision to Pass) due to contact with Car #99 on the approach to Turn 7. The SOM penalized Mr. Molter with a reprimand, which incurred one penalty point on his competition license.

Mr. Molter appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Laurie Sheppard, and Scott Bowman (Chair) met on May 7, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Mike Molter, submitted April 27, 2026.
2. Official Observers Report and related documents, received April 30, 2026.
3. SOM Video from Car #99 and Car #186, received April 30, 2026.
4. SOM Photo of Car #97, received April 30, 2026.
5. Appellant documentation and attachments, received April 30, 2026.

FINDINGS

In his appeal, Mr. Molter asserted that he was not responsible for the contact between his Car #97 and Car #99. He argued Car #99 was not alongside prior to the turn and tracked wide hitting his right side. Mr. Molter provided his personal analysis of the contact in Turn 7, the layout of the track, weather conditions during the session, and general behavior of the group during the event.

The SOM interviewed the three drivers, collected their witness statements, reviewed witness statements from two corner marshals, and reviewed the in-car video from Car #186 and Car #99. No video was available from Car #97 which was the subject of a separate CSA. The SOM determined that prior to the contact in Turn 1, there were at least two contacts between Car #99 and Car #97 in Turn 6 through Turn 7. During the second contact (after Turn 6a), Mr. Molter did not alter his racing line while Car #99 was fully beside, violating GCR 6.11.1.A. (Avoidable Contact), 6.11.1.B. (Racing Room), and 6.11.1.D. (Decision to Pass).

The COA reviewed all videos submitted, the documentation provided by the SOM (witness statements, results, call log), and the material provided by Mr. Molter in his appeal. The videos show Car #99 initiated a pass attempt approaching Turn 6a just as Car #97 turned toward the apex. Car #99 locked his brakes and quickly came up alongside Car #97. The COA could not confirm if there was contact, but if not, it was very close. Car #97 appeared to react with a move to the left as the two cars exited the turn.

From this point until the braking zone for right-hand Turn 7, Car #97 (left) and Car #99 (right) were side-by-side, clearly visible to each other. Car #97 turned right toward the apex contacting Car #99, who was braking heavily and was at the extreme right side of the track. Both cars slowed and exited onto the front straight, with Car #97 right behind Car #99 as they headed to start/finish. Car #97 was extremely close to the tail of Car #99 as seen in that car's rearview mirror.

Car #186, a much faster STU car, passed both SM cars just after start/finish, moved to the left, and applied the brakes. It is clear that Car #99 hit the rear of Car #186. However, it is unclear if Car #97 hit Car #99 before this. Car #186 was going into the turn much faster and may have braked sooner than the slower SM cars, which could have caused the impact as well. Car #99 spun off drivers left, hit a berm, and was able to continue. Car #186 did not spin but sustained damage to the rear bumper cover.

The COA finds Mr. Molter did not provide racing room to Car #99 in Turn 7 going onto the front straight and caused avoidable contact. The SOM made a thoughtful and reasoned decision based on the testimony and video evidence available and applied a measured penalty which was within their purview.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Molter's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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ROAD RACING COMPETITION COMMITTEE MINUTES | June 2, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on April 7, 2026. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, BoD liaison; Sydney Davis Yagel, Senior Manager of SCCA Road Racing and Scott Schmidt, Road Racing Technical Manager. The following decisions were made:

Member Advisory
None.

No Action Required
FF
1. #40035 (Bill Manofsky) Resend: Kent 1600 GCR Compression Ratio Analysis Error
The Road Racing Competition Committee appreciates the submission of the supporting documentation on the issue of measuring the compression ratio of the Kent 1600 cc engine. The RRCC has carefully reviewed the information in the GCR on the FF Kent 1600 head and cylinder/piston configuration, the calculation of the compression ratio, and the means for determining the compression ratio. Please see the response to Letter #40293 in this Fastrack's Technical Bulletin.

GT1
1. #40264 (Chris Rhom) Classification and Approval of CEI Trans Am Cup Cars into GT1
Please see letter #40250 in current Fastrack.

Not Recommended
SRF3
1. #40260 (Thomas Jackson) Clarification of the Restrictor Rule, 9.1.8.D.2.H.25.
The Road Racing Competition Committee does not recommend adding a bore diameter to the GCR rule for the restrictor plate required on all SRF3 cars competing in SCCA races. The restrictor plate required by 9.1.8.D.2.H.25 has a blue anodized finish and includes a blue tab that is visible to scrutineers. The blue restrictor plate is marked with a logo and serial number but does not feature the part number. The silver aluminum sheet plate described in the request was used to provide a flat surface for the throttle body gasket but provided no restriction to the throttle body. After the blue restrictor plate was added to the rules, the silver aluminum sheet plate was no longer needed because the blue restrictor plate provided a flat surface for the throttle body gasket. Nothing prohibits competitors from continuing to use the silver aluminum sheet plate along with the required blue restrictor plate, but the silver aluminum sheet plate is unnecessary and is not required by the rules.

GCR
1. #40171 (Robert May) Window Net / Arm restraints = 9.3.56
The Road Racing Competition Committee appreciates your input but does not recommend allowing competitors in all closed cars to use arm restraints as an alternative to a window safety net at this time.

2. #40284 (Brayden Connolly) Rule Change Request IDENTIFICATION AND MARKINGS
The Road Racing Competition Committee does not recommend this change. The use of metallic (reflective) numbers and class identification letters has been prohibited for many years.

3. #40302 (MICHAEL VARACINS) Forward Facing Camera Rules Change
The Road Racing Competition Committee does not recommend this change. Please see the response to letter #40097 in the June 2026 Fastrack. The problem with allowing competitors to use visor- or helmet-mounted cameras as the forward-facing camera required by GCR section 9.3.11 is that these cameras are not always facing forward or maintaining a constant forward-viewing perspective.

4. #40303 (Trevor Williams) 9.3.11. CAMERA AND CAMERA MOUNTS
The Road Racing Competition Committee does not recommend this change. Please see the response to letter #40097 in the June 2026 Fastrack. The problem with allowing competitors to use visor- or helmet-mounted cameras as the forward-facing camera required by GCR section 9.3.11 is that these cameras are not always facing forward or maintaining a constant forward-viewing perspective.

HP
1. #40312 (William Lamkin) Alternate Brake Request
Availability of rebuilt brake calipers and caliper rebuild kits for these cars doesn't appear to be a major issue when expanding source options beyond RockAuto. Additionally, the current aftermarket brake allowance is specifically for addressing concerns with performance, durability, and parts availability of stock brake components.

SM
1. #40089 (Jim Drago) Foot Intrusion
Safety is of the utmost importance to all of us on the SMAC and while we sympathize with your position we must look out for all competitors and evaluate the impacts, costs and perceptions of letters sent through the system.

We have several engineers on the SMAC and after evaluating pictures of the proposed changes to the foot box, unfortunately SMAC does not feel this would be a good thing for the class as we cannot definitely determine that this would be safer or even less safe.

Comparing the RA crash pictures to the proposed fix to a bare chassis we cannot determine that the proposed changes actually make the foot box safer. Barring an extensive and expensive crash test simulation SMAC has no way of determining if the changes are actually safer or less safe. There are some positions that believe that with less crumple zone it would transfer even more energy through to the driver potential causing even more injuries.

In the pictures your crash, the foot box appears to have crumpled further back than where your new proposed plates are located.

SMAC's directive also does not allow us to make safety determinations as to what may or may not be safer for a competitor. In the interest of your and Danny's situation SMAC is proposing to RRCC that a one-time allowance for you both would be acceptable given your medical condition, but to allow for everyone when we have no way of determining if it is helping or hurting is not the really something we think would be right for the class.

2. #40270 (Benjamin Merwin) Emulated Air Flow Meter
This part has been approved by the SMAC and RRCC for use in Spec Miata. Mazda has begun production on this part and will become available to the general public at the conclusion of the 2026 SCCA Runoffs.

STU
1. #40018 (John Weisberg) Transmission penalties for STU/GT3
Please see letter # 40475 in current Fastrack.

2. #40020 (John Weisberg) Advanced Aero Penalty for GT3 Cars
Please see letter # 40475 in current Fastrack.

T2
1. #40306 (Christopher Harris) 2012 Boss 302S in T2
The committee feels that this car is properly classed in T1. Please bring it out so we may collect data.

T4
1. #40341 (Touring Committee) SMX in T4
After consultation with experts and reviewing data, we can't be confident in classing SMX 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.

GCR
1. #40496 (SCCA Staff) SCCA Driver Medical Requirements Change
In GCR, Section 2.3.2., change as follows effective 7/1/2026:
"2.3.2. Medical Fitness
A. Medical Fitness of a Driver
1. Responsibility of a Driver The driver and the driver's physician are responsible for determining if the driver is medically fit for participation. ~~The required SCCA medical examination form is a tool and guide for the physician in deciding an applicant's fitness to participate.~~ *Physicians should use the SCCA Medical Examination Packet as a guide when evaluating an applicant's fitness to participate.*

2. Required Medical Documentation
No driver ~~shall~~*may* participate in any event ~~unless they have been examined by a physician within the period specified in App C.2.1.A., and has been approved by that physician for a competition license~~*without the required medical documentation – Declaration of Medical Fitness, SCCA Physician Evaluation Form, or both, based on age, as specified in App C. 2.1.*
3. Changes in Medical Condition
a. When a driver experiences a change in medical condition that could affect fitness to participate, the driver must:
1. Notify the National Office immediately of the change in medical status.

2. ~~Discontinue participation until examined and approved in writing by a physician.~~ *Upon notification, the driver will be placed on medical suspension. The driver may not participate in any event while on medical suspension.*

3. ~~submit a new completed and approved-for-competition medical form.~~ *To have the medical suspension lifted, the driver must submit a new completed and approved SCCA Physician Evaluation form regardless of age group.*"

In GCR, Section Appendix C. Licensing and Type, change as follows effective 7/1/2026:
APPENDIX C. LICENSING AND TYPE
2. Competition Licenses
2.1 Medical Requirements
Drivers applying for an SCCA Competition, Novice Permit or Vintage License are required to complete the Declaration of Medical Fitness annually, submit an SCCA Physician Evaluation Form, or both, depending on the following factors:

A. Declaration of Medical Fitness
All drivers who have reached the age of majority in their state of residence must complete the Declaration of Medical Fitness annually via the SCCA Member Account Portal. The Declaration of Medical Fitness will not apply or be presented to minor members.
~~A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a valid Federal Aviation Authority Class 1, Class 2, or Class 3 Medical Certificate or a completed FAA BasicMed Form (FAA 8700-2 Comprehensive Medical Examination Checklist), or a completed NASA-approved Medical Evaluation form, or a completed FIA member-club medical evaluation form that specifically notes a medical sign-off for motor racing (e.g., an IMSA medical form) For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69;and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new form is not required for a 14 year-old Novice Permit holder or for a Novice Permit holder applying for a Full Competition or Vintage License, provided the current form is within the specified term for the minor's age group.~~

B. SCCA Physician Evaluation Form
The following drivers are required to submit a completed and approved SCCA Physician Evaluation Form. The examination date cannot be more than 6 months before the application date.
· Minors under the age of majority in their state of residence – valid for 5 years
· Drivers ages 60-69 – valid for 2 years
· Drivers age 70 and older – valid for 1 year
· Drivers returning from a medical suspension – valid for 1 year

1. The following forms are also accepted in lieu of the SCCA Physician Evaluation Form:
a. Valid Federal Aviation Authority Class 1, Class 2, or Class 3 Medical Certificate or a completed FAA BasicMed Form (FAA 8700-2 Comprehensive Medical Examination Checklist)
b. Completed NASA-approved Medical Evaluation form
c. A completed FIA member-club medical evaluation form that specifically notes a medical sign-off for motor racing (e.g., an IMSA medical form);

d. A completed DOT Medical Certificate.
For the purposes of SCCA competition licensing, the term "form" refers to any of these.
~~B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chair provided there is no medical condition identified on the Form which requires review.~~

C. Majority by State
The age of majority is subject to change based on state law. The following ages are recognized for the purposes of SCCA licensing at the time of publishing.
· Age 21: Mississippi
· Age 19: Alabama and Nebraska
· Age 18: All other states in the US

D. The SCCA Physician Evaluation Form is available ~~from Regions,~~ from SCCA Member Services and on SCCA's website, www.scca.com.

~~D. A competitor who is issued a license under medical waiver must submit the Form annually.~~"

T4
1. #40240 (Leann Falk) Remove Spec Boxster from T4
In T4 Spec Lines, Effective 1/1/2027, remove Porsche Spec Boxster in its entirety.

Taken Care Of
HP
1. #40323 (Bill Lamkin) Documents in Support of 40312
Please see response to Letter #40312 in current Fastrack.

T2-T4
1. #40262 (Craig Markusic) 2020 Mustang Ecoboost with the High Performance Package
TAC answered questions via email with letter writer.

2. #40272 (Charles Mathes) Observations in T4
In letter 33973, the Spec Boxster was barred from Runoffs competition in T4. Its presence in T4 will be addressed as of 1/1/27.

T4
1. #40251 (Scotty B White) Tire Sizes
See letter #40183 in June Fastrack.

What Do You Think
None.

Resume
None.

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

DATE: June 20, 2026
NUMBER: TB 26-07
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 7/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
FF
1. #40293 (Formula/Sports Racing Committee) Clarification in FF Kent 1600 Compression Ratio Paragraph
In FF, GCR section 9.1.1.B.12.a.7, change as follows:
"Compression Ratio
Compression ratio must be calculated using the official FF Kent calculator, which can be found on scca.com at http://www.scca.com/pages/scrutineering-forms-procedures.

Maximum compression ratio: 9.3 to 1

The following specifications are used in determining compression ratio:
A. Maximum bore size: ~~3.200"~~ *See B.12.b.6*
B. Minimum cylinder volume at Top Dead Center: 42.0cc *(measured by cc'ing cylinder volume from top of cylinder block deck to area above top of piston at TDC)*
C. Maximum valve protrusion from head surface: ~~.040"~~ *See B.12.c.4*
D. Only approved head gaskets *in B.12.c.3* may be used ~~(see B.12.c.3)~~"

In FF, GCR section 9.1.1.B.12.b, add the following:
"*6. Maximum bore size: 3.200"* "

In FF, GCR section 9.1.1.B.12.c, add the following:
"*4. Maximum valve protrusion from head surface: 0.040"* "

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

GCR

1. #40479 (Road Racing Competition Committee) E&O - Fastrack changes

In Identification Markings, GCR section 9.3.29.A, change as follows:

"Numbers shall be placed on the front and both sides of the car. All closed-wheel cars must have the front number located on the hood. All formula cars with a rear wing must have legible numbers on each rear wing end plate. Numbers may be one, two, or three digits. Three-digit numbers must begin with the number "1". Class identifications must be placed on both sides of the car. Numbers and class identifications on the rear of the car are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The number "1" will be exclusively reserved for the current national champion in each class for Conference Majors/Super Tour events. The number "1" will be reserved until the end of the period for submitting advanced or pre-event entries~~,~~ and then will be released. If two or more national champions are entered in the same run group, the first to enter will have preference. Duplicate car numbers within the same run group are prohibited. See also GCR section 6.4.1.A."

In Identification Markings, GCR section 9.3.29.B, change as follows:

"The minimum height of all numbers is 8 inches ~~high,~~ with a minimum 1.5-inch stroke width on a single-color contrasting background. All numbers must be the same color and style. Metallic (reflective) identification characters and backgrounds are prohibited. The minimum height of all class identifications is 4 inches ~~minimum~~ with a *minimum* 1/2-inch stroke width on a single-color contrasting background. The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings."

General

None.

Grand Touring

GT1

1. #40250 (Scotty B White) Request TA Cup Cars Into GT1

In GT1 Spec Lines, GT1 Cars – T/A Cup, classify T/A Porsche Cup as follows:

GT1 Cars – T/A Cup

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
T/A Porsche Cup					*Max flat plate size 1-11/16 inch, must run T/A Porsche Cup rule set, Must have T/A Porsche Cup rule set in possession at all race events.*

2. #40288 (Tony Ave) Lamborghini Huracan Super Trofeo in GT1
In GT1 Spec Lines, GT1 Cars - Lamborghini, classify Huracan Trofeo, Evo 2, Evo 3 as follows:

GT1 Cars - Lamborghini

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Huracan Trofeo, Evo 2, Evo 3					*All three (3) Classified to compete with original Rule Spec's. All Three (3) allowed to compete at "As Run weight".*

Improved Touring
None.

Legends Car
None.

Planning
None.

Production
1. #40322 (Thomas Beverly) 1996-2000 Honda Civic (CX, DX, VP, LX) with Engine Code D16Y7
In HP, classify Honda Civic CX/DX/LX (96-00):

HP	Prep. Level	Base Weight (lbs)	Engine Type Mat'l Block/ Head	Displace-ment Bore x-Stroke mm/ (in.)	Drivetrain Notes	Chassis Notes	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)
Honda Civic CX/DX/LX (96-00)	*2*	*2400*	*4 Cyl SOHC Alum/ Alum*	*1590 75.0x90.0 (2.95x3.54)*	*Fuel Injection Valve Size: (I) 30.0/(1.18) (E) 26.0/(1.02) Comp. ratio 11.0:1, Valve lift .390" Trans. Speeds: 5*	*Wheels: 15x7 Brakes Std: (F) 241/(9.5) Disc (R) 198/(7.9) Drum*	*2621 (103.2)*	*1582/1582 (62.3/62.3)*

2. #40370 (Production Committee) 1275 Midget/Sprit Alternate intake manifold E/O
In HP Spec Lines, Austin-Healey Sprite Mk I, II, III, IV MG Midget Mk I, II, III, IV & 1500, change Drivetrain Notes as follows:
"(2) 1.25" SU w/ no modifications
(2) 1.5" SU w/ no modifications (on alternate manifold)
Valves: (I) 33.0/(1.30) (E) 29.5/(1.16)
Comp. ratio 12.0:1, Valve lift .450"
Trans. Speeds: 4

Drivetrain Level 2 preparation only.
Listed spec line weight does not change with alternate or stock transmission.

~~Alternate intake manifold, with narrowed balance tube to fit 1275cc head, permitted with use of 1.5" SU carbs (original P/N's 12H708, 12H1398, 12H2568).~~ *Alternate intake manifold from MG-B permitted with use of 1.5" SU carbs. Balance tube may be shortened and mounting flanges modified to fit 1275cc head. Original P/N's must remain legible (12H708, 12H1398, or 12H2568).*"

In HP Spec Lines, Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL), change Drivetrain Notes as follows:
"(2) 1.25" SU w/ no modifications
(2) 1.5" SU w/ no modifications (on alternate manifold)
Valves: (I) 33.0/(1.30) (E) 29.5/(1.16)
Comp. ratio 12.0:1, Valve lift .450"
Trans. Speeds: 4

~~Alternate intake manifold, with narrowed balance tube to fit 1275cc head, permitted with use of 1.5" SU carbs (original P/N's 12H708, 12H1398, 12H2568).~~ *Alternate intake manifold from MG-B permitted with use of 1.5" SU carbs. Balance tube may be shortened and mounting flanges modified to fit 1275cc head. Original P/N's must remain legible (12H708, 12H1398, or 12H2568).*"

3. #40464 (Production Committee) HP Honda Civic (92-95)
In HP, make the following changes to the "Honda Civic DX (92-95)" spec line:
Spec Line Name: "Honda Civic DX*/LX* (92-95)"
Wheels: "~~13x7~~*15x7*"
Wheelbase: "~~2/~~*4* door: 2621/(103.2) *2/*3 door: 2573/(101.3)"
Weight: "~~2420~~*2350*"

Spec Mazda (SM/SMX)
1. #40271 (Benjamin Merwin) Rear Toe Link
In GCR, Section 9.1.7.1.D.12.p., change as follows:
"Mazda Motorsports' competition rear toe link (part # 0000-04-5*361*~~426~~) is permitted; no modification is permitted."

Super Production
None.

Super Touring
STU
1. #40433 (John Weisberg) 9" Wheels
In GCR, Section 9.1.4.1.F.1., change as follows:
"Wheels may not exceed 18 inches in diameter. Cars equal to or less than ~~2,850~~*2,825* lbs. minimum allowed race weight may not use wheels wider than 8 inches. Cars greater than ~~2,850~~*2,825* lbs. minimum allowed race weight may not use wheels wider than 9 inches."

2. #40474 (Super Touring Committee) Weight adjustment to former GT3U cars
In STU Spec Lines, STU-GT3U, GT3U, change Minimum Weight as follows:
"Current GT3 race weight plus ~~225~~*275* pounds"

In STU Spec Lines, STU-GT3U, GT3U, change Notes as follows:
"All GT3U (Majors and Runoffs) cars using up to 15”x7” wheels limited to 225 section width tires shall run at current GT3 race weight plus ~~225~~*275*lbs. All Gt3U cars shall run a DOT approved tire with a maximum section width of 245. GT3U cars are allowed optional 15”x9” wheels with a 1.5% weight addition or up to 18”x9” wheels with a 3.0% weight addition to the total weight including the ~~225~~*275*lbs Increase the minimum weight of all GT3/GT3U 2.0 liter unrestricted engines to +75 lbs. All GT3 cars running in STU must meet the minimum ride height of 3.0” for the main frame rails not including rub blocks and a 2” minimum for the front spoiler and split"

STL
1. #40344 (Josh Smith) Spec Line Clean Up
In STL Spec Lines, removed Mazda MX-5 Cup in its entirety.

In STL Spec Lines, Mazda Spec MX5 Challenge, change as follows:
Model: "Mazda Spec MX5 ~~Challenge~~"
Notes: "Must conform completely to GCR 9.1.7.1, except alternative tires (only) per STL regs allowed. *May run 8" spec wheel. Tires per STL rules.*"

In STL Spec Lines, Mazda MX-5 Global Cup (16-18), change as follows:
Model: Mazda MX-5 ~~Global~~ Cup (16-18)
Notes: "Must meet all MX-5 ~~Global~~ Cup rules."

In STL Spec Lines, remove Mazda MX-5 Global Cup (2019) in its entirety.

Touring
T1
1. #40342 (David Swernoff) Tire Equality
In GCR, Section 9.3.47.Tires, change as follows:
"Tires shall be 124 (“U”) mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec, C-Spec and Touring *2-4* categories, any U rated, or better, DOT approved tire is required. Re-grooving of DOT tires by any method is not permitted once the tire has left the manufacturer. Grooving or re-grooving of non-DOT tires is permitted unless otherwise stated in class-specific rules. Recapping of tires is not permitted in any class. Tire size is unrestricted unless otherwise stated in class-specific rules. The only modifications allowed to DOT tires are having treads “shaved” or “trued.”"

T2
1. #40278 (Nathan Aust) 2023 TCR Hyundais
In T2-TCR Spec Lines, classify 2023 Hyundai Veloster N TCR as follows:

T2-TCR	Transmission	Power Level	Weight	Notes
2023 Hyundai Veloster N TCR	SEQ	90%	*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 Must conform to “2024 TCR Technical Regulations” prepared by WSC.*

In T2-TCR Spec Lines, classify 2023 Hyundai Elantra N TCR as follows:

T2-TCR	Transmission	Power Level	Weight	Notes
2023 Hyundai Elantra N TCR	SEQ	90%	*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 Must conform to "2024 TCR Technical Regulations" prepared by WSC.*

T3

1. #40031 (Christopher Childs) Ford FR500S

In T3 Spec Lines, classify 2008 Ford Mustang FR500S Miller Motorsports Cup as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
2008 Ford Mustang FR500S Miller Motorsports Cup	*90.2 x 90.0 4601*	*PR with (2) 45 mm holes required directly behind throttle body*		*275*				*3400*	*Must comply with Miller Cup standards. Not permitted to use any other Touring allowances. Any DOT approved tire conforming to T3 rules is permitted. **This car is not eligible for the Runoffs until it has competed in 3 Super Tour events.***

2. #40241 (Brian Leib) Audi S4 T3

In T3 Spec Lines, Audi S4 (12-14), change Notes as follows:

"Max spring rate *800* ~~1100#~~/in. front and rear. F sway bar 30mm, rear sway bar *22* ~~24~~ mm SPC front upper arms 81360. Separate coolant reservoir for the water to air intercooler permitted. *SPC front upper camber arms permitted. AWE Coldfront coolant system permitted.* **Must compete in 3 Hoosier Super Tour races to qualify for the Runoffs.**"

3. #40304 (Aaron Stehly) VW DSG Missing in 2015-2018 VW Golf R Spec Line

In T3 Spec Lines, 2015-2018 VW Golf R, change as follows:

Gear Ratios: "*MT* 3.36, 2.09, 1.48:1, 1.09, 1.10, 0.91 DSG 2.92, 1.83, 1.31, 0.97, 1.04, 0.81"

Final Drive: "*MT* 4.24 (1-4) 3.27 (5-6) *DSG (1) 4.77 (2) 3.44*"

Weight: "*MT* 3100 *DSG 3150*"

T4

1. #40329 (Stephen Hyatt) Dodge Neon DOHC Weight
In T4 Spec Lines, Dodge/Plymouth Neon ACR SOHC/DOHC (2/4 door) (95-99), change weight as follows:
"~~SOHC:~~ 2350"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Rich Olsen vs. SOM COA Ref. No. 26-11-CN
June 8, 2026

FACTS IN BRIEF

On May 3, 2026, following Race 2 for Group 6 at the Mark Amenda Majors held at Blackhawk Farms Raceway, Rich Olsen, driver of E Production (EP) #66, protested Jon Brakke, driver of EP #89, for violation of General Competition Rules (GCR) 6.11.1.A., B., and D. (On Course Driver Conduct) for two incidents of contact at turns 3A and 4.

The Stewards of the Meeting (SOM), Archie Bruce, Eric Fairfield, Julie Riggen, and Kevin Coulter (Chair) met, heard witnesses, and reviewed the evidence. The SOM disallowed the protest and returned the protest fee to Mr. Olsen.

Mr. Olsen appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Lee Hill, Laurie Sheppard, and Jack Kish (Chair) met on May 28, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Rich Olsen, submitted May 13, 2026.
2. Official Observers Report and related documents, received May 21, 2026.
3. SOM Video from Car #66, Car #89, and Car #23, received May 21, 2026.
4. SOM Photos of Car #66 and Car #89, received May 21, 2026.
5. Appellant documentation and attachments, received May 21, 2026.
6. SOM Narrative of the hearing, received May 29, 2026.

FINDINGS

In his appeal, Mr. Olsen asserted the SOM “administered the GCR inappropriately, unfair [sic], and inequitably”. He continued, “In both incidents he [Mr. Brakke] could of [sic] moved over and not drove into me. … He failed all the GCR sections (6.11.1.A., B., and D.) and appendix p.”

The SOM held a joint hearing with both drivers, collected their witness statements, reviewed a witness statement from a driver observing the race, and reviewed the in-car video from Car #66 and Car #89, and a following Car #23. The SOM examined both cars and took photos, which did not show damage consistent with descriptions of the

incidents. The SOM ruled contact in the Turn 3 complex could not be confirmed, and both drivers shared responsibility for contact in Turn 4. As both cars continued without apparent damage due to contact in the race, the SOM disallowed the protest.

The COA reviewed all videos submitted, the documentation provided by the SOM (witness statements, photos, and the SOM narrative), and the narrative provided by Mr. Olsen in his appeal. The videos show Car #89 initiated a pass attempt entering the Turn 3 complex just as Car #66 turned right toward the apex of the right-hand dogleg. Car #89 locked his brakes and moved right in an attempt to avoid contacting the rear of Car #66. The COA could not confirm if there was contact. Car #66 continued thru the right- and left-hand segments of the Turn 3 complex and moved to the right edge of the track.

Mr. Brakke's #89, a much faster car, stayed left and began to lap Car #66. As they reached the turn-in point of turn 4 (a left-hand turn), Car #89's nose was even with Car #66's driver's door. Car #66 turned in for the apex of turn 4, as Car #89 moved to the track edge with both left wheels on the verge of the pavement. Side to side contact occurred with Car #66 continuing to move left as Car #89 was completely alongside of Car #66. There was significant track width to the right of Car #66 which might have been used to avoid contact with Car #89.

The COA finds Mr. Olsen did not provide racing room to Car #89 (the second-place car) in Turn 4 and caused avoidable contact while he was being lapped. GCR 6.11.1.D. states in part, "The overtaken driver is responsible to be aware that they are being passed, and not to impede or block the overtaking car." The COA also finds the SOM conducted their investigation and hearing entirely in accordance with the GCR.

The COA reminds all parties that the contents in Appendix P. are "guidelines" used to enhance understanding of some typical situations on the track. They are not "rules", and therefore, they may not be cited in a protest or used as grounds for an appeal.

The COA finds the SOM made a thoughtful and reasoned decision based on the testimony and all available video and photographic evidence and acted within their authority.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Olsen's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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ROAD RACING COMPETITION COMMITTEE MINUTES | July 7, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on July 7, 2026. Participating were Dayle Frame, Chairman; David Arken, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown and Mark Weber, BoD liaison; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing and Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

No Action Required

General

1. #39867 (John LaRue) DEFINE TB & RM PROCESS

The decisions of recent years have been analyzed and scrutinized by many stakeholders in the Club, and while some felt the decisions were valid and necessary, others felt they were not the direction Road Racing should be heading. Ultimately a decision was made to reverse course to ensure maximum participation by all who wish to race at Hoosier Tire SCCA Super Tours.

For 2026 and beyond, these matters will fall under the purview of the Road Racing Planning Committee (RRPC), a group made up of staff, board, and at-large members, many of whom are racers like those reading this response. The directive for this group is to create a strategic plan for the future of Road Racing. That plan could be something that we've seen before, it could be something radically different. It could be something that some members support, and it could be something that some don't. Member input is always paramount, but not every solution works for everyone.

Any changes that are proposed by the RRPC going forward will be in step with the SCCA's Strategic Program Plan (outlined here: https://www.scca.com/articles/2020449-scca-sets-strategic-direction-for-growth-and-evolution-across-programs), adhering to the Operations Manual process.

As for the idea of the RRCC issuing Race Memos and Technical Bulletins with a 90-day waiting period, it is something worth discussing further, but at this time the consensus is that it would have a negative impact on the participants since these are used for technical clarifications, safety emergencies, or parts shortages, as you mentioned in your letter. Leaving competitors in limbo for that long doesn't seem like the best choice.

Not Recommended

AS

1. #40286 (Daniel Licklider) Suggest Hoosier RCES as a spec. tire for A/S

Thank you for submitting this proposal and for highlighting the significant cost difference between the proposed tire and the current Hoosier R8. The tire you are referring to is currently in our tire list.

While we appreciate the effort to identify lower-cost alternatives for competitors, the RRCC does not support adopting a spec tire requirement at this time.

2. #40332 (Michael Kamalian) Request to Allow Polycarbonate Windshields
Polycarbonate Windshields are not recommended for American Sedan.

GT3
1. #39635 (Warren Montague) Rule Changes
The 75 lbs. STU using GT3U rule set cannot be removed. The RRCC will continue to monitor this class. GT3 Regional does not have the 75lb. weight add-on for the 2.0 Liter.

EP
1. #40295 (Anthony Parker) Triumph GT6 Adjustments
This is not recommended at this time. Several adjustments have been made to this classification in the past year and the data gathered has shown an improvement in performance. The PAC would like to continue to monitor this before any additional changes are considered.

HP
1. #40481 (Robert Heatwole) Nissan/Datsun 1200 5speed
Allowing a 5-speed transmission for a spec line where only a 4-speed transmission came originally, is not consistent with class philosophy. Therefore, this letter is not recommended.

2. #40578 (Neil Verity) Dual 1.5 inch SUs (Unmodified) for 1296 Spitfire in HP
This request is not recommended. The Midget and the Spitfire have fundamentally different engines and therefore classification changes associated with one does not automatically qualify the other to receive the same. The 1296cc Spitfire has shown good performance potential as-is, and the ability and balance of both will continue to be monitored.

T2
1. #40432 (Harley Kaplan) Audi and Hyundai T2 Misclassification
Letter writer does not request a BOP adjustment, but requests that we move all TCR cars to T1. This change is not permitted during the season. The committee will consider BOP adjustments.

T4
1. #40287 (Gino Carini) BMW Z4 Weight Reduction Request
We will continue to monitor the car in the class. We have been watching this spec line since the dawn of the class.

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.

GCR
1. #40159 (Anne Kumor) Timing JUST Publishes Driver-Provided Data in Results
In Official Results, GCR section 5.10.4.B.4, change as follows:
"The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information *as verified by registration*."

2. #40636 (Sydney Yagel) Update 3.7.4.A.1.a.
In GCR, Section 3.7.4.A.1.a, change as follows:
"For 2026 Only: Due to cancelled U.S. Majors Tour races in both the Northeast and Southern Conferences, drivers whose Division of Record on May 1, 2026 was Northeast Division or Southwest Division may substitute one additional Regional-sanctioned weekend for a second Majors weekend participation. A driver from these Divisions is now eligible to run 1 Majors + 3 Regional weekends to qualify for the 2026 National Championship Runoffs. *Drivers utilizing this path need only two (2) individual U.S. Majors Tour race finishes, all in the same class. Events may be part of any Conference.*"

Prod General
1. #40358 (Jon Brakke) Clarification of PSC9.1.5.E.11
In section 9.1.5.E.11, make the following modification:
"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.~~ *The openings created by the removal of these items must be covered with screens or panels. These covers must be the same or flatter contour as the stock lenses/covers, and may be attached to or integrated into surrounding bodywork. Headlight bezels/rims must remain in their stock locations but can be replaced by components of an alternate material, provided their appearance remains stock.*"

In section 9.1.5.E.11.A, make the following modification:
"Retractable or “pop up” headlight assemblies can be run in their open, partially opened, closed position or removed in their entirety. The openings created by the removal of the assembly must be covered with screens or panels. These covers must be the same or flatter contour as the stock assembly in its closed position, *and may be attached to or integrated into surrounding bodywork,* but need not retain any bezels/rims."

SMX
1. #40530 (Spec Mazda (SM/SMX) Committee) Hardtop Mounting Clarification
In GCR, Section 9.1.7.1.d.4.w., change as follows:
"5. Openings beneath the hard top seal to the body are not permitted. ~~The hard top must be securely mounted to the body of the vehicle and perform no other purpose.~~

6. The hard top must be securely mounted to the body of the vehicle in a minimum of 6 locations (2 Front, 2 B-pillar and 2 Rear) and perform no other purpose.

7. ~~6.~~ Body repair must be performed to maintain stock body contours, lips, profiles, etc. body repair modification must not increase clearance."

<u>Taken Care Of</u>
GCR
1. #40277 (Scotty B White) GCR Sound Control
Thank you for bringing a problem to our attention for review. The GCR section requiring sound site certification will be reviewed and for now removed from the GCR.

What Do You Think
None.

Resume
None.

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

DATE: July 20, 2026
NUMBER: TB 26-08
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 8/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan

AS

1. #40094 (American Sedan Committee) Change in 9.1.6.D.4.d.5 in Suspension Mounting Points
In GCR, Section 9.1.6.D.4.d.5., change as follows:
'Vehicles with rear trailing arms may replace OEM arms with tubular arms. ~~Arms must maintain stock length and serve~~ *Arms must serve no other purpose than locating rear axle assembly.*"

2. #40239 (Dan Hardison) Re-Add 4.6L 4v 96-04 Mustang Cobra
In AS Spec Lines, Ford Mustang GT (94-04), change Engine/Weight (lbs.) as follows:
"4.6L 2, ~~or~~ 3 *or 4* valve/3200"

3. #40532 (American Sedan Committee) Errors and Omissions
In AS Spec Lines, Ford Mustang Coupe GT (05-14), change Engine/Weight (lbs.) as follows:
"Gen3Coyote/~~3100~~*3400*"

B-Spec/C-Spec

None.

Electric Vehicle

None.

Formula/Sports Racing

FA

1. #40621 (Road Racing Competition Committee) Update sealed engine teardown section
In FA, GCR section 9.1.1.A.2.e, change as follows:
"Engines that are required to be sealed are subject to ~~full inspection by SCCA stewards and/or technical staff. The competitor will be responsible for all costs associated with reassembly and resealing of the engine~~*the requirements of section 9.3.42*."

FX

1. #40622 (Road Racing Competition Committee) Update sealed engine teardown section
In FX, GCR section 9.1.1.H.C, change as follows:
"Engines – Engines ~~which~~*that* have been sealed ~~from~~*by* the manufacturer or builder are subject to ~~full inspection by SCCA stewards and/or technical staff. The competitor shall be responsible for all costs associated with reassembly and re-sealing of the engine~~*the requirements of section 9.3.42*."

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

GCR

1. #40252 (Lizabeth Lowy) Objection to letter #39921 Revisions to GCR 9.3.29A. and 9.3.29B
In Identification Markings, GCR section 9.3.29.B, change as follows:
"The minimum height of all numbers is 8 inches with a minimum 1.5-inch stroke width on a single-color contrasting background. All numbers must be the same color and style. Metallic (reflective) identification characters and backgrounds are prohibited. The minimum height of all class identifications is 4 inches with a minimum 1/2-inch stroke width on a single-color contrasting background. ~~The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings.~~"

2. #40558 (Road Racing Competition Committee) Revise sound control section
In Sound Control, GCR section 5.7.1.A, change as follows:
"Ensure that the sound monitoring equipment is located ~~at an official certified site~~*in accordance with the SCCA Sound Control Manual unless otherwise directed by track management or local government authorities*."

3. #40690 (Road Racing Competition Committee) Change GCR references from CRB to RRCC
In GCR, change CRB to RRCC in the following sections:
Contents 2.7.
1.2.3.D.1. (twice)
1.2.3.D.2.
1.2.3.D.4.
1.2.3.D.4.a.
1.2.3.D.4.b.
2.2.1.
2.7. (four times)
5.11.5.C.
8.1.4.
8.1.4.A.
8.1.4.B.
8.1.4.C.
8.1.4.D.
8.1.4.H.
9.1.12.B.
9.1.12.C.
9.1.12.D.
APPENDIX A.5. (five times)
APPENDIX A.6.
Appendix F. (three times)
INDEX
9.1.1.2.c.11.
9.1.1.2.d.11.
FA Spec Lines Table 2 Formula 1000
FA Spec Lines Table 2 Formula Lites Crawford FL15
FA Spec Lines Table 2 Tatuus IP-22 USF Pro 2000
9.1.1.D.15.B.

FX Spec Lines FIA Certified F4 2nd Gen Ligier JS F422
FX Spec Lines Formula Renault 2.0 (00-09)/ Fran-Am 2000
GT3 Spec Lines Engines - MAZDA Below chart
9.1.2.G.VII.E.
9.1.4.G.2.
9.1.7.10.a (twice)
9.1.7.10.b. (twice)
Prototype Engine Table G
9.1.9.1. T1 Car Eligibility
9.1.9.1.E.1.
9.1.9.3.10.b.

In GCR, change crbscca.com to rrccscca.com in the following sections:
9.1.8.J.13.

In GCR, change Club Racing Board to Road Racing Competition Committee in the following sections:
2.2.1.
2.7.
3.1.1.D.
3.7.4.C.
5.11.5.
6.1.FLAGS
8.1.4.
9.1.9.3.10.b.
9.1.12.A.
9.3.16.B.
APPENDIX A.5. (three times)
APPENDIX B. 1.1.1.C.
APPENDIX B. 1.4.1.
9.4.6.
APPENDIX K.A.
INDEX
9.1.1.14. (twice)
E. FORMULA S CLASS (REGIONAL CLASS ONLY) 1.
9.1.2.F.7.b.12.
9.1.4.A.
9.1.5.A.
9.1.5.B.4. (twice)
9.1.8.1.
9.1.8.14.a.4.
9.1.8.J.13.
RADICAL CHALLENGE (REGIONAL CLASS ONLY) 2.G.4.B.
9.1.9.1.N.

9.1.9.2.C.3.
9.1.9.2.C.3.b.
9.1.9.3.10.b.

In GCR, change www.clubracingboard.com to www.roadracingcompetitionboard.com in the following sections:
1.2.3.D.2.
1.2.3.D.4.
8.1.4.
8.1.4.H.
9.1.5.B.4.
9.1.9.1.N.

General
None.

Grand Touring
GT1
1. #40250 (Scotty B White) Request TA Cup Cars Into GT1
In GT1 Spec Lines, GT1 Cars – Porsche T/A Cup, change as follows:
Model: "T/A ~~Porsche~~ Cup"
Notes: "Max flat plate size 1-11/16 inch, must run T/A ~~Porsche~~ Cup rule set, Must have T/A ~~Porsche~~ Cup rule set in possession at all race events."

Improved Touring
ITB
1. #40321 (Thomas Beverly) 1996-2000 Honda Civic (CX, DX, VP, LX) D16Y7
In ITB Spec Lines, classify Honda Civic (CX, DX, VP, LX) (1996-2000) as follows:

ITB	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Honda Civic (CX, DX, VP, LX) (1996-2000)	*SOHC*	*Bore 75.0 Stroke 90.0 Disp 1590 CC*	*2435*	*Engine Code D16Y7*

Legends Car
None.

Planning
None.

Production
1. #40517 (Brian Linn) Mini Cooper Compression Ratio
In HP Spec Lines, Mini Cooper (02-06) (includes 05-08 convertible), change Drivetrain Notes as follows:
"Comp. ratio ~~10.6~~*11.0*:1, Valve lift .450"

Spec Mazda (SM/SMX)
1. #40357 (Greg Amy) E&O Verbiage, 9.1.7.1.D.6.1
In GCR, Section 9.1.7.1.D.6.1.General, change 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.
For all events in 2027 other than the Hoosier Super Tour and Runoffs, engines prepared to specifications listed in 9.1.7.1.d.6 are permitted."

Super Production
None.

Super Touring
None.

Touring
T3
1. #40307 (Clayton Cavell) Porsche 986 Boxster S (00-04) Spec Line Additions for Suspension
In T3 Spec Lines, Porsche Boxster/ Boxster S (00-04), add to Notes the following:
"*Swaybars allowed 28mm (f) and 24 mm (r). 800# Springs allowed. Rennline (SKU S58.59) allowed.*"

2. #40507 (Robert Damler) Allow a Change in Rear Axle
In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), add to Notes the following:
"*Ford 9" OEM rear axle assembly allowed.*"

T4
1. #40653 (Touring Committee) Is it time?
In T4 Spec Lines, classify Spec Miata (SM) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Spec Miata (SM)			*15 x 7*	*205*					*Cars conforming to SCCA Spec Miata rules are allowed to compete in Touring 4. No other Touring allowances are permitted.*

2. #40656 (Touring Committee) Combine T4 BRZ/86/FRS generations
In T4 Spec Lines Subaru BRZ (17-21), change as follows:
Year: "(~~17~~*13*-21)"
Notes: "Eibach 82105.320 sway bar kit allowed. Eibach 4.10582 springs or 225 lb (f) and 300 lb (r) springs allowed. SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Only 17" wheels permitted. *2013-2016 cars are permitted to fully update to these specs.*"

In T4 Spec Lines, Toyota 86, GT (17-21), change as follows:
Model: "Toyota 86, GT (17-21) *incl. Scion FRS (13-16)*
Notes: "Eibach 82105.320 sway bar kit allowed. Eibach 4.10582 springs or 225 lb (f) and 300 lb (r) springs allowed. SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Only 17" wheels permitted. *2013-2016 cars are permitted to fully update to these specs.*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Tim Schreyer vs. SOM COA Ref. No. 26-12-CN
July 8, 2026

FACTS IN BRIEF

On June 7, 2026, following Race 2 for Group 3 at the Chicago Region June Sprints Hoosier Super Tour held at Road America, Tim Schreyer, driver of E Production (EP) #38, protested Jon Brakke, driver of EP #89, alleging substitution of parts not originally equipped per the vehicle spec line. Specifically, the protest related to the rear differential cover of the BMW Z3, Level 2 Preparation.

The Stewards of the Meeting (SOM), Bryan Deane and Art Tapley (Chair) met, interviewed both drivers, and visually inspected EP #89. The SOM disallowed the protest and returned the protest fee to Mr. Schreyer.

Mr. Schreyer appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Richard Mitchell, and Scott Bowman (Chair) met on June 25, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Tim Schreyer, submitted June 14, 2026.
2. Official Observers Report and related documents, received June 18, 2026.
3. Appellant's detailed basis for appeal, received June 18, 2026.
4. Screen shots of BMW dealer parts software, received June 18, 2026.
5. Images from Bentley Publishers BMW Z3 Service Manual, received June 18, 2026.
6. Email and document from Art Tapley, SOM Chair, received June 29, 2026.

FINDINGS

In his appeal, Mr. Schreyer disagreed with the determination that the rear differential cover as configured on EP #89 was ever offered by BMW on the BMW Z3. GCR 9.1.5.C.2 allows updating or backdating within the specifications for the make and model listed on the same line of the Production Category Specifications (PCS). Mr. Schreyer provided significant detail in his appeal from two sources, a Bentley Publishers BMW Z3 Service Manual and the factory BMW Ersatzteile-Katalog (ETK) software package used by all dealers and independent shops to identify and procure parts.

The SOM interviewed both drivers, visually examined EP #89, and considered each driver's testimony and evidence. The SOM determined the allegation of non-compliance was not supported and disallowed the protest.

The COA received minimal documentation of the hearing and investigation performed at the event. In his appeal, Mr. Schreyer provided compelling evidence that deserves consideration. However, without additional information the COA cannot discern the vehicle's compliance. The COA did not receive photographs documenting the rear differential cover as raced at the June Sprints and the vehicle was released to Mr. Brakke following the SOM hearing. Therefore, the COA is unable to rule on the merits of the appeal.

The COA regrets it is unable to issue a finding in Mr. Schreyer's appeal. The COA encourages examination of the entirety of the evidence at a future SCCA event.

DECISION
The Court of Appeals returns Mr. Schreyer's appeal unheard. Mr. Schreyer's entire appeal fee will be returned.

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

ROAD RACING COMPETITION COMMITTEE MINUTES | August 13, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on August 13, 2026. Participating were Dayle Frame, Chairman; David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, Mark Weber and Sam Fouse, BoD liaison; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing and Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory
None.

No Action Required
FV
1. #40249 (Brian Farnham) Fan Shroud Rule
The Road Racing Competition Committee appreciates your letter regarding whether the Formula Vee fan shroud rule is still in effect and how it is to be checked. GCR section 9.1.1.C.9.C states as follows: "The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12)." The fan shroud rule therefore is still in effect, and the rule indicates how it is checked. When checked at events, a fan shroud from a 36 or 40 HP engine is appropriately placed onto the Formula Vee engine and the bodywork must fit over the shroud. A template produced to fit outside the body to test for compliance is not an approved method under the rule.

GCR
1. #40613 (Laurie Sheppard) On Confiscating a Hard Card When Assigning Probation...
Please see the response to letter #40637 in the current Fastrack.

Not Recommended
GCR
1. #40619 (Gary D'Abate) Roll Cages for Formula Cars and Sports Racing Cars
The Road Racing Competition Committee does not recommend this change. The roll cage rules for formula cars and sports racing cars (section 9.4.5. in Cars and Equipment) fall within the numbering sequence of the roll cage rules found in Appendix I, and changing the reference from 9.4.5. to 9.5. would also require multiple revisions in other sections of the GCR. Renumbering the roll cage rules for consistency within a section is a task better left to a future reorganization of the GCR.

EP
1. #40753 (Yuri Collazos) Mazda Rotary Engine Request for Mazda Miata
Thank you for your request, but this is not recommended as it is considered outside of Production philosophy. Please note that through the GTL ruleset (Appendix N), a 12A or 13B rotary can be ran in a Miata. Through the inclusion of GTL into FP, that car could then legally be ran in FP to that GTL classification. This configuration can also run legally in STL.

FP

1. #40586 (Chris Kopley) Competition Adjustment Toyota AGE Engine

Thank you for your request, but it is not recommended at this time. The AGE engine is proven to be competitive within the GTL ruleset. Additionally, the competition balance between the former GTL cars within the FP class is still being closely monitored.

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.

FF

1. #40573 (Doug Learned) Honda Fit Oil Pan

In FF, GCR section 9.1.1.B.14.n.1.a, change as follows effective 10/1/26:

"Oil pan: HPD PN: 11200-F21S-A210 or PN: 11200-F21S-C240; Fast Forward PN: FF100-201A*,* ~~or~~ PN: FF100-201B*, or PN: FF100-201C*."

GCR

1. #40637 (Sydney Yagel) Probation Log Clean Up

In Stewards of the Meeting (SOM), GCR section 5.12.1.B.2, change as follows effective 10/1/26:

"**Notice of Probation and/or Suspension**

The name(s) of anyone placed on probation, or whose competition privileges were suspended, must be ~~faxed~~*entered on the MAP (Member Access Portal)* or emailed to the Road Racing Department on Monday following the event. Required information includes the name, member number, event date/location, and the name of the Chair of the SOM. The ~~confiscated license(s) and~~ tear-off coupon(s) from the Probation Log must be sent with the Observer's Report."

In Appeal Procedures, GCR section 8.4.3.B.2, change as follows effective 10/1/26:

"~~a competition license surrendered to the Chair of the SOM or the Race Director or Chief Steward in return for~~ a Probation Log must be received by the National Office; and"

In Appendix C. Licensing and Types, change as follows effective 10/1/26:

"~~3. NON-STANDARD LICENSE SITUATIONS~~

~~A. Probation Letter as License~~

~~1. The Chair of the SOM or other review committee or Court of Appeals issues a Probation Log to temporarily replace the confiscated License of a member whose penalty is probation.~~

~~2. The member uses the Probation Log as a License until the terms of the probation have been met completely.~~

~~3. When the terms are completed, the member sends the Probation Log to the National Office and receives their License in return.~~

~~B. Statement of Facts Affidavit in Lieu of License~~

~~A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in their possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D.~~"

Prod General

1. #40571 (Jon Brakke) Make it Clear that Differential Covers are Unrestricted
In GCR, Section 9.1.5.E.2.o.5., change as follows:
"Axle shafts, bearings, bearing carriers, hubs, ~~and~~ universal joints/CV joints*, and differential covers* are unrestricted."

2. #40681 (Jon Brakke) Allow Unrestricted Mounting of Differential and Transmission
In GCR, Section 9.1.5.E.2.m.6. change as follows:
"Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.~~1.o.6~~*2.o.7*. Engine mounts must attach to the engine in their stock location."

In GCR, Section 9.1.5.E.2.n.1. change as follows:
"The Transmission *and its mount(s) are* ~~is~~ unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited."

In GCR, Section 9.1.5.E.2.o.6. change as follows:
"~~Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.~~ *Differential mounts are unrestricted, provided the differential remains in the stock location except as permitted in 9.1.5.E.2.o.7.*"

In GCR, create section 9.1.5.E.2.o.7. as follows:
"*Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.*"

T2

1. #40630 (Jim Tway) Spec Corvette Rules Outdated
In T2 Spec Lines, Spec Corvette, change as follows:
Weight: "SC-3200
SC+-3300 See notes section"
Notes:
"Cars must conform to Spec Corvette rules dated ~~11/2022~~ *10/17/2024*. Master cylinder part number GM 19418187 and Booster part number 19418516 permitted. Limited to 380 HP. Any 200tw 315 tire permitted if used on all 4 corners or a 295 R compound DOT tire. Modifications to Radiator Air Shroud to increase radiator cooling efficiency is allowed. Replacement of factory air shroud with other material is allowed. New air shroud cannot be wider than inside of frame rails. The front bumper must remain in factory shape – unmolested and air shroud must mount to it in factory location. Upper Radiator Support must retain factory location. Factory air dam must remain in its factory location. All factory suspension pick up points must be maintained. Trackspec's rear upper coilover offset shock mount may be used, part number C56UPRMN
The following "Spec Corvette +" allowances are permitted with a base weight of 3300 lbs:
1) Penske double adjustable shock
2) dry sump,
3) battery relocation,
4) Quaife limited slip differential,
5) T2 4 piston 13" front brake system,

6) coil springs other than Eibach part number 0800.225.0550.
7) up to 7100 rpm Rev limit"

Taken Care Of

GT2

1. #39932 (Ray Houle) Subject: GT2 BoP Request for Ginetta G56 GT4 (V8)
Please see RRCC response to letter # 39995 in the current Fastrack.

2. #39996 (Bruce Bergeron) GT2 BoP Request for Ginetta G56 GT4 (V8)
Please see RRCC response to letter # 39995 in the current Fastrack.

T2

1. #40436 (Aaron Kaplan) TCR Cars in T2
Please see letter #40508 in the current Fastrack.

2. #40505 (Scotty B White) T2 Parity Analysis
Please see letter #40508 in the current Fastrack.

What Do You Think

None.

Resume

T2-T4

1. #40132 (Barry Borgschatz Jr) Resume to be on Committee
The TAC will keep your resume on file.

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

DATE: August 20, 2026
NUMBER: TB 26-09
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 9/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
AS
1. #39646 (Daniel Richardson) 2016+ Camaro Spec Line Full Prep
In AS Spec Lines, Chevrolet Camaro (16-), change Notes as follows effective 9/1/26:
"Max wheel Dia, 20.0 inches. ~~ZL1~~ *1LE front splitter kit 85837791* ~~Front Fascia and grill~~ is permitted . Belt tensioner part number GM 12569301 allowed. Full prep: Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. ~~Passenger sideFull Prep head must be 2-5/8 min from the firewall.~~

Motor Mounts: BMR Motor Mount Kit MM010H, JEGS LT1 conversion plate 555-50597. Counter sink M10x1.5 x 30mm bolts (4), counter sink 3/8 - 16 x1 bolts (3). #1 Spark plug cannot fall behind the centerline of Front Hubs."

2. #40495 (Brock Morris) Consideration of Pirelli P Zero Trofeo Track for AS Competition
In GCR, Section 9.1.6.D.6.b.4., add the following effective 9/1/26:
"Additional tires may be requested for consideration by the ASAC and may be introduced within rule change timing cadence.

Pirelli PZERO TROFEO TRACK."

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
None.

GCR
1. #40579 (Larry A Pannemann) GCR Rain/Brake Light Correction
In SRF, GCR section 9.1.8.D.1.W.l, change as follows effective 9/1/26:
"A Super Bright LEDs Inc. P/N PT-STRB-R24 (SCCA Enterprises P/N 180427A) rain / brake light~~,~~ is required in the original roll hoop mounting location. This rule supersedes GCR section ~~9.3.32.B.2~~*9.3.33.B.2*."

2. #40612 (Laurie Sheppard) Requirements for a Person on Probation
In Range of Penalties, GCR section 7.2.K, change as follows effective 9/1/26:
"Suspension of license privileges
SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. The suspension is effective immediately. If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the Chair of the SOM, review committee, or National Office. ~~A competitor's Probationary Log must be given to the Chief Steward/Race Director before going on track.~~"

General
None.

Grand Touring
GT2
1. #39995 (Kevin Park) Ginetta G56 GT4 BoP
In GT2 Spec Lines, GT2 Engines - GINETTA, Engine Family GM LS V8, change as follows effective 10/1/2026:
Fuel Induction: ~~72~~*76mm FPR*
Weight (lbs): "~~3300~~*3150*"

2. #40325 (Ian Barberi) Modern BMW Engines in GT2
In GT2-ST Spec Lines, BMW E46 M3 & E36 / BMW Z3 BMW 5000cc V8, add the following effective 10/1/2026:
"The 3.4 liter 6 cyl. (87.0 bore x 93.0 stroke) is permitted at 2575lbs. 4.0L V8 permitted at 2900lbs. 4.5L V8 permitted at 2950lbs. 5.0L V8 permitted at 3000lbs. *BMW B58 V8 is permitted at 3300 lbs. with 47mm TIR.*"

3. #40550 (Chris Edens) MZR/L5-VE Engine Classification
In GT2 Spec Lines, GT Engines - MAZDA, classify MAZDA MZR/L5-VE as follows effective 10/1/2026:

GT Engines - MAZDA

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MAZDA MZR/L5-VE	*DOHC*	*89mm X 100.0mm*	*2488cc*	*Alumn*	*4*	*46mm TIR*	*2300 lbs*	*EFR turbo 6258 or 7163 turbo.*

Improved Touring
None.

Legends Car
None.

Planning
None.

Fastrack news
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Production
FP
1. #40337 (Preston Obremski) Request to Classify 02-05 2dr & 4dr Chevy Cavalier
In FP, classify the Chevrolet Cavalier (02-05) as follows effective 10/1/2026:

FP	Prep. Level	Base Weight (lbs)	Engine Type Mat'l Block/ Head	Displace-ment Bore x-Stroke mm/ (in.)	Drivetrain Notes	Chassis Notes	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)
Chevrolet Cavalier (02-05)	*2*	*2300*	*4 Cyl DOHC Alum/ Alum*	*2198 86.5x94.6 (3.40x3.72)*	*Fuel Injection Valve Size: (I) 35.1/(1.38) (E) 30.1/(1.19) Comp. ratio 11.0:1, Valve lift .450" Trans. Speeds: 5*	*Wheels: 15x7 Brakes Std: (F) 259/(10.2)Disc (R) 200/(7.9) Disc*	*2644 (104.1)*	*1570/1546 (61.8/60.9)*

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
GT3U
1. #40679 (Robert Maples) Wheel and tire requirements for GT3U
In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowances, STU-GT3U, change Notes as follows:
"~~All~~ GT3U (Majors and Runoffs) ~~cars using up to 15"x7" wheels limited to 225 section width tires shall run at current GT3 race weight plus 275lbs. All Gt3U cars shall run a DOT approved tire with a maximum section width of 245. GT3U cars are allowed optional 15"x9" wheels with a 1.5% weight addition or up to 18"x9" wheels with a 3.0% weight addition to the total weight including the 275 lbs Increase the minimum weight of all GT3/GT3U 2.0 liter unrestricted engines to +75 lbs. All GT3 cars running in STU must meet the minimum ride height of 3.0" for the main frame rails not including rub blocks and a 2" minimum for the front spoiler and splitter.~~
1. Wheel and tire requirements for GT3U
a. Cars using up to 15"x7" wheels and up to a 225 section width DOT approved tires shall run at current GT3 race weight plus 275lbs.
b. Cars using 15"x9" wheels and 245 section width DOT approved tires shall run at current GT3 race weight plus 275 lbs plus 1.5%.
c. Cars using 16, 17, 18" x9" wheels and 245 section width DOT approved tires shall run at current GT3 race weight plus 275 lbs plus 3.0%.

2. The minimum weight of all GT3/GT3U 2.0 liter unrestricted engines plus 275lbs, plus 75lbs.
3. All GT3 cars running in STU must meet the minimum ride height of 3.0" for the main frame rails not including rub blocks and a 2" minimum for the front spoiler and splitter."

Touring
T2
1. #40508 (William Bolt) TCR Data Points - BoP
In All T2-TCR Spec Lines, change notes and weights as follows:
"DOT approved tires with maximum section width of 275. T2-TCR splitter and valance *ride height is 3.50 inches.* ~~must comply with 9.1.4.D.3.f.~~ T2-TCR chassis ride height *is 4.0 inches to be measured without driver at the lowest point of the rocker, but not to include welded seams, fasteners or factory aero cladding.* ~~must comply with 9.1.4.1.A.1~~
Must conform to "2024 TCR Technical Regulations" prepared by WSC."

Audi RS3 LMS(16-20):
Weight "~~2977~~*3277*"

Audi RS3 LMS(16-20):
Weight "~~2900~~*3200*"

Honda TCR H56(16-17):
Weight "~~2910~~*3210*"

Honda TCR FK7(18-22):
Weight "~~2910~~*3210*"

Hyundai i30 N(16-20):
Weight "~~3054~~*3354*"

Hyundai Veloster N TCR:
Weight "~~3000~~*3300*"

Hyundai Elantra N TCR:
Weight "~~3000~~*3300*"

Link & Co 03 TCR(2019-2025):
Weight "~~3000~~*3300*"

Mazda 3TC:
Weight "~~2850~~*3150*"

MG6TCR(2019-2022):
Weight "~~3000~~*3300*"

Volkswagen Golf GTI(16-20):
Weight "~~2977~~*3277*"

Volkswagen Golf GTI(16-20):
Weight "~~3000~~*3300*"

T3
1. #40708 (Touring Committee) T3 Subaru STI 2015-2021
In T3 Spec Lines, Subaru STI (15-21), change Notes as follows:
"Front Sway bar 27mm max and Rear Sway bar 24mm max allowed. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. Killer B intake pipe #EJTI and coupler permitted. ~~SPC lower control arm 67660 allowed.~~ OEM spec block permitted *Whiteline #KTA139A lower control arms allowed.*"

T4
1. #40677 (Trenton Kramer) 02-06 R53 Mini Cooper Hotchkins Rear Camber Arms
In T4 Spec Lines, Mini Cooper S R53 (02-06), add to Notes the following:
"*Hotchkis Rear Camber arms permitted Part #13800.*"

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Kathleen Barnes vs. SOM COA Ref. No. 26-13-NE
July 23, 2026

FACTS IN BRIEF

On June 20, 2026, following Race 1 for Group 2 at the Finger Lakes Region SCCA Hoosier Super Tour at Watkins Glen, Race Director Kathleen (Kathy) Barnes filed a Request for Action (RFA) to investigate contact in Turn 1A between Spec Miata (SM) #02, driven by Christian Meyer, SM #55, driven by Marcello Paniccia, and SM #169, driven by John Dean, on a restart for possible violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (On Course Driver Conduct).

The Stewards of the Meeting (SOM), Rob Foley, Phil Kelley, Richard Muise, and Chris Current (Chair) met, heard witnesses, and reviewed the evidence. The SOM ruled no further action was necessary.

Ms. Barnes appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Lee Hill, Jack Kish, and Costa Dunias (Chair) met on July 16th, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Kathy Barnes, submitted June 30, 2026.
2. Appellant video from Car #46 (D. Leuci) and Car #5 (Ryan Maloney), received July 10, 2026.
3. Official Observers Report and related documents, received July 10, 2026.
4. SOM Video from Car #02, Car #55, Car #169, Car #72 (Gianni Maiuro), and Car #66 (Charles Mactutus), and SCCA Live Stream, received July 10, 2026.
5. Appellant documentation and attachments, received July 10, 2026.
6. Class Ambassador Greg Amy Witness Narrative and video analysis, received July 10, 2026.

FINDINGS

In her appeal, Ms. Barnes asserted the SOM failed to follow GCR 8.2: ("Each party must be given the opportunity to review and consider all evidence presented to the SOM...".) She stated, “Christian Meyer 02 SM was not given that opportunity. An unanswered phone call is not sufficient opportunity – especially when Hoosier Super

Tour has available PA and use of Sportity app for contact with participants. Also – the author of the RFA, Race Director Kathy Barnes was not given the opportunity to provide input."

The SOM held a hearing with the drivers of Car #s 55, 66, and 169, and collected their witness statements. The SOM viewed all available videos and concluded the drivers in the incident did not make any errors and the incident was due to close three-wide racing in the paved runoff outside Turn 1 on the restart.

The next day, the SOM reopened the hearing to interview Mr. Meyer and review his video. After the interview, they determined their decision on the RFA would remain "no further action". Mr. Meyer was given a witness statement to complete, but he never returned it as he was urgently trying to leave to catch a plane Sunday afternoon.

The COA reviewed all videos submitted, documentation provided by the SOM, the statement provided by the Class Ambassador, and the narrative provided by Ms. Barnes in her appeal. The Race Director stated she was too busy to view all videos, so she filed the RFA for the SOM to investigate, which they thoroughly did in accordance with their duties and responsibilities.

The COA finds the following:
The SOM made every reasonable attempt to comply with GCR 8.2., by informing his father that Mr. Meyer was to come to the SOM room on June 20th (which he did not do) and notifying Mr. Meyer again on June 21st.

The SOM conducted their investigation and hearing entirely in accordance with the GCR.

The SOM made a thoughtful and reasoned decision based on the testimony and all available evidence and acted within their authority.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Ms. Barnes' appeal is well founded and her entire appeal fee will be returned.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brian Goldburg vs. SOM COA Ref. No. 26-14-NE
August 19, 2026

FACTS IN BRIEF

On July 3, 2026, at the New England Region Last Chance Majors held at Thompson Speedway Motorsports Park, Alexandre Cole, driver of Grand Touring 2 (GT2) #13, protested Brian Goldburg, driver of GT2 #42, for suspected violation of General Competition Rules (GCR) 9.1.2.F.7.a.4. (Aftermarket body panels not identical to OEM), 9.1.2.F.7.b.*. (Diffuser on car without specific approval or spec), and GT2 Spec documentation (lack of Panoz assembly book required for confirming specifications).

The Stewards of the Meeting (SOM), Laurence Dignan, William Fralick, Christopher Milton-Hall, and Charles (Chuck) Dobbs (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined Mr. Goldburg had in his possession the appropriate Panoz assembly documentation and ruled the body panels in question compliant per the GT2 rules.

The SOM found the rear close out panel on GT2 #42 noncompliant based on GCR 9.1.2.F.7.b.2. They penalized Mr. Goldburg with loss of position sufficient to finish last in class, which incurred two penalty points on his competition license.

Mr. Goldburg appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Scott Bowman, Spencer Gorham, and Lee Hill (Chair) met on July 30, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Brian Goldburg, submitted July 12, 2026.
2. Official Observers Report and related documents, received July 22, 2026.
3. Statement from the Road Racing Competition Committee, received August 14, 2026.

FINDINGS

In his appeal, Mr. Goldburg asserted that his rear close out panel is an OEM part with a Panoz part number and is compliant with GCR 9.1.2.F.7.b.15.E.3. describing the rear close out panel.

The SOM visually confirmed the body [hood and trunk] panels on GT2 #42 matched the original panels in size, shape, and function but were constructed of an alternate material (carbon fiber) which is allowed in the GT2 rules. Mr. Goldburg was in possession of appropriate documentation. Therefore, items 1 and 3 were ruled as compliant and those items in the protest were denied.

The 2nd item – the diffuser – was determined by the SOM to be noncompliant based on language found in GCR 9.1.2.F.7.b.: "*Restrictions regarding external body shape and use of belly pans are aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one-off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects).*" and in GCR 9.1.2.F.7.b.2.: "*The floor behind the rear wheel opening shall be flat and follow, but not exceed, the line of the rear fender bottom. Only the fuel cell container may protrude or extend below this plane.*".

The SOM noted that the spec line for the Panoz Esperante does not include a range of model years and, with backdating and updating allowed, there is some potential for confusion since parts produced by Panoz for any Esperante variety at any time in the past, present, or future would be considered OEM parts if they carry a Panoz part number and appear in the Panoz documentation. The "rear close out panel" with the diffuser is shown in the Panoz parts list as an OEM part. The SOM determined that even though the part was an OEM part, it violated the class rules specified in GCR 9.1.2.F.7.b. and 9.1.2.F.7.b.2. making it noncompliant.

The COA reviewed the evidence included with the SOM decision and found the SOM had thoroughly researched the issue in reaching their decision. In particular, the witness statement prepared by Paul Messier, the NER Event Tech Chief, was extremely thorough and well presented.

The COA notes the OEM part appears to conflict with the broad intent of the Chassis and Bodywork rules cited in GCR 9.1.2.F.7.b. Per GCR 1.2.3.D.1.,"The CRB determines the intent of a rule." The COA requested review of this determination by the Road Racing Competition Committee before issuing a ruling on Mr. Goldburg's appeal.

Dayle Frame, Chair of the Road Racing Competition Committee, provided the following analysis for a Panoz Esperante GTS: "…all components of the car must meet the traditional GT2 rules, meaning a [rear close out] panel must meet the intent of such in the GT2 rules, which a diffuser attached to a panel that closes off the fuel cell clearly does not."

The COA finds that GCR 9.1.2.F.7. which says in part, *"No permitted component/modification shall additionally perform a prohibited function."* applies to this case and finds the part in question is noncompliant with the GT2 Class Rules.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Goldburg's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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

ROAD RACING COMPETITION COMMITTEE MINUTES | September 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 Club Racing Board or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on September 1, 2026. Participating were Dayle Frame, Chairman; David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown and Sam Fouse, BoD liaison; Eric Prill, Vice President, 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
FF
1. #40865 (Ed Erlandson) Support for Rule Change Submittal #40863
Please see the response to letter #40863 in this Fastrack.

Prod General
1. #40841 (Greg Amy) Opposition Letters 40571 and 40681
After much investigation and discussion into these items, and reflection upon the proceedings that brought them to light, it was determined that a wide variety of vehicles throughout the Production Category have modifications to diff covers, diff mounts, and trans mounts that could potentially be ruled illegal to the rules as they were written. Therefore, the rules addressing these items were heavily scrutinized for both clarity and intent, which then drove the decision to make the changes as published. It is believed that these revisions both clean up multiple "grey areas" and are within reason of the Prep. Level 2 ruleset. The Prod Committee understands that the timing and the optics of the situation are poor, but this doesn't affect the determination that changes to these rules to more accurately represent intent was needed.

Not Recommended
P2
1. #40356 (Eric O'Brien) Clarify Letter #40352
The Road Racing Competition Committee does not recommend removing the intake restrictors from older spec line cars with 1005 cc engines or increasing the restrictor size for older spec line cars with 1345 cc engines at this time. It would be premature to make the requested changes in the absence of AiM data to compare the performance capabilities of older spec line cars with those of other cars in the P2 class. The SCCA Power Factor formula and the collection of on-track data for use with a Balance of Performance standard have allowed SCCA to fine-tune performance levels in the class. While this system is not perfect, the data collected at U.S. Majors Tour, Hoosier Super Tour, and Runoffs events has resulted in a good balance among the P2 cars from which data has been collected. The RRCC encourages members of the P2 community, especially those who race older spec line cars, to continue to participate in U.S. Majors and Hoosier Super Tour events so that data may be collected and adjustments made to bring cars to a more competitive position. The RRCC also invites competitors who are unable to attend U.S. Majors Tour, Hoosier Super Tour, or Runoffs-level events to contact the RRCC to arrange for the shipment and installation of SCCA AiM data boxes at other types of events. In addition, the RRCC is exploring alternative BoP methodologies that may be appropriate

for P2, such as using full-lap analysis to allow the consideration of metrics such as braking and cornering in addition to straight-line acceleration in the BoP process. This approach would potentially allow for the collection of data at tracks that are not currently used for the BoP process due to a lack of suitable straight-line acceleration zones. Comparative data will be analyzed and the RRCC will make appropriate changes where warranted. Thank you for your continuing interest in the P2 class.

ITA

1. #40776 (Anthony Hernandez) Pontiac Vibe GT 2003 – ITA Classification Inquiry
The 2003-2006 Pontiac Vibe GT and the 2003-2006 Toyota Matrix XRS both have too much horsepower to run in ITA, therefore it will run in ITS at a weight of 2590 pounds.

HP

1. #40831 (Daniel Snow) HP 1300 Fiat X1/9 Factory Injection Manifold
Thank you for your request, but it is not recommended. Rules already exist that allow all carbureted cars to adapt a fuel injected throttle body in place of its carb(s), with the same "choke" size. Permitting whole alternate fuel injection systems that were not offered stock on a spec line is not something that is currently being considered.

GT3U

1. #40556 (Armen Megregian) Weight Adjustment
If you run the car in STU we will continue to collect data and make changes when appropriate.

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.

GCR

1. #40234 (SCCA Staff) Review Consistency of GCR 7.4
In Penalty Points, GCR section 7.4.B, change as follows effective 10/1/26:
"The above penalties if imposed by the Race Director or Chief Steward for on-track infractions (ex. Contact, PUY, Failure to follow flag instruction, etc.) incur 1 point automatically in lieu of the stated points in the above schedule. Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.) will not incur ~~an~~ automatic ~~1-point~~ penalty *points* ~~if imposed by the Race Director or Chief Steward~~. If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above. The Race Director or Chief Steward may impose a 1-point penalty on a competitor's competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules.

2. #40759 (Tim Schreyer) 8.2 Hearings and Judgements Clarification
In Hearings and Judgements, GCR section 8.2, change as follows effective 10/1/26:
"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include third parties who were not immediately identified as being involved in the incident(s) in question. Although all parties have the right to call witnesses, they must state their cases in person. The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given

the opportunity to review and consider all evidence presented to the SOM, including but not limited to videos, but excepting therefrom~~the~~ *proprietary* ~~items~~ *and unique intellectual property* subject to a mechanical protest (or photos/videos of said items). *In the case of a mechanical protest, all parties are entitled to a list of the evidence presented.* A party is entitled to view, but not receive, a copy of a video or photos obtained from another party or witness which is used by or presented to the SOM in said action. Personally Identifiable Information (PII) in witness statements or evidence presented will be redacted from the shared material. Unless they are specifically released by the Chair of the SOM, all parties must remain at the event until a ruling has been issued. If any party is absent, a judgment may still be rendered, and may by default go against that party."

3. #40833 (Kevin Coulter) Drivers Should Pull Off if Oiling/Shedding Debris
In Rules of the Road, GCR section 6.11, add a new section as follows effective 1/1/27:
"***6.11.8. Leaking fluids or shedding debris on track***
Drivers have an obligation to pull off of the course at the nearest safe location if they are aware they are leaking fluid or shedding debris. Drivers are subject to penalty if their failure to clear the course as soon as possible adversely impacts other competitors in their race or in other race groups."

Prod General
1. #40891 (Production Committee) Clean-up to Standardize L1 & L2 Rules
In GCR, Section 9.1.5.E.1.o.5., change as follows: "Axle shafts, bearings, bearing carriers, hubs, ~~and~~ universal joints/CV joints*, and differential covers* are unrestricted."

In GCR, Section 9.1.5.E.1.m.6. change as follows: "Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.~~6~~7. Engine mounts must attach to the engine in their stock location."

In GCR, Section 9.1.5.E.1.n.1. change as follows: "The Transmission *and its mount(s) are*~~is~~ unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited."

In GCR, Section 9.1.5.E.1.o.6. change as follows: "~~Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.~~ *Differential mounts are unrestricted, provided the differential remains in the stock location except as permitted in 9.1.5.E.1.o.7.*"

In GCR, create section 9.1.5.E.1.o.7. as follows: "*Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.*"

SM
1. #40807 (Jim Drago) Subject: Request to Allow Hoosier RCES Tire in Spec Miata – 2027
In GCR, Section 9.1.7.6.C.b., add the following Effective 10/1/2026:
"Hoosier dry P205/50/ZR15 SM7.5 *or P205/50/ZR15 Hoosier RCES*"

In GCR, Section 9.1.7.6.C., add the following Effective 10/1/2026:
"*d. Competitors may not mix and match the different dry compound tires. Tires must all match and be run in complete sets.*"

In GCR, Section 9.1.7.6.C.c.1., add the following Effective 10/1/2026:
"SM cars are limited to one set of Hoosier SM 7.5 *or RCES* P205/50/ZR15 per Hoosier Super Tour event & Runoffs weekends 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."

Taken Care Of

GCR

1. #40301 (Paul Gauzens) Modify Part of GCR 7.4.B. Regarding SOM Discretion.
Please see the recommended response to letter #40234 in this Fastrack's Minutes.

2. #40784 (William Skibbe) Letter #40159
Please see the response to letter #40159 in August Fastrack.

GT2

1. #40339 (Glenn Kurkjian) Ford Twin Turbo V6
Please see RRCC response to Letter #40326 in the Sept 2026 Fastrack.

2. #40467 (Thomas Haronian) Engine Homologation
Please see RRCC response to Letter #40326 in the Sept 2026 Fastrack.

FP

1. #40832 (Daniel Snow) FP 1300 X1/9 Factory EFI
Please see response to letter #40831 in current Fastrack.

Prod General

1. #40838 (Daniel Snow) Level 1 FP HP Update Backdate Intake Manifolds
Please see response to letter #40830 in current Fastrack.

2. #40858 (Tim Schreyer) Opposition to Letters 40571 & 40681
Please see response to letter 40841 in current Fastrack.

SM

1. #40895 (Tyler Brown) 2026 SCCA Runoffs - Spec Miata Tire Limiting Removal Request
See letter # 40910 in current Fastrack.

What Do You Think

None.

Resume

None.

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

DATE: September 20, 2026
NUMBER: TB 26-10
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 10/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
FF
1. #40863 (Anthony Stefanelli) New FF Rain Tires from Hoosier
In FF, GCR section 9.1.1.B.10.e, change as follows:
"Front-Hoosier Wet*,* ~~or~~ W3 Radial 44421 185/60R13*, or W3 Radial 46101 P185/65R13*
Rear-Hoosier Wet*,* ~~or~~ W3 Radial 44426 205/60R13*, or W3 Radial 46105 P205/60R13*"

GCR
None.

General
None.

Grand Touring
GT2
1. #40922 (Grand Touring Committee) GT2 Panoz twin turbo clarification
In GT Engines - PANOZ, 2013-2016 Ford EcoBoost Twin Turbo V-6, add to notes the following:
"*Must use an engine that is a 2013-2016 variation of the 3.5L twin turbo EcoBoost as used in the Ford F150 truck. All OEM engine internal specifications must be retained.*
Compression ratio 10.5-1.
Ford Turbo model part# FL3Z-6K682-E (Left) FL3Z-6K682-F (Right).
Dry sump system is permitted per GT2 rules."

Improved Touring
ITS
1. #40755 (Anthony Hernandez) Request to Classify 2003–2006 Pontiac Vibe GT / Toyota Matrix XRS
In ITS Spec Lines, classify Pontiac Vibe GT (2003-2006) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Pontiac Vibe Gt (2003-2006)			*2590*	

In ITS Spec Lines, classify Toyota Matrix XRS (2003-2006) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Toyota Matrix XRS (2003-2006)			*2590*	

Legends Car
None.

Planning
None.

Production
Prod General
1. #40767 (Daniel Snow) Correct Fiat X1/9 level 1 brakes to reflect FP line
In FP Spec Lines, Fiat X-1/9 & Bertone 1300 (Prep. Level 1), change the brake specs as follows:
"~~Brakes Std: (F&R) 227/(8.9) Disc~~
~~Brakes Alt: (F&R) 257 (10.1)x12 (7) Disc (Lancia/Fiat)~~
Brakes Std: (F&R) 227 (8.9) x 11 (.43) Disc
Brakes Alt: (F&R) 257 (10.1) x 12 (.47) Disc"

In FP Spec Lines, Fiat X-1/9 & Bertone (Prep. Level 1), change the brake specs as follows:
"~~Brakes Std: (F&R) 227/(8.9) Disc~~
~~Brakes Alt: (F&R) 257 (10.1)x12 (7) Disc (Lancia/Fiat)~~
Brakes Std: (F&R) 227 (8.9) x 11 (.43) Disc
Brakes Alt: (F&R) 257 (10.1) x 12 (.47) Disc"

In HP Spec Lines, Fiat X-1/9 1300 (Prep. Level 1), change the brake specs as follows:
"~~Brakes Std: (F) 226/(8.9) Disc (R) 226/(8.9) Disc~~
~~Brakes Alt: (F & R Lancia) 10.0 x .40 Disc~~
Brakes Std: (F&R) 227 (8.9) x 11 (.43) Disc
Brakes Alt: (F&R) 257 (10.1) x 12 (.47) Disc"

In HP Spec Lines, Fiat X-1/9 1300 (Prep. Level 1/2), change the brake specs as follows:
"~~Brakes Std: (F&R) 227mm/(8.9) Disc~~
Brakes Std: (F&R) 227 (8.9) x 11 (.43) Disc
Brakes Alt: (F&R) 257 (10.1) x 12 (.47) Disc"

2. #40830 (Daniel Snow) Fiat x1/9 1300 Level 1 and or 2 Intake Manifolds
In FP spec lines, Fiat X-1/9 & Bertone 1300 (Prep. Level 1), add the following wording to the Drivetrain Notes section:
"*Intake manifold part numbers 128BS and 128AS are permitted.*"

In HP spec lines,Fiat X-1/9 1300" (Prep Level 1), add the following wording to the Drivetrain Notes section:
"*Intake manifold part numbers 128BS and 128AS are permitted.*"

Spec Mazda (SM/SMX)
1. #40910 (Road Racing Competition Committee)
RM 26-02 In Spec Miata GCR section 9.1.7.C.6.c, make changes as follows:
"1. SM cars are limited to one set of Hoosier SM 7.5 P205/50/ZR15 per Hoosier Super Tour event ~~& Runoffs~~ weekends for all dry qualifying and race sessions*, and two sets for the Runoffs*. This limitation does not include testing or practice sessions

2. A mandatory impound for all SM 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. *Runoffs event may require a secondary location and time frame to have your second set of tires marked.*"

Super Production
None.

Super Touring
None.

Touring
None

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Lage Powers vs. SOM COA Ref. No. 26-15-NE
August 23, 2026

FACTS IN BRIEF

On July 18, 2026, following Race 1 for Group 2 at the July MARRS Regional Race at Summit Point Raceway, Assistant Chief Steward Russ Gardner filed a Request for Action (RFA) to investigate contact at Turn 5 involving Spec Miata (SM) #89, driven by Robert Cahall, and SM #78, driven by Theodore Cahall. During the investigation by the SOM, two additional cars were found to be involved in the incident. The RFA was amended to include SM #50, driven by Lage Powers, and SM #54, driven by Michael Cohen.

The Stewards of the Meeting (SOM), Larry Oliver, and Grant McStay (Chair) met, heard witnesses, and reviewed the evidence. The SOM found Mr. Powers violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and penalized him with probation for three events, which incurred three penalty points on his competition license.

Mr. Powers appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA), Costa Dunias, Lee Hill, and Jack Kish (Chair) met on August 13, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal and appellant documentation from Lage Powers, submitted July 29, 2026.
2. Official Observers Report and related documents, received August 6, 2026.
3. SOM Video from Car #54, Car #78, Car #89, and Car #22 (Jed Erdahl), received August 6, 2026.
4. Witness statements from F&C Officials at Turn 5, received August 6, 2026.

FINDINGS

In his appeal, Mr. Powers states he continued racing after the first lap incident and was resolute in his belief “the wreck was cleared from the track”. He then saw the waving yellow flag at Turn 5 and began to slow down. He asserts his car must have “picked up damage from the contact on lap one” which prevented him from avoiding the contact with the Car #78.

The SOM interviewed all four drivers, collected witness statements, reviewed two witness statements from F&C Officials at Turn 5, and reviewed the in-car video from Car #54, Car #78, Car #89, and a following Car #22. The SOM determined Cars #50 and #54 failed to slow sufficiently for a waving yellow flag approaching an incident.

The COA reviewed all videos submitted, the documentation provided by the SOM (witness statements and the SOM narrative), and the narrative provided by Mr. Powers in his appeal.

The videos show on the opening lap, Car #89 spun and was contacted by Car #78. Both cars were disabled and together they blocked 50% of the track surface. Turn 5 marshals displayed a vigorously waving yellow flag prior to the arrival of the field on the lap following the first incident. In his appeal, Mr. Powers acknowledged the waving yellow flag. Most of the field successfully passed the incident. As two leading cars tracked left of the stationary cars, Car #50 moved right, locking wheels in a last attempt to avoid, and contacted Car #78.

The COA finds Mr. Powers did not slow significantly and maintain control of his car past the waving yellow flag and into the incident.

All drivers are reminded that when approaching a waving yellow zone, whether by itself or within a full course flag condition, significant adjustments may need to be made prior to reaching the waving yellow flag itself. For instance, a passing attempt may need to be abandoned or speed may need to be reduced in order to be able to comply with the requirements of the waving yellow zone.

The COA finds the SOM conducted their investigation and hearings in accordance with the GCR. They made a thoughtful and reasoned decision based on the testimony and all available video evidence and acted within their authority.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Power's appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Filippo Massa vs. SOM COA Ref. No. 26-16-SE
August 23, 2026

FACTS IN BRIEF

On August 2, 2026, following Race 2 for Group 4 at the CFR Daytona Double at Daytona International Speedway, Timothy (T.J.) Preble, driver of Spec Racer Ford 3 (SRF3) #16, filed a Protest against Filippo Massa, driver of SRF3 #3, alleging violation of General Competition Rules (GCR) 6.11.1.A., B., and D. (Rules of the Road) after car-to-car contact in Turn 5.

The Stewards of the Meeting (SOM), Herbert Gomez, Barb Magnuson, and Philip Croyle (Chair) met, heard witnesses, and reviewed the evidence. The SOM determined Mr. Massa deprived Mr. Preble of racing room, thus initiating avoidable contact while attempting to pass Car #16. The SOM penalized Mr. Massa with loss of position sufficient to place him last in the SRF3 class, which incurred 2 penalty points on his competition license.

Mr. Massa appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Scott Bowman, Costa Dunias, and Laurie Sheppard (Chair) met on August 20, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Filippo Massa, submitted August 5, 2026.
2. Official Observers Report and related documents, received August 11, 2026.
3. In-car video from Cars #16, #3, and #132 (David Perez), plus a spectator video available to the SOM, received August 11, 2026.
4. Additional spectator video from appellant, received August 11, 2026.
5. Chair SOM's Response to Appeal, received August 17, 2026.

FINDINGS

In his appeal, Mr. Massa asserted "Car No. 3 had established a meaningful inside overlap and was already committed to the inside line before the vehicles converged." He also provided a lengthy and detailed technical evaluation of the dynamics of the incident for the COA to consider.

The SOM reviewed written statements from both drivers and all available video and determined that there was insufficient overlap between Car #3 and Car #16 as Mr. Massa initiated his passing attempt.

The COA reviewed all unedited video and driver statements, as well as all submissions relating to the appeal. As the field was approaching right-hand Turn 5 on the opening lap of the race, they were tightly bunched – in some cases running three wide. Mr. Preble (Car #16) was passed on his left side by Car #178 (Tray Ayres) as he followed Car #20 (Tim Preble) toward the turn-in point. Both were taking a similar entry to the right-hand hairpin while giving room to Car #178 on their left side. Car #3 moved to the right as Cars #20 and #16 angled toward the apex. Mr. Massa drew slightly alongside the rear of Car #16 into the rapidly closing gap between #16 and the curbing on the right. GCR 6.11.1.D. states, “The overtaking driver is responsible for the decision to pass another car and to accomplish it safely.” At the time he initiated the pass, Mr. Massa’s Car #3 was likely not visible to Mr. Preble due to his angle of trajectory. The forward- and rear-facing video from Car #16 shows Mr. Preble had steered to the right committed to the turn before Car #3 initiated the pass. Mr. Massa was not sufficiently alongside Mr. Preble in Car #16 to have earned the right to racing room.

The COA finds the SOM acted within their authority and made a thoughtful and reasoned decision based on the evidence. The penalty assessed was within their purview.

DECISION
The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Massa’s appeal is well founded, and his appeal fee, less the amount retained by SCCA, will be returned.

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ROAD RACING COMPETITION COMMITTEE MINUTES | October 12, 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 Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on October 12, 2026. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, 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

FC

1. #40531 (Robert Wright) Follow up to letter 40199
Please see the response to letter #40912 in this Fastrack.

GCR

1. #40886 (Mike Kelley) Number Rules Clarifications
GCR section 9.3.29.B requires car numbers to be displayed on a contrasting background. The phrase "All numbers must be the same color and style" means any given number displayed on each side or the front of a car. With a varied graphics scheme, it is entirely possible to have different colored numbers on different parts of the car as long as the background is contrasting and all other requirements in GCR section 9.3.29.B are met.

General

1. #40670 (Lans Stout) Addressing the Cost of Tires
The RRCC certainly appreciates the concerns about increasing race tire cost. Most members were or are racers and understand the situation. We also hear about it from the driver corps. That said, there is no magic bullet for the program on this topic. Individual solutions will be needed based on the category and class.

As for spec tires, it should be noted that most differences within a class would make spec tires a very tricky proposition for most fendered classes. Differences such as weight, FWD v RWD, suspension design, power and torque values, etc. would mean that a good tire for one car would be a poor choice for another. Spec tires work in classes where these variables are minimized (FF, FC, SM, etc.).

The RRCC will continue to examine this subject and work with the driver corps as needed.

GT2

1. #39722 (Don Van Nortwick) GT2 (Air Shift Ban on Sequential) 9.1.2 para 10 GCR'25 SCCA Rules
A letter for additional information was requested from the letter writer. After five months, no additional information has been received.

2. #40326 (Joseph Zanavich) 3.5 TWIN TURBO PANOZ
Thank you for advising the RRCC of your concerns. The RRCC does understand what you are saying, but please take notice that this is basically a "stock" FORD Truck motor utilizing factory FORD part number turbos also as used in the same FORD F-150 trucks. When possible, the RRCC will collect data and make adjustments as necessary.

Not Recommended

AS

1. #40740 (Michael Kamalian) Alternate Windshield for 2018+ Mustang
This modification doesn't fit class philosophy.

2. #40828 (Jonathon Reitz) Aluminum Third Member Cases for the Ford 9
The ASAC contacted the author and discussed it by phone. The author agreed this would not be a good idea in American Sedan due to minimal weight savings and due to reducing the strength of the Third Member.

GCR

1. #40823 (Alan Russell) Kill Switches
The Road Racing Competition Committee does not recommend changing the requirements for master switches at this time.

2. #40878 (Bradley Davis) Clarify Driver(s) Entry at SCCA Sanctioned Test Days
The Road Racing Competition Committee does not recommend revising the GCR to state that on SCCA test days more than one licensed SCCA driver may turn laps in a car that is registered for the event. The RRCC believes this issue is best handled by supplemental regulations for each event.

3. #40923 (Bradley Davis) Use of AI in Protests, Appeals and Witness Statements
The Road Racing Competition Committee does not recommend revising the GCR to regulate the use of Artificial Intelligence. Given the rapidly evolving technology, it would likely be difficult to prohibit the use of AI to assist in crafting protests, appeals, or other statements.

HP

1. #40905 (Robert Heatwole) Nissan/Datsun 1200 5-speed Request Review of letter # 40481
Throughout the long history of the Prod Category, and the wide variety of its spec lines, there are certainly instances of specific car allowances that were granted somewhere along the line that aren't consistent with the general overall philosophy of the category, especially where classes got consolidated and extreme efforts were made to try and achieve balanced competition. Currently, permitting a non-stock number of gears is not something that would be generally considered without some highly unique and rare circumstance for why it needs to be done to keep the spec line viable. That is not the case here, so therefore this request remains Not Recommended.

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.

GCR

1. #40894 (Gary Dabate) Non-GCR Race Cars
In Categories and Classes, GCR section 9.1, add a new section as follows effective 1/1/27:
"***9.1.13. CARS FROM OTHER ORGANIZATIONS***
When a car entered in an SCCA-sanctioned event is prepared to meet a set of regulations from another organization, the driver or entrant must have a copy of the relevant set of regulations in their possession at the event. This requirement is intended to facilitate the scrutineering of such vehicles to determine their compliance with the relevant set of regulations."

2. #40906 (GCR Committee) Appendix P Racing Room Guidelines Additions
In Appendix P, Racing Room & Passing Guidelines, change as follows effective 1/1/27:
"5. PASSING ON THE STRAIGHTS
On straights, the lead car is allowed "one safe move". It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car's width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

When being passed, hold your line *on the straights*. This means be predictable, and do not change your line to pull out of the way. "Hold your line" does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them at the apex."

In Appendix P, Racing Room & Passing Guidelines, add a new section as follows effective 1/1/27:
"*9. BE PREDICTABLE!*
Always remain aware of traffic approaching from behind and be predictable. Do not change your line on the straights to pull out of the way; let the faster traffic find its way around you. Further, for safe traffic flow, when traffic is rapidly approaching from behind at the turn-in for a corner, do not take the racing line all the way to the apex. Respect faster traffic and leave a lane of racing room at the apex for them. It will be greatly appreciated.

Cars driven slowly have lots of extra grip available to change direction quickly at any time. Cars being driven at the limit do not. They must commit to a line and cannot suddenly change it. This is the same reason we teach 'Do not pull out of the way'. The faster car has very likely already decided where to go based on your driving, and you may very well be pulling into their path, not out of it. Be predictable.

This clarification has been added because the old adage 'Hold your line' has led to many accidents when slow cars, often well-meaning newer drivers, use this advice to turn down all the way to the inside apex, even when much faster cars are approaching."

SM

1. #40013 (Marc Cefalo) Rear Hub Flanges
In GCR, Section 9.1.7.C.12.b., change the following:
" Performance alternative 1 piece rear hubs are permitted. Hub must be a single piece ferrous material and weigh no less than 42~~oz~~ ounces without wheel studs."

2. #40975 (Spec Mazda (SM/SMX) Committee) SM Rules Re-Organization

In this Fastrack, you will see below an SM rule set that has been updated to align with the most recent definitions in the Appendix F Technical Glossary section of the GCR, specifically those covering OE, OEM, Aftermarket, and Performance Alternative.

The SMAC, with assistance from the RRCC, reviewed the entire SM section line by line and updated the terminology to match Appendix F. Throughout this process, we were careful to ensure that these definitional changes did not affect any competitor's current legality.

While updating the definitions, we also identified conflicting statements and areas where the rules did not flow as clearly as they should. As a result, the SMAC expanded the project beyond simple terminology updates and addressed the full rule set for both clarity and formatting. The work was completed in three stages:

Stage 1 – Updated all definitions to match Appendix F.

Stage 2 – Made minor clean-up changes, including removing references to Showroom Stock (which no longer exists), updating or eliminating outdated part numbers, and resolving redundant or conflicting language.

Stage 3 – Reformatted the document to improve readability and ease of use.

No significant rule changes were made. Any substantive rule modifications must still follow the formal letter log process. Our intent was simply to improve clarity and consistency without altering the rules that make Spec Miata successful or rendering any previously legal car illegal.

Although the document has undergone multiple reviews and approval discussions, it is always possible that something was overlooked. If you identify any issues, please bring them to our attention through the formal letter log process and we will address them promptly.

In the GCR, replace Section 9.1.7. Spec Miata (SM) Specifications with the following:

9.1.7. SPEC MIATA CLASS

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition.

The original OE vehicle identification number (VIN) stamped on the firewall shall correspond with the model year automobile classified. VIN plates or stampings shall remain in place, with the firewall VIN taking precedence.

B. CLASSIFIED CARS AND WEIGHTS

Classified cars and weights are listed on the Spec Miata Specification Table.

Cars are to be weighed with the driver and required ballast. See GCR Section 9.3 Ballast.

C. AUTHORIZED MODIFICATIONS

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

Please reference Appendix F Technical Glossary section of the GCR for OE, OEM, After Market and Performance Alternative definitions for terms referenced in these rules.

All engines and internal components used in rebuilding or refurbishment must be OE parts offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application, and only allows for the use of OE Mazda parts.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the

published Mazda factory service procedures, except as otherwise stated in these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be standard dimensions. It is permitted to use industry standard procedures to repair damaged non-engine components (e.g., welding a transmission or differential housing).

The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission, drive axle assembly or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or downtube is prohibited.

If the Mazda factory manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is allowed in these rules. Compliance of such parts will be determined by comparison to ~~new~~ OE parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

1. Vehicle weight

a. The minimum vehicle weight with driver is listed below in Table 1 below.

2. Ballast

a. If ballast is required to meet the required weight it shall be added as follows:

1. All ballast shall be securely mounted on the passenger floor.
2. Each segment of ballast shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better and shall utilize large diameter, load distributing washers. Alternatively, ballast may be secured using all 4 Mazda factory passenger seat mounting bolt holes.
3. Holes may be drilled in the passenger floorpan for the purposes of mounting the ballast and the floorpan may be reinforced for that purpose only.

3. Chassis

a. Front subframes may be reinforced by use of Mazda Motorsports Part #0000-04-5989 (Subframe Reinforcement). If installed, the Subframe Reinforcement shall be welded around the perimeter only. No other modifications to subframes are permitted.

Table 1: Vehicle Weight

Model Year	Configuration	Minimum Weight (lbs.)	Restrictor Plate
90-93	Standard Overbore	2275 2290	N/A
94-97	Standard Overbore	2385 2400	N/A
99-00	Standard Overbore	2400 2415	38mm
01-05	Standard Overbore	2450 2465	40mm

b. *Subframe braces may be updated to OE 1997 configuration utilizing the Mazda Motorsports Spec Miata kit.*

c. *2001-2005 (VVT) model years must remove the additional intermediate underbody/floorpan attached bracing (Mazda part number N067-56-G11A Base plate & part number N067-56-H10A cross member).*

d. *Towing eyes per GCR Section 9.3 Towing Eyes are required. OE towing eyes may be modified, replaced, or removed but may serve no other purpose.*

e. *All chassis/structural/electrical repairs, if performed, shall be in concurrence with Mazda procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.*

f. *The front shock tower connector/brace is not permitted on the 1999 and newer cars.*

g. *To facilitate frequent lifting of the vehicle without causing damage, one piece of steel angle iron or square steel tubing may be added under the rocker panel inboard of the factory pinch weld flange on each side of the car. Angle iron and/or square steel tubing dimensions shall not exceed 12" x 1" x 1" x .125 thick. The added support shall be securely fastened to the car and serve no other purpose.*

h. *All chassis/structural/electrical repairs, if performed, shall be in concurrence with Mazda procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.*

i. *For purposes of making engine installation easier, it is permitted to create a vertical slot between the top 2 factory mounting holes on the driver's side of the subframe to match the existing slot on the passenger side. The subframe is comprised of a top and bottom layer of sheet metal. The only modifications permitted are to the top layer of sheet metal to match the bottom layer of sheet metal which is already slotted. The slot may only connect the two existing holes and shall not exceed the width (.43") or height of the existing OE~~M~~ holes. No material may be added.*

4 Body

a. *Fenders*

1. *OE, OEM and Aftermarket US specification fenders are permitted.*
2. *The wheel openings shall remain unmodified.*
3. *It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance.*
4. *Non metallic inner fender liners may be removed.*

b. *Body repair shall be performed using every reasonable effort to maintain original body contours, lips, etc.*

c. *Chin Spoilers*

1. *The "R" package Miata chin spoiler is allowed on 1990-1997 cars provided it is mounted in the OE location.*
2. *1999-up cars may use the OE chin spoiler ~~for these cars~~ (99-00 p/n: NC10-V4-900F or 01-05 p/n: NO67-V4-900G).*
3. *Aftermarket chin spoilers may be used but must use the same mounting holes, must have the same dimensions and must perform only the same functions as the OE chin spoiler. Any material may be used.*

d. *Rear spoilers and rocker panel moldings including OE design are prohibited.*

e. *Windshield Clips/Rear Window Straps per GCR Section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.*

f. *Tops*

1. *Convertible tops and attaching hardware shall be completely removed.*
2. *Cars may compete with the Mazda OE detachable hard top in place (latches shall be replaced with positive fasteners and rear pin attachment mechanisms must be used or replaced with positive fasteners), but it is not mandatory.*
3. *When no top is used, driver shall wear arm restraints, and the cage will meet the helmet clearance rule.*
4. *It is allowed to attach the hard top to the upper windshield bar of the roll cage.*

g. *Body side moldings and wheel opening trim pieces may be removed.*

h. *Hood / Trunk*

1. *The plastic trim on the hood may be removed.*
2. *Hood and trunk clips are permitted.*
3. *Hood and trunk latches may be disabled or removed.*

i. *Ducting may be added to provide fresh air to the driver compartment. This ducting shall be located in the driver and/or passenger vent window area by means of a transparent/alternate vent window material and duct with no modifications to the bodywork.*

j. *To improve driver exit through the window area, the driver vent window and vent window supporting frame may be removed as an assembly. If removed, ducting may be in the passenger side vent window only.*

k. *Radio antennas may be removed. Antennas for two-way radios may be added.*

l. *Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

m. *1.6L cars may remove the forward facing drivers side turn signal indicator assembly. No ducting of baffling of air to the air filter is permitted.*

n. *It is permitted to remove the glass headlamps (bulbs only) on all NA 1990-1997 cars. No other modifications are permitted or allowed*

5 Cockpit/ Trunk

a. *Seats*

1. *The driver's seat shall be replaced with a one-piece bucket-type race seat.*
2. *All seat mountings shall be reinforced. OE seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.*
3. *The passenger seat must be removed.*
4. *The transmission tunnel may be modified for the purpose of installing a competition driver seat.*

b. *Floor Pan*

1. *The driver's side floor pan may be modified to accommodate larger/taller drivers.*
2. *All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 29" forward of the rear bulkhead.*
3. *The modification shall not extend below the factory floor stiffener/frame rail.*
4. *The steel used in the modification shall be no thinner than .058".*
5. *All modifications shall be welded in place.*
6. *This modification shall serve no other purpose other than seating position.*

c. *Seat Belt Towers*

1. *It is permitted to remove the OE seat belt towers on both sides of the car.*
2. *Once seat belt towers are removed it is permitted to trim the package shelf according to the NA/NB Package Shelf Trim Guidelines located at http://www.scca.com/pages/technical-forms-and-downloads.*
3. *Any modifications will need to comply with 9.1.7.9.d.*

d. *Gauges*

1. *Gauges or instruments may be added, replaced, or removed.*
2. *They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment.*

e. *Dashboard*

1. *Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.*

f. *Mirrors*

1. *OE, OEM or Aftermarket exterior mirrors are permitted.*
2. *Both exterior mirrors shall be retained.*
3. *Mirror mounting position may be changed, but must remain within 10" of the original location on the exterior of the door.*
4. *The interior mirrors may be removed, relocated or replaced by a mirror of any design.*
5. *Additional interior mirrors may be added.*

g. *Trunk*

1. *Spare wheels and tires, jacks and tools shall be removed from the cargo/trunk area.*
2. *Spare tire covers and trunk mats and/or trunk carpeting shall be removed.*
3. *The trunk trim plate that is used to mount the jack handle may be removed.*

h. *Pedals*

1. *Modifications may be made to the OE foot pedals to improve the comfort and accessibility to the driver.*
2. *Dead pedal/foot rest and heel stop may be added.*

i. *Any steering wheel, except wood rimmed types, and its required mounting modifications may be used.*

j. *Any shift knob may be used.*

k. *Carpets, center consoles, cargo bins, seat belts, floor mat, firewall insulation/blanket, sound deadener patches, undercoating, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed.*

l. *All cars shall run with the both front door windows fully open (down).*

m. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.*

n. *Removal of speedometer cable is permitted.*

6. Engine Modifications

a. General

1. *No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems. All systems are subject to test procedures and must conform to OE specifications as stated in the Mazda factory service manual.*
2. *Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OE parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.*
3. *Compression ratio shall be calculated using the official Spec Miata calculator. The calculator can be downloaded on scca.com: http://www.scca.com/pages/scrutineering-forms-procedures*
4. *OE, OEM and Aftermarket timing belts are permitted.*

b. Block

1. *The engine block may be decked/milled to achieve the Mazda factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum standard diameter as shown in the SM spec lines.*
2. *The cylinders may be bored .010" over to a maximum overbore ("alternate") diameter shown in the SM spec lines.*
3. *If one or more cylinders is overbored or exceeds the maximum standard diameter specified in paragraph 1, the vehicle shall meet the "minimum weight with overbored motor" specified in the vehicle specifications.*

c. Crankshaft

1. *The OE Mazda Miata crankshaft must be used with no modifications except for machining to allow the use of main and rod bearings as allowed in section 2 below.*
2. *Shot peening to stress relieve the crankshaft after machining is permitted.*

Table 2: Crankshaft Weight

Model Year	Part Number	Minimum Weight (lbs.)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

3. *Table 2 lists the permitted crank-shaft for each model year and the minimum weight (not including pilot bearing or hardware).*
4. *Main and rod bearings must not be modified in any way. OE, OEM and Aftermarket and Performance Alternative bearings must be used from within the standard ranges as allowed in the Mazda factory service manual.*
5. *The crank triggers must not be altered or modified in any way.*
6. *The crank pulley/balancer must not be altered or modified in any way.*

d. Connecting Rods

1. Mazda part number B6S7-11-210E must be used.
2. Minimum connecting rod weight with cap and bolts is 537 grams.

e. Pistons

1. Mazda OE pistons must be used.
2. No modification of the piston is permitted.
3. Modification of the piston ring end gap width is allowed.
4. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in table 3 below:

f. Cylinder Head

1. The gasket face of the OE cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum height of the cylinder heads are maintained.
2. The minimum heights of the cylinder heads as measured in the Mazda factory service manual allowed are shown in table 4.
3. The OE cylinder head must not be ported, polished, or machined.
4. The original casting must not be modified in any way or polished unless specified below.
5. The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below.
    a. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads.
    b. The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut.
    c. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375". This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat.
    d. There can be no tooling or machine marks in the head below this point (including OE machine marks). The intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width.

Table 4: Cylinder Head Height

Model Year	Minimum Height (inches)
90-93 (1.6L)	5.235
94-05 (1.8L)	5.235

e. *The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed in Table 5.*

6. *No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason.*

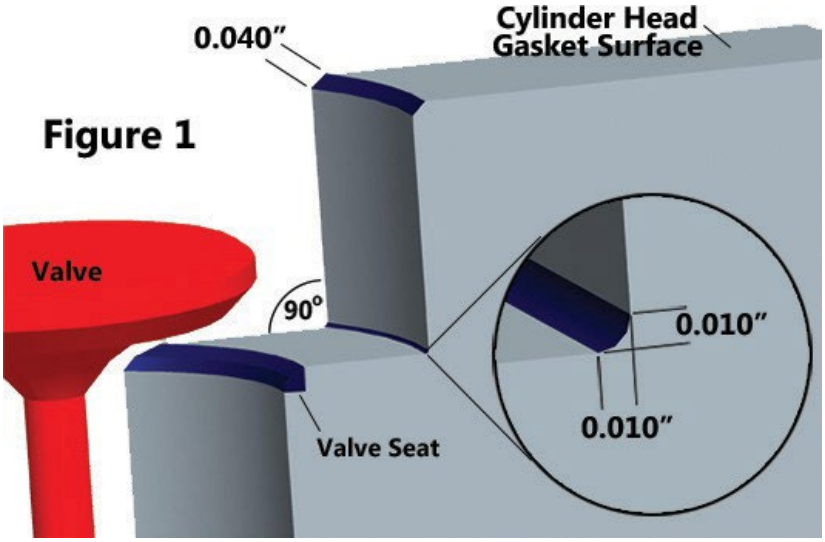
Table 5: Throat Dimensions			
Engine	***Maximum Intake Throat Diameter (inches)***	***Maximum Exhaust Throat Diameter (inches)***	***Maximum Throat Depth (from bottom of ferrous valve seat (millimeters)***
1.6L	*1.095*	*0.948*	*12*
1.8L	*1.178*	*1.020*	*12*

Table 3: Piston Weight *& Max. Diameter*				
Model Year	***Part Number***	***Min. Weight w/o wrist pin and hardware (grams)***	***Min. Weight Wrist Pin (grams)***	*Max. Diameter*
90-93 (STD.)	*B6Z2-11-SA0C*	*271.5*	*86.0*	*77.974 mm 3.0698 in*
90-93 (.010" over)	*B6Z2-11-SB0C*	*TBD*	*TBD*	*78.217 mm 3.0794 in*
94-97 (STD.)	*BPY11-11-SA0A*	*291.5*	*80.0*	*82.975 mm 3.2667 in*
94-97 (.010" over)	*BPY1-11-SB0A*	*TBD*	*TBD*	*83.225 mm 3.2765 in*
99-00 (STD.)	*BPZ0-11-SA0*	*288.0*	*78.0*	*82.975 mm 3.2667 in*
99-00 (.010" over)	*BPZ0-11-SB0*	*TBD*	*TBD*	*83.225 mm 3.2765 in*
01-05 (STD.)	*BPZ3-11-SA0*	*288.0*	*78.0*	*82.975 mm 3.2667 in*
01-05 (.010" over)	*BPZ3-11-SB0*	*TBD*	*TBD*	*83.225 mm 3.2765 in*

7. *It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed (except as permitted in section 9.1.7.C.1.f.3) or added from the short turn radius in the port.*

8. *Unshrouding of valves is explicitly limited as follows:*
   a. *The wall of allowed relief cut must be a single cut parallel and concentric with the valve guide for the full depth of the cut.*
   b. *The cut must be cylindrical with no taper.*
   c. *The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .010".*
   d. *There must be a sharp, non-modified and non-deburred edge where the valve relief cut first meets the chamber.*
   e. *No part of this cut (except where it intersects the head gasket surface, which may be deburred up to .040") is to be blended by hand, machined, or chemically processed to create a smooth transition. See figure 1 below.*
   f. *The maximum dimensions, measuring guide center line to chamber edge can be found in Table 6.*

Table 6: Relief Cut Radius		
Engine	***Maximum Intake Valve Relief Cut radius (inches)***	***Maximum Exhaust Valve Relief Cut radius (inches)***
1.6L	*0.687 Radial*	*0.600 Radial*
1.8L	*0.760 Radial*	*0.675 Radial*



g. Camshaft

1. Camshafts must comply with the official camshaft specifications as supplied by the SCCA Road Racing Tech Department.
2. The OE camshaft and crankshaft sprockets must be as supplied by Mazda.
3. Cam timing must not be altered;
4. The belt must be installed as specified in the Mazda factory service manual.

h. Valves

1. OE~~M~~ valves must be as supplied by Mazda.
2. Valve location or angle must not be moved.
3. Reshaping of the valves is strictly prohibited.
4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OE~~M~~ parts.
5. Valve stem installed height must be per the Mazda factory service manual:
6. Valve stem seals must be Mazda OE, OEM or Aftermarket equivalent.
7. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.
8. A valve job will consist of only three flat angles;
    a. Radius cuts are not allowed.
    b. A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch.
    c. To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used.
    d. To narrow or correctly position the face angle, a top cut of 30 degrees may be used.
    e. All angles must stay on the cast steel block portion of the seat.
    f. The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.

i. Valve Springs

1. Valve springs are Mazda OE as specified in the Mazda factory service manual.
2. Valve spring shims are not permitted except the one standard shim that is used under every valve spring.
3. Only the OE Mazda shim may be used and the OE dimensions must be maintained.

j. Intake Manifold

1. The intake manifold must be stock OE Mazda parts, without any material added or removed.
    b. No coating is permitted on the exterior or interior of the manifold.
    c. Injectors must be stock Mazda OE parts, correct for the model year of the car.
    d. All air entering the intake tract shall pass through the fuel injection air inlet.

k. Intake System

1. 1.6L (1990-1993)
    a. 1.6L (1990-1993) cars may replace the OE air box with a cone style air filter assembly.
    b. The air filter element is unrestricted.
    c. No ducting or baffling of air to the air filter is permitted,
    d. The OE plastic air tubes between the AFM and the throttle body may be covered or wrapped.
    e. 1.6L cars may open and adjust, but not modify, the OE ~~M~~ airflow meter.
    f. For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified OE intake tube.
    g. 1.6L cars may convert from the OE 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.

2. 1.8L (1994-2005)
    a. 1994-2005 cars must use the OE air box.
    b. The air filter element is unrestricted.
    c. Mass air flow sensors may not be modified, adjusted or opened.
    d. 1.8L (1999-2005) cars must use an air restrictor plate.
        1. The restrictor plate must be placed between the throttle body and plenum.
        2. All intake air must pass through the restrictor plate.
        3. Restrictor plates must be the proper size as listed in the specification table
        4. Must be from Mazda ~~speed~~ Motorsports Development or from SCCA Enterprises
        5. Must not be modified.
    e. An OE, OEM or Aftermarket ~~or equivalent~~ gasket shall be used on both sides of the restrictor plate.
    f. 2001-2005 cars may replace OE air intake tube (p/n BP6D-13-331) with the 1999 OE air intake tube (p/n BP4W-13-331B).

l. Fuel System

1. The fuel pump and filter must be a Mazda OE, OEM or Aftermarket part.
2. Any adjustable mechanical fuel regulator may be used.
    a. It may not be mounted in the cockpit.
    b. It may not be adjusted electronically or from the cockpit.
3. Cars originally equipped with a manifold vacuum reference for the fuel regulator may use it, but it must not be altered in any way. Refer to GCR Section 9.3.26 Fuel for permitted fuel specifications and for the required fuel sample acquisition port.
4. Fuel filler tube venting may be defeated (loop or block vent lines in trunk).

m. Lubrication System

1. The OE oil pan must be as supplied by Mazda. No modifications are permitted.
2. The windage tray must be used and must not be modified in any way.
3. OE, OEM or Aftermarket Mazda Miata oil filter is permitted.

n. Engine Control Module (ECU)

1. The OE ECU, engine and emission electrical harnesses must be as supplied by Mazda. No circuit modifications are permitted.
2. The OE ECU maps and inputs must not be modified.
3. Chips may not be replaced.
4. The 1999-05 Miatas with California emissions equipment may substitute the Federal OE exhaust manifold and ECU for the OE CA exhaust manifold and catalytic converter.
5. OE ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and OE Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way.

o. Miscellaneous

1. The use of the following non-standard replacement parts are permitted provided the use does not result in any unauthorized modification of any other component.
    a. Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, and flywheel bolts must be used as provided by Mazda.)
    b. Gaskets and seals, except those specified in the above rules
    c. Mechanical tachometer and analog gauges
    d. Oil and lubricant

7. Exhaust System

a. 1.6L (1990-1993) Exhaust Manifold

1. Internal factory welds may be ground from the interior of the OE ~~M~~ exhaust manifold up to 1" from the mounting surfaces of the cylinder head and the collector.
2. 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.
3. No coatings are permitted on the exterior or interior of the manifold.
4. Heat wraps may not be used.

b. 1.6L (1990-1993) Exhaust Downpipe

1. Exhaust downpipe internal factory welds may be ground from the interior of the OE ~~M~~ downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system.
2. 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.
3. No coatings are permitted on the exterior or interior of the downpipe.
4. Heat wraps may not be used

c. 1.8L (1994-1997): Exhaust Manifold

1. A bead of weld or braze may be added to the outside of the OE exhaust manifold inlet and outlet mounting flanges for the purposes of repair only.
2. No material may be removed.
3. No coatings are permitted on the exterior or interior of the manifold.
4. Heat wraps may not be used.

d. 1.8L (1994-1997): Exhaust Downpipe

1. Internal factory welds may be ground from the interior of the OE ~~M~~ exhaust manifold downpipe up to 1" from the mounting surfaces

of the exhaust manifold and the exhaust system.

2. *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.*
3. *No coatings are permitted on the exterior or interior of the downpipe.*
4. *Heat wraps may not be used."*

e. *1999-2005 Exhaust Manifold*

1. *The exhaust manifold must be Mazda OE ~~N~~, without any material added or removed.*
2. *No coatings are permitted on the exterior or interior of the manifold.*
3. *Heat wraps may not be used.*
4. *1999-05 Miatas with California emissions equipment may substitute the Federal OE ~~N~~ exhaust manifold and ECU for the OE ~~N~~ CA exhaust manifold and catalytic converter.*

f. *The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged.*

g. *OE exhaust system heat shields may be removed.*

h. *The OE exhaust system beyond the OE front down pipe may be replaced, provided the following are true:*

a. *The replacement system retains the original configuration (i.e., single tube design) and the tubing is an absolute maximum of 2.3 inches outside diameter as measured at least 6" from downpipe flange or muffler.*
b. *The maximum length of tubing used for the system beyond the OE ~~N~~ down pipe shall not exceed 120 inches (includes catalytic converter replacement pipe if used).*
c. *The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OE ~~N~~ exhaust system. The exhaust system shall not create any new openings in the rear bumper.*
d. *No expansion chambers.*
e. *Up to two muffler(s) may be added.*
f. *The muffler(s) shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches.*
g. *The muffler(s) shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car).*
h. *In addition, the sum of the length and width of the muffler(s) shall not exceed 40 inches.*
i. *The system meets all event specific sound requirements.*
j. *A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.*

i. *No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.*

8. *Cooling System*

a. *Water Pump*

1. *The water pump must be a Mazda OE, OEM, Aftermarket part.*
2. *The water pump pulley must be the OE Mazda part. No modifications are permitted.*

b. *Radiator*

1. *Any radiator (and mounting brackets) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install, and servers no other purpose (ex. directing cold air to the airbox).*
2. *Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment.*

3. *The top gap between the radiator core support and the radiator may be blocked.*
4. *A radiator screen of .125 inch minimum mesh may be added in front of the radiator. The screen must be a single layer and installed behind the front bumper cover and attached to the air guide. Tape may be applied to the mesh.*
5. *Upper and lower radiator hoses may be replaced only with rubber or silicone hoses.*
6. *All 1990-1997 cars may install the upper OE radiator seal, p/n NA75-50-OK7A.*

c. *At least one functional stock OE or OEM cooling fan must be maintained and mounted in the stock location. The fan shroud may be modified for installation.*

d. *Thermostats may be modified, removed, or replaced.*

e. *The OE air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted.*

f. *Engine coolant fluid, coolant/heater hoses and clamps may be substituted.*

g. *Heater core may be bypassed but may not be modified or removed.*

h. *Heater water control valve(s) may be added or substituted.*

9. *Transmission*

a. *Transmission and final drive ratios must remain OE for the year of car.*
b. *All cars shall only use the 5 speed transmission and the 4.3 differential ratio. Transmission gear ratios must be OE ~~stock~~.*
c. *All cars may use the stock 4.3 unmodified OE~~M~~ open differential or one of the approved alternates listed below.*
d. *Mazda Motorsports 5 speed transmission gear set kit part number 0000-02-5800 may be used.*
   1. *If the Mazda Motorsports competition gear set is used, it must be used in its entirety without any modifications or alterations.*
   2. *Mixing and matching of the OE ~~M~~ gear set components and the Mazda Motorsports competition gear set components is not permitted.*
   3. *Mazda Motorsports competition gear set consists of the following parts:*
      a. *(1) 5/R Hub and Slider*
      b. *(1) 2nd Gear - One Piece Synchro*
      c. *(1) 3rd Gear*
      d. *(1) 5th Gear Pair .81 Ratio*
      e. *(1) Input Shaft*
      f. *(1) Counter Shaft*
      g. *(1) Counter Shaft Splined Collar*
      h. *(1) Thrush Washer*
e. *Updating or backdating of transmissions (inclusive of shifters) from 90-05 is permitted; OE shifters must be retained.*
f. *Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer, Mazda part number 0000-02-5722-SP.*

10. *Clutch Pressure Plate and Flywheel*

a. *Clutch*
   1. *Any clutch disk may be used.*
   2. *Alternate clutch lines are permitted, must serve no other purpose.*

b. Pressure Plate

1. *All cars must use either the OE pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars).*
2. *The unmodified pressure plate must be bolted directly to the OE, unmodified flywheel.*

c. Flywheel

1. *The OE Mazda flywheel must be used.*
2. *No modifications are permitted except for normal resurfacing for clutch wear.*
3. *The 94 model year may use the OE flywheel from the 95-05 model years. If the 1994 OE flywheel is used, it must weigh a minimum of 18.5 lbs.*

4. *Table 7 provides minimum weights with pilot bearing:*

11. *Differential / Final Drive / Axles*

a. *All cars must use the 4:30 final drive ratio.*

b. *1990-1993 Miatas may use any OE differential assembly from any normally aspirated 1990-2005 model year Mazda Miata, or the Mazda Competition differential part #QN10-64-A00 (previously TOY1-27-200 and 0000-02-5501) or the Mazda Motorsports Cusco (0000-02-5500) limited slip differential.*

b. *1994 and newer cars may use any OE differential assembly from any 1994-2005 normally aspirated Mazda Miata.*

c. *The rubber vibration damper may be removed from the pinion flange on 1994 and newer differentials.*

d. *Lubricants may be substituted with any lubricant.*

e. *Reinforcement of the 1.8L differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

f. *Rear drive axle assembly consisting of constant velocity joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OE, OEM or Aftermarket part. All internal component dimensions are un-restricted but must be ferrous material.*

Table 7: Flywheel Weight	
Model Years	**Minimum Weight (lbs)**
1990-1993	17.6
1994	*18.5*
1994-2005	17.0

12. *Hubs*

a. *Mazda Motorsports competition front hub part number 0000-04-5HUB-ST is permitted.*

b. *Performance alternative 1 piece rear hubs are permitted. Hub must be a single piece ferrous material and weigh no less than 42oz.*

13. *Brakes*

a. *Backing plates and dirt shields may be ventilated or removed.*

b. *Brake lines may be replaced with steel lines or Teflon lined metal braided hose.*

c. *Cars with antilock braking systems must have the system disabled as specified in GCR 9.3 Brakes.*

d. *Parking brake mechanisms, and actuating components may be removed.*

e. *Brake pads and brake fluid are unrestricted*

f. *OE, OEM or Aftermarket brake rotors, calipers and hardware are permitted.*

g. *2001 and newer cars must use the 255mm(F) and 252mm(R) brakes rotor diameters. 2001-2005 Sport brake calipers, rotors (269.5mm(F) and 267.9mm(R) and brackets are NOT permitted.*

h. *A single bracket per rear brake caliper for the purposes of keeping the rear brake calipers in place in the event of a rear upper caliper pin failure is permitted. It must be installed under the head of the rear upper caliper retaining bolt and may serve no other purpose.*

14. *Wheels*

a. *Any wheel/tire may be used within the following limitations:*
   1. *Required rim diameter is fifteen (15) inches.*

2. *Maximum rim width is seven (7) inches.*
3. *Minimum weight of wheel shall be 13 lbs. without spacers.*
4. *All four wheels must be the same dimension including offset.*
5. *All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).*
6. *The front track shall not exceed 1450 mm.*
7. *The rear track shall not exceed 1475 mm as measured per Appendix G, Measuring Track.*
8. *Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used, they shall be no greater than 13mm and equal per axle.*
9. *Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.*

15. *Tires*

a. *Competitors must use the official Hoosier Dry tire or Wet tire for Regional and Majors competition.*

b. *Tires must be used in complete sets. No mixing of wet and dry tires on the car. Tires must be run unmodified.*

c. *Competitors may not mix and match the different dry compound tires. Tires must all match and be run in complete sets.*

d. *Hoosier dry P205/50ZR15 SM7.5 or P205/50/ZR15 - Hoosier RCES*

e. *Hoosier wet P205/50ZR15 SMW.*

f. *SM TIRE MARKING:*
   1. *SM cars are limited to one set of Hoosier SM 7.5 or RCES P205/50/ZR15 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 SM 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 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.*

16. *Suspension and Steering*

a. *Suspension modifications are limited to the addition of the Mazda Motorsports "Spec Miata kit" and those modifications detailed in Table 8 below:*

Table 8: Suspension Kit

Model Year	Part #
1990-1993	K-SPEC-M5-SUSP
1994-1997	K-SPEC-M5-SUS8
1999-2005	K-SPEC-M5-SUS9

b. The following is a breakdown of components supplied within these kits. All parts numbers are Mazda Motorsports Development parts numbers. No substitution of parts is allowed. The kits must be used in their entirety, except as specified.

a. Shocks (including internals) must be as delivered by Bilstein/Mazda/Penske. No modifications to the compression and/or rebound forces are allowed.

b. All Majors and Runoffs competitors must run the Penske shock and mount.

c. Regional competitors may run the Bilstein shock package or the Penske shock package in complete sets of 4.

d. Bilstein Shocks

Table 9: Suspension Components - Shocks and Springs 1990-2005			
Manufacturer	**Location**	**Part #**	**Notes**
Bilstein Shock	Front	B46-1868 24-014885	Bilstein part # stamped on front of shock
Bilstein Shock	Rear	B46-1489 24-014892	Bilstein part # stamped on rear of shock
Penske Shock	Front	0000-04-5275	Smooth Body
Penske Shock	Rear	0000-04-5276	Smooth Body
Penske Shock	Front	0000-04-5275-TB	Threaded Body
Penske Shock	Rear	0000-04-5276-TB	Threaded Body
Penske Bump Stops	Front and Rear Kit	0000-04-5270-KT	Top Mount Kit with Bump Stops
Eibach Spring	Front	0000-04-9700-06	700 lbs - 6″
Eibach Spring	Rear	0000-04-9325-07	325lbs - 7″
Suspension Components - Sway Bars 1990-2005			
Manufacturer	**Year**	**Part #**	**Notes**
Eibach Sway Bar Kit	1990-1993	0000-04-5302-EB	24mm adjustable Front 15mm adjustable Rear
Eibach Sway Bar Kit	1994-1997	0000-04-5303-EB	27mm non-adjustable Front 15mm adjustable Rear
Eibach Sway Bar Kit	1994-1997	0000-04-5305-EB	24mm adjustable Front 15mm adjustable Rear
Eibach Sway Bar Kit	1999-2005	0000-04-5304-EB	27mm non-adjustable Front 15mm adjustable Rear

1. Competitors utilizing Bilstein shocks must utilize OE top mounts/Fat Cat bump stops on all 4 corners. No mixing of components.
2. All cars utilizing Bilstein shocks shall use the Fat Cat Motorsports Spec Miata shock mount/bump stop kit (p/n FCM-MT-KIT-SM)

unmodified and in its entirety in conjunction with the 1999-2005 OE stock upper shock mount hats (p/n: NC10-28-340C). All other OE OEM upper mounting hardware shall be discarded. No other modifications are allowed.

e. Penske Shocks

1. Competitors utilizing Penske shocks must utilize Penske top mounts/bump stops on all 4 corners. No mixing of components.

2. All cars utilizing Penske shocks shall use the Penske top mount/bump stop kit Mazda part #: 0000-04-5277.

f. Anti-roll Bar (Sway Bar)

1. Anti-roll bars may not be modified

2. One end of the sway bar(s) may be disconnected as a suspension tuning aid. The bar must remain in place and be solidly attached to the suspension on one end.

3. A locating ring for the rear anti-roll bar may be added; it must serve no other purpose.

4. Metal shims of up to 1/8" total thickness may be added between each anti-roll bar mount shackle and its original ~~stock~~ mounting point on the chassis.

g. Anti-roll Bar Links

1. Anti-roll bar links may be replaced and may be adjustable.

2. Attachment points must remain unmodified stock.

h. Control Arms

1. The control arms may not be modified unless otherwise stated below.
2. OE, OEM and Aftermarket control arms may be used.
3. Performance alternative control arms are expressly prohibited.
4. Update backdate between model years is allowed for all control arms except the front upper control arms
5. On the upper rear control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added.

i. Smooth body Penske or Bilstein shocks may use spring perch kit part # Front/Rear 0000-04-5402AW: The sleeves and perches may be replaced with parts of the same material and dimensions.

j. Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified OE adjustments.

k. Minimum ride height is unrestricted.

l. No relocation or reinforcement of any suspension component or mounting points is permitted.

m. Hardware items (nuts & bolts) may be replaced by similar items performing the same fastening function(s).

n. Steering

1. OE Manual or power steering racks may be used.

2. Power steering racks may be converted to manual and the 2-piece pinion shaft may be welded. Removal of power steering components is allowed.

3. OE OEM or Aftermarket inner and outer tire rods are permitted.

4. All cars are permitted to use the "R" model tie rod ends part # N021-32-280A.

5. Steering rack on 1990-97 cars may be shimmed between the rack and subframe at its two mounting locations. Each rack mount utilizes two bolts; both bolts must pass through each shim at that location. Shims must be the same dimensions and be made from aluminum or steel. Total thickness of shims can not exceed 12.70mm (0.50 inch) in thinness/width.

o. Hubcaps and wheel trim shall be removed.

p. The front shock tower connector/brace is not permitted on the 1999 and newer cars.

q. The Mazda Motorsports motor mount, part NAY1-39-040 is allowed..

r. For camber adjustment, only one of the following may be utilized:

1. *Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The*

control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.

2. *Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints.*

s. *NA 90-97 cars may use the OE ~~A4~~ Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OE ~~A4~~ Mazda NB rear upright must use the OE NB rear upright on both sides of the car. Miss-matching of OE rear uprights is not allowed.*

17. *Electrical Equipment*

a. *OE ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and OE Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way.*

b. *The alternator may be OE, OEM or Aftermarket.*

c. *The alternator drive pulley must be OE, OEM or Aftermarket.*

d. *The Alternator must not be externally regulated or disabled in any way other than by the OE production ECU/ Wiring circuit and Master Kill switch.*

e. *Ignition coils must be OE, OEM or Aftermarket parts. No modifications are permitted.*

f. *Spark plugs and spark plug wires may be substituted.*

g. *Ignition timing is unrestricted within OE adjustment capability. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.*

h. *The OBDII diagnostic port must be operational in all 1996-2005 cars.*

i. *Damaged harness wires and/or connectors may be repaired by splicing of OE, OEM or Aftermarket equivalent connectors and leads.*

j. *All sensors related to engine operating parameters must be used and must be OE Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as otherwise allowed.*

k. *Any sensors required for analog type gauges must be in addition to the OE Mazda sensors.*

l. *Relocating/removal of the oil pressure sending unit in order to install an oil pressure gauge is permitted.*

m. *On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.*

n. *An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OE OEM or Aftermarket cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.*

o. *It is permitted to remove the horn.*

p. *It is permitted to remove all components of the cruise control system.*

q. *Auxiliary control of the radiator cooling fan may be added to activate the fan independent of the ECU. OE control of the fan must remain functional.*

18. *Battery*

a. *Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and are fitted in the standard location.*

b. *Batteries shall weigh 18.0-28.0 lbs.*

c. *Additional battery hold-down devices may be used and are strongly recommended.*

19. *Safety*

a. *All cars must meet safety requirements in section 9.3 and 9.4 of the GCR.*

20. *Data Acquisition*

a. *Data acquisition sensors may be added.*

21. ***Updates***

a. Obsolete Parts
1. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alter-native, updated sources with direction and approval from the RRCC may be used in sanctioned events.*
2. *Such updates would only be effective when or if finalized by the RRCC, and published in Fastrack.*
3. *Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency.*

b. BOP Testing
1. *For purposes of maintaining a healthy future for Spec Miata specific to balance of power (BOP) and overall parity, parts or software identified with direction and approval from the RRCC may be used in sanctioned events.*
2. *Such updates will only be effective when or if finalized by the RRCC, and published in Fastrack.*
3. *Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency.*

Taken Care Of

FF

1. #40717 (Bill Manofsky) Revision Required to new FF Compression Ratio Calculator
The RRCC has carefully reviewed the official FF Kent compression ratio calculator and has made modifications to the wording and presentation of the inputs. The updated official FF Kent calculator can be found on scca.com at http://www.scca.com/pages/scrutineering-forms-procedures.

SM

1. #40014 (Benjamin Merwin) Rear Hubs Request
Please see letter # 40013 in current Fastrack.

2. #40041 (Garrett Hunter) Open up Hub Selection
Please see letter # 40013 in current Fastrack.

3. #40051 (Chris Ciufo) SM Hubs Allowance
Please see letter # 40013 in current Fastrack.

What Do You Think

None.

Resumes

None.

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

DATE: October 20, 2026
NUMBER: TB 26-11
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 11/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
None.

B-Spec/C-Spec
1. #40575 (Milos Milivojevic) Mini Cooper Coupe Restrictor Request
In BSpec Spec Lines, Mini Cooper Coupe (R58) (12-15), change Restrictor (mm) & Type as follows:
"~~42 FPR~~*44 FPR*"

Electric Vehicle
None.

Formula/Sports Racing
FC
1. #40912 (Formula/Sports Racing Committee) Updating FRP Mazda MZR F2000 Technical Specifications
In FC Charts table, change the notes as follows:
"Car ~~shall~~*must* comply with what is described in the file "USF2000 Tube Frame Van Diemen in FC-V2.pdf*,*"~~,~~ which includes the FRP Mazda MZR F2000 Technical Specifications (2018), found here: https://www.scca.com/pages/technical-forms-and-downloads with the following exceptions. *See Notes 1-11 below.* All cars ~~shall~~*must* comply with GCR *section* 9.1.1.B.10 Wheels and Tires. Spec sealed Dynamics 1640 dampers may be replaced with any damper that complies with current FC rules. Cars ~~shall~~*must* be equipped with four (4) dampers. Third spring arrangements or additional dampers are not permitted; this is a one-for-one replacement. Dampers must be independent of each other with no interconnectivity. Dampers must be manually adjustable only. Mechatronic valves, G-valves, inerters, mass dampers, and similar damper/suspension technologies are prohibited. Electromagnetic shock fluid is prohibited. All other Damper and Spring regulations as set forth in FRP Mazda MZR F2000 Technical Specifications (2018) apply. Bellcranks ~~shall~~*must* comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads. ~~Spec PFC brake calipers may be replaced with Wilwood Calipers No. 120-13863-N (right) and No. 120-13864-N (left). Any brake pad is permitted. Any solid ferrous brake rotor is permitted but must be of OE size. All cars shall comply with the Mazda MZR LF-E2 2.0L Engine Rules in the document described above named document.~~ Cars originally built with the Hewland LD200 4-speed H-pattern may use that transmission as an alternative to the Hewland JL-200 5-speed sequential transmission."

In FC, add the following after the FC Charts table:

"*Notes*

1. *Spec PFC brake calipers may be replaced by Wilwood Calipers No. 120-13863-N (right) and No. 120-13864-N (left). Any brake pad is permitted. Any solid ferrous brake rotor is permitted but must be of OE size. All cars must comply with the Mazda MZR LF-E2 2.0L Engine Rules in the document described above named document.*
2. *2.2.4: Wings & Wickers*
    a. *4.1 Adds: Additionally, aftermarket nose and wing assemblies are permitted so long as they maintain the exact same configuration and specifications as stock OEM parts.*
    b. *4.3.1.8 replaced by: Rear Wing Flap Separator (P/N 01-B-2005) as supplied by Carl Haas Auto or other aftermarket suppliers is permitted.*
3. *2.2.5: Underwing/Underfloor*
    a. *5.1 replaced by: The Rear Diffuser must be utilized at all times in its original location and orientation. The diffuser must be part number (ADP08-40-030). Aftermarket diffusers are permitted so long as they maintain the exact same configuration and specifications as stock OEM part.*
4. *2.2.6: Aerodynamics*
    a. *6.3 replaced by: Only the 2010 Van Diemen Aero Package as defined herein is permitted. Components must be used as delivered. Aftermarket parts may be substituted so long as they maintain the exact same configuration and specifications as the stock OEM part(s).*
5. *2.2.7: Bodywork*
    a. *7.1 replaced by: Bodywork must be the as-delivered Van Diemen components or from an aftermarket supplier maintaining the exact same configuration and specifications as stock OEM parts.*
    b. *7.8 replaced by: Van Diemen nosebox crush structure (DP08-40-026) or a structure from an aftermarket supplier maintaining the exact same configuration and specifications is required.*
    c. *7.9 replaced by: Van Diemen side intrusion panels (DP08-40-039/040) or intrusion panels from an aftermarket supplier maintaining the exact same configuration and specifications are required.*
6. *2.2.8: Bodywork Repairs*
    a. *8.3 removed.*
7. *2.2.12: Headrests*
    a. *12.1 replaced by: The use of a headrest is optional. However, if a headrest is used, it must conform to SCCA rules or the specific MZR F2000 rules set forth in the CCR, and the technical forms and downloads found online*
    b. *12.2 replaced by: Headrests must be attached using the chassis manufacturer's supplied mechanism or an equivalent secure mounting method. If a headrest is utilized, it must be in place during the technical inspection process and during all on-track activity.*
8. *2.2.15: Suspension*
    a. *15.1 replaced by: All suspension components provided by the chassis manufacturer must be used within the range of adjustments provided and without modification, except that aftermarket suppliers are permitted for suspension A-arms, push rods, toe-links, and related brackets. Any aftermarket component must maintain the exact same configuration, geometry, and specifications as stock OEM parts.*

b. *15.8 replaced by: Anti-Roll Bars and Blades – Only Van Diemen (OEM) style roll bars with standard drop links are permitted. Aftermarket supplied roll bars are permitted, provided they retain the exact same configuration, geometry, and specifications as OEM parts. The following dimensions are permitted for use:*
   - *Front Diameter: 0.625 or 0.875 inches*
   - *Rear Diameter: 0.500 inches*

c. *15.9 replaced by: Rockers must be run as supplied by the chassis manufacturer without modification, except that aftermarket suppliers are permitted, provided the aftermarket rockers maintain the exact same configuration, geometry, and specifications as stock OEM parts. Modifications are limited to the addition of nut-plates, and this modification must serve no other purpose.*

d. *15.10 replaced by: Steering – The rack must be used as supplied by the chassis manufacturer, or from an aftermarket supplier maintaining the exact same configuration, geometry, and specifications as stock OEM parts, except:*
   - *The rack bar and pinions may be de-burred, shot peened, or polished.*
   - *A 0.125-inch diameter hole may be drilled for the purposes of installing an alignment pin*

e. *15.11 replaced by: Uprights – The uprights must be used as specified by the chassis manufacturer or may be of aftermarket supplier maintaining the exact same configuration, geometry, and specifications as the stock OEM uprights.*

9. *2.2.18: Driveshafts & Hubs*
   a. *18.1 replaced by: Only Original Equipment Manufacturer (OEM) parts, or aftermarket parts matching the exact configuration, geometry, and specification of stock OEM parts, are permitted. All parts must be used in their unmodified, as-supplied condition*
   b. *18.2 replaced by: Driveshafts are free but must be of ferrous material – no titanium or other exotic materials are permitted.*
10. *2.2.21: Fuel & Fuel System*
   a. *21.1 replaced by: The fuel system must remain as supplied by the chassis manufacturer or may be of a configuration offered by an aftermarket supplier so long as it otherwise meets the requirements set forth in the applicable section of the current GCR.*
11. *2.2.22: Exhaust*
   a. *22.1 replaced by: The homologated exhaust system (ECVD1015S) must be used without modification. Aftermarket systems are permitted provided they maintain the exact same configuration, geometry, and specification of the stock exhaust including tubing diameter and thickness. Internal or external coatings or wraps are permitted. A muffler may be added to the tail pipe.*"

FF

1. #40847 (Boysen Loesch) Formula F Alternative Tire Rule Clarification GCR-9.1.1-10e
In FF, GCR section 9.1.1.B.10.e, change as follows:
"Alternatively, Formula F cars *first* homologated in 1989 or earlier with any combination of rocker arm or outboard suspension on all four corners (e.g., 1987 – 1990 Reynard, Swift DB1*, 1991 Euroswift SC91 / FB4*) may use the following alternative tires."

GCR

None.

General
None.

Grand Touring
None.

Improved Touring
None.

Legends Car
None.

Planning
None.

Production
None.

Spec Mazda (SM/SMX)
None.

Super Production
None.

Super Touring
None.

Touring
None.

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 40
Nic Hammann vs. SOM COA Ref. No. 26-01-RO
October 3, 2026

FACTS IN BRIEF

On October 3, 2026, following the Touring 3 (T3) race at the SCCA Runoffs at Road America, Clerk of the Course Joel Harlemann submitted a Request for Action (RFA) seeking investigation of contact between Car #0, driven by Scotty B. White, and Car #41, driven by Nic Hammann.

The Stewards of the Meeting, Bryan Deane, Barb Knox, and Bob Gardner (Chair) interviewed witnesses, reviewed video, and determined Mr. White was responsible for contact in violation of General Competition Rules (GCR) 6.11.1.A., B., C. (Rules of the Road) and 2.1.4. (Driving Recklessly). The SOM issued a penalty of Loss of Position (moved to last in class) and Probation for six race weekends. The penalty incurred 3 penalty points on Mr. White's competition license. Mr. Hammann appealed the SOM decision regarding the severity of the penalty.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Rick Mitchell, and Jack Kish (Chair) met on October 3, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Nicolas Hammann, received October 3, 2026.
2. Request for Action, witness statements, video, and related documents, received October 3, 2026.
3. SCCA Live Broadcast Video, and drone video, received October 3, 2026.
4. In-person interview with Mr. Hammann on October 4, 2026.

FINDINGS

In his appeal, Mr. Hammann stated the contact was caused by Car #0 and he believed it was intentional. Due to the severity of the contact caused by Mr. White, Mr. Hammann contended Mr. White should be given a harsher penalty.

The SOM interviewed both drivers and reviewed the in-car videos, the SCCA Live Broadcast Video, and drone video and determined Car #0 made multiple avoidable

contacts with Car #41 after Turn 14 resulting in Car #41 going off course. Mr. Hammann was unable to finish the race.

The COA reviewed the available witness statements, examined video from the SCCA Live Broadcast, in-car videos, interviewed the SOM, and considered Mr. Hammann's in-person testimony. The COA confirmed the elements impacting the SOM's decision

The COA finds the SOM made a thoughtful and reasoned decision based on the available evidence and assessed a penalty that was within their purview.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Hammann's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 40
Scotty B. White vs. SOM COA Ref. No. 26-02-RO
October 3, 2026

FACTS IN BRIEF

On October 3, 2026, following the Touring 3 (T3) race at the SCCA Runoffs at Road America, Clerk of the Course Joel Harlemann submitted a Request for Action (RFA) seeking investigation of contact between Car #0 driven by Scotty B. White, and Car #41, driven by Nic Hammann.

The Stewards of the Meeting, Bryan Deane, Barb Knox, and Bob Gardner (Chair) interviewed witnesses, reviewed video, and determined Mr. White was responsible for contact in violation of General Competition Rules (GCR) 6.11.1.A., B., C. (Rules of the Road) and 2.1.4. (Driving Recklessly). The SOM issued a penalty of Loss of Position (moved to last in class) and Probation for six race weekends. The penalty incurred 3 penalty points on Mr. White's competition license. Mr. White appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Rick Mitchell, and Jack Kish (Chair) met on October 3, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Scotty B. White, received October 3, 2026.
2. Request for Action, witness statements, video, and related documents, received October 3, 2026.
3. SCCA Live Broadcast Video and drone video, received October 3, 2026.
4. In-person interview with Mr. White on October 3, 2026.

FINDINGS

In his appeal, Mr. White asserted both drivers were responsible for the contact. He argued he left racing room and made only one safe move. Mr. White also denied doing anything intentional.

The SOM interviewed both drivers and reviewed the in-car videos, the SCCA Live Broadcast Video, and drone video and determined Car #0 made multiple avoidable

contacts with Car #41 after Turn 14 resulting in Car #41 going off course. Mr. Hammann was unable to finish the race.

The COA reviewed the available witness statements, examined video from the SCCA Live Broadcast, in-car videos, interviewed the SOM, and considered Mr. White's in-person testimony. The COA confirmed the elements impacting the SOM's decision.

The COA finds the SOM made a thoughtful and reasoned decision based on the available evidence and assessed a penalty that was within their purview.

DECISION

The COA upholds the SOM decision in its entirety. Mr. White's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 36
James Goughary vs. SOM COA Ref. No. 26-03-RO
October 4, 2026

FACTS IN BRIEF

On October 2, 2026, at the SCCA Runoffs held at Road America, Christopher Roethel, entrant for Spec Racer Ford 3 (SRF3) #22, driven by Caleb Roethel, protested James Goughary, driver of SRF3 #68, alleging Mr. Goughary did not slow significantly in a yellow flag zone during the third qualifying session.

The Stewards of the Meeting, Keith Pfautz, Mike Smith, and Kevin Cullen (Chair) interviewed witnesses, reviewed timing data, and considered other evidence. They ruled Mr. Goughary violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and issued a penalty of Loss of Qualifying Times set during the last three laps in the session. The penalty incurred 2 penalty points on Mr. Goughary's competition license.

Mr. Goughary appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Jack Kish, and Rick Mitchell (Chair) met on October 4, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from James Goughary, submitted October 4, 2026.
2. SOM documents and findings, received October 4, 2026.
3. In-person testimony by race officials on October 4, 2026.
4. In-person interview with Mr. Goughary on October 4, 2026.

FINDINGS

In his appeal, Mr. Goughary asserted he was wrongly penalized as a party in a Request For Action filed by Assistant Race Director Steve Pence against several SRF3 drivers in the qualifying session. Mr. Goughary provided his times passing through sector one on each lap of the session.

The COA reviewed the available evidence, interviewed the SOM, the Race Director, and the Assistant Race Director. Race Director Jeffrey Niess and Mr. Pence explained the method used for determining the cars that did not slow significantly for yellow flags

displayed at Start/Finish and Alpha. They confirmed that Mr. Goughary was not among the drivers identified through their investigation as violating GCR 6.1.1.B. (Yellow Flag).

The COA finds there is insufficient evidence to indicate Mr. Goughary did not slow significantly in the yellow flag zone as he passed the rigid examination of all competitors by the Race Director and Assistant Race Director. Mr. Goughary's qualifying times for Session 3 are restored and the assigned penalty points are removed.

DECISION
The COA overturns the SOM decision in its entirety. Mr. Goughary's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 37
Liam Kerper vs. SOM COA Ref. No. 26-04-RO
October 4, 2026

FACTS IN BRIEF

On October 2, 2026, at the SCCA Runoffs held at Road America, Christopher Roethel, entrant for Spec Racer Ford 3 (SRF3) #22, driven by Caleb Roethel, protested Liam Kerper, driver of SRF3 #97, alleging Mr. Kerper did not slow significantly in a yellow flag zone during the third qualifying session.

The Stewards of the Meeting, Keith Pfautz, Mike Smith, and Kevin Cullen (Chair) interviewed witnesses, reviewed timing data and considered other evidence. They ruled Mr. Kerper violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and issued a penalty of Loss of Qualifying Times set during the last three laps in the session. The penalty incurred 2 penalty points on Mr. Kerper's competition license.

Mr. Kerper appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Jack Kish, and Rick Mitchell (Chair) met on October 4, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Liam Kerper, submitted October 4, 2026.
2. SOM documents and findings, received October 4, 2026.
3. In-person testimony by race officials on October 4, 2026.

FINDINGS

Mr. Kerper asserted he was wrongly penalized as a party in a Request For Action filed by Assistant Race Director Steve Pence against several SRF3 drivers in the qualifying session. Mr. Kerper asserted his AIM data demonstrated he slowed when passing through the yellow flag zone in sector one on the last three laps of the session.

The COA reviewed the available evidence, interviewed the SOM, the Race Director, and the Assistant Race Director. Race Director Jeffrey Niess and Mr. Pence explained the method used for determining the cars that did not slow significantly for yellow flags

displayed at Start/Finish and Alpha. They confirmed that Mr. Kerper was not among the drivers identified through their investigation as violating GCR 6.1.1.B. (Yellow Flag).

The COA finds there is insufficient evidence to indicate Mr. Kerper did not slow significantly in the yellow flag zone as he passed the rigid examination of all competitors by the Race Director and Assistant Race Director. Mr. Kerper's qualifying times for Session 3 are restored and the assigned penalty points are removed.

DECISION
The COA overturns the SOM decision in its entirety. Mr. Kerper's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 36
Scott Barr vs. SOM COA Ref. No. 26-05-RO
October 4, 2026

FACTS IN BRIEF

On October 2, 2026, at the SCCA Runoffs held at Road America, Assistant Race Director Steve Pence submitted a Request for Action (RFA) seeking investigation of 18 Spec Racer Ford 3 (SRF3) drivers, including Scott Barr, driver of SRF3 #49, for failure to slow significantly when sector one was partially covered by a waving yellow flag.

The Stewards of the Meeting, Keith Pfautz, Mike Smith, and Kevin Cullen (Chair) interviewed witnesses, reviewed timing data, and considered other evidence. They ruled Mr. Barr violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag) and issued a penalty of Loss of Qualifying Time set during the last three laps in the session. The penalty incurred 2 penalty points on Mr. Barr's competition license.

Mr. Barr appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Jack Kish, and Rick Mitchell (Chair) met on October 4, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Scott Barr, submitted September 3, 2026.
2. In car video from Mr. Barr's SRF3 #49, submitted September 3, 2026.
3. In-person testimony by race officials on October 4, 2026.
4. In-person interview with Mr. Barr on October 4, 2026.

FINDINGS

In his appeal, Mr. Barr asserted the last three laps were the only time his car was up to speed. He also stated he slowed in the yellow flag zone and his escalating lap times in sector one were due to increased speed elsewhere in the sector. Mr. Barr provided his full, unedited video to the COA.

The COA reviewed the available evidence, interviewed the SOM, the Race Director, and the Assistant Race Director. Race Director Jeffrey Niess and Mr. Pence explained the method used for determining the cars that did not slow significantly for yellow flags

displayed at Start/Finish and Alpha. The COA also viewed Mr. Barr's video alongside him and noted his speed and tachometer readings in Turn 1, as well as his throttle and brake positions.

The COA finds Mr. Barr's slow early laps made his laps while the yellow flags were displayed appear too fast. He made up the time lost for the yellow flag situation before completing the first segment and went faster in the remaining segments. Mr. Barr slowed significantly in accordance with GCR 6.1.1.B. His qualifying times for Session 3 are restored and the assigned penalty points are removed.

DECISION
The COA overturns the SOM decision in its entirety. Mr. Barr's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

Fastrack news official SCCA member notification
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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 62
Anthony Geraci vs. SOM COA Ref. No. 26-06-RO
October 4, 2026

FACTS IN BRIEF

On October 4, 2026, following the Super Touring Under (STU) race at the SCCA Runoffs at Road America, Assistant Race Director Steve Pence submitted a Request for Action (RFA) seeking investigation of contact between Car #31, driven by Anthony Geraci, and Car #80, driven by Richard Astacio, between Turn 11 and Turn 12 causing Car #80 to spin and lose two positions.

The Stewards of the Meeting, Matias Bonnier, James Suhr, and Kathleen Bradley (Chair) interviewed both drivers, obtained witness statements, reviewed video and other evidence. They ruled Mr. Geraci violated General Competition Rules (GCR) 6.11.1.A. B. and D. (Rules of the Road). The SOM issued a penalty of Loss of Position, moving Car #31 to third position The penalty incurred 2 penalty points on Mr. Geraci's competition license.

Mr. Geraci appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Lee Hill, Rick Mitchell, and Costa Dunias (Chair) met on October 4, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Anthony Geraci, received October 4, 2026.
2. Request for Action and related witness statements, documents, and video, received October 4, 2026.
3. In-person interview with Mr. Geraci on October 4, 2026.

FINDINGS OF THE COURT

In his appeal, Mr. Geraci asserted the GCR sections applied were somewhat inaccurate and the penalties assigned were excessively harsh.

The SOM interviewed both drivers and reviewed the in-car video from both cars. The incident resulted in a change in position with Mr. Astacio moving from first to third in the running order. Later, Mr. Astacio retired from the race. The SOM determined Mr. Geraci

was responsible for avoidable contact while passing Mr. Astacio but not for his failure to finish the race.

The COA reviewed the available witness statements and video, interviewed the SOM, and considered Mr. Geraci's in-person testimony. The COA confirmed the elements impacting the SOM's decision.

The COA finds the SOM made a thoughtful and reasoned decision based on the available evidence and assessed a penalty that was consistent with published guidelines and within their purview.

DECISION
The COA upholds the SOM decision against Mr. Geraci. Mr. Geraci's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is returned.

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

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 36
Banks Monette vs. SOM COA Ref. No. 26-07-RO
October 22, 2026

FACTS IN BRIEF

On October 2, 2026, at the SCCA Runoffs held at Road America, Assistant Race Director Steve Pence submitted a Request for Action (RFA) seeking investigation of 18 Spec Racer Ford 3 (SRF3) drivers, including Banks Monette, driver of SRF3 #35, for failure to slow significantly when sector one was partially covered by a waving yellow flag.

The Stewards of the Meeting, Keith Pfautz, Mike Smith, and Kevin Cullen (Chair) interviewed witnesses, reviewed timing data, and considered other evidence. They ruled Mr. Monette violated General Competition Rules (GCR) 6.1.1.B. (Yellow Flag). The SOM issued a penalty of Loss of Qualifying Time set during the last three laps in the session as well as a three race weekend probation. The penalty incurred 3 points on Mr. Monette's competition license.

Mr. Monette appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Costa Dunias, Jack Kish, and Rick Mitchell (Chair) met on October 4, 2026, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from Banks Monette, submitted October 4, 2026.
2. Second Request to Appeal from Banks Monette, received October 6, 2026.
3. SOM Hearing and Decision Form, dated October 3, 2026.

FINDINGS

Regarding the first request to appeal, the COA found Mr. Monette was notified of his penalty on October 3, 2026. Per the event Supplemental Regulations 12.4.2. "Appeals shall be submitted to the Competitor Services Center in person within 60 minutes after the announcement of the SOM decision." Due to the number of parties receiving penalties in this action, the time to appeal was extended to 8:15 AM on October 4, 2026. Mr. Monette filed his appeal at Competitor Services at 9:48 AM, after the extended deadline. The COA declined to accept the appeal.

Mr. Monette submitted a second appeal on October 6, 2026. Per SCCA Runoffs Supplemental Regulations, all appeals pertaining to the competition will be fully resolved at the event. The COA will not hear the appeal as it was received after the close of the event.

DECISION
The COA returns Mr. Monette's appeal unheard. His entire appeal fee is returned.

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

ROAD RACING COMPETITION COMMITTEE MINUTES | November 3, 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 Competition Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on November 3, 2026. Participating were Dayle Frame, 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.
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.

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.*

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
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.

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

DATE: November 20, 2026
NUMBER: TB 26-12
FROM: Road Racing Competition Committee
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 12/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

American Sedan
AS
1. #39752 (Michael Kamalian) 2024+ Mustang in AS
In AS Spec Lines, Ford Mustang GT 5.0L (2024-), add the following:
Engine/Weight (lbs.): "*Gen4 Coyote/3600*"
Flat Plate Restrictor Size: "*58 mm*"
Notes: "*For the Gen4 Coyote Engine - Single throttle intake manifold only permitted.*"

B-Spec/C-Spec
1. #41189 (B-Spec/C-Spec Committee) 2026 BOP adjustments
In B-Spec Spec Lines, change as follows:
Mini Cooper Hatchback (R50) MT (02-06):
Weight: "~~2525~~*2500*"

Mini Cooper (R56) MT (07-10):
Weight: "~~2600~~*2575*(OEM Catalyst) ~~2675~~*2650* (Header)"
Restrictor: "~~47 FPR (OE Catalyst)~~40 FPR (Header)"
Notes: "OBX header #10-2101-2S will expire effective 1/1/~~2027~~*2028*"

Mini Cooper Clubman (R55) (07-10):
Weight: "2600 (OEM Catalyst) ~~2675~~*2650* (Header)"
Restrictor: "~~47 FPR (OE Catalyst)~~40 FPR (Header)"
Notes: "OBX header #10-2101-2S will expire effective 1/1/~~2027~~*2028*"

Mini Cooper (R56LCI) MT (11-13):
Restrictor: "~~46 FPR~~"

Mini Cooper Clubman (R55) (11-15):
Restrictor: "~~46 FPR~~"

Mini Cooper Coupe (R58) (12-15):
Weight: "~~2600~~*2625*"
Restrictor: "~~44 FPR~~"

Notes: "Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than ~~5~~ *5.5* inches."

2. #41227 (B-Spec/C-Spec Committee) Mazda 2 Oil cooler missing from spec line
In B-Spec Spec Lines, Mazda 2 (10-14), add to Notes the following:
"*Mazda Motorsports Oil cooler kit part# 0000-01-2100-KT allowed.*"

3. #41003 (James Cutler) Tire Allowances
In GCR, Section 9.1.10.E.6.a., change as follows:
"B-Spec tires shall be 205/50R15 Goodyear Eagle RS (Dry tire) Catalog #D4850 or P205/50ZR15 Goodyear Eagle RS-R (Wet tire) Catalog #D4851. Mixing wet and dry tires is not permitted. Tires may not be modified. All B-Spec competitors are required to place two (2) 12-inch or larger "Goodyear" decals on their cars, one on each side of the car above the front tire. For C-Spec: Tires shall be 225/45R17 *or 225/40R17*. Mixing of wet and dry tires is not permitted. Tires must be run unmodified."

Electric Vehicle
None.

Formula/Sports Racing
FF
1. #41119 (Jacques Dresang) FF Tire Rules vs. Homologation Dates
In GCR Section 9.1.1.B.10.e, change as follows:
"*Alternate Tires – Eligible Cars:*
Alternatively, ~~Formula F cars first homologated in 1989~~*cars manufactured in 1993* or earlier ~~with~~*that retain the suspension type originally installed by the manufacturer at each of the four corners, including* any combination of rocker arm*-operated inboard suspension* or outboard *spring and shock absorber* suspension ~~on all four corners (e.g., 1987 – 1990 Reynard, Swift DB1, 1991 Euroswift SC91 / FB4)~~, may use the following ~~alternative~~*alternate* tires~~. Note: This rule is intended to allow older cars with the described suspension design to use the alternative tires. It is not to be exploited by modifying cars with push-rods or pull-rods to meet the above requirements or by modifying either end of older cars to push- or pull-rod suspension to be eligible to run the alternative tires.~~ *Cars originally manufactured with pushrod- or pull rod-operated suspension at any corner do not qualify under this provision by converting that suspension to rocker arm-operated or outboard suspension.* Cars that were homologated in ~~1989~~*originally manufactured in 1993* or earlier with ~~push-~~*pushrod-* or ~~pull-rod~~*pull rod-operated* suspension on no more than two corners may seek approval to run the ~~alternative~~*alternate* tire by utilizing the compliance process outlined in GCR section 8.1.4."

In GCR Section 9.1.1.B.10.e, change as follows:
"Wets:
Radial wets or VFF tires listed above ~~or~~
Restriction on Tire Placement and Mixing of Tires:
Tires must be run in their appropriate position – the smaller tires must be used as fronts, and the larger tires must be used as rears. Front tires may not be used as rears, and tires *of different design* may not be mixed, i.e., ~~radial tires may not be mixed~~

~~with bias ply slick tires, bias ply slick tires may not be mixed with VFF tires, and radial tires may not be mixed with VFF tires~~*radial and bias tires may not be mixed; Vintage (VFF) tires must be run as a complete set and may not be mixed with the alternate bias tire or allowed radial tire*."

SRF3
1. #41179 (Robey Clark) Rule Change to Add Spark Plug Info
In Spec Racer Ford, GCR section 9.1.8.D.2.H.18, change as follows per RM 26-05:
"Spark Plugs: P/N G301041 ~~ONLY~~ NGK LTR7IX-11S *(6510) or P/N G301040 DENSO ITV22 (5340). No mixing of plugs allowed.* Washers or sealing rings are not allowed for any purpose."

2. #41198 (Robey Clark) SRF3 Cool Suit Tanks
In SRF, GCR section 9.1.8.D.2.E, change as follows:
"1560 lbs minimum with driver as raced. Cool suit tanks are ~~to be removed~~*allowed* upon weighing of car. Ballast in approved locations only."

GCR
None.

General
None.

Grand Touring
None.

Improved Touring
None.

Legends Car
None.

Planning
None.

Production
EP
1. #41218 (Lance Loughman) EP Spec Line Spelling Correction
In EP Spec Lines, Triumph TR250, TR6, change Drivetrain Notes as follows:
"3) Weber 40 DCOE w/30mm ~~stoke~~*choke*(s) on I.R. manifold Valves: (I) 36.6/(1.44), (I) 36.8/(1.45) (E) 32.0/(1.26) Trans. Speeds: 4 (w/ overdrive) or 5 (w/o overdrive)"

FP

1. #41088 (DANIEL SNOW) FP Fiat X1/9 Competition Adjustments
In FP Spec Lines, Fiat X-1/9 and Bertone 1300, change Drivetrain Notes as follows:
"(1) 40 DCNF w/~~32~~*34*mm choke(s)"

In FP Spec Lines, Fiat x-1/9 and Bertone, change Drivetrain Notes as follows:
"(1) 36 or 40 DCNF w/~~34~~*36*mm choke(s)"

2. #41089 (DANIEL SNOW) Fiat x1/9 Competition Adjustment
In FP Spec Lines, Fiat X-1/9 & Bertone 1300, change Drivetrain Notes as follows:
"(2) auto-type side-draft w/~~28~~*30*mm choke(s) on I.R. manifold"

In FP Spec Lines, Fiat x-1/9 and Bertone, change Drivetrain Notes as follows:
"(2) auto-type side-draft w/~~30~~*32*mm choke(s) on I.R. manifold"

HP

1. #40913 (Production Committee) Nissan/Datsun SPL 311 1595 transmission correction
In HP Spec Lines, Nissan/Datsun SPL 311, change Drivetrain Notes as follows:
"Trans. Speeds: ~~4 or 5~~*4.*"

2. #41133 (David Boles) Request to Revisit MK3 VW Golf Weight
In HP Spec Lines, Volkswagen Golf III / Jetta III (93-98), change Weight as follows:
"~~2325~~*2250*"

Spec Mazda (SM/SMX)

None.

Super Production

None.

Super Touring

STU

1. #40669 (Jefffey Cripe) BMW Intake/Throttle body
In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowances, classify M52 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
BMW M52	*2494/2793*	*Chart*	*Must meet all STU engine regulations. BMW M54 intake manifold/throttle body allowed*

Touring

T1

1. #40803 (Joe Aquilante) Correcting Year Range for S650
In T1 Spec Lines, Ford Mustangs, change as follows:
S550: "(15-~~22~~*23*)"
S650: "(~~23-~~*24-*)"

T2

1. #40852 (Christopher Harris) Ford Mustang GT 5.0L (11-14) - Max Wheel Size Change
In T2 Spec Lines, Ford Mustang GT 5.0L (11-14), change Max wheel size as follows:
"~~18~~*19* x 11"

T3

1. #41007 (Aaron Stehly) Alternate Aluminum Intercooler For Golf R
In T3 Spec Lines, Volkswagen Golf R (15-18), add to Notes the following:
"*Performance alternative intercooler allowed.*"

T4

1. #40827 (Raymond Blethen) MINI B-Spec Wheel Allowance
In T4 Spec Lines, Mini Cooper S R56 (07-13), change Notes as follows:
"*Wheels conforming to B-spec rules are permitted.*"

In T4 Spec Lines, Mini Cooper S (2014-2023), change Notes as follows:
"*Wheels conforming to B-spec rules are permitted.*"

2. #40932 (Christopher Shoemaker) Add 2002 Dodge Neon (gen2) Back into T4
In T4 Spec Lines, classify Chrysler/Dodge Neon ACR SOHC (4 door) (01-02) as follows:

T4	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chrysler/Dodge Neon ACR SOHC (4 door) (01-02)	*87.5 x 83.0 1995*		*15 x 8*	*245*	*3.50, 1.96, 1.36, 0.97, 0.81*	*3.94*	*(F) 257 x 22 Vented Disc (R) 270 x 9 Solid Disc*	*2350*	*Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used - Cold Air Intake system allowed. 32mm OEM style and configuration rear sway bar allowed. Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply.*

3. #41060 (Milos Milivojevic) Request for Honda Civic Si 2003
In T4 Spec Lines, Honda Civic SI (02-03), change as follows:
Year: "(02-03*)*"
Final Drive Ratio: "~~4.5~~*4.475*"
Notes: "***Must participate in ~~3~~*2* Super Tour events before this car is eligible for the Runoffs***"

4. #41148 (Craig Butt) Pontiac Solstice Allowances Updates
In T4 Spec Lines, Pontiac Solstice / Saturn Sky (06-09), change Notes as follows:
"~~The following items must remain stock: transmission differential - unless specified below.~~ Detachable hardtop GM part # PCS-0664 may be installed (if a hardtop is used, latches shall be replaced w/ positive fasteners and convertible top shall be removed). Factory ABS (JL)~~, and suspension option (ZOK) allowed~~. Cold Air intake permitted. Eibach springs permitted (part # 4.11138)~~, ST sway bar kit allowed (part # 52246)~~. Any non-adjustable shock permitted and adjustable spring perch to meet ride height requirement. Header permitted. Any LSD Permitted. Minimum ride height is 3 inches. Springs up to 600lb (front and rear) allowed. *Alternate sway bars allowed max 35mm (f) 28mm (r).*"