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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."

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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"

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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 provided by the driver or entrant*."

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."

SMX5

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."

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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 ACCUS-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.

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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.

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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.*"

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None

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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.*"

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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.*"

CRB
Shelly Pritchett

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.~~"