

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.

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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.

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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.

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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.

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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
<i>All Transmissions must be in stock configurations</i>	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
<i>All Transmissions must be in stock configurations</i>	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
<i>All Transmissions must be in stock configurations</i>	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."

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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.I.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 the buttons 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.*

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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.

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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.*

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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.

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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*

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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~~ace ~~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.

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- 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 1st.

~~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 ~~Race 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 Divisional 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

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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. Dates 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.

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- 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~~for ~~A~~n Event ~~O~~n ~~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.~~

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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.

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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** ~~consisting~~ solely of Vintage/Historic cars.

G. It is preferable not to combine GT1, AS, T1, T2, T3, and STU with P1, 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

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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:~~

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~~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~~ **Organizers** ~~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**

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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 ~~the on 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.~~ 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.~~ 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.~~ 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.

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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 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."

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* 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."

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~~ Dash/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.

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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

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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.

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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.

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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.