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ROAD RACING COMPETITION COMMITTEE MINUTES | April 7, 2026

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

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

Member Advisory

None.

No Action Required

General

1. #40043 (Hasan Ahmed) Rush SR Interest

Rush SR (RSR) cars are allowed to run in SCCA under GCR Section 9.1.8.J.

2. #40046 (Darius Garcia) RUSH SR in SCCA

Please see response to letter # 40044 in current Fastrack.

3. #40047 (Tracen Gardner) Rush SR ATL

Please see response to letter # 40044 in current Fastrack.

4. #40048 (Aristotle B Allen) Rush SR Approvals

Please see response to letter # 40044 in current Fastrack.

5. #40049 (Ellis Spiezia) RUSH Class

Please see response to letter # 40044 in current Fastrack.

6. #40050 (john long) Rush SR FT3

Please see response to letter # 40044 in current Fastrack.

7. #40052 (Scott Donaghue) Rush SR Homologation Inquiry

Please see response to letter # 40044 in current Fastrack.

8. #40053 (Brian Tompkins) Rush SR Allowance

Please see response to letter # 40044 in current Fastrack.

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9. #40054 (Ryan Kircher) Re-Consider Rule About Side Pod Fuel Tank to Go Racing in Rush SR

Please see response to letter # 40044 in current Fastrack.

10. #40055 (Darren Webster) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval

Please see response to letter # 40044 in current Fastrack.

11. #40056 (Jeff Hardesty) Rush SR Fuel Tank

Please see response to letter # 40044 in current Fastrack.

12. #40057 (Brent Kaufman) Rush SR Owner

Please see response to letter # 40044 in current Fastrack.

13. #40058 (Colin Clayton) Rush SR SCCA Approval

Please see response to letter # 40044 in current Fastrack.

14. #40060 (Scot Dietz) Reconsideration for Side Pod Gas Tank

Please see response to letter # 40044 in current Fastrack.

15. #40062 (Benjamin Qian) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval

Please see response to letter # 40044 in current Fastrack.

16. #40068 (Bradley Vincent) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval

Please see response to letter # 40044 in current Fastrack.

17. #40071 (John Grim) Rush SR Fuel Tank Rule Change

Please see response to letter # 40044 in current Fastrack.

18. #40073 (Jeff Schneider) Rush SR Fuel Cell Request

Please see response to letter # 40044 in current Fastrack.

19. #40074 (Tom Kersting) Rush SR Fuel Tank Approval

Please see response to letter # 40044 in current Fastrack.

20. #40075 (ALEX CHANG) Let us race with SCCA!

Please see response to letter # 40044 in current Fastrack.

21. #40076 (Sam Kim) Rush SR - Fuel tank

Please see response to letter # 40044 in current Fastrack.

22. #40077 (Jared Anderson) Rush SR Eligibility Request

Please see response to letter # 40044 in current Fastrack.

23. #40078 (Jared Anderson) Rush SR Eligibility Request

Please see response to letter # 40044 in current Fastrack.

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24. #40079 (Evan Pecore) Request to Approve Rush SR Plastic Fuel Cell

Please see response to letter # 40044 in current Fastrack.

25. #40080 (Omar Kaayal) Reconsideration request for RUSH SR side pod fuel tank approval

Please see response to letter # 40044 in current Fastrack.

26. #40081 (Ivy Stowe) Please Allow Rush SR Cars to compete Unmodified

Please see response to letter # 40044 in current Fastrack.

27. #40082 (Jeffrey PHANG) Rush SR Fuel Cells

Please see response to letter # 40044 in current Fastrack.

28. #40083 (Josh Laughman) Tanks Response

Please see response to letter # 40044 in current Fastrack.

29. #40084 (John Beale) Rush SR Requesting the Original Blue Tank

Please see response to letter # 40044 in current Fastrack.

32. #40088 (Andor Tobelem) RUSH SR - FUEL CELL REQUEST

Please see response to letter # 40044 in current Fastrack.

33. #40090 (Luke Krepsky) Rush SR Spec

Please see response to letter # 40044 in current Fastrack.

34. #40091 (Ben Bulkley) Rush SR Series

Please see response to letter # 40044 in current Fastrack.

35. #40093 (Jason Bemis) Rush SR Fuel Tanks

Please see response to letter # 40044 in current Fastrack.

36. #40095 (Michael Ruggiero) RUSH SR in NERSCCA

Please see response to letter # 40043 in current Fastrack.

37. #40096 (Michael Ruggiero) RUSH SR With SCCA

Please see response to letter # 40043 in current Fastrack.

38. #40100 (John Howe) Rush SR in SCCA

Please see response to letter # 40043 in current Fastrack.

39. #40104 (David Schwarz) Rush SR Blue Rotoformed Tank

Please see response to letter # 40044 in current Fastrack.

40. #40112 (Keegan Bosch) Rush SR - Make the Blue Rotoformed Tank Eligible for Competition

Please see response to letter # 40044 in current Fastrack.

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41. #40115 (Dan Fouts) Reconsideration Request for RUSH SR Side Pod Fuel Tank Approval

Please see response to letter # 40044 in current Fastrack.

42. #40145 (John Robinson) RUSH SR Fuel Cell Request

Please see response to letter # 40044 in current Fastrack.

GT2

1. #39961 (Dennis Troemel) Porsche Windshield Clips

The Cars "Spec Line" takes precedence over what may be written in the GCR.

IT General

1. #39982 (John McFarland) Convertible Variants

The specific models do not need to be called out specifically to include convertible models within the spec line. "Convertible model cars are permitted provided they meet 9.3.18 and 9.4 requirements."

EP

1. #39972 (Dean Ladd) Rule Clarification

The rule states "Cars equipped with power steering as standard equipment can modify, substitute, disable and/or remove the power pump, related hoses and mounting brackets."

Any changes made to the power steering system would have to be defended within this rule as written. If you have a more specific or detailed question, please submit another letter.

STL

1. #40065 (Rich Grunenwald) Feedback on 1.6L Miata Weight

Thank you for your comments. We're glad to hear that a 1.6L competitor feels the weight adjustment was successful in increasing parity.

Not Recommended

FV

1. #39269 (Brian Farnham) FV Transmission Rules

The Road Racing Competition Committee does not recommend this change. The advisory committee has carefully researched and reconsidered the author's request to allow competitors to polish transmission internal parts in FV, and the findings are similar to those regarding the author's prior letter #37100 submitted in October 2024. The RRCC therefore reiterates its previous determination: "Polishing that is not required to effectively clean a part and is not performed by the original manufacturer or called out in the service manual for a part constitutes a modification of the part, and the rules state that components of the powertrain (such as components within the transmission) may not be modified unless specifically authorized by the rules."

Whether some competitors have polished their transmissions and tech inspectors have elected not to inspect transmissions at the Runoffs in the past does not constitute a reason to now allow this modification. To do so would be unfair to competitors who have chosen not to polish their transmissions in accordance with the GCR's FV rules, as they would need to incur significant costs to make this modification. Regarding the author's questions, the RRCC has determined the following: 1) tech inspectors have the ability to recognize the difference between a worn part and a polished part; 2) tech inspectors may have the tools to SCCA Fastrack News

disassemble a transmission on site, but disassembly is not required to determine whether its components have been polished; 3) if a transmission is disassembled, an appropriately cleaned part should look like a new gear, which to a trained eye does not look like a polished gear.

General

1. #40044 (Sheldon Rosenbaum) Rush SR Interest

While SCCA would welcome the increase in participation from the Rush community, the Rush Fuel Cell in question does not meet the SCCA requirements, and an exemption would be significantly beyond the scope of the rules in GCR section 9.3.26. Additionally, the Rush manufacturer has a rules compliant solution that meets SCCA requirements. We ask that Rush owners convert their cars to the compliant solution and join us at their local SCCA Road Race. Rush SR (RSR) cars are allowed to run in SCCA under GCR Section 9.1.8.J.

IT General

1. #40101 (Ricardo Velez) Request to Allow Ignition Timing Conversions

It is not allowed for the ignition timing to be converted to a non-distributor conversion as it goes against the IT philosophy of remaining basically stock.

EP

1. #40099 (Anthony Parker) Triumph GT6 Adjustments

Thank you for your request, but the PAC would like to see this car run some under its current configuration before additional changes will be considered.

SM

1. #39220 (Tom Sager) 1994 - 1997 Request #1 2025

Thank you for your letter and corresponding data files. SMAC does not believe this request would improve the balance of performance for the class.

After logging temperature data with the turn signal light in and out at 2 different tracks on a well prepared national front running car, we have found that the average intake temperature reduction is 10-15 degrees F. Utilizing industry standard corrections for hp, removing the turn signal assembly would net roughly 2 hp. Based on the 2025 Runoffs deep dive analysis AIM performed for us, the NA8 does not show it needs any additional horsepower but could benefit from a slight weight reduction. Acceleration rates were measured in six separate 5 mph increments from roughly 55-95 mph. In 4 out of the 6 increments that NA8 was the fastest accelerating car. See letter # 39387 for the weight reduction request.

T2

1. #39834 (Scotty B White) FP350S Mustang

Given some classing errors in the recent past, we can't suggest this change at this time.

T3

1. #40006 (Marshall Mast) 11-14 V6 Mustang

Based on data collected at the Runoffs, the car was very competitive. We did remove 25 lbs for the 2026 season. Please race so data can be collected.

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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.

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 maximum 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 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 ~~F~~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 ~~F~~form is within the specified term for the ~~M~~minor'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~~ *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:

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"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

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 **Race Studio 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 OBDII connector.

c. Fuel pressure datalogging is required.

d. Oil pressure datalogging is required.

e. All cars must run the ~~latest AIM Data Logger Spec-MX5 ECU Protocol.~~ *most current Mazda-Spec_MX5_NCecu protocol. It must be used in the AIM data systems configuration with no edits or changes and all 21 channels enabled."*

Taken Care Of

B-Spec

1. #39732 (Richard Hromin) Mini Cooper 11-13 and COUPE

Please see response to letter #40070 in current Fastrack, Mini Cooper B-Spec BOP Updates.

2. #39927 (Steve Introne) Recent Recommendations Related to Mini Cooper

Please see response to letter #40070 in current Fastrack, Mini Cooper B-Spec BOP Updates.

3. #39931 (Zach Introne) Recent Recommendations Related to Mini Cooper

Please see response to letter #40070 in current Fastrack, Mini Cooper B-Spec BOP Updates.

4. #39984 (Joha Divison) Review of Toyota Yaris

The committee already has approved two positive BOP changes to this car this year, which were a 50 lb. reduction of its minimum weight and the removal of the primary catalyst. The FPR has been left in place for the time being. It was originally implemented an effort to balance the aero advantage of the sedan over the hatchback body. The diameter of the FPR was carefully selected to have a small overall effect on this vehicle's performance. The bore diameter of the Yaris's throttle body is 45mm. Which means the 41/42mm plates that these cars are required to use are not overly restrictive. The committee will continue to monitor the performance of this vehicle in relation to the rest of the category.

5. #39986 (Javier Rodriguez) Request to Review Balance of performance

Please see the response to letter #39984 in current Fastrack, Review of Toyota Yaris.

C-Spec

1. #39979 (Michael Ogren) Please Raise Weights to Match Actual Build Weight

The committee just recommended updating the minimum weights in the most recent Fastrack for C-Spec for exactly the reasons you outlined.

2. #39989 (Mike Ogren) Support for letter 39987

Please see response to letter #40009 in current Fastrack, Add C-Spec to Majors Eligibility.

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3. #40009 (Dean Fehribach) Add C-Spec to Majors Eligibility

The committee is strongly in favor of C-Spec being eligible for Majors/Super Tour participation. We have communicated to the Road Racing Competition Committee that we believe current B-Spec competitors at these events would be happy to share a run group with C-Spec as has been the standard at regionals. We are in the process of making a formal proposal for C-Spec to join B-Spec as a Majors/Super Tour eligible category with the ultimate goal of C-Spec earning an invitation to the National Championship Runoffs as soon as possible.

GT2

1. #38568 (KunWoo Park) Question about Ford Ecoboost Engine

Please see response to letter #38584 in current Fastrack.

2. #39156 (Brian Goldberg) Panoz Esperante GTS - Combine with letters #38494 & #38584

Please see response to letter #38584 in current Fastrack.

3. #39487 (Joe Stadelmann) Panoz GTS Parts Specifications

Please see response to letter #38584 in current Fastrack.

HP

1. #40111 (Michael Kelley) Support of 40110

Please see response to Letter #40110 in the current Fastrack.

2. #40113 (Robert Wismer) I Support Letter 40110

Please see response to Letter #40110 in the current Fastrack.

SM

1. #39351 (Brian Mowcomber) 2026 GCR NA8 Weight Reduction Request

Please see response to letter 39387 in current Fastrack.

T2-T4

1. #39969 (Aaron Kaplan) Ensuring Car Compliance

The committee recognizes the importance of ECU tune compliance. We are compiling information and working on programs and processes to confirm that racers are utilizing approved tunes. Considering the various vehicles and tuning methods in the classes, this is no small task. Your suggestions are appreciated and we will consider them as we move forward.

What Do You Think

None.

Resume

None.