

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: April 20, 2026

NUMBER: TB 26-05

FROM: Road Racing Competition Committee

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 5/1/2026 unless otherwise noted. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event, unless otherwise noted.

NOTE: This preliminary version of the Road Racing Technical Bulletin is provided at this time 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.com website on or about April 20.

American Sedan

None.

B-Spec/C-Spec

1. #40070 (B-Spec/C-Spec Committee) Race Memo RM 26-01 B-Spec Mini Cooper Weight Adjustments with OEM

The BSAC reviewed historical data, results, and past BOP of this platform in arriving at this decision. It is our desire to see MINIs with the OEM manifold/approved Walker brand manifold competing at events. The BSAC will monitor the performance results of these changes closely at HST events and the Runoffs over the coming months. Should data show that these cars are outside of the desired performance window (I.E. too fast OR too slow) at their updated minimum weight, further BOP adjustments will be made to ensure continued competitive parity. Data from a minimum of three drivers/vehicles from Majors or Super Tour weekends will be evaluated before any further BOP adjustments are made. No further adjustments will be made to the header configuration before its expiration on 1/1/27.

In GCR Section 9.1.10 Make changes as followsper RM 26-01:

Mini Cooper (R56) MT (07-10): "**2600 (OEM Catalyst)** 2675 (**Header**)"

Mini Cooper (R56) AT (07-10): "~~2675~~**2600**"

Mini Cooper Clubman (R55) (07-10): "**2600 (OEM Catalyst)** 2675 (**Header**)"

Mini Cooper (R56LCI) MT (11-13): "~~2675~~**2600**"

Mini Cooper (R56LCI) AT (11-13): "~~2675~~**2600**"

Mini Cooper Clubman (R55) (11-15): "~~2675~~**2600**"

Mini Cooper Coupe (R58) (12-15): "~~2675~~**2600**"

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Electric Vehicle

None.

Formula/Sports Racing

None.

GCR

1. #39921 (SCCA Staff) 2026 GCR 9.3.29 Revisions

In Numbers and Class Identifications, GCR section 9.3.29.A, change as follows:

"Numbers shall be placed on the front and both sides of the car so that they are legible. All closed-wheel cars must have the front number located on the hood. All Formula cars with a rear wing must have legible numbers on each rear wing end plate. Numbers may be one, two, or three digits. Three-digit numbers must begin with the number "1." and must meet the approval of the Chief of Timing and Scoring. Class identifications must be placed on both sides of the car so that they are legible. Rear numbers and class identifications *on the rear of the car* are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral number "1" will be exclusively reserved for the current national champion in each class for Conference Majors/Super Tour events. The numeral number "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If two or more national champions are entered in the same run group, the first to enter will have preference. Duplicate car numbers within the same run group are prohibited. See also GCR section 6.4.1.A."

In Size of Numbers and Class Identifications, GCR section 9.3.29.B, change as follows:

"The minimum height of all numbers must be at least 8 inches high, with a minimum 1.5-inch stroke width on a solid single-color contrasting background (rear-winged Formula cars must have as large a number as possible on their rear wing end plates). All numbers must be the same color and style. Metallic (reflective) numbers and class letters identification characters and backgrounds are prohibited. The distance between two numbers must be at least as wide as the stroke of the numbers. Front and side numbers must be surrounded by 6 inches of contrasting background free of all other graphics. If multiple digits are used, each number digit must be the same color. Cars with illegible numbers may not be scored. The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings. The minimum height of all class identifications must be at least 4 inches high, with a minimum 1/2-inch stroke width on a solid single-color contrasting background."

2. #39990 (Bev Heilicher) Errors & Omissions

In Chair of the SOM, GCR section 5.12.1.B.2, change as follows:

"The name(s) of anyone placed on probation, or whose competition privileges were suspended, must be faxed or emailed to the Road Racing Department on Monday following the event. Required information includes the name, member number, event date/location, and the name of the Chair of the SOM. The confiscated license(s) and tear-off coupon(s) from the Probation Letter(s) *Log* must be sent with the Observer's Report."

In Appeal Procedures, GCR section 8.4.3.B.2, change as follows:

"a competition license surrendered to the Chair of the SOM or the Race Director or Chief Steward in return for a Probation Letter *Log* must be received by the National Office; and"

In Appendix A, Penalty Definitions, section 26 b), change as follows:

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"Probation – A penalty against a specific privilege(s) (e.g.. competition license, specialty license) authorized by SCCA which requires observation for a specified amount of time and/or completion of a specific set of conditions. When a probation penalty is applied, a Membership – Probationary License form **Log** will be issued and used during the probationary period."

In Appendix C, Non-Standard License Situations, section 3, change as follows:

"A. Probation Letter **Log** as License

1. The Chair of the SOM or other review committee or Court of Appeals issues a Probation Letter **Log** to temporarily replace the confiscated License of a member whose penalty is probation.
2. The member uses the Probation Letter **Log** as a License until the terms of the probation have been met completely.
3. When the terms are completed, the member sends the Probation Letter **Log** to the National Office and receives their License in return."

In Range of Penalties, GCR section 7.2.K, change as follows:

"Suspension of license privileges

SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. ~~A license holder whose privileges are suspended must immediately surrender their license to the Chair of the SOM, review committee, or Court of Appeals.~~ The suspension is effective immediately. If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the Chair of the SOM, review committee, or the National Office. **A competitor's Probationary Log must be given to the Chief Steward/Race Director before going on track."**

General

None.

Grand Touring

GT2

1. #38584 (Brian Goldberg) Panoz Esperante GTS Letter ID Number: #38494 - Additional Info

In GT2 Spec Lines, GT Cars - PANOZ, Esperante GTS, change Notes as follows:

~~"Cars must be prepared to Panoz Esperante GTS specifications and competitors must have a copy of the current GTS rules in their possession. Wheels: (F) 18x10 (R) 18x11. Track (F) 64.0 (R) 67.8. Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear; or may use conventional GT2 tires and wheels per GTCS 9.1.2.F.4.c.10. Internal modification to stock Penske 7500 shocks are permitted. Shock seals are not required. Brakes are unrestricted. Front and rear anti-roll bars are unrestricted. Shock and springs are free, transmission type and ratios are free, differential gear ratio only is free (all GT2 transmission rules apply), roof vents allowed per GTCS.~~

Front Track 64.0"

Rear Track 67.8"

Panoz cars are allowed to prep to, and must meet GT2 rule set unless otherwise noted on spec line."

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2. #39923 (Butch Kummer) Appendix L Update

In GCR, Section APPENDIX L. 2013 TA2 TECHNICAL REGULATIONS, 4.8.2.1., change as follows:

"Shock Absorbers: ~~\$850~~**\$1005** each

Front Brake Calipers: \$715 each

Rear Brake Calipers: ~~\$550~~**\$585** each

Brake Pads: ~~\$250/axle~~**\$330 per axle**

Wheels: ~~\$175~~**\$165** each"

3. #40125 (Grand Touring Committee) GT2 Porsche 997.2 GT3 Cup EDIT

In GT2 Spec Lines, GT2 Cars - PORSCHE, 991.1 GT3 Cup, change Notes as follows:

"Modifications listed in Grand Am, IMSA Cup and World Challenge or any other rules, except those listed above, are specifically ~~not allowed~~ are permitted. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS is allowed."

Improved Touring

None.

Legends Car

None.

Planning

None.

Production

1. #39976 (Production Committee) Miata track width - errors and omissions

In EP Spec Lines, Mazda MX-5 / Miata (94-97), change Track (F/R) mm/(in.) as follows:

Track (F/R) mm/(in.): "~~1483/1509 (58.4/59.4)~~**1516/1534(59.7/60.4)**"

2. #40098 (Anthony Parker) Triumph GT6 Spec Change.

In EP Spec Lines, Triumph GT6, change the "Drivetrain Notes" as follows:

"(2) auto-type w/~~44~~**45**mm choke(s)"

FP

1. #39977 (Production Committee) GCR Spec Line Correction

In FP Spec Lines, correct the carburation under the "Drivetrain Notes" section of the following spec lines as an E&O:

Volkswagen Jetta (includes GLI) (82-84):

"~~(2)~~ 40 DCN, DCNF, IDF w/38mm choke(s)

(1) auto-type side-draft w/34mm choke(s) on I.R. manifold;"

Volkswagen Jetta (GLI, GL) (85-92):

"~~(2)~~ 40 DCN, DCNF or IDF w/36mm choke(s)

(1) auto-type side-draft w/32mm choke(s) on I.R. manifold"

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Volkswagen Rabbit (Includes Cabriolet):

"(2) 40 DCN, DCNF, IDF w/38mm choke(s)

(1) auto-type side-draft w/34mm choke(s) on I.R. manifold"

Volkswagen Scirocco:

"(2) 40 DCN, DCNF, IDF w/38mm choke(s)

(1) auto-type side-draft w/34mm choke(s) on I.R. manifold"

Volkswagen Scirocco (83 to 88):

"(2) 40 DCN, DCNF, IDF w/38mm choke(s)

(1) auto-type side-draft w/34mm choke(s) on I.R. manifold"

2. #39978 (Production Committee) CGR Spec Line Weight Correction

In FP Spec Lines, make the following correction to the "Base Weight (lbs)" section as an E&O:

Volkswagen Rabbit (Includes Cabriolet)

"1789~~0~~cc:

1803"

Volkswagen Scirocco (83 to 88)

"1789~~0~~cc:

1803"

1. #40110 (Doug DeRonne) Request to Classify BMW E21 320i

In HP Spec Lines, classify BMW 320i/is (E21) (80-83) as follows:

HP	Prep. Level	Base Weight (lbs)	Engine Type Mat'l Block/ Head	Displacement Bore x-Stroke mm/ (in.)	Drivetrain Notes	Chassis Notes	Wheel-base mm/ (in.)	Track (F/R) mm/(in.)
BMW 320i/is (E21) (80-83)	2	2200	4 Cyl SOHC Iron/ Alum	1767 89.0x71.0 (3.50x2.80)	Fuel Injection Valve Size: (I) 44.0/(1.73) (E) 38.0/(1.50) Comp. ratio 11.0:1, Valve lift .425" Trans. Speeds: 5	Wheels: 15x7 Brakes Std: (F) 254/(10.0) Disc (R) 250/(9.8) Drum Trunk mounted fuel cell allowed.	2563 (100.9)	1481/1494 (58.3/58.8)

2. #40116 (Production Committee) BMW 318i 84-85 engine displacement correction

In HP Spec Lines, BMW 318i/is E30 (84-85), change Displacement Bore x Stroke mm/ (in.) as follows:

"~~1797~~ 1767 89.0 x 71.0 (3.50x2.80)"

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Spec Mazda (SM/SMX)

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:

"~~2400~~**2385** or ~~2415~~**2400** with alternate bore"

Super Production

None.

Super Touring

STU

1. #40008 (Peter St Pierre) Turbo Restrictor Size Increase Request

In STU Spec Lines, Table A: Alternate Vehicle and Engine Requirements, Honda K20C1 Turbo I4, change Notes as follows:

"~~35~~**36**mm TIR required."

2. #40028 (Peter Federlin) GT86 Cups Car in STU

In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowances, change Notes as follows:

"Must meet all 2022 Toyota GR Cup rules, *including tires or DOT tires conforming to section 9.1.4.0 with a maximum section width of 245.*"

Touring

T1

1. #39924 (Danny Kellermeyer) Clarification on Request #39716 T1 (Spec Line #1139)

In T1 Spec Lines # 1139, change as follows:

Max Displ: "LS1, LS6 ~~OEM~~"

Restrictor Required: "~~70~~mm"

2. #39958 (Joe Aquilante) Mistake in Line 1430

In T1 Spec Line, Spec Lines # 1430, change Maximum Displ as follows:

"Coyote, Boss 302 (~~11-17~~**14**) 4957"

T3

1. #39935 (Philip Di Pippo) 2019 Mustang 2.3L Ecoboost Request

In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change as follows:

Year: "(2015-~~2023~~)"

Maximum Weight: "~~3525~~**3475**"

2. #39983 (Brian Leib) 2013 Audi S4

In T3 Spec Lines, Audi S4 (12-14), change as follows:

Required Restrictor: "~~55mm FPR~~**60mm FPR**"

Tire Size: "~~255~~**275**"

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3. #40007 (Scott Bolster) Request Update to T3 Camaro V6 (10-15) Spec Line
In T3 Spec Lines, Chevrolet Camaro V6 (10-15), change Wheel Size as follows:
~~"20 x 9"~~ **"20 x 10"**

4. #40010 (Scotty B White) S550 Mustang 3.7
In T3 Spec Lines, Ford Mustang V6 (15-17), add to Notes the following:
"Performance Pack 2 Splitter and Spoiler permitted."

T4
1. #39999 (Milos Milivojevic) 2003 Honda Civic Si Classification
In T4 Spec Lines, classify Honda Civic Si (02-03) *as follows:*

T4	Bore x Stroke(mm)/ Disp. (cc)	Required Restrictor	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Honda Civic Si (02-03)</i>	<i>86.0 x 86.0 1998</i>		<i>17 x 8</i>	<i>225</i>	<i>3.06, 1.77, 1.21, 0.92, 0.74</i>	<i>4.50</i>	<i>(F) 262 (R) 260</i>	<i>2400</i>	<i>Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used Cold Air Intake system allowed. 26mm front and rear sway bar allowed. Header allowed. Front strut tower brace allowed. ***Must participate in 3 Super Tour events before this car is eligible for the Runoffs***</i>