

Fastrack **news**

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ROAD RACING COMPETITION COMMITTEE MINUTES | May 5, 2026

We appreciate the feedback and perspectives that our members provide, and we'd like to thank you for your outreach and being part of the process. Should you have any requests or feedback to share with the Road Racing Competition Committee or a class advisory committee, please visit <https://crbscca.com/> to submit a letter.

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

Member Advisory

None.

No Action Required

FC

1. #40199 (Robert Wright) Mazda MZR Rules

The Road Racing Competition Committee appreciates the submission of the 2026 Formula Race Promotions (FRP) technical specifications for the USF2000 tube frame car with the Mazda MZR engine. The RRCC needs additional information to make a decision on the request to replace the 2018 FRP technical specifications for the MZR-powered USF2000 car. Please submit information with a new letter to crbscca.com about the specific parts on the USF2000-MZR car, in addition to those parts for which allowances have already been made in the GCR, that are either unavailable or difficult to find along with specific descriptions of the corresponding and noncompliant parts that competitors may be using as replacement alternatives to the original parts.

FF

1. #39993 (Anthony Stefanelli) FF 5-Year Strategy Submission

The Road Racing Competition Committee appreciates the submission of the FF Five-Year Strategy and the effort which the class's stakeholders put into developing the plan. The RRCC believes the plan coordinates well with the SCCA's strategic plan and objectives.

GCR

1. #40097 (Graham Loughead) Clarification of 9.3.11 Camera and Mountings

The statement "Helmet-mounted cameras do not satisfy the forward-facing camera rule" simply means competitors cannot claim a helmet-mounted camera (whether outside or inside the helmet) constitutes the forward-facing camera required by GCR section 9.3.11.A.

General

1. #40117 (David Fiorelli) SCCA surveys

The most recent Runoffs survey was used to assist the National Staff with planning the run group order for the Runoffs by determining who planned to run multiple classes. We will consider sharing some of the information from broader surveys when it seems beneficial to the community.

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STU

1. #39950 (Kip VanSteenburg) Maintaining Class Integrity

SCCA is still in support of combining these two classes. We have requested data to be collected at Atlanta, VIR and beyond to support the BoP effort.

2. #39956 (Jeff Cripe) In Agreement with Letter 39950

Please see letter # 39950 in current Fastrack.

3. #39957 (Austin Cripe) I am In Agreement of What is Written Within Letter 39950

Please see letter # 39950 in current Fastrack.

4. #39960 (Johan Schwartz) Support for letter 39950

Please see letter # 39950 in current Fastrack.

5. #39963 (James Creighton) I Support this Letter 39950

Please see letter # 39950 in current Fastrack.

6. #39965 (John Weisberg) Continued Inequality Between Traditional STU Cars and GT3.

Please see letter # 39950 in current Fastrack.

7. #39967 (Edgar Smith) Class Integrity

Please see letter # 39950 in current Fastrack.

8. #39968 (Rylan Hazelton) STU & GT3 Parity

Please see letter # 39950 in current Fastrack.

9. #40011 (Chris Edens) GT3/STU Merge

Please see letter # 39950 in current Fastrack.

10. #40017 (John Weisberg) Wings GT3/STU

Please see letter # 40020 in current Fastrack.

11. #40194 (Bjorn Stange) Clarification on Minimum Weights

You are correct that the 4% is applied at the end, after all other adders and subtractors. Consolidating the 4% into the weight table is currently under consideration.

T3

1. #40016 (Simon Foweather) SpecE46 Change

In future BOP adjustments, we will favor slowing the leaders rather than speeding up slower cars.

Not Recommended

B-Spec

1. #39502 (Kent Carter) Data Requirements to Support a Change in Balance of Performance

The RRCC is currently developing a standardized method to collect and analyze BOP data for all classes. We don't feel that B-Spec needs to have a unique collection method, even for underrepresented and new models. As an entry-level class, putting the SCCA Fastrack News

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burden on a driver to purchase a data system in order to justify their car's existence seems counter-culture to the class. The RRCC & Advisory Committee will strive to obtain data at Hoosier Super Tours and Majors events for emerging models, and we appreciate any additional assistance that drivers and teams can provide regarding developing cars.

C-Spec

1. #39987 (Kent Carter) Make C-spec a Runoffs Eligible Class to Save SCCA

Several good points have been brought up by the authors of letters 39987, 39989, and 40009. The RRCC and Advisory Committees are working together to better understand the future of C-Spec, and they plan to include the Road Racing Planning Committee in further discussions, including ones about C-Spec's Majors eligibility and ultimate inclusion in future SCCA National Championship Runoffs. It's good to hear feedback about the class, such as the tire struggles, so that issues can be addressed allowing for growth within the class. While these discussions happen, we encourage all C-Spec participants to consider attending Majors and Super Tour events running under T4.

FA

1. #40072 (Alexandre Lima) Dallara Formula 3 Classification Request.

The Road Racing Competition Committee does not recommend this change. The performance of the European F3 Championship Dallara is well outside the performance envelope of the platforms currently allowed in the FA class due to its 3.4-liter Mecachrome V6 engine.

GCR

1. #39918 (Kent Carter) Replace Appendix P

Appendix P has served SCCA well as a guideline supporting GCR section 6.11.1 Rules of the Road when reviewing on-track incidents, and the Road Racing Competition Committee does not recommend replacing it at this time.

General

1. #40087 (Walter Hilderman) Fuel Cell vs Factory Aluminum Tank for Radical SR3

All Sports Racing cars running with SCCA require a fuel cell with bladder and foam. Deviating from this requirement is not something the RRCC feels necessary at this time.

GT1

1. #39005 (Daniel Speer) GT1 LS Limited Prep Rules Package

The Road Racing Competition Committee does not believe that adding another engine spec to GT1 is in the best interest of the class. We will continue to monitor the recent "LS" addition for now.

EP

1. #40245 (John Baucom) Fiat 124 Spider EP 1995cc Increase Choke Size from 36mm to 40mm

This vehicle specification saw a weight decrease and a choke size increase in 2025, and the full impact of those changes may not yet be fully reflected or understood. At this point, it would be helpful to either gather additional on-track performance race data or provide further context and supporting information to clarify why the current specification is believed to be uncompetitive as it stands.

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FP

1. #40129 (Preston Obremski) Induction Request

The requested allowance is not recommended as it is beyond class philosophy. The limited modifications allowed to OE Fuel Injection intake manifolds for Level 2 vehicles is a key component to balance of performance (BOP) calculations. The factory manifold is considered when determining vehicle weight and other BOP items.

SM

1. #40186 (Brian Richards) Stock Exhaust Manifold

SMAC does not believe this would be a good change for the class due to potential performance gains by wrapping the header and manifold. Currently there are legal ways to reduce the heat on the inside of the chassis with heat resistant materials or insulation. See GCR section 9.3.23.

2. #40208 (David Moreno) Support Letter # 39387

Please see April Fastback response to letter # 39387.

ST General

1. #40108 (John Weisberg) Inclusion of Letter Writer.

Due to time restraints, it would not be practical to include every letter writer to the monthly zoom calls and manage bringing them in and removing them for just the discussion of their letter.

T2

1. #40211 (Randall Smart) Polycarbonate Windows

The TAC does not feel this change is warranted at this time.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Road Racing Competition Committee. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

General

1. #40298 (Stephen Blethen) Runoffs eligibility criteria

Effective 6/1/2026 In GCR, Section 3.7.4.A.1.a, add the following:

"For 2026 Only: Due to cancelled U.S. Majors Tour races in both the Northeast and Southern Conferences, drivers whose Division of Record on May 1, 2026 was Northeast Division or Southwest Division may substitute one additional Regional-sanctioned weekend for a second Majors weekend participation. A driver from these Divisions is now eligible to run 1 Majors + 3 Regional weekends to qualify for the 2026 National Championship Runoffs."

SM

1. #40203 (Spec Mazda (SM/SMX) Committee) Exhaust Heat Shielding

Effective 6/1/2026, GCR Section 9.3.23., change as follows

"Insulation or heat-resistant material may be added to the interior & exterior (cockpit) surfaces of the firewall, floor, and transmission tunnel."

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SMX5

1. #40192 (Spec Mazda (SM/SMX) Committee) Update Wheel Stud Language

Effective 6/1/2026, GCR Section 9.1.7.1.15.b, change as follows:

"Aftermarket (any) wheel studs and lug nuts are permitted, ~~provided that a minimum of two (2) threads protrude beyond the lug nut when the wheel is installed with a minimum of two (2) full threads showing.~~ Wheel studs may not be gun drilled."

T4

1. #40340 (Touring Committee) SPB in T4 v2

In T4 Spec Lines, Effective 12/31/2026 removed Porsche Spec Boxster in its entirety.

Taken Care Of

B-Spec

1. #39550 (Richard Hromin) Request Allowance to Remove Catalytic Converter

The committee discussed this topic intensely over the past months. Not only within the context of sunseting the OBX header for the 07-10 Mini Cooper/Clubman, but also regarding the category as a whole.

We considered as many avenues as we could, which culminated in the decision to approve specific aftermarket replacement catalysts/exhaust manifolds for each platform. Our rationale for arriving at that decision was as follows:

1. It was the best avenue available to maintain our current BOP
2. It provided parts availability to replace OEM parts that are becoming unavailable
3. Specifying a specific brand and part number is a solution tech can enforce

As these vehicles age, availability of certain parts is going to become an issue. We are already experiencing this phenomenon with suspension kits, as several Bilstein B14 kits have become difficult or impossible to acquire.

This is also the case with OEM catalysts/exhaust manifolds. For example, the OEM catalyst for the 07-08 Fit is no longer available from Honda. Additionally, many of these OEM cats/manifolds are cost prohibitive to purchase. An OEM replacement manifold for a Sonic is over \$2,000 plus a core charge. That does not fit the cost-controlled philosophy of B-Spec.

Requiring OEM manifolds made sense with B-Spec was a pro category, as many of these cars were brand new and still in production. However, this is no longer the case. Allowing an aftermarket replacement version of the OEM parts was a logical evolution.

The committee did consider allowing the removal of catalyst material from stock manifolds. However, this solution posed several challenges in terms of tech enforcement, maintaining current BOP, and differences in exhaust configurations within the category.

There are several catalyst configurations within the category. For example, the Yaris, 1st-generation Fit, and Versa all feature cast manifolds with a separate primary catalyst.

However, the Sonic, 2nd/3rd-generation Fit, Fiesta, Rio, Accent, Mazda and Mini all have a catalyst that is integrated into the exhaust manifold. The 2G/3G Fits specifically have a manifold that is a single runner design as the cylinder head features a single exhaust port.

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Due to the variety of exhaust configurations in the category, there was not a one size fits all solution. In most cases, removing the catalyst material from the manifolds would have required cutting the unit itself open and then re-welding it back together. For a category that is largely based around bolt-on catalog parts, this solution did not fit class philosophy.

Allowing the removal of catalyst material would have also potentially resulted in a wide-scale BOP change. Which the committee was not in favor of. That said, we did make specific allowances for the Versa and Yaris to remove their catalysts as they are a separate unit from the manifold. These were two platforms that appeared to need BOP help. The 1st-generation Fit was already permitted this allowance last year.

Additionally, we have already made positive BOP adjustments to the Mini in anticipation of the expiration of the OBX header and will continue to do so if data points to additional changes being needed. Further changes will likely focus on additional weight reduction, as many of these cars are still racing with over 100# of ballast, but plate changes would also still be considered.

The expiration of the OBX header leaves the Mazda 2 as the sole platform with an approved aftermarket header in the category. Thankfully, that part is provided by a direct stakeholder in the series that can guarantee its availability. Which was ultimately not the case for the supplier of the OBX header than had been approved for the Mini.

Ultimately, our goal as a committee is to provide a ruleset that is fair and cost effective. While there is ultimately only so much control we have over OEM and aftermarket parts availability, we will continue to do our best to ensure that this does not become a limiting factor to the category's growth or BOP management.

2. #39741 (James Rogerson) Primary/Upstream Catalyst Removal

Please see response to letter #39550 in current Fastrack, Request Allowance to Remove Catalytic Converter.

3. #39754 (BRADLEY DAVIS) Deletion of KW Suspension Pieces Still In Use

The committee reinstated the use of the world challenge-era suspension kits for the Mini Cooper. Several of the old world challenge kits were deleted in an effort to streamline the spec lines and not send new participants on wild goose chases for parts that have not existed in over a decade. Allowing parts that are not easily findable is not conducive to growing the class and is a practice we are trying to move away from. However, we do not want to alienate current participants in the process of achieving that goal.

4. #39928 (Steve Introne) Committee Evaluation

The B-Spec Advisory Committee and the RRCC have evaluated resume submissions and added two new members to the BSAC in this Fastrack. Thank you for your submission as it will be kept on file for future committee positions.

5. #40114 (Jacob New) Mini Cooper BOP

The committee recently made a recommendation to reduce the minimum weight of Mini Coopers not equipped with the OBX header in an effort to improve their performance. See Road Racing Memo 26-01 B-Spec Mini Cooper Weight Adjustments with OEM Catalyst or Header.

HP

1. #40214 (Jason Stine) Support of Letter #40213

Please see response to letter #40213 in the current Fastrack.

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2. #40216 (Benjamin Johnson) Support for letter #40213

Please see response to letter #40213 in the current Fastrack.

3. #40217 (Donovan Helfrich Sr) Support for letter 40213

Please see response to letter #40213 in the current Fastrack.

4. #40218 (Jerry Oleson) Support of letter 40213

Please see response to letter #40213 in the current Fastrack.

5. #40219 (Bill Okell) Letter #40213

Please see response to letter #40213 in the current Fastrack.

6. #40223 (Kerry Foote) In Reference to Letter #40213

Please see response to letter #40213 in the current Fastrack.

7. #40225 (Kendall Jones) Spridget 1275 Help

Please see response to letter #40213 in the current Fastrack.

8. #40226 (Lee Fleming) Supporting Letter 40213

Please see response to letter #40213 in the current Fastrack.

9. #40227 (Eric Vickerman) Support of letter 40213

Please see response to letter #40213 in the current Fastrack.

10. #40228 (Mike Savage) support for letter #40213

Please see response to letter #40213 in the current Fastrack.

11. #40229 (Klaus I. Bock) Support for letter #40213

Please see response to letter #40213 in the current Fastrack.

12. #40230 (Joe Carr) 1275 1 1/2

Please see response to letter #40213 in the current Fastrack.

13. #40232 (David Savage) In support of letter 40213

Please see response to letter #40213 in the current Fastrack.

14. #40233 (Michael MacQueen) I Am Writing in Support of Competition Equalization for Spridget

Please see response to letter #40213 in the current Fastrack.

15. #40235 (Brian Linn) Support for Letter #40213

Please see response to letter #40213 in the current Fastrack.

16. #40238 (Jack Schulz) Specification Change 40228

Please see response to letter #40213 in the current Fastrack.

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T2-T4

1. #40189 (David Mead) Missing Shock Verbiage
Please see letter # 40176 in current Fastrack.

T3

1. #40105 (Touring Committee) Any help for T3 86 and BRZ
Please see letter # 40169 in current Fastrack.

2. #40170 (Devin Anderson) Power of GR86/BRZ in T3
Please see letter # 40169 in current Fastrack.

T4

1. #40026 (Luis Goncalves) T4 Suspension Rule Cleanup
Please see letter # 40176 in current Fastrack.

2. #40063 (Scotty B White) Mustang Tire Sizes
Please see letter # 40183 in current Fastrack.

What Do You Think

None.

Resumes

1. #39991 (Richard Hromin) BSAC Committee
The BSAC accepts Richard Hromin's resume to join the committee.
2. #40195 (Thomas Pendergrass) BSAC resume
The BSAC accepts Thomas Pendergrass' resume to join the committee.