

Fastrack[®] **news**

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ROAD RACING COMPETITION COMMITTEE MINUTES | August 13, 2026

This preliminary version of the Club Racing Board 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 September 20, 2027. 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 Road Racing Competition Committee met by teleconference on August 13, 2026. Participating were Dayle Frame, Chairman; David Locke, 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 liaison; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing and Scott Schmidt, Road Racing Technical Manager, Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

FV

1. #40249 (Brian Farnham) Fan Shroud Rule

The Road Racing Competition Committee appreciates your letter regarding whether the Formula Vee fan shroud rule is still in effect and how it is to be checked. GCR section 9.1.1.C.9.C states as follows: "The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12)." The fan shroud rule therefore is still in effect, and the rule indicates how it is checked. When checked at events, a fan shroud from a 36 or 40 HP engine is appropriately placed onto the Formula Vee engine and the bodywork must fit over the shroud. A template produced to fit outside the body to test for compliance is not an approved method under the rule.

GCR

1. #40613 (Laurie Sheppard) On Confiscating a Hard Card When Assigning Probation...

Please see the response to letter #40637 in the current Fastrack.

Not Recommended

GCR

1. #40619 (Gary D'Abate) Roll Cages for Formula Cars and Sports Racing Cars

The Road Racing Competition Committee does not recommend this change. The roll cage rules for formula cars and sports racing cars (section 9.4.5. in Cars and Equipment) fall within the numbering sequence of the roll cage rules found in Appendix I, and changing the reference from 9.4.5. to 9.5. would also require multiple revisions in other sections of the GCR. Renumbering the roll cage rules for consistency within a section is a task better left to a future reorganization of the GCR.

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EP

1. #40753 (Yuri Collazos) Mazda Rotary Engine Request for Mazda Miata

Thank you for your request, but this is not recommended as it is considered outside of Production philosophy. Please note that through the GTL ruleset (Appendix N), a 12A or 13B rotary can be ran in a Miata. Through the inclusion of GTL into FP, that car could then legally be ran in FP to that GTL classification. This configuration can also run legally in STL.

FP

1. #40586 (Chris Kopley) Competition Adjustment Toyota AGE Engine

Thank you for your request, but it is not recommended at this time. The AGE engine is proven to be competitive within the GTL ruleset. Additionally, the competition balance between the former GTL cars within the FP class is still being closely monitored.

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.

FF

1. #40573 (Doug Learned) Honda Fit Oil Pan

In FF, GCR section 9.1.1.B.14.n.1.a, change as follows effective 10/1/26:

"Oil pan: HPD PN: 11200-F21S-A210 or PN: 11200-F21S-C240; Fast Forward PN: FF100-201A, ~~or~~ PN: FF100-201B, *or PN: TBD.*"

GCR

1. #40637 (Sydney Yagel) Probation Log Clean Up

In Stewards of the Meeting (SOM), GCR section 5.12.1.B.2, change as follows effective 10/1/26:

"**Notice of Probation and/or Suspension**

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

In Appeal Procedures, GCR section 8.4.3.B.2, change as follows effective 10/1/26:

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

In Appendix C. Licensing and Types, change as follows effective 10/1/26:

~~"3. NON-STANDARD LICENSE SITUATIONS~~

~~A. Probation Letter as License~~

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

~~B. Statement of Facts Affidavit in Lieu of License~~

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A Statement of Facts Affidavit is available ONLY to a competitor who has received a current SCCA Competition License but does not have it in their possession at the event. A competitor whose claim to have been issued an SCCA Competition License cannot be verified is subject to automatic penalty, as specified in 7.4.D."

Prod General

1. #40571 (Jon Brakke) Make it Clear that Differential Covers are Unrestricted

In GCR, Section 9.1.5.E.2.o.5., change as follows:

"Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints, *and differential covers* are unrestricted."

2. #40681 (Jon Brakke) Allow Unrestricted Mounting of Differential and Transmission

In GCR, Section 9.1.5.E.2.m.6. change as follows:

"Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. *2.o.7. Engine mounts must attach to the engine in their stock location.*"

In GCR, Section 9.1.5.E.2.n.1. change as follows:

"The Transmission *and its mount(s) are* unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited."

In GCR, Section 9.1.5.E.2.o.6. change as follows:

~~"Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components. Differential mounts are unrestricted, provided the differential remains in the stock location except as permitted in 9.1.5.E.2.o.7."~~

In GCR, create section 9.1.5.E.2.o.7. as follows:

"Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components."

T2

1. #40630 (Jim Tway) Spec Corvette Rules Outdated

In T2 Spec Lines, Spec Corvette, change as follows:

Weight: "SC-3200

SC+-3300 See notes section"

Notes:

"Cars must conform to Spec Corvette rules dated ~~11/2022~~ *10/17/2024*. Master cylinder part number GM 19418187 and Booster part number 19418516 permitted. Limited to 380 HP. Any 200tw 315 tire permitted if used on all 4 corners or a 295 R compound DOT tire. Modifications to Radiator Air Shroud to increase radiator cooling efficiency is allowed. Replacement of factory air shroud with other material is allowed. New air shroud cannot be wider than inside of frame rails. The front bumper must remain in factory shape – unmolested and air shroud must mount to it in factory location. Upper Radiator Support must retain factory location. Factory air dam must remain in its factory location. All factory suspension pick up points must be maintained.

Trackspec's rear upper coilover offset shock mount may be used, part number C56UPRMN

The following "Spec Corvette +" allowances are permitted with a base weight of 3300 lbs:

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1) Penske double adjustable shock

- 2) dry sump,
- 3) battery relocation,
- 4) Quaife limited slip differential,
- 5) T2 4 piston 13" front brake system,
- 6) coil springs other than Eibach part number 0800.225.0550.
- 7) up to 7100 rpm Rev limit"

Taken Care Of

GT2

- 1. #39932 (Ray Houle) Subject: GT2 BoP Request for Ginetta G56 GT4 (V8)

Please see RRCC response to letter # 39995 in the current Fastrack.

- 2. #39996 (Bruce Bergeron) GT2 BoP Request for Ginetta G56 GT4 (V8)

Please see RRCC response to letter # 39995 in the current Fastrack.

T2

- 1. #40436 (Aaron Kaplan) TCR Cars in T2

Please see letter #40508 in the current Fastrack.

- 2. #40505 (Scotty B White) T2 Parity Analysis

Please see letter #40508 in the current Fastrack.

What Do You Think

None.

Resume

T2-T4

- 1. #40132 (Barry Borgschatz Jr) Resume to be on Committee

The TAC will keep your resume on file.