FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED • OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America®

Minutes for January 26, 2026 SCCA BoD Meeting Book

A meeting of the Board of Directors of SCCA, Inc. was held on January 26, 2026. Persons present via Microsoft Teams, or telephonically were:

Board of Directors in attendance: Peter Schneider Area 1, Bob Crawford Area 2 (Chairman), Lyn Hodges Watts Area 3, Dave Brown Area 4, Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Clay Turner Area 8 (First Alternate), Dave Vodden Area 9, Michael Toombs Area 10, Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13 (Vice Chairman).

National Staff in attendance: Michael Cobb, President & CEO, Chris Robbins, Independent Contractor, Justin Hawkins Director, Finance and Administration, Aimee Thoennes, Director Member Services, Heyward Wagner, Vice President Rally/Solo and Experiential Programs.

Roll Call/Call to Order

The meeting was called to order by Vice Chairman, Andy Howe at 8:03 PM.

> **ACTION:** Motion to approve the CRB Recommended Rule Changes for BoD as submitted. Motion made by Weber, seconded by Turner. See Appendix A. PASSED.
>
> **ACTION:** Motion to approve request to form a Road Racing Executive Committee and Road Racing Planning Committee as outlined in the attached PBA document. Motion made by Crawford, seconded by Schneider. See Appendix B: PBA Establishment of Road Racing Executive Committee. PASSED.

Approval of December Meeting Minutes

> **ACTION:** Motion to approve the open session minutes from the Board of Directors meeting December 6, 2025. Motion made by Vodden, seconded by Helser. PASSED.
>
> **ACTION:** Motion to approve the executive session minutes from the Board of Directors meeting December 6, 2025. Motion made by Vodden and seconded by Helser. PASSED.

Finance & Budget Yead End Review

Hawkins reported adjustments and reconciliations for 2025 are still in process. Budget variances are consistent with earlier reports. Lower participation and lower entry fee revenues were slightly offset by increased membership revenues. Professional fees exceeded budget primarily due to the ongoing legal consultations required in 2025.

2025 Audit will begin 2Q26 as expected.

President/CEO Update to Board of Directors

Cobb thanked everyone for their support and participation at the 2026 SCCA National Convention at over 70 sessions, over 1,000 attendees and over 75 speakers as we "Level Up". Crawford shared thanks to the staff and speakers for the National Convention with recognition of the successful event.

Divisional Convention support by staff and BoD launches January 31st at SEDiv.

Additional conversations coming with COO and President of IHRA and staff is hoping to create more access to tracks for SCCA events.

Top Level Strategic Goals Discussion

Howe and Wagner discussed the desire for club-wide strategic goals relative to removing barriers and promoting access across all SCCA programs. A formal request was submitted for Board endorsement of three strategic pillars outlined below as the proposed foundational framework for each program board's strategic document. Board endorsement would signal approval of the overall direction and intent of these pillars, with the understanding that they will return to the Board for formal adoption as part of a proposed update to Section 10.2 of the Operations Manual, anticipated in February. Doing so now allows staff to socialize the concept across Divisional Conventions and bring feedback to the BoD ahead of an adoption request.

The Board of Directors' endorsement of the unified strategic pillars establishes an enterprise-wide operational focus for all SCCA programs, directing National Staff, BOD members, liaisons, program boards, action committees, stewards, and all talent and resources reporting to the BOD to execute in alignment around these three pillars:

1. Foster Space for Both Competition and Recreation

SCCA will continue to uphold its legacy of high-quality, championship level motorsports competition. At the same time, the Club recognizes the importance of welcoming participants whose primary interest is recreation, exploration, skill building, or social engagement. Programs and events should intentionally create space for both competitive and recreational experiences, ensuring that members can participate in the way that brings them the most enjoyment – regardless of vehicle, experience, or competitive intent.

2. Align Programs with Member and Market Demand

SCCA programs should be designed around the needs, interests, and emerging trends of our participants and the broader motorsports community. The Club will prioritize understanding the motivations of current and potential members, identifying growth opportunities, and shaping programs in ways that meet people where they are. This includes continuously evaluating whether our offerings reflect what the market is truly seeking and adapting as member expectations evolve.

3. Encourage and Enable Cross Program Participation
SCCA is strongest when members explore multiple forms of motorsport within the Club. Programs should be structured, communicated, and marketed in ways that make it easy and inviting for participants to try new experiences across disciplines. By presenting SCCA as a unified ecosystem – rather than a collection of standalone programs – we create pathways for broader engagement, deeper member connection, and increased long-term participation, quality, championship-level motorsports competition. At the same time, the Club recognizes the importance of welcoming participants whose primary interest is recreation, exploration, skill building, or social engagement. Programs and events should intentionally create space for both competitive and recreational experiences, ensuring that members can participate in the way that brings them the most enjoyment.

While individual initiatives may not advance all three pillars equally, each should clearly support at least one. Initiatives that do not align with any of the pillars should be undertaken only with clear justification, ensuring continued focus, intentionality, and strategic coherence across programs.

By adopting these principles at the Board level, SCCA reinforces a unified vision for how the Club can remain relevant, responsive, and welcoming to a broader range of current and future enthusiasts. As such, there is a request before the Board of Directors to endorse a unified strategic pillars concept for all SCCA programs. This will create a 2026 SCCA enterprise operational focus of creating access and growing participation.

ACTION: Motion to endorse the Unified Strategic Pillars Concept for SCCA Programs. Motion made by Clay Turner, seconded by Andy Howe. PASSED.

SCCA Enterprises Year End Update

Peter Bollenbecker and Clay Turner visited the SCCA Enterprises headquarters in Colorado and met with staff to get a better understanding of the business activity. They reported that the small staff at Enterprises are doing a great job. Bollenbecker presented 2026 Budget estimates and assumptions and the 2025-year end results by product line. Crawford thanked Bollenbecker and Turner for their efforts to visit SCCA Enterprises and gain a better understanding of the business.

SCCA Foundation Year End Update

Turner provided a year-end report on the SCCA Foundation and reviewed the refocus of the Foundation towards a more professional fundraising organization to raise funds to supercharge the programs and initiatives of the SCCA. He also reviewed the future of the donor process and the Pilot Project of the Warrior Training and the Tire Rack Street Survival Program.

July Face-to-Face Meeting Logistics

Crawford reviewed possible logistics for the July face-to-face board meeting and will report back with confirmed location and dates for the 2-day meeting.

Program Board Liaison Reports: Rules Updates

Howe reviewed the template and timeline for submitting reports and proposed board actions from Liaisons.

> **ACTION:** Motion to approve the recommended CRB items as presented. Motion made by Schneider, seconded by Helser. PASSED. See Appendix A.
>
> **ACTION:** Motion to adjourn open Board meeting at 9:36 pm Central. Motion made by Crawford, seconded by Whitener. PASSED.
>
> **ACTION:** Motion to go into Executive Session at 9:37 pm Central. Motion made by Crawford, seconded by Whitener. PASSED.
>
> **ACTION:** Motion to adjourn Executive Session at 10:59 pm. Motion made by Crawford, seconded by Vodden. PASSED.
>
> **ACTION:** Motion to adjourn open board meeting at 11:00 pm Central. Motion made by Howe, seconded by Watts. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

Date signed: 02/23/2026

APPENDIX A: CRB Recommended Rule Changes

February 2026 Recommended Items

CRB

Shelly Pritchett

B-Spec

1. #39651 (Erick Zanner) Sunroof Delete Panel

In GCR, Section 9.1.10.E.28., change as follows:

"~~Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. Glass panels may be replaced with a ferrous metal panel. Components (motors, cables, rails) may be removed provided the panel is securely retained.~~*Sunroofs are only permitted if installed by the manufacturer of the vehicle. If installed, they must be run in the closed position and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted. The glass sunroof may be replaced with a metal panel and all its associated mechanical components may be removed. The panel must retain the shape of the glass sunroof.*"

GCR

1. #39511 (Tim O'Donoghue) GCR Change Regarding Double Yellow / Full Course Yellow

In Meaning of Each Flag, GCR section 6.1.1.B, change as follows effective 2/1/26:

"DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. *Flagging station(s) in the emergency area(s) will display either a standing or waved yellow as appropriate. Once a flagging station clears its incident/emergency, it will display double yellow flags.* ~~However, c~~*C*ars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.)."

2. #39513 (Bill Skibbe) GCR 6.10 Rewrites

In Provisional Results, GCR section 5.10.4.A, change as follows effective 2/1/26:

"A ~~lap chart or a~~ printout *or online report* showing the order of finish and number of laps completed for each car shall be titled as Provisional Results and posted as soon as possible. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and an announcement will be made. When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class)."

In Official Results, GCR section 5.10.4.B.3, change as follows effective 2/1/26:

"The timing and scoring information shall include: total number of entries, DNFs, DNSs, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters*,* and any new course records.

All drivers listed ~~on~~*in* the final race results shall be consistent with the numbers included in the event audit.

~~A DNF (Did Not Finish) is defined as a car that did not complete the required number of laps to be a finisher (half the number of laps counted by the overall leader, rounded down to the nearest whole integer). A starter is defined in Section 6.10.2. A DNS (Did Not Start) is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race.~~*Refer to GCR sections 6.10.2 and 6.10.3 for the definitions of Starters, Finishers, DNF, and DNS.*"

In Race Starter, GCR section 6.10.2, add a new section as follows effective 2/1/26:
"*F. A car that does not meet the above criteria but has been on track in any session covered under the event sanction number is classified as DNS.*"

In Race Finisher, GCR section 6.10.3, change as follows effective 2/1/26:
"A. A race finisher is a car that completes *at least* half *of* the laps of the overall race winner ~~for either a numbered lap event or a timed event. Enduro events should define the awarding of points in the enduro supplemental regulations. If the race is an uneven number of laps, divide the overall winner's laps in half and~~ round*ed* down to the nearest whole integer. A car has 5 minutes after the ~~checkered flag~~*overall winner crosses the finish line* to complete its current lap.
B. A DNF (Did Not Finish) is a car that does not meet the conditions of section A.
~~B.~~*C.* A car may complete a lap by being driven across the control line in the pit lane only using on-board power (such as the starter motor), but it may not be pushed across the line ~~by its crew or any officials~~."

3. #39636 (Mike Smith) Drivers School 3.1.3 and App B
In Drivers' Schools, GCR section 3.1.3.A, change as follows effective 2/1/26:
"*When production and formula cars are entered,* ~~T~~*t*he entered cars will be divided into at least open and closed wheel groups, which will run separately from one another. *SRF or SRF3 cars may be grouped with small bore production cars.* Sports Racing*/Prototype* cars may be grouped with Formula cars. (See AppB.1.4.2.)"

In Drivers' Schools, GCR section 3.1.3, add a new section as follows effective 2/1/26:
"*D. The organizing region may limit participating classes and may include eligible Club Race Experience vehicles.*"

In Appendix B, GCR section 1.4.2.E, change as follows effective 2/1/26:
"SRF *or SRF3* may be combined with F *Production,* ~~and~~ H Production*,* ~~and~~ GTL*, or similar small bore production cars*."

T1
1. #38962 (Drew Delmonico) Change to Weight, Power and Torque Settings Due to Exhaust Change
In GCR, Section 9.1.9.1.A.R.3., add the following:
"Mufflers may be substituted with performance alternative options."

T2-T4
1. #38505 (Josh Swanberg) Driveshaft Safety Loop Provision Clarification
In GCR, Section 9.1.9.2.D.4.b.7., add the following:
"*RWD cars may install a driveshaft safety loop. This includes Spec cars.*"

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Minutes for February 23, 2026

A meeting of the Board of Directors of SCCA, Inc. was held on February 23, 2026. Persons present via Microsoft Teams, or telephonically were:

Board of Directors in attendance: Peter Schneider Area 1, Bob Crawford Area 2 (Chairman), Lyn Hodges Watts Area 3, Dave Brown Area 4, Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Clay Turner Area 8 (First Alternate), Dave Vodden Area 9, Michael Toombs Area 10, Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13 (Vice Chairman).

National Staff in attendance: Michael Cobb, President & CEO, Justin Hawkins Director, Finance and Administration, Eric Prill, Vice President Road Racing, Aimee Thoennes, Director Member Services, Heyward Wagner, Vice President Rally/Solo and Experiential Programs.

Roll Call/Call to Order

The meeting was called to order by Bob Crawford, Chair, at 8:02 pm.

> **ACTION:** Motion to approve the January 26, 2026, open session minutes as presented made by David Vodden, seconded by Mark Weber. PASSED.

Finance & Budget Update

Justin Hawkins reported that the audit firm used by SCCA, Inc. for more than 20 years was recently bought by Aprio with no transitional changes expected. January financials will be wrapped up later this month; the short month and staff traveling to Divisional Conventions has caused some delays.

President/CEO Update

Michael E Cobb, President and CEO updated Board on the 1Q face to face for all staff in Topeka this week. Discussion of the board approved strategic plan. Strong staff support for Divisional Conventions already completed SEDiv, NEDiv, plus the ACCUS meeting last week in Daytona, and GLDiv in Indiana this weekend. Divisional Conventions continue with MiDiv the first weekend of March and CenDiv the following weekend with RMDiv hosting a virtual Divisional Convention the last weekend of March. Cobb reported that the Freedom 250 (August 2026) in Washington DC is requesting SCCA support; Cobb following up with WDC Region. A similar situation with NASCAR on west coast for Cal Club (San Diego) and St. Pete Grand Prix is this weekend with Central Florida Region. Freedom 250, St Pete and Detroit Grand Prix are the same promoter, and we hope to have a single contact on Penske to connect to region leaders.

Ops Manual Update Discussion (Prill/Wagner)

Eric Prill and Heyward Wagner continued discussion of the three pillars and the required updates for the Operations Manual. Next step is to send updates to the Governance Committee for review and then will come back to the board for final approval. Crawford commented on the great presentation made by staff at the NEDiv Convention last weekend. The Board has endorsed moving forward as discussed, and Prill and Wagner are available for questions. Wagner reported that the 3 pillars concept has been well received by the RallyCross Board and Time Trials Board as well as at the Divisional Conventions for SEDiv and NEDiv.

The concept has not been shared with the SEB and Wagner offered to review with SEB and bring it back to the Board. Crawford shared discussion from NEDiv on the Road Racing "reorg" and the 3 pillars as strategic efforts to have the program boards consider these as they are shaping the program. Road Racing reorganization is more tactical to ensure alignment and forward movement.

The timing has been discussed with Staff sharing that they are more interested in alignment than timing. A target of 3/1 would get the concepts in front of the program board cycle (preference for 1st of month rather than mid-month). Prill said that people were asking about standing up the Planning Committee with a desire to share the message across all Divisional Conventions to get more interest from candidates. There is an application to submit interest in the planning committee, and 14 applications have been received at this time. Wagner exited the meeting.

> **FOLLOW UP ACTION:** Crawford has an action item in coordination with staff: Vodden requested talking points for the 3 pillars and the road racing realignment.

July F2F Logistics Discussion

Crawford led discussions over different locations including pros and cons. To avoid additional costs, Crawford recommends that the Board meets at a Kansas City airport hotel July 17-18 with consideration for meeting in Indy at a future opportunity.

Crawford and Frame (CRB Chairman) will follow up on timing for the CRB Meeting.

Program Board Liaison Reports: Rules Updates

Howe shared templates for liaison reports and proposed board action "PBA". Said documents will reside in BoardEffect and are also attached in the SCCA Inc Board of Directors library. Need to lean into timeliness; Howe will send reminders Tuesday prior to Board meeting so that Bob has what he needs on Wednesday. Following a consistent format will improve efficiencies and will create a standard for artifacts to be used as a reference for future board members.

Howe shared that the PBA needs to be communicated to the program boards through the liaisons. An example of reference can be the Road Racing PBA. Program Boards have good staff support, but the liaisons are responsible for preparing and submitting the PBA to the Board for review and approval. Any questions can be directed to either Crawford or Howe.

RallyCross: Vodden presented a liaison report and request to appoint new RXB member Jordan Blanco to fill the vacancy by James Veatch.

> **ACTION:** Motion to approve Jordan Blanco as new RallyCross member made by David Vodden, seconded by Andy Howe. PASSED.

Road Racing Competition Committee (formerly known as the Club Racing Board) submitted recommended items for approval. Mark Weber shared that they are recruiting to fill a vacancy for the RRCC and the Advisory Committees.

> **ACTION:** Motion to approve the Road Racing Competition Committee recommended items as presented effective March 1, 2026, made by Mark Weber, seconded by Joseph Helser. PASSED. See Appendix A.

Lyn Hodges Watts exited meeting at 9:27 pm CST.

> **ACTION:** Motion to approve TTB Rules changes for February as presented by Andy Howe, seconded by Clay Turner. PASSED. See Appendix B.
>
> **ACTION:** Motion to adjourn open session meeting at 9:50 pm CST made by David Vodden, seconded by Sam Fouse. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

Date signed: 03/23/2026

APPENDIX A: Road Racing Competition Committee (fka CRB) Recommended Rule Changes

SCCA Board of Directors
Staff Proposal for Board Action (PBA)

Request Date:	February 20, 2025
Requested By:	Shelly Pritchett
Action Requested:	Approval of RRCC Recommended Items
Date Needed:	March 1st
Urgency Level:	

BACKGROUND

.

REQUEST DETAILS

ADDITIONAL NOTES

→ See Attached

B-Spec

1. #39656 (B-Spec/C-Spec Committee) Delete rule #39
In GCR, Section 9.1.10.E. delete the following and re-number the rules that follow:
"*(Effective 3/1/2026)* ~~39. Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec and C-Spec meeting their spec line. Models with OEM paddle shifters are acceptable. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line.~~"

GT2

1. #39863 (Grand Touring Committee) remove 9.1.2.7.l GCR Page 332
In GCR, Section 9.1.2.F.7.l, change as follows and re-letter:
"*(Effective 3/1/2026)* ~~l. GT2 Rules Concerning Alternate Weights and SIRs 1. Traditional GT2 cars that are currently required to run an SIR may run unrestricted induction with a 350 lb. weight penalty. This weight penalty is to be added prior to any "add-on" penalties, such as sequential shifting, IRS, etc.~~"

STU

1. #39812 (Super Touring Committee) Brake vacuum regulators
In GCR, Section 9.1.4.1.E.8., add the following:
"*(Effective 3/1/2026) Brake booster vacuum regulator allowed, cannot be in-car adjustable.*"

APPENDIX B: Time Trials Board Recommended Rule Changes

Outlook

[Draft] TTB Rules Changes for Feb

From bcrawford@scca.com
Draft saved Thu 2/19/2026 19:15

From: John Hunter <jhunter@scca.com>
Sent: Thursday, February 19, 2026 7:55:35 AM
To: Clay Turner <cturner@scca.com>; Sam Fouse <ncr55treasurer@gmail.com>
Cc: Time Trials Board <ttb@scca.com>
Subject: Re: TTB Rules Changes for Feb?

Hey Clay and Sam!

Had the TTB meeting last night and verified with the rest of the board that we did want to ask for the removal of "single-unit" from the following lines within Max classes:

Max 1.1.C. Unmodified ~~single-unit~~ forced-induction engines between 4.5L to 6.4L OE measured displacement: 3000lbs.

Max 2.1.B. Unmodified ~~single-unit~~ forced-induction 4-cycle engines between 2.9x and 4.5L OE measured displacement: 3300lbs.

Max2.1.D. Unmodified ~~single-unit~~ forced induction 4-cycle engines between 4.5L to 6.4L OE measured displacement: 3800lbs

Max 4.1.E. Unmodified ~~single-un~~it forced induction 4-cylinder, 4-cycle engines between 1.9x and 2.46L OE measured displacement: 3000lbs.

Max 4.1.F. Unmodified ~~single-unit~~ forced induction 3-cylinder, 4-cycle engines between 1.5x and 1.9L OE measured displacement: 3000lbs.

Max 5.1.E. Unmodified ~~single-unit~~ forced induction 4-cylinder, 4-cycle engines of up to 1.9L OE measured displacement: 2650lbs.

Reasoning: With the inclusion of "Unmodified", there is no longer a need for specifying the single unit. It actually causes issues for cars that have stock forced induction but have sequential turbos like an FD RX-7. It also causes clarification for cars with twin turbos in general.

The wording is a holdover from the original rules where there was no specification on modified or unmodified, only that there was forced induction. And in that case, the intent was to limit compounding forced induction when someone was adding or modifying forced induction.

As for the other rule we were looking to change (the "lowest point onthe car must be 3" rule) we are going to do more in the field research prior to sending that up to verify not only the need, but also lean into what people are doing when not following a set rule.

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National Staff in attendance: Michael Cobb, President & CEO, Justin Hawkins Director, Finance and Administration, and Aimee Thoennes, Director Member Services.

Roll Call/Call to Order

Crawford welcomed the Board to the meeting.

> **ACTION:** Motion to call the meeting to order at 8:03 CDT pm made by Peter Bollenbecker, seconded by Bob Crawford. PASSED.

Approval of Previous (Month) Minutes

> **ACTION:** Motion to approve the February 23, 2026 open session minutes as presented made by Joe Helser, seconded by Kim Whitener. PASSED.

Finance & Budget Review

Justin Hawkins provided a financial report for February 2026 including year-to-date activity.

President/CEO Update to BoD

Michael E. Cobb provided an update on Club activities. Divisional Convention season is coming to a close this weekend with Rocky Mountain Division's Virtual Convention Saturday, March 28. Annual staff reviews will be completed by March 31, 2026.

Projects progressing as expected: website project and Alpha registration project. The LMS transition process is in the beginning stages.

Program Board Liaison Reports: Rules Updates

> **ACTION:** Motion to approve rules adjustments as submitted for 2026 Race Experience effective immediately made by Joe Helser, seconded by Sam Fouse. See Appendix A. PASSED.

> **ACTION:** Motion to approve the Race Memo 26-01 B-Spec Mini Cooper Weight Adjustments with OEM Catalyst or Header from the Road Racing Competition Committee with an effective date immediately made by Mark Weber, seconded by David Vodden. See Appendix B. PASSED.

ACTION: Motion to approve the Road Rally Board appointment of Heyward Wagner in the National Staff position to replace Chris Robbins who retired December 2025 made by Peter Schneider, seconded by Michael Toombs. PASSED.

Governance Committee Report/Update 3 Pillars and Road Racing

Joe Helser reported that the committee didn't find any conflicts or issues with either proposal being added into the Operations Manual. Both concepts have been shared at each of the Divisional Conventions (NEDiv, SEDiv, GLDiv, MiDiv, CenDiv) and the March Region call and will continue to be shared.

ACTION: Motion to approve the proposed edits to the SCCA Operations Manual in support of the Road Racing Restructure made by Andy Howe, seconded by David Vodden. See Appendix C. PASSED.

ACTION: Motion to approve the update to Section 10.2 of the Operations Manual in support of the Unified Strategic Pillars for SCCA Programs made by Andy Howe, seconded by David Vodden. See Appendix D. PASSED.

ACTION: Motion to adjourn the open session at 9:21 pm CDT and to open Executive Session at 9:22 pm made by Bob Crawford, seconded by Andy Howe. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

Date signed: 04/27/2026

APPENDIX A: Race Experience Recommended Rule Changes

Some overall notes:

- We have no deleted text in these updates. All updates are additions to the rules.
- Most are updates to keep things in line with the GCR. (Flags, safety)
- Two updates are adjustments from the Race Experience Rules. One of these is that any tail lights must be OE, or DOT and the other new rule is to stop anyone from starting a 5-minute refueling pit stop during a full course yellow.
- The other additions are reminding competitors that where our rules differ from the GCR, GCR standards will need to be met to be issued a logbook. (E.g., we let number sizes slide in Race Experience/don't require a front number, but the GCR does so we remind them that they will need to have appropriate numbers for a GCR logbook.)

Details:

- **There is some language in the fire system requirements that needed updating. This brings it in line with the GCR.**

  3.2.1.H.2.b iv, v and vi we have added three lines that were also added to the GCR.

  iv. There be a minimum of two nozzle locations – one in the driver's compartment and one either in the engine area or the fuel cell/tank area. The nozzles shall be suitable for the type of extinguishing agent used.

  v. The firing pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the pin before entering the racing surface.

  vi. All fire systems shall be serviced according to the manufacturer's specifications; however, biennial recertification of SFI systems not required.

- **We've adjusted the towing eye language** – Race Experience does not prohibit a rigid towing eye on the front/rear bumper, but we do mention that vehicles with these shall not be issued a GCR logbook.
  We have added the phrase "with the exception of Formula Cars and Sports Racing Category classes" to 3.2.1.B.5.d to match the GCR language for towing eyes on cars.

  We also added "*Vehicles with a towing eye that is rigid/protruding from the front or rear bumper may participate in Race Experience events, but may not be issued a GCR-logbook*" because the GCR requires the tow eye to be foldable/flexible in order to prevent damage during bump drafting.

- **I've adjusted the helmet language to match the GCR concerning SA2015 helmets.**
  2.4.3.B. We added the line "SA2015 Helmets will be valid through 2026" – we didn't remove any language, just added the phrase to match the GCR requirement for helmets, and when SA Helmets will expire.

- I've adjusted the double-yellow rule to match the GCR updated wording in January 2026. The GCR changed double-yellow flagging rules so that the station with an incident, or station covering an incident can show their local condition (e.g., single standing or single waving yellow). We have adjusted that. In addition, (because it was overlooked, we're also going to copy the black-flag all language where there is no passing under a black flag all.

  4.3.1.2.c "Flagging station(s) in the emergency area(s) will display either a standing or waved yellow as appropriate. Once a flagging station clears its incident/emergency, it will display double-yellow flags." Has been added.

  4.3.1.6.c "No passing is allowed." Has been added.

- **Updated the rule about class markings that sizes, contrast, locations and legibility shall be met for a Race Experience vehicle to be issued a logbook.**
  Because a Race Experience vehicle can now get a logbook, but the Race Experience rules do not match the GCR rules for numbers, we've added, "*To be issued an SCCA Vehicle Log Book without a "fix it" notation, a number must be located on the front of the car (hood), and numbers and class letter sizes listed above shall be met*" to 3.2.1.A.5. in the Race Experience rules.

- **Updated the rule about rear lights to match the GCR to be issued a log book.**
  Race Experience does not require the FIA light for cars without OE tail lights/tail lights used as rain lights. Often entrants will use store-bought trailer lights when repairing tail lights. To meet this in the moddle for accessibility, weve modified the allowance to require "The rear light must be OE or DOT-stamped." And added the line "Vehicles must have either OE taillights, a rain light meeting FIA Standard 8874-2019, Technical List No. 76, or a Super Bright LEDs Inc. P/N PT-STRB-R24 rain light to be issued an SCCA logbook." This is in 2.3.1.D.3 and added 2.3.1.D.6

- **Added a line for Enduro pit stops that a fuel stop may not be initiated during a full course yellow, but if you're in when the yellow comes out, you can finish it.** We absolutely intended this in the first Team Enduro ruleset, because it stops everyone from diving onto pit road during a full course yellow, but somehow it didn't make it to the rules.

  4.4.2.B.1. "Fuel stops shall not be initiated during a full-course yellow. Vehicles already in the pits at the time of a Full Course Yellow may complete their pit stop." Has been added to the rule.

APPENDIX B: Road Racing Competition Committee Race Memo

Issued: 3/20/2026

Number: RM 26-01

From: Board of Directors

To: All Participants

Subject: B-Spec Mini Cooper Weight Adjustments with OEM Catalyst or Header

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 follows

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*

APPENDIX C: Operations Manual update for Road Racing Restructure

Request Date:	2/20/2026
Requested By:	Eric Prill (prepared by Deanna Flanagan)
Action Requested:	Update the Operations Manual to reflect the Road Racing Administration structure changes
Date Needed:	3/1/2026
Urgency Level:	High

BACKGROUND

The proposed edits to the SCCA Operations Manual serve to codify the formation of the Road Racing Executive Committee (RREC) and Road Racing Planning Committee, with name changes and section cleanup for the Road Racing Competition Committee (formerly the Club Racing Board) and the Road Racing Stewards Committee. There is opportunity for additional cleanup and edits within the Road Racing section, but that should be done once the new groups have been formed and have an opportunity to review collectively.

These edits have been reviewed by the members of the new RREC (Kevin Coulter, Dayle Frame and Eric Prill).

This structural direction was approved by the BOD and communicated to the membership in a January 28, 2026 news article on SCCA.com. The affected sections of the Operations Manual include:

- Table of Contents – Section 5 Road Racing Administration
- Section II.B.5. Road Racing Administration and supporting sub-sections

REQUEST DETAILS

Table of Contents: Section 5. ROAD RACING ADMINISTRATION

Update related section names and page numbers based on document changes

5. Road Racing Administration....22
5.1 Basic Policies....22
5.2 *Road Racing Executive Committee (RREC)*....22
5.3 *Road Racing Planning Committee (RRPC)*....22
5.45.2 Road Racing Competition Committee (RRCC) ~~Club Racing Board (CRB)~~....23
5.55.3 Road Racing Stewards Committee (RRSC)~~Chair of the Stewards~~....25~~4~~
5.65.4 Divisional Program Staff ~~Divisional Field Staff~~....*27*~~25~~
5.7~~5.5~~Road Racing Court of Appeals....*2*~~6~~
5.8~~5.6~~U.S. Majors Tour Personnel....*2*~~7~~
5.9~~5.7~~National Office Appointees....*2*~~7~~
5.10~~5.8~~Road Racing Scheduling Procedures....*2*~~8~~
5.11~~5.9~~Region/Sponsor Contractual Obligations....*2*~~8~~
5.12~~5.10~~Road Racing Insurance Requirements....*2*~~8~~

Section II.B.5. ROAD RACING ADMINISTRATION:

Add new committee structure, update committee names and general cleanup.

5. Road Racing Administration

5.1 Basic Policies

The SCCA has established rules for road racing programs. These rules and regulations reflect the basic road racing policies of the Club, as adopted by the BoD to satisfy the needs and pleasures of its members.

Road Racing events are speed events with wheel-to-wheel competition on a closed circuit. All SCCA Road Racing events are governed by the SCCA Road Racing General Competition Rules (GCR) and must be sanctioned by the SCCA.

Please refer to the current edition of the SCCA Road Racing General Competition Rules, and Fastrack for further details.

The Road Racing National Staff may appoint Specialty Advisors to assist in projects like (but not limited to) the creation of specialty training materials and training, assistance in determining and communicating information on technology upgrades and issues, specialty specific convention seminars, personnel recommendations, worker approval for international event participation and GCR changes. The term of these appointments will be specified and communicated to the membership.

5.1.1 Rules Season

Road Racing supports a Rules Making Season. Requests for changes in the rules (outside of items of immediate concern such as safety, administration, errors and omissions, clarifications, competitions etc.) should be submitted to the ~~CRB~~ *Road Racing Competition Committee* for review prior to July. This allows the necessary time for the program ~~board~~ *committee* and any applicable advisory committee to consider the request, publish it in Fastrack for member input, and then present it to the BoD for approval before the rules are edited for implementation in January. It also allows competitors time to make the appropriate adjustments to their car preparations and plans for the next competition season.

5.2 *Road Racing Executive Committee (RREC)*

Appointment: The RREC shall be comprised of the Chairs of the following committees: Road Racing Planning Committee (RRPC), Road Racing Competition Committee (RRCC) and Road Racing Stewards Committee (RRSC).

Duties: The RREC is responsible for oversight of the Road Racing program, representative of strategic development, rules and procedures, business operations, event operations, and officiating. This body serves as the program "board" as referenced in the SCCA Operations Manual, and shall review all recommendations from its committees prior to submission to the BoD.

5.3 *Road Racing Planning Committee (RRPC)*

Appointment: The BoD shall appoint annually an RRPC comprised of the program's senior staff member (who shall serve as the RRPC Chair), one additional staff member, two BoD members and up to five members at large. All RRPC members will have voting rights. At-large members generally serve three to six years. RRPC and BoD members shall nominate replacements of outgoing members based on member applications. Those selected shall be SCCA members and are subject to annual appointment by the BoD. The RRPC Chair will serve on the Road Racing Executive Committee (RREC).

Duties: Establishes Road Racing program mission, vision, values and goals based on the organization's strategic framework and defined program strategic pillars. Creates strategic plan for the program, including event purpose and type, target markets, program development and business operations. The RRPC will review the strategic plan on an annual basis, submitting any revisions to the BoD for review at its summer meeting.

5.3.1 *Advisory Committees*

Appointment: RRPC may appoint advisory committees for various initiatives.

The number of, and purpose for, each committee is up to the discretion of the RRPC.

5.2***5.4*** ~~**Club Racing Board (CRB)**~~***Road Racing Competition Committee (RRCC)***

Appointment: The BoD shall appoint annually a Chair and two to eight additional members to the ~~CRB~~*RRCC*. The ~~CRB~~*RRCC* shall include one member from the National Staff. The majority of ~~CRB~~*RRCC* members shall be volunteers. *RRCC members generally serve three to six years.* ~~CRB~~*RRCC* and BoD members shall nominate replacements for outgoing members *based on member applications*. Those selected shall be SCCA members subject to annual appointment by the BoD.

Duties: The ~~CRB~~ *RRCC* is responsible for *oversight and development of the SCCA General Competition Rules in support of the program strategic plan, including* ~~establishing~~ rules, ~~specifications,~~ and standards for competition vehicles *and classes; participant standards; and event organization, conduct and administration,* ~~as well as rules and standards for scheduling, organization, conduct, and supervision of Road Racing programs; and the licensing of drivers and officials. The CRB supervises the execution of these rules and standards. The CRB shall work in concert with the Road Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants.~~ Each ~~CRB~~ *RRCC* member shall have liaison responsibilities for specific categories. *The RRCC Chair shall serve on the Road Racing Executive Committee (RREC).*

5.2.~~1~~***5.4.1*** **The ~~CRB~~ *RRCC* is authorized to**:

~~5.2.1.a~~*5.4.1.a* Clarify a rule – characterized as adding/subtracting/changing language to reinforce the intent of the rule without changing the core definition.

~~5.2.1.b~~*5.4.1.b* Make specification changes (competition adjustments) – this includes weight, air/fuel management, and tire size. Springs and bars are also subject to competition adjustments in the Touring classes.

~~5.2.1.c~~*5.4.1.c* Classify cars.

~~5.2.1.d~~*5.4.1.d* Correct errors and omissions.

~~5.2.1.e~~*5.4.1.e* Implement rule changes for all classes in cases where parts are no longer available to permit continued operation of the affected car(s) with minimal change in performance.

~~5.2.1.f~~*5.4.1.f* Recommend rule changes and car reclassifications to the BoD for approval.

~~5.2.1.g~~*5.4.1.g* Implement Safety related items at any time.

~~5.2.2~~*5.4.2* **Advisory Committees**

Appointment: The ~~Club Racing Board~~ *Road Racing Competition Committee* ~~(CRB~~*(RRCC)* may appoint Advisory Committees *(AC)* to assist in reviewing member requests for rules development and changes to individual vehicle specifications, and to solicit and make recommendations to the ~~CRB~~ *RRCC* based on their research and knowledge. The ~~CRB~~ *RRCC* shall select a Chair for each committee annually. ~~Committee~~ *AC* members will be appointed by the *AC* Chair and existing committee members with approval of the ~~CRB~~*RRCC*. ~~Advisory Committee~~*AC* members serve at the discretion of the ~~CRB~~ *RRCC* and BoD. Members shall generally serve three to six years subject to annual appointment by the ~~CRB~~*RRCC*.

The number of and purpose for each committee is up to the discretion of the ~~CRB~~*RRCC*.

Duties: The Advisory Committees review member and staff input and recommend potential actions to the ~~CRB~~*RRCC*.

~~5.2.3~~*5.4.3* **Rule Changes**

Consideration must be given to the impact that a rule change can have on an entire class as well as the effect on a single car in a class. Some stipulations that are in place are:

- Proposed changes should have member input
- Proposed changes are traditionally presented for BoD approval at or before its fourth quarter meeting and are effective January 1st of the following year. Due to the short time between the conclusion of Runoffs and the BoD's fourth quarter meeting, proposed changes may be submitted for BoD consideration at its January meeting (which normally coincides with the Annual Convention) should circumstances warrant.
- Safety related items may be dealt with at any time

~~5.2.4~~*5.4.4* **Competition Adjustments**

- Competition adjustments are implemented to effect modifications to vehicles to increase or decrease the performance potential of specific makes/models of cars in order to better balance the class.
- Every effort should be made to limit competition adjustments during the competition year to small changes as early as possible.
- Beginning on the effective date of classification of a car and continuing for one (1) year thereafter, competition adjustments may be implemented as warranted and may include changes to rim/wheel size, springs, shocks, bars, weight, intake restrictions, tire size and other applicable items.
- Changes can be made at the end of the competition year effective January 1st of the following year, or any time up to the August FasTrack of the current year with an effective date of no later than August 1st.
- Competition adjustments should be limited to weight, tire size and intake restrictor size. Springs and bars are also subject to competition adjustments in the Touring classes.
- Weight and induction changes may be considered a rule change if applied to a mature established class or one with restricted specifications (SM, FC are examples of this).

~~5.2.5~~*5.4.5* **Errors and Omissions**

A condition that exists as a result of an unintentional misstatement or exception in a document. Generally found in GCR specifications and Supplemental Regulations and considered clerical or typographical in nature. Corrected by administrative or SOM action.

5.5 Road Racing Stewards Committee (RRSC)

Appointment: The RRSC is comprised of the Chair of the Stewards program, serving as the RRSC Chair, and the nine appointed Divisional Executive Stewards. (See 5.5.2)

Duties: Review operational aspects of the program, events and specialties. Make policy and procedural recommendations for the operation of the program. Review and publish the penalty guidelines annually.

~~5.3~~*5.5.1* **Chair of the Stewards**

Appointment: The Chair of the Stewards ~~Program~~*program* shall be appointed before or at the ~~November~~ *final* BoD meeting, *annually,* by the BoD with input from the senior ~~executive~~ *staff member* ~~in charge~~ of ~~the~~ Road Racing ~~Program~~. Term begins immediately upon appointment.

Duties: The Chair of the Stewards will have authority over and responsibility for the Road Racing Stewards program. The Chair will also be the Chair for the ~~Executive~~ *Road Racing* Stewards Committee *(RRSC) and serve on the Road Racing Executive Committee (RREC).*

The Chair, in consultation with the ~~CRB~~*RREC*, the ~~Executive Stewards~~*RRSC*, and Stewards Program Advisory Committee*(s)* will establish the policies and procedures of the Stewards Program and document them in the Stewards Manual.

The Chair of the Stewards, together with the Division's Executive Steward, shall designate a sufficient number of National Stewards for each Division to serve as Chief Stewards for the next calendar year.

~~5.3.1~~*5.5.1.a* Divisional Administrator Coordinator *(DAC)*

Appointment: A Divisional Administrator Coordinator for each specialty ~~will~~ *may* be selected from the group of appointed Divisional Administrators. The DA's nomination for DA*C* ~~Coordinator~~ will be reviewed and ~~APPROVED~~ *approved* by the Executive Stewards. The Divisional Administrator Coordinator will report to the Chair of the ~~Executive~~ Stewards *Program*. This is not an additional position. ~~In the event that~~ *If* the DAC position is unfilled by one of the sitting Divisional Administrators, the ~~Head~~ *senior staff member* of Road Racing, together with the Chair of the Stewards Program, may appoint a representative to serve as the DAC for that specialty. The duration of the term will be determined individually for each specialty position by the Head of Road Racing and the Chair of the Stewards Program.

Duties: Coordinate with the Road Racing department, the Executive Stewards, the ~~CRB~~ *RRCC* and Divisional Administrators to ensure execution of their specialty's policies and practices. Collect and disseminate information related to policies, best practices and concerns to Divisional Administrators and specialty

officials. Work with the other Divisional Administrators to ensure operational consistency across Divisions. Ensure that the Specialty Manual is updated and accurate.

~~5.3.2~~5.5.2 Executive Stewards

Appointment: One per Division, selected by the Area Director(s) for that Division, upon advice from the Chair of the Steward's Program with final acceptance by the BoD at its ~~November~~ *final* meeting *annually,* with terms to begin January 1 of the following year.

Executive Stewards serve on the RRSC.

Duties: Those set forth in the SCCA Road Racing General Competition Rules, Executive Stewards are responsible to the Chair of the Stewards Program as follows:

- Maintain close liaison with Chair of the Stewards Program in the supervision, training and licensing of Stewards within their Division, and the implementation of National level programs.
- Maintain a roster of Senior, National, Divisional, Regional and Stewards-In-Training Stewards in their Division.
- Monitor the condition of each racing facility in the Division and work with the National Office to coordinate track reviews for the Division, ensure that current ~~disaster~~ *emergency* plans are on file at the National Office for each facility that an event is conducted on.
- Review and approve ~~Supplemental~~ *supplemental* regulations, race schedules, and entry forms for race sanction requests prior to submission to ~~the Road Racing Department~~*SCCA National.*
- Except for Super Tour ~~Majors~~*events,* assign all Stewards and approve other key officials for each Conference Majors, Regional, Driver's School, or ~~Restricted Event~~ *other events* held in the Division in accordance with the GCR.
- Delegate any or all duties of the Executive Steward to Deputy Executive Steward(s).
- Serve on the ~~Executive Stewards Committee~~*RRSC* as an advisory resource for the ~~CRB~~ *RRCC* on GCR operational issues.

- Maintain full responsibility for licensing all Stewards in their Division, except National Stewards, which should be reviewed and approved by the Chair of the Stewards Program.
- Nominate a sufficient number of National Stewards in their Division to serve as Chief Stewards as appropriate. Nominations shall be made to the Chair of the Stewards Program.

~~5.3.3 Stewards Program Advisory Committee (aka Executive Stewards Committee)~~

~~Appointment: Shall consist of the BoD liaison to the Stewards, the senior executive in charge of Road Racing and others as appointed by the Chair of the Stewards Program.~~

5.5.3 Advisory Committees

Appointment: RRSC and/or the Chair of the Stewards Program may appoint advisory committees for various initiatives.

The number of, and purpose for, each committee is up to the discretion of the RRSC or Chair.

~~5.4~~*5.6* Divisional ~~Field~~ *Program* Staff

~~5.4.1~~*5.6.1* Deputy Executive Stewards

Appointment: By the Divisional Executive Stewards, upon advice from the Chair of the Steward's Program, and if needed, with consultation with the Area Director.

Duties: Responsible to the Executive Steward of the Division.

~~5.4.2~~*5.6.2* Divisional Pointskeeper

Appointment: By the Divisional Executive Steward subject to the approval of the Director(s) of the Division.

Duties: As prescribed by the Divisional Executive Steward.

~~5.4.3~~*5.6.3* Divisional Scheduler

See current SCCA Road Racing General Competition Rules.

~~5.4.4~~***5.6.4*** **Divisional Administrators**

Appointment: Selected annually by the Executive Steward in each Division, subject to the approval of the Area Director(s) within the Division. A Divisional Administrator shall be appointed for each of the specialties listed below:

- Driver Licensing
- Chief Driving Instructor
- Emergency Services
- Flagging and Communications
- Grid and Pits
- Race Administration
- Registration
- Scrutineering
- Sound Control
- Starter
- Timing and Scoring

Duties: Assist in the recruitment and training of sufficient personnel to staff events in the Division; coordinate the supervision of workers in the specialty with the Executive Steward; develop and/or implement training to the National Standard for the improvement of the level of competence of the members of the specialty; administer the licensing of members of the specialty in support of the National standards.

~~5.5~~*5.7* Road Racing Court of Appeals

SCCA's judicial system is not a court of law. Decisions of the stewards of the meet are based on the GCR. With that understanding, a party to a First Court decision may request a review of that decision. The Road Racing Court of Appeals fulfills that role.

A party to a First Court decision may appeal on any of the following grounds:

- Evidence not reviewed by the First Court
- Procedural errors by the First Court

- Inequitable or unfair application of the General Competition Rules or event Supplemental Regulations

Appointment: The BoD shall appoint members of the COA for one-calendar year terms in December of the previous year. COA members may be appointed to consecutive one-year terms but will not normally serve more than four terms in succession. The Chair of the CoA shall provide a list of candidates for the Board's consideration. Candidates shall submit their resume to the BoD.

Nominees shall be active and experienced Stewards or Stewards in Training or a highly experienced Non-Steward Driver who have demonstrated sound judgment and a substantial commitment to the Road Racing Program. At least one member of the COA should have current or recent racing experience. The Court normally has five members, but also have two alternates in case the full-time members have to recuse themselves due to their attending as an official/direct competitor or appellant at an event where an appeal arises.

No current member of the BoD, CRB, Chair of Stewards and Executive Stewards or staff member of SCCA, Inc. or any of its subsidiaries may serve on the COA.

The Chair of the BoD shall select one member of the COA as its Chair. The COA may appoint a non-voting Secretary.

A Court of at least three, selected from the members of the COA by its Chair, shall hear each appeal. No member involved in the action under appeal or with a direct or indirect interest or involvement in the matters under consideration may serve on this Court.

The Road Racing Department shall provide proper notices to all parties to the appeal.

The COA shall publish its decisions in their entirety, normally in Fastrack. The report of the proceedings shall identify the stewards involved in the original action and the members of the Court that adjudicated the appeal.

Duties: The Road Racing Court of Appeals shall serve as a second review court, hearing matters brought to them as outlined in the current SCCA Road Racing General Competition Rules and herein.

~~5.6~~*5.8* U.S. Majors Tour Personnel

~~5.6.1~~5.8.1 Series Race Directors (SRD)

The Series Race Directors are appointed by the Head of Road Racing or their designate with the advice of the Chair of the Stewards Program for all Super Tours.

Conference Race Directors are appointed by local Executive Stewards for their respective Conference. Conference RD serves as Assistant RD for Super Tour Events within that conference.

~~5.6.2~~***5.8.2*** ~~Series~~ ***Event*** **Administrator** ***(EA)***

The ~~Series~~ *Event* Administrators (S~~*E*~~A) are appointed by the Head of Road Racing or their designee for all Super Tours. S~~*E*~~As are optional for other Conference events.

~~5.6.3~~***5.8.3*** **Series Chief Tech Inspector** ***(SCTI)***

The Series Chief Technical Inspectors (SCTI) are appointed by the Head of Road Racing or their designee with the advice of the SRD for all Super Tours. Optional for other Conference events.

~~5.6.4~~***5.8.4*** **Series Timing Administrator**

The Series Timing Administrator(s) are appointed by the Head of Road Racing or their designee for all Super Tours. ~~Options~~ *Optional* for other Conference events.

~~5.7~~*5.9* National Office Appointees

~~5.7.1~~***5.9.1*** **Class Compliance Chief**

The Class Compliance Chief is appointed by the Head of Road Racing or their designate.

~~5.8~~*5.10* Road Racing Scheduling Procedures

See current SCCA Road Racing General Competition Rules.

~~5.8.1~~***5.10.1*** **Competition Year**

The competition year shall be the calendar year *with no exceptions.*

~~5.8.2 Racing Season~~

~~The National Championship racing season will be January 1 through Labor Day of each year unless expressly authorized by the BoD.~~

~~5.8.3~~***5.10.2*** **Events Outside Region Boundaries**

Any event held by a Sanctioning Region in the physical territory

of another Region (host) requires the written approval of the host Region or the National BoD as a condition of calendar listing or Sanction. Existing agreements contrary to this policy will continue in effect.

~~5.9~~*5.11* Region/Sponsor Contractual Obligations

Any sponsors, circuit owners or other parties who materially fail to live up to their contractual obligations with the SCCA or any of its Regions, or any Region that materially fails to fulfill its responsibilities may be refused Sanction for SCCA events. Evasion of such obligations or responsibilities by reincorporating or other subterfuge will not be permitted.

~~5.10~~***5.12*** **Road Racing Insurance Requirements**

Refer to current SCCA Road Racing General Competition Rules and/or SCCA.com.

ADDITIONAL NOTES

The following notes provide additional context for changes or lack of changes shown in the sections above.

- 5.4 Road Racing Competition Committee:
  - The following was struck because the oversight is now covered in the RREC section and it becomes unnecessary in the new structure.
    - ~~The CRB shall work in concert with the Road Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants.~~
- 5.5 Road Racing Stewards Committee
  - This section may need to be better defined in the future, where some recommendations may be strategic (RRPC), and some tactical (RRCC).
    - *Make policy and procedural recommendations for the operation of the program.*
- 5.7 Road Racing Court of Appeals
  - This section should be given a full review and streamlined. As this is a function of the rules in the GCR, it should be detailed in that document. For now, it is left unchanged until the appropriate committee can review it.
- 5.8.2 Racing Season
  - Struck this section as it is unnecessary in the Operations Manual because it is defined in the GCR – Runoffs section.

APPENDIX D: Operations Manual update for Strategic Pillars

Request Date:	2/18/2026
Requested By:	Exec Staff Team
Action Requested:	Approval and adoption of update to section 10.2 of Operations Manual
Date Needed:	3/1/2026
Urgency Level:	Medium Rare

BACKGROUND

At the January Board of Directors meeting, staff presented the proposed strategic pillars as a potential unifying framework for all SCCA program boards. After discussion, the Board expressed support for the direction and **approved staff's request to use the proposed pillar language as the foundation for rewriting Section 10.2 of the Operations Manual**.

This approach also enabled staff to begin sharing the pillars as "in development but Board-supported" during Divisional Conventions and other leadership engagements. The updated Section 10.2, incorporating these pillars, is being brought back to the Board for formal review and adoption.

REQUEST DETAILS

Please approve the following language to update section 10.2 of the SCCA Operations Manual-

10.2 Strategic Program Plans

Each Program Board shall develop and maintain a Strategic Program Plan that articulates the long-term vision, priorities, and desired outcomes for its area of responsibility. These Strategic Program Plans will be reviewed annually by the Program Boards for alignment with the Club's overall direction and forwarded to the BoD for review in advance of the July BoD Meeting. The BoD may approve Strategic Program Plans or refer them back to the Program Boards for further revision. Once approved, Strategic Program Plans will be made available to the membership.

All Strategic Program Plans must be grounded in the Club-wide strategic pillars:

1. Foster Space for Both Competition and Recreation
SCCA will continue to uphold its legacy of high-quality, championship-level motorsports competition. At the same time,

the Club recognizes the importance of welcoming participants whose primary interest is recreation, exploration, skill building, or social engagement. Programs and events should intentionally create space for both competitive and recreational experiences, ensuring that members can participate in the way that brings them the most enjoyment — regardless of vehicle, experience, or competitive intent.

2. Align Programs with Member and Market Demand
SCCA programs should be designed around the needs, interests, and emerging trends of our participants and the broader motorsports community. The Club will prioritize understanding the motivations of current and potential members, identifying growth opportunities, and shaping programs in ways that meet people where they are. This includes continuously evaluating whether our offerings reflect what the market is truly seeking and adapting as member expectations evolve.

3. Encourage and Enable Cross-Program Participation
SCCA is strongest when members explore multiple forms of motorsport within the Club. Programs should be structured, communicated, and marketed in ways that make it easy and inviting for participants to try new experiences across disciplines. By presenting SCCA as a unified ecosystem — rather than a collection of standalone programs — we create pathways for broader engagement, deeper member connection, and increased long-term participation.

Program Boards will use these pillars as the framework guiding strategic choices, resource allocation, and program evolution. While individual initiatives may not advance all three pillars equally, each initiative should clearly support at least one pillar. Initiatives that do not align with any pillar should be undertaken only when accompanied by clear, documented justification to ensure continued focus, intentionality, and strategic coherence across all programs.

ADDITIONAL NOTES

- This is being requested for March 1 as that will allow it to be shared with all program boards ahead of their scheduled March calls. However, the staff position is this is better right than fast and as such the timeline can be moved should the board feel necessary.

FASTRACK® NEWS
MINUTES AND RECOMMENDATIONS
EFFECTIVE FIRST OF THE YEAR UNLESS OTHERWISE NOTED • OFFICIAL SCCA MEMBER NOTFICATION
SCCA Sports Car Club of America®

Minutes for April 27, 2026

A meeting of the Board of Directors of SCCA, Inc. was held April 27, 2026. Persons present via Microsoft Teams, or telephonically were:

Board of Directors in attendance: Peter Schneider Area 1, Bob Crawford Area 2 (Chairman), Dave Brown Area 4, Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Clay Turner Area 8 (First Alternate), Dave Vodden Area 9, Michael Toombs Area 10, Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13 (Vice Chairman).

Board of Directors absent: Lyn Hodges Watts Area 3,

National Staff in attendance: Michael Cobb, President & CEO, Chris Robbins, Independent Contractor, Justin Hawkins Director, Finance and Administration, Aimee Thoennes, Director Member Services

Roll Call/Call to Order

ACTION: Motion to call the meeting to order at 8:01 pm Central Time made by Bob Crawford, seconded by Joe Helser. PASSED.

Flagtronics Overview

Collie King, CEO of Flagtronics presented an overview of Flagtronics and how modern digital flagging can be leveraged for drivers, corner marshals and race control to improve safety and communication on track. SCCA is 25% of the device volume; one firmware can be used across every device and every series. As usage expands, Flagtronics has a recommendation for a workflow transition: digital, then cloth, then radio. This will assist in improved race operations. Flagtronics will be expanding into HPDE.

Approval of Previous (Month) Minutes

ACTION: Motion to approve the March 23, 2026, open session minutes as presented by David Vodden, seconded by Peter Bollenbecker. PASSED.

Finance & Budget Review

Hawkins presented the financial activities through 1Q2026 with reports the while revenues are running slightly behind budget, it is early enough in the year to see positive impact with strong participation at more events.

President/CEO Update to BoD

The following Area Director positions are up for election this year. Election information including nomination forms are available in the File Cabinet of the Member Account Portal. Completed forms may be submitted to athoennes@scca.com and must include

signatures of at least 20 regular members (in good standing as of April 30) of an Area. The nomination period closes Thursday, October 1.

- Southeast Division, Area 3: Open (Terming out: Lyn Hodges Watts
- Great Lakes Division, Area 4: Incumbent David Brown
- Northern Pacific Division, Area 9: Incumbent David B Vodden
- Southern Pacific Division, Area 11: Incumbent Peter Norman Bollenbecker, Jr.

Program Board Liaison Reports: Rules Updates

The Road Rally community would like to thank Bob Crawford and Andy Howe for presenting at the quarterly Road Rally meeting.

> **ACTION:** Motion to approve the May 2026 Recommended Items as submitted by the Road Racing Competition Committee by David Brown, seconded by Andy Howe. See Appendix A. PASSED.
>
> **ACTION:** Motion to adjourn open session at 9:02 pm made by Bob Crawford and seconded by Mark Weber. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

Date signed: April 28, 2026

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APPENDIX A: Road Racing Competition Committee Recommended Items May 2026

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* ~~M~~*m*aximum 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 complete*d* 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~~*f*orm 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~~*f*orm is within the specified term for the ~~M~~*m*inor'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 down~~*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:

"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

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 effective 5/1/2026:
"~~2400~~*2385* or ~~2415~~*2400* with alternate bore"

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 nonfunctioning *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 *R~~r~~ace S~~s~~*tudio 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 ODBII connector.

c. Fuel pressure datalogging is required.

d. Oil pressure datalogging is required.

e. All cars must run the ~~latest AIM Data Logger Spec MX-5 ECU Protocol.~~ *most current Mazda-Spec_MX5_NCecu protocol. It must used in the AIM data systems configuration with no edits or changes and all 21 channels enabled.*"

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Minutes for May 31, 2026

The following motions were voted on electronically by the Board of Directors of SCCA, Inc. May 31, 2026.

Board of Directors participating: Peter Schneider Area 1, Bob Crawford Area 2 (Chairman), Lyn Hodges Watts Area 3, Dave Brown Area 4 (First Alternate), Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Clay Turner Area 8 (First Alternate), Dave Vodden Area 9, Michael Toombs Area 10, Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13 (Vice Chairman).

ACTION: Motion to approve the Road Racing Competition Committee recommended items from Appendix A as presented made by Bob Crawford, seconded by Andy Howe. PASSED.

ACTION: Motion to approve the April 27, 2026 executive session minutes as presented made by Bob Crawford, seconded by Andy Howe. PASSED.

ACTION: Motion to approve the April 27, 2026 open session minutes as presented made by Bob Crawford, seconded by Andy Howe. PASSED.

Respectfully submitted,

Joseph Helser, Secretary of the Meeting

APPENDIX A: Road Racing Competition Committee Recommended Rule Changes

1. #40298 (Stephen Blethen) Runoffs eligibility criteria
Effective 6/1/2026 In GCR, Section3.7.4.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."

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.

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Minutes for June 22, 2026

A meeting of the Board of Directors of SCCA, Inc. was held virtually June 22, 2026. The meeting was called to order by Chairman Bob Crawford at 8:01 pm CDT. Persons present via Microsoft Teams, or telephonically were:

Board of Directors in attendance: Peter Schneider Area 1, Bob Crawford Area 2 (Chairman), Lyn Hodges Watts Area 3, Dave Brown Area 4 (First Alternate), Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Dave Vodden Area 9, Michael Toombs Area 10, Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13 (Vice Chairman).

National Staff in attendance: Michael Cobb, President & CEO, Justin Hawkins Director, Finance and Administration, Eric Prill, Vice President Road Racing and Aimee Thoennes, Director Member Services.

Finance & Budget Review

Justin Hawkins presented financial activities and results for the month ended May 31, 2026 and year to date May 31, 2026. Revenues are trailing slightly and expenses are managed to mitigate the revenue shortfall. 2026 financial forecast will be given at the July meeting.

President/CEO Update to BoD

Cobb presented an update on the club activities across the month of June.

Prill updated the Board on the timeline and implementation for the revision to the medical requirements for Road Racing competition license holders. The official GCR language is included for Board approval this month.

July BoD Mtg Update

The Board of Directors will meet face to face in July 2026.

Program Board Liaison Reports: Rules Updates

> **ACTION:** Motion to approve recommended Items from RRCC as presented made by Lyn Hodges Watts and seconded by Peter Schneider. PASSED.
>
> **ACTION:** Motion to adjourn the open session made by Peter Schneider, seconded by Mark Weber at 9:23 pm Central. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

APPENDIX A: Road Racing Competition Committee Recommended Rule Changes

GCR

1. #40496 (SCCA Staff) SCCA Driver Medical Requirements Change
In GCR, Section 2.3.2., change as follows effective 7/1/2026:
"2.3.2. Medical Fitness
A. Medical Fitness of a Driver
1. Responsibility of a Driver: The driver and the driver's physician are responsible for determining if the driver is medically fit for participation. ~~The required SCCA medical examination form is a tool and guide for the physician in deciding an applicant's fitness to participate.~~ *Physicians should use the SCCA Medical Examination Packet as a guide when evaluating an applicant's fitness to participate.*

2. Required Medical Documentation
No driver ~~shall~~*may* participate in any event u~~nless they have been examined by a physician within the period specified in App C.2.1.A., and has been approved by that physician for a competition license~~*without the required medical documentation – Declaration of Medical Fitness, SCCA Physician Evaluation Form, or both, based on age, as specified in App C. 2.1.*

3. Changes in Medical Condition
a. When a driver experiences a change in medical condition that could affect fitness to participate, the driver must:
1. Notify the National Office immediately of the change in medical status.
2. ~~Discontinue participation until examined and approved in writing by a physician.~~ *Upon notification, the driver will be placed on medical suspension. The driver may not participate in any event while on medical suspension.*
3. ~~submit a new completed and approved for competition medical form.~~ *To have the medical suspension lifted, the driver must submit a new completed and approved SCCA Physician Evaluation form regardless of age group.*"

In GCR, Section Appendix C. Licensing and Type, change as follows effective 7/1/2026:
APPENDIX C. LICENSING AND TYPE
2. Competition Licenses
2.1 Medical Requirements
Drivers applying for an SCCA Competition, Novice Permit or Vintage License are required to complete the Declaration of Medical Fitness annually, submit an SCCA Physician Evaluation Form, or both, depending on the following factors:

A. Declaration of Medical Fitness
All drivers who have reached the age of majority in their state of residence must complete the Declaration of Medical Fitness annually via the SCCA Member Account Portal. The Declaration of Medical Fitness will not apply or be presented to minor members.

~~A. 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 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 form is within the specified term for the minor's age group.~~

B. SCCA Physician Evaluation Form
The following drivers are required to submit a completed and approved SCCA Physician Evaluation Form. The examination date cannot be more than 6 months before the application date.
· Minors under the age of majority in their state of residence – valid for 5 years
· Drivers ages 60-69 – valid for 2 years
· Drivers age 70 and older – valid for 1 year
· Drivers returning from a medical suspension – valid for 1 year

1. The following forms are also accepted in lieu of the SCCA Physician Evaluation 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)
b. Completed NASA-approved Medical Evaluation form
c. A completed ACCUS-FIA member-club medical evaluation form that specifically notes a medical sign-off for motor racing (e.g., an IMSA medical form);
d. A completed DOT Medical Certificate.
For the purposes of SCCA competition licensing, the term "form" refers to any of these.

~~B. An individual may be issued a Novice Permit by a Divisional or Regional Licensing Chair provided there is no medical condition identified on the Form which requires review.~~
C. Majority by State
The age of majority is subject to change based on state law. The following ages are recognized for the purposes of SCCA licensing at the time of publishing.
· Age 21: Mississippi
· Age 19: Alabama and Nebraska
· Age 18: All other states in the US
D. The SCCA Physician Evaluation Form is available ~~from Regions,~~ from SCCA Member Services and on SCCA's website, www.scca.com.
~~D. A competitor who is issued a license under medical waiver must submit the Form annually."~~

T4

1. #40240 (Leann Falk) Remove Spec Boxster from T4

In T4 Spec Lines, Effective 1/1/2027, remove Porsche Spec Boxster in its entirety.

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Minutes for July 17-18, 2026

A meeting of the Board of Directors of SCCA, Inc. was held July 17-18, 2026. Persons in attendance via Microsoft Teams, telephonically or in person:

Board of Directors in attendance: Peter Schneider Area 1, Bob Crawford Area 2 (Chairman), Lyn Hodges Watts Area 3, Dave Brown Area 4 (First Alternate), Joseph Helser Area 5 (Secretary), Mark Weber Area 6, Kim Whitener Area 7 (Asst. Treasurer), Dwight Rider Area 8, Michael Toombs Area 10, Peter Bollenbecker Area 11 (Treasurer), Sam Fouse Area 12, Andy Howe Area 13 (Vice Chairman).

Board of Directors absent: Dave Vodden Area 9

National Staff in attendance: Michael Cobb, President & CEO, Deanna Flanagan, Director Program Services, Justin Hawkins Director, Finance and Administration, Kristen Poole, Director of Marketing, Eric Prill, Vice President Road Racing, and Aimee Thoennes, Director Member Services.

Guests in attendance: Robey Clark, President, SCCA Enterprises, Dayle Frame, Chairman, Road Racing Competition Committee, Clay Turner, Executive Director, SCCA Foundation, Will Tew, CEO, Alpha RaceHub, Will Alderson, CTO, Alpha RaceHub, Joe Janowski, COO, Alpha RaceHub, and Jackson Gardner, Head of Global Sales, Alpha RaceHub and Patrick McAndrews, Partner, Spencer Fane LLP.

Roll Call/Call to Order

A quorum was present and Chair Crawford called the meeting to order at 8:00 am CDT.

Crawford welcomed Dwight Rider, newly appointed Area 8 Director, to his first SCCA Board of Directors' meeting. Rider was appointed by the Board of Directors to fulfill the remaining term by Clay Turner who moved into the Executive Director role with the SCCA Foundation.

Approval of Previous (Month) Minutes

ACTION: Motion to approve the open session minutes from June 22, 2026 as presented made by Bob Crawford, second by Peter Bollenbecker. PASSED.

President/CEO Update to BoD

Michael Cobb provided an update on activity across the club including championship event registrations. Membership remains stable and resilient, with **51,390 annual members**, **79.1% retention**, and **6,320 new and rejoining members**, demonstrating continued strength in member acquisition and renewal despite broader economic pressures.

Participation trends year to date are mixed. Growth continues in **Track Night in America**, **Starting Line (+44%)**, and **National Time Trials/Time Attack**, while **Hoosier Super Tour**, **U.S. Majors Tour**, and **Regional Time Trials** remain modestly below target. We anticipate a strong close to the 2026 **HST** season at Barber in August and significant participation at the 2026 **Tire Rack Solo Nationals**, the **Mission Foods National Championship Runoffs** as well as **Rallycross National Championship** and the **Tire Rack Time Trials Nationals** at Eagles Canyon Raceway.

Overall, the Club is seeing stronger performance in entry-level and experiential programs, while traditional competition programs continue to experience softer participation largely attributed to travel costs, inflation, and broader economic conditions. Membership and participant satisfaction, however, remain strong indicators of underlying organizational health.

Finance & Budget Review

Justin Hawkins presented an overview of financial activity through 5/31/2026 and a reforecast of the budget for 2026 and the year-end projections based on the participation trends year to date. Staff continue to actively manage expenses to balance changes to revenues. Upon receipt of the completed 2025 Audited Financial Statement, the report will be published in the General Information section of the Member Account Portal File Cabinet.

Legal Counsel Update

Patrick McAndrews, Partner, Spencer Fane LLP provided an update to the Board on past and present activity and a summary of **Richard Haynes v. Sports Car Club of America**:

> In January 2022, Richard Haynes, a member of both SCCA and the Ohio Valley Region, filed a lawsuit against SCCA in the Franklin County, Ohio Court of Common Pleas, Case No. 22-CV000318 (“Ohio Lawsuit”). Mr. Haynes had previously been expelled from SCCA based on findings that he had engaged in harassment and bullying of other members, both in person and online. In his lawsuit, Mr. Haynes alleged that SCCA did not follow the procedures required by its Bylaws when expelling him and that SCCA failed to provide certain financial information he requested while he was a member. He sought reinstatement and monetary damages from SCCA. SCCA denied these allegations and maintained that it acted appropriately and within the authority granted by its Bylaws. SCCA filed a motion to dismiss the Ohio Lawsuit on the grounds that Mr. Haynes’ claims were not supported by the law and SCCA had not committed any such acts. In January 2025, the court dismissed Mr. Haynes's claim relating to alleged fraudulent concealment of financial information finding that under “no possible set of facts” Mr. Haynes could ever establish that SCCA committed any concealment. The court permitted his challenge to the expulsion process to proceed.
>
> During discovery, Mr. Haynes produced documents which demonstrated that he had made the decision to bring a lawsuit against SCCA before he had even been suspended or expelled from the organization, calling into question the validity of his claims against SCCA. This led SCCA to file a separate lawsuit against Mr. Haynes in federal court in Kansas, Case No. 2:26-cv-02123

("Kansas Lawsuit") alleging that the Ohio Lawsuit had been filed by Mr. Haynes for improper purposes and SCCA sought recovery of attorney's fees incurred in defending against Mr. Haynes' frivolous claims. Mr. Haynes did not respond to the Kansas Lawsuit. On April 7, 2026, SCCA and Mr. Haynes entered into a settlement agreement that resolved all claims between the parties which resulted in dismissal of both lawsuits. Under the settlement, Mr. Haynes's membership was reinstated, the parties exchanged mutual releases of claims, and SCCA agreed to pay Mr. Haynes $7,000. The Board approved the settlement after considering the costs of continued litigation. Although SCCA believed it had strong legal defenses and a reasonable likelihood of success at trial, the attorney's fees and other litigation expenses required to continue the case were expected to substantially exceed the settlement amount. The Board therefore determined that settlement was in the best interests of SCCA and its members and represented a prudent use of the organization's resources.

Alpha Update via Zoom

Deanna Flanagan introduced members of the Alpha RaceHub Team, Will Tew, Will Alderson, Joe Janowski and Jackson Gardner who presented an overview of Alpha RaceHub's history including their suite of solutions for motorsports event organizers.

SCCA is partnering with Alpha to modernize event management across SCCA and to improve operational efficiency with fewer resources to deliver a unified, consistent and modern member experience.

Marketing Update: Website etc.

Kristen Poole, Director of Marketing, highlighted that the marketing team has led execution across all non-website initiatives this year, including absorbing partner relationship responsibilities following a staff retirement in March, while preparing for championship season. The full marketing team, including Abby Scher, Region Development, has begun onboarding to the new website platform and migrating content. A demonstration will be shared with the Board in the near future.

Region Development Update

The West Texas Region's trailer was lost in recent wildfires. Insurance coverage should cover some amount for the trailer but not its contents (timing equipment, generator, cones, helmets, radios, etc.). Through outreach by Region Development, other Regions in the Southwest Division pooled support in the form of cash donations and equipment replacements.

Based on multi-year survey feedback, the 2027 National Convention will be restructured to reduce attendee and staff fatigue and improve engagement. The event will shorten from nine days to six, and total sessions will decrease from 75+ to ~50, prioritizing the highest-rated session types. Additional content outside the convention window will be encouraged across departments (e.g., evening shadow sessions). Planning is underway, working ahead of an anticipated eight-week maternity leave beginning

in September. The Marketing team will support Region Development responsibilities during that period.

The SCCA Foundation approved a grant of up to $18,000 to SCCA Inc. to support the 2027 Divisional Convention Grant Program, with the Foundation serving as program underwriter and Region Development continuing to administer it. This funding replaces the same amount in the Inc. budget that has supported the same for the past few years. Southwest, Northern Pacific, and Southern Pacific Divisions continue to explore virtual convention options for 2027.

SCCA Enterprises Update via Zoom

Robey Clark, President of SCCA Enterprises presented a year-to-date performance and forecast. While the YTD financial performance is behind budget on revenues, staff have taken strategic actions to reduce expenses to help mitigate the overall impact for 2026. Other actions will be important to the long-term growth strategy.

Continued platform improvements are being tested with some implementations expected in 2027. Focusing on improving compliance and drivability in SRF and SRF3. Paddle shift technology in FE and FE2 will attract new drivers from karting and improve driver retention.

Partner relationships continue to be a critical component of SCCA Enterprises.

Road Racing Update

Eric Prill provided updates on the Road Racing Planning Committee, Road Racing Executive Committee and discussed the Hoosier Super Tour, Runoffs and Regional/Race Experience opportunities.

With the revised Road Racing program board and committee structure, two award descriptions in the Operations Manual need updated/clarified regarding who selects each award. The Board reviewed a request to revise the Operations Manual as follows:

IV. AWARDS

B. Road Racing Awards

John McGill Award

FIRST PRESENTED 1975

NOMINATIONS: Submitted by ~~the Divisional Executive Stewards, Regional Executives and Regional Competition Chair~~ *any member* to the ~~RRCC~~ *RREC* by ~~October~~ *November* 1.

APPROVED BY: The ~~senior staff member of Road Racing and the RRCC~~ *RREC* at ~~their~~ *its* December meeting.

PRESENTED TO: The SCCA member who has made a significant contribution to the SCCA Road Racing Program.

David Morrell Memorial Award

FIRST PRESENTED 1981

NOMINATIONS: Submitted by the ~~National Administrator of Stewards,~~ Chair of the Stewards Program and the Executive Stewards by December 1.

APPROVED BY: ~~The National Administrator of Stewards, Chair of the Stewards Program and the Executive Stewards by December 1~~ *The RRSC at its December meeting.*

PRESENTED TO: An active National Steward who has exhibited outstanding performance, dedication to the sport, and the highest principles. The purpose of this award is to encourage continued participation in the Steward's Program.

ACTION: Motion to approve the Operations Manual Revision as submitted by the Road Racing Executive Committee made by Peter Bollenbecker, second by Peter Schneider. PASSED.

Update Road Racing Competition Committee

Dayle Frame, Chairman of the Road Racing Competition Committee shared an update on activity within the RRCC including some recommended items for Board approval, preparation for the SCCA National Championship Runoffs® and for the 2027 season

ACTION: Motion to approve the recommended items from the Road Racing Competition Committee as presented effective 8/1/2026 made by Peter Bollenbecker, second by Peter Schneider. PASSED.

GCR

1. #40159 (Anne Kumor) Timing JUST Publishes Driver-Provided Data in Results
In Official Results, GCR section 5.10.4.B.4, change as follows:
"The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information *as provided by the driver or entrant*."

2. #40636 (Sydney Yagel) Update 3.7.4.A.1.a.
In GCR, Section 3.7.4.A.1.a, change as follows:
"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. *Drivers utilizing this path need only two (2) individual U.S. Majors Tour race finishes, all in the same class. Events may be part of any Conference.*"

Prod General

1. #40358 (Jon Brakke) Clarification of PSC9.1.5.E.11
In section 9.1.5.E.11, make the following modification:
"Glass headlight, front parking, side marker and signal light components must be removed. Plastic headlight, front parking, side marker and signal light components can be removed. ~~The~~

~~headlight bezels/rims must remain in their stock locations but can be replaced by components of an alternate material, provided their appearance remains stock. If the stock headlight, front parking, side marker or signal light lenses/covers are removed the resulting openings must be covered with wire mesh screen or solid panels of the same or a flatter contour than the stock lenses/covers~~. *The openings created by the removal of these items must be covered with screens or panels. These covers must be the same or flatter contour as the stock lenses/covers, and may be attached to or integrated into surrounding bodywork. Headlight bezels/rims must remain in their stock locations but can be replaced by components of an alternate material, provided their appearance remains stock.*"

In section 9.1.5.E.11.A, make the following modification:
"Retractable or "pop up" headlight assemblies can be run in their open, partially opened, closed position or removed in their entirety. The openings created by the removal of the assembly must be covered with screens or panels. These covers must be the same or flatter contour as the stock assembly in its closed position, *and may be attached to or integrated into surrounding bodywork,* but need not retain any bezels/rims."

SMX5
1. #40530 (Spec Mazda (SM/SMX) Committee) Hardtop Mounting Clarification
In GCR, Section 9.1.7.1.d.4.w., change as follows:
"5. Openings beneath the hard top seal to the body are not permitted. ~~The hard top must be securely mounted to the body of the vehicle and perform no other purpose.~~
6. The hard top must be securely mounted to the body of the vehicle in a minimum of 6 locations (2 Front, 2 B-pillar and 2 Rear) and perform no other purpose.

7. ~~6.~~ Body repair must be performed to maintain stock body contours, lips, profiles, etc. body repair modification must not increase clearance."

Member Services Update

Aimee Thoennes provided updates on the Road Racing Declaration of Medical Fitness which went into effect July 1, 2026, the transition to a new hosting platform for the SCCA Academy which will be completed in 4Q2026, the intended utilization of Case Management within netForum for managing Member Conduct cases and a high-level overview of region membership retention.

Member Conduct

With 50+ member conduct cases completed, staff will review the existing Member Conduct framework and support processes for improvements. A revised member conduct guide and process will be presented by Staff for Board review at the August Board meeting.

2026 BoD Calendar

The Board will meet virtually August 24 and October 26 and in person December 5 with New Director Orientation on December 4.

ACTION: Motion to adjourn the open session at 4:30 pm CDT made by Bob Crawford, second by Kim Whitener. PASSED.

Reconvened Session Saturday, July 18, 2026

Crawford called the meeting to order at 8:00 am CDT.

SCCA Foundation Update

Executive Director Clay Turner provided an update on Foundation activities, including the launch of a redesigned Foundation website and implementation of new donor relationship and fundraising management platforms to enhance donor engagement and operational effectiveness.

Turner reported on the 2026 SCCA Foundation Sweepstakes and ongoing efforts to identify additional fundraising opportunities. He also announced that the first collection of digitized historical records is now publicly available through the Foundation's partnership with the International Motor Racing Research Center (IMRRC). The digitization project was funded through member donations, and donor recognition activities are planned.

Additional updates included a redesigned loaner helmet program in partnership with Speedway Motors, an overview of the Tire Rack Street Survival program, and discussion regarding potential Foundation involvement in future site acquisition initiatives.

The Board discussed opportunities for current and former directors to support Foundation fundraising efforts through their professional networks and relationships within the motorsports community.

Turner concluded with a financial update, reporting increased assets and slightly reduced liabilities as of June 30, 2026, compared to the same period in 2025.

Program Board Liaison Reports: Rules Updates

Vice Chair Andy Howe led discussion over the responsibilities of Board liaisons to provide strategic alignment with Board priorities, escalate issues that require Board action, ensure the Board remains informed about program direction, risks, and opportunities through maintaining two-way communication between the Board and the program board or committee.

Liaisons provided updates on their respective programs. No actions required.

ACTION: Motion to adjourn open session at 2:26 pm CDT made by Bob Crawford, second by Kim Whitener. PASSED.

Executive Sessions Friday, July 17, 2026

ACTION: Motion to move into Executive Session to discuss legal matters at 9:29 am CDT made by Bob Crawford, second by Kim Whitener. PASSED.

ACTION: Motion to close executive session and reconvene open session at 9:58 am CDT made by Bob Crawford, second by Andy Howe. PASSED.

ACTION: Motion to move into Executive Session at 12:46 pm CDT to discuss long-term growth strategies made by Bob Crawford, second by Lynn Hodges Watts. PASSED.

ACTION: Motion to close executive session and reconvene open session at 1:37 pm CDT made by Bob Crawford, second by Peter Schneider. PASSED.

Executive Sessions Saturday, July 18, 2026

ACTION: Motion to move into Executive Session at 12:59 pm CDT to discuss several confidential organizational matters made by Andy Howe, second by Lynn Hodges Watts. PASSED.

ACTION: Motion to move out of Executive Session and reconvene open session at 2:25 pm CDT made by Bob Crawford, second by Kim Whitener. PASSED.

Respectfully submitted,

Joe Helser, Secretary of the Meeting

Date signed: