

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 Year 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. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.)."~~
*"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, cars 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 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)."~~
*"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 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."

February 2026 Recommended Items

CRB

Shelly Pritchett

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 rounded~~**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**, ~~the~~ 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."