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ROAD RACING COMPETITION COMMITTEE MINUTES | June 2, 2026

This preliminary version of the Road Racing Competition Committee Minutes is provided as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the SCCA website (<https://www.scca.com/pages/fastrack-news>) on or about DATE. We appreciate the feedback and perspectives that our members provide, and we'd like to thank you for your outreach and being part of the process. Should you have any requests or feedback to share with the Road Racing Competition Committee or a class advisory committee, please visit <https://crbscca.com/> to submit a letter.

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

Member Advisory

None.

No Action Required

FF

1. #40035 (Bill Manofsky) Resend: Kent 1600 GCR Compression Ratio Analysis Error

The Road Racing Competition Committee appreciates the submission of the supporting documentation on the issue of measuring the compression ratio of the Kent 1600 cc engine. The RRCC has carefully reviewed the information in the GCR on the FF Kent 1600 head and cylinder/piston configuration, the calculation of the compression ratio, and the means for determining the compression ratio. Please see the response to Letter #40293 in this Fastrack's Technical Bulletin.

GT1

1. #40264 (Chris Rhom) Classification and Approval of CEI Trans Am Cup Cars into GT1

Please see letter #40250 in current Fastrack.

Not Recommended

SRF3

1. #40260 (Thomas Jackson) Clarification of the Restrictor Rule, 9.1.8.D.2.H.25.

The Road Racing Competition Committee does not recommend adding a bore diameter to the GCR rule for the restrictor plate required on all SRF3 cars competing in SCCA races. The restrictor plate required by 9.1.8.D.2.H.25 has a blue anodized finish and includes a blue tab that is visible to scrutineers. The blue restrictor plate is marked with a logo and serial number but does not feature the part number. The silver aluminum sheet plate described in the request was used to provide a flat surface for the throttle body gasket but provided no restriction to the throttle body. After the blue restrictor plate was added to the rules, the silver aluminum sheet plate was no longer needed because the blue restrictor plate provided a flat surface for the throttle body gasket. Nothing prohibits competitors from continuing to use the silver aluminum sheet plate along with the required blue restrictor plate, but the silver aluminum sheet plate is unnecessary and is not required by the rules.

GCR

1. #40171 (Robert May) Window Net / Arm restraints = 9.3.56

The Road Racing Competition Committee appreciates your input but does not recommend allowing competitors in all closed cars to use arm restraints as an alternative to a window safety net at this time.

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2. #40284 (Brayden Connolly) Rule Change Request IDENTIFICATION AND MARKINGS

The Road Racing Competition Committee does not recommend this change. The use of metallic (reflective) numbers and class identification letters has been prohibited for many years.

3. #40302 (MICHAEL VARACINS) Forward Facing Camera Rules Change

The Road Racing Competition Committee does not recommend this change. Please see the response to letter #40097 in the June 2026 Fastrack. The problem with allowing competitors to use visor- or helmet-mounted cameras as the forward-facing camera required by GCR section 9.3.11 is that these cameras are not always facing forward or maintaining a constant forward-viewing perspective.

4. #40303 (Trevor Williams) 9.3.11. CAMERA AND CAMERA MOUNTS

The Road Racing Competition Committee does not recommend this change. Please see the response to letter #40097 in the June 2026 Fastrack. The problem with allowing competitors to use visor- or helmet-mounted cameras as the forward-facing camera required by GCR section 9.3.11 is that these cameras are not always facing forward or maintaining a constant forward-viewing perspective.

HP

1. #40312 (William Lamkin) Alternate Brake Request

Availability of rebuilt brake calipers and caliper rebuild kits for these cars doesn't appear to be a major issue when expanding source options beyond RockAuto. Additionally, the current aftermarket brake allowance is specifically for addressing concerns with performance, durability, and parts availability of stock brake components.

SM

1. #40089 (Jim Drago) Foot Intrusion

Safety is of the utmost importance to all of us on the SMAC and while we sympathize with your position we must look out for all competitors and evaluate the impacts, costs and perceptions of letters sent through the system.

We have several engineers on the SMAC and after evaluating pictures of the proposed changes to the foot box, unfortunately SMAC does not feel this would be a good thing for the class as we cannot definitely determine that this would be safer or even less safe.

Comparing the RA crash pictures to the proposed fix to a bare chassis we cannot determine that the proposed changes actually make the foot box safer. Barring an extensive and expensive crash test simulation SMAC has no way of determining if the changes are actually safer or less safe. There are some positions that believe that with less crumple zone it would transfer even more energy through to the driver potential causing even more injuries.

In the pictures of your crash, the foot box appears to have crumpled further back than where your new proposed plates are located.

SMAC's directive also does not allow us to make safety determinations as to what may or may not be safer for a competitor. In the interest of your and Danny's situation SMAC is proposing to RRCC that a one-time allowance for you both would be acceptable given your medical condition, but to allow for everyone when we have no way of determining if it is helping or hurting is not the really something we think would be right for the class.

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2. #40270 (Benjamin Merwin) Emulated Air Flow Meter

This part has been approved by the SMAC and RRCC for use in Spec Miata. Mazda has begun production on this part and will become available to the general public at the conclusion of the 2026 SCCA Runoffs.

STU

1. #40018 (John Weisberg) Transmission penalties for STU/GT3

Please see letter # 40475 in current Fastrack.

2. #40020 (John Weisberg) Advanced Aero Penalty for GT3 Cars

Please see letter # 40475 in current Fastrack.

T2

1. #40306 (Christopher Harris) 2012 Boss 302S in T2

The committee feels that this car is properly classed in T1. Please bring it out so we may collect data.

T4

1. #40341 (Touring Committee) SMX in T4

After consultation with experts and reviewing data, we can't be confident in classing SMX in T4.

Recommended Items

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

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 unless 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.*

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~~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 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.~~

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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.

Taken Care Of

HP

1. #40323 (Bill Lamkin) Documents in Support of 40312

Please see response to Letter #40312 in current Fastrack.

T2-T4

1. #40262 (Craig Markusic) 2020 Mustang Ecoboost with the High Performance Package

TAC answered questions via email with letter writer.

2. #40272 (Charles Mathes) Observations in T4

In letter 33973, the Spec Boxster was barred from Runoffs competition in T4. Its presence in T4 will be addressed as of 1/1/27.

T4

1. #40251 (Scotty B White) Tire Sizes

See letter #40183 in June Fastrack.

What Do You Think

None.

Resume

None.