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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ROAD RACING COMPETITION COMMITTEE MINUTES | July 7, 2026

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

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

No Action Required

General

1. #39867 (John LaRue) DEFINE TB & RM PROCESS

The decisions of recent years have been analyzed and scrutinized by many stakeholders in the Club, and while some felt the decisions were valid and necessary, others felt they were not the direction Road Racing should be heading. Ultimately a decision was made to reverse course to ensure maximum participation by all who wish to race at Hoosier Tire SCCA Super Tours.

For 2026 and beyond, these matters will fall under the purview of the Road Racing Planning Committee (RRPC), a group made up of staff, board, and at-large members, many of whom are racers like those reading this response. The directive for this group is to create a strategic plan for the future of Road Racing. That plan could be something that we've seen before, it could be something radically different. It could be something that some members support, and it could be something that some don't. Member input is always paramount, but not every solution works for everyone.

Any changes that are proposed by the RRPC going forward will be in step with the SCCA's Strategic Program Plan (outlined here: https://www.scca.com/articles/2020449-scca-sets-strategic-direction-for-growth-and-evolution-across-programs), adhering to the Operations Manual process.

As for the idea of the RRCC issuing Race Memos and Technical Bulletins with a 90-day waiting period, it is something worth discussing further, but at this time the consensus is that it would have a negative impact on the participants since these are used for technical clarifications, safety emergencies, or parts shortages, as you mentioned in your letter. Leaving competitors in limbo for that long doesn't seem like the best choice.

Not Recommended

AS

1. #40286 (Daniel Licklider) Suggest Hoosier RCES as a spec. tire for A/S

Thank you for submitting this proposal and for highlighting the significant cost difference between the proposed tire and the current Hoosier R8. The tire you are referring to is currently in our tire list.

While we appreciate the effort to identify lower-cost alternatives for competitors, the RRCC does not support adopting a spec tire requirement at this time.

2. #40332 (Michael Kamalian) Request to Allow Polycarbonate Windshields
Polycarbonate Windshields are not recommended for American Sedan.

GT3
1. #39635 (Warren Montague) Rule Changes
The 75 lbs. STU using GT3U rule set cannot be removed. The RRCC will continue to monitor this class. GT3 Regional does not have the 75lb. weight add-on for the 2.0 Liter.

EP
1. #40295 (Anthony Parker) Triumph GT6 Adjustments
This is not recommended at this time. Several adjustments have been made to this classification in the past year and the data gathered has shown an improvement in performance. The PAC would like to continue to monitor this before any additional changes are considered.

HP
1. #40481 (Robert Heatwole) Nissan/Datsun 1200 5speed
Allowing a 5-speed transmission for a spec line where only a 4-speed transmission came originally, is not consistent with class philosophy. Therefore, this letter is not recommended.

2. #40578 (Neil Verity) Dual 1.5 inch SUs (Unmodified) for 1296 Spitfire in HP
This request is not recommended. The Midget and the Spitfire have fundamentally different engines and therefore classification changes associated with one does not automatically qualify the other to receive the same. The 1296cc Spitfire has shown good performance potential as-is, and the ability and balance of both will continue to be monitored.

T2
1. #40432 (Harley Kaplan) Audi and Hyundai T2 Misclassification
Letter writer does not request a BOP adjustment, but requests that we move all TCR cars to T1. This change is not permitted during the season. The committee will consider BOP adjustments.

T4
1. #40287 (Gino Carini) BMW Z4 Weight Reduction Request
We will continue to monitor the car in the class. We have been watching this spec line since the dawn of the class.

<u>Recommended Items</u>
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. #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 verified by registration*."

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."

SMX
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."

<u>Taken Care Of</u>
GCR
1. #40277 (Scotty B White) GCR Sound Control
Thank you for bringing a problem to our attention for review. The GCR section requiring sound site certification will be reviewed and for now removed from the GCR.

What Do You Think
None.

Resume
None.