

ROAD RACING COMPETITION COMMITTEE MINUTES | September 1, 2026

This preliminary version of the Club Racing Board Minutes is provided as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the SCCA website (<https://www.scca.com/pages/fastrack-news>) on or about September 20, 2027. We appreciate the feedback and perspectives that our members provide, and we'd like to thank you for your outreach and being part of the process. Should you have any requests or feedback to share with the Club Racing Board or a class advisory committee, please visit <https://crbscca.com/> to submit a letter.

The Road Racing Competition Committee met by teleconference on September 1, 2026. Participating were Dayle Frame, Chairman; David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown and Sam Fouse, BoD liaison; Eric Prill, Vice President, Road Racing, Scott Schmidt, Road Racing Technical Manager, and Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

FF

1. #40865 (Ed Erlandson) Support for Rule Change Submittal #40863
Please see the response to letter #40863 in this Fastrack.

Prod General

1. #40841 (Greg Amy) Opposition Letters 40571 and 40681

After much investigation and discussion into these items, and reflection upon the proceedings that brought them to light, it was determined that a wide variety of vehicles throughout the Production Category have modifications to diff covers, diff mounts, and trans mounts that could potentially be ruled illegal to the rules as they were written. Therefore, the rules addressing these items were heavily scrutinized for both clarity and intent, which then drove the decision to make the changes as published. It is believed that these revisions both clean-up multiple "grey areas" and are within reason of the Prep. Level 2 ruleset. The Prod Committee understands that the timing and the optics of the situation are poor, but this doesn't effect the determination that changes to these rules to more accurately represent intent was needed.

Not Recommended

P2

1. #40356 (Eric O'Brien) Clarify Letter #40352

The Road Racing Competition Committee does not recommend removing the intake restrictors from older spec line cars with 1005 cc engines or increasing the restrictor size for older spec line cars with 1345 cc engines at this time. It would be premature to make the requested changes in the absence of AiM data to compare the performance capabilities of older spec line cars with those of other cars in the P2 class. The SCCA Power Factor formula and the collection of on-track data for use with a Balance of Performance standard have allowed SCCA to fine-tune performance levels in the class. While this system is not perfect, the data collected at U.S. Majors Tour, Hoosier Super Tour, and Runoffs events has resulted in a good balance among the P2 cars from which data has been collected. The RRCC encourages members of the P2 community, especially those who race older spec line cars, to continue to participate in U.S. Majors and Hoosier Super Tour events so that data may be collected and adjustments

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made to bring cars to a more competitive position. The RRCC also invites competitors who are unable to attend U.S. Majors Tour, Hoosier Super Tour, or Runoffs-level events to contact the RRCC to arrange for the shipment and installation of SCCA AiM data boxes at other types of events. In addition, the RRCC is exploring alternative BoP methodologies that may be appropriate for P2, such as using full-lap analysis to allow the consideration of metrics such as braking and cornering in addition to straight-line acceleration in the BoP process. This approach would potentially allow for the collection of data at tracks that are not currently used for the BoP process due to a lack of suitable straight-line acceleration zones. Comparative data will be analyzed and the RRCC will make appropriate changes where warranted. Thank you for your continuing interest in the P2 class.

ITA

1. #40776 (Anthony Hernandez) Pontiac Vibe GT 2003 – ITA Classification Inquiry

The 2003-2006 Pontiac Vibe GT and the 2003-2006 Toyota Matrix XRS both have too much horsepower to run in ITA, therefore it will run in ITS at a weight of 2590 pounds.

HP

1. #40831 (Daniel Snow) HP 1300 Fiat X1/9 Factory Injection Manifold

Thank you for your request, but it is not recommended. Rules already exist that allow all carbureted cars to adapt a fuel injected throttle body in place of its carb(s), with the same "choke" size. Permitting whole alternate fuel injection systems that were not offered stock on a spec line is not something that is currently being considered.

GT3U

1. #40556 (Armen Megregian) Weight Adjustment

If you run the car in STU we will continue to collect data and make changes when appropriate.

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. #40234 (SCCA Staff) Review Consistency of GCR 7.4

In Penalty Points, GCR section 7.4.B, change as follows effective 10/1/26:

"The above penalties if imposed by the Race Director or Chief Steward for on-track infractions (ex. Contact, PUY, Failure to follow flag instruction, etc.) incur 1 point automatically in lieu of the stated points in the above schedule. Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.) will not incur an automatic 1-point penalty ~~points~~ if imposed by the Race Director or Chief Steward. If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above. The Race Director or Chief Steward may impose a 1-point penalty on a competitor's competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules.

2. #40759 (Tim Schreyer) 8.2 Hearings and Judgements Clarification

In Hearings and Judgements, GCR section 8.2, change as follows effective 10/1/26:

"All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include third parties who were not immediately identified as being involved in the incident(s) in

question. Although all parties have the right to call witnesses, they must state their cases in person. The parties may be heard jointly or separately at the discretion of the SOM. Witnesses may be heard separately from each other. Each party must be given the opportunity to review and consider all evidence presented to the SOM, including but not limited to videos, but excepting therefrom the ~~proprietary items and unique intellectual property~~ subject to a mechanical protest (or photos/videos of said items). *In the case of a mechanical protest, all parties are entitled to a list of the evidence presented.* A party is entitled to view, but not receive, a copy of a video or photos obtained from another party or witness which is used by or presented to the SOM in said action. Personally Identifiable Information (PII) in witness statements or evidence presented will be redacted from the shared material. Unless they are specifically released by the Chair of the SOM, all parties must remain at the event until a ruling has been issued. If any party is absent, a judgment may still be rendered, and may by default go against that party."

3. #40833 (Kevin Coulter) Drivers Should Pull Off if Oiling/Shedding Debris

In Rules of the Road, GCR section 6.11, add a new section as follows effective 1/1/27:

"6.11.8. Leaking fluids or shedding debris on track

Drivers have an obligation to pull off of the course at the nearest safe location if they are aware they are leaking fluid or shedding debris. Drivers are subject to penalty if their failure to clear the course as soon as possible adversely impacts other competitors in their race or in other race groups."

Prod General

1. #40891 (Production Committee) Clean-up to Standardize L1 & L2 Rules

In GCR, Section 9.1.5.E.1.o.5., change as follows: "Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints, *and differential covers* are unrestricted."

In GCR, Section 9.1.5.E.1.m.6. change as follows: "Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6.7. Engine mounts must attach to the engine in their stock location."

In GCR, Section 9.1.5.E.1.n.1. change as follows: "The Transmission *and its mount(s) are* unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited."

In GCR, Section 9.1.5.E.1.o.6. change as follows: "~~Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.~~ *Differential mounts are unrestricted, provided the differential remains in the stock location except as permitted in 9.1.5.E.1.o.7.*"

In GCR, create section 9.1.5.E.1.o.7. as follows: "*Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.*"

SM

1. #40807 (Jim Drago) Subject: Request to Allow Hoosier RCES Tire in Spec Miata – 2027

In GCR, Section 9.1.7.6.C.b., add the following Effective 10/1/2026:

"Hoosier dry P205/50/ZR15 SM7.5 *or P205/50/ZR15 Hoosier RCES*"

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In GCR, Section 9.1.7.6.C., add the following Effective 10/1/2026:

"d. Competitors may not mix and match the different dry compound tires. Tires must all match and be run in complete sets."

In GCR, Section 9.1.7.6.C.c.1., add the following Effective 10/1/2026:

"SM cars are limited to one set of Hoosier SM 7.5 *or RCES* P205/50/ZR15 per Hoosier Super Tour event & Runoffs weekends for all dry qualifying and race sessions. This limitation does not include testing or practice sessions. Approved rain tires will not be required to be marked."

Taken Care Of

GCR

1. #40301 (Paul Gauzens) Modify Part of GCR 7.4.B. Regarding SOM Discretion.
Please see the recommended response to letter #40234 in this Fastrack's Minutes.

GT2

1. #40339 (Glenn Kurkjian) Ford Twin Turbo V6
Please see RRCC response to Letter #40326 in the Sept 2026 Fastrack.
2. #40467 (Thomas Haronian) Engine Homologation
Please see RRCC response to Letter #40326 in the Sept 2026 Fastrack.

FP

1. #40832 (Daniel Snow) FP 1300 X1/9 Factory EFI
Please see response to letter #40831 in current Fastrack.

Prod General

1. #40838 (Daniel Snow) Level 1 FP HP Update Backdate Intake Manifolds
Please see response to letter #40830 in current Fastrack.
2. #40858 (Tim Schreyer) Opposition to Letters 40571 & 40681
Please see response to letter 40841 in current Fastrack.

SM

1. #40895 (Tyler Brown) 2026 SCCA Runoffs - Spec Miata Tire Limiting Removal Request
See letter # 40910 in current Fastrack.

What Do You Think

None.

Resume

None.