

BOARD OF DIRECTORS

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met through the board portal August 25-August 31, 2016.

Hill provided a written report that the Planning Committee was unanimous in recommending that the full Board approve the 2017 Majors Proposal so that event planning for 2017 can begin.

MOTION: To approve the 2017 Majors Proposal as presented. GCR changes shown after these minutes in **Appendix**. PASSED 9-0.

The Board of Directors met through the board portal September 12-14, 2016.

MOTION: Due to errors and omissions on the part of a Great Lakes Division Official, accept the entry of Rob Schick in P1 to the 2016 Runoffs. Harris/Pulliam. PASSED 11-0.

The Board of Directors met at the SCCA Runoffs at Mid-Ohio Sports Car Course September 18, 2016.

MOTION: Effective 9/18/16, as an extension of the comprehensive medical review program, revise section 5.4.2.A.1 to say the following: There will be a Chief Medical Official who is either: 1) Physician, MD or DO, preferably with an EMS background and licensed to practice in at least one (1) state or, 2) Paramedic or equivalent (advanced life support technician) with an active license or certification for the state in which they are operating, or, 3) PA (Physicians Assistant) or APN (Advanced Practice Nurse) trained and experienced in EMS and emergency medicine with an active license. The Chief Medical Official may be a person contracted with the track, and not an SCCA member, but he must coordinate with the Chief of ES. ~~At the Runoffs the Chief Medical Official must be a physician:~~ Helman/Hill. PASSED 8-0. Absent: Christopher, Pulliam, McCarthy, Weidenbaum and Coleman.

The Board of Directors met at the Hilton Dallas Airport Hotel October 5, 2016.

Area Directors participating were: John Walsh, Chairman, Dan Helman, Vice-Chairman, Tere Pulliam, Secretary; KJ Christopher, Treasurer; Arnie Coleman, Bob Dowie, Terry Hanushek, Steve Harris, Lee Hill, Bruce Lindstrand and Peter Zekert. Jim Weidenbaum was absent.

Jennie Boden, Quantum Governance was the only guest participating.

Vice Chairman Dan Helman called the meeting to order.

President Search

Jennie Boden from Quantum Governance led the board in a constructive exercise to determine the qualities and necessary skillset for the next president, and set a time line for action. It was a very productive evening bringing all the board members together.

Bylaws and Charters

The Washington DC Region has engaged Quantum Governance to review their bylaws after concerns were raised by region membership. This has triggered a broader discussion within our board related to helping our regions remain in compliance with state, federal and Club requirements.

The Board is concerned that some regions are improperly completing & filing their IRS Form 990 filings. Our board also wishes to verify that regions are up-to-date on their home-state incorporation documentation. Dan Helman suggested the

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formation of a governance committee composed of club members with expertise in this area to help regions understand their obligations. John Walsh has spoken to a few club members with particular skills in governance and documentation who can assist regions in reviewing bylaws. It was also suggested we add to the convention agenda a specific section on governance & documentation for region leadership and members.

MOTION: Pulliam made a motion to suspend Tom Sloe's membership, based on his actions at the recently-concluded 2016 SCCA Runoffs. Pulliam/Lindstrand. PASSED 10-0. Coleman and Weidenbaum not present.

The board takes this action by the authority granted in Article 2 Section 4 of the Club's Bylaws. This suspension is effective upon Mr. Sloe's notification.

MOTION: Remove Lisa Noble as authorized signer to Investment account management company, Bernstein and add Dan Helman and Lee Hills as signers. Lindstrand/Christopher. PASSED 11-0.

MOTION: Harris made a motion that we extend the Pro line of credit by \$100,000. Harris/Dowie. PASSED 8-1-1. Lindstrand opposed, Zekert abstained. Coleman and Weidenbaum not present.

MOTION: Hill made a motion to approve the modified funding plan for the proposed San Francisco Solo facility project. Hill/Christopher. PASSED 11-0.

MOTION: Pulliam made the motion that no reference be made anywhere that the BOD allow waivers for Runoffs. Pulliam/Helman. PASSED 11-0.

MOTION: Zekert made a motion to reappoint Jim Rogaski as chairman of the Club Racing Steward Program committee for 2017. Zekert/Pulliam. PASSED 11-0.

APPENDIX: APPROVED GCR CHANGES

GCR Appendix A Changes

ADD

Region of Record- A driver may belong to an unlimited number of Regions. One shall be designated as his Region of Record.

Division of Record- A driver's Division is determined by his designated Region of Record recorded in the membership files at the National Office.

GCR Section 3 Changes

3. Events

3.1. TYPES OF SCCA RACE EVENTS

The SCCA sanctions various types of race events conducted in compliance with the GCR. SCCA race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Head of Club Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour staff *in some cases*. The U.S. Majors Tour is organized as series of events within ~~six~~ four geographic units known as Conferences.

A. Types of U.S. Majors Tour Events

1. ~~Championship~~ *Conference Events*

Points earned in ~~Championship~~ *Conference* races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2); *and* qualification for the National Championship Runoffs (see 3.7.3~~4~~). ~~and The Nationwide Points Standings (see 3.7.3.A.1.e);~~ They may also count toward Divisional Championships (see 3.7.1).

— ~~With the approval of the Head of Club Racing,~~ There may be a non-Runoffs-eligible component of an event. *Non-Runoffs-eligible classes must run in their own group(s) and may not be combined in Runoffs-eligible class groupings.*

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

2. *Super Tour Events*

Super Tour Events are specially-designated Conference Events that include additional enhancements. Points earned in Super Tour Events in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), the Super Tour Championship (see 3.7.3) and qualification for the National Championship Runoffs (see 3.7.4).

23. Festival

Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations.

Points earned in Festival events ~~may be included in the Nationwide Point Standings~~; they do not count toward Conference Championships.

B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License or an SCCA Pro License are eligible to enter.

~~C. Points Structure~~

~~Points are awarded to the top 20 finishers that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.~~

BC. Organizing Personnel

1. Head of Club Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.
2. *Race Director (RD)*
 - a. *Appointed by Head of Club Racing for all Super Tours. Appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour events within that Conference.*
 - ab. The ~~Conference~~ RD works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.
 - bc. The RD works with the event Stewards to conduct the event.
 - cd. Only the RD in agreement with the Region's representative may modify the Supplementary Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.
 - de. Administrative actions taken by the RD (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the RD for driving or compliance are protestable.
3. Series Administrator (*SA*)
 - a. *Required for all Super Tours, optional for other Conference events.*
 - ab. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.
4. Series Chief Technical Inspector (SCTI)
 - a. *Required for all Super Tours, optional for other Conference events.*
 - ab. The SCTI works with the CCC and event technical staff to provide consistent compliance checking across all the events in his Conference.
5. *Series Timing Administrator*
 - a. *Required for all Super Tours, optional for other Conference events.*
 - b. *The Series Timing Administrator works with the local Timing team to deliver enhanced timing functionality to events.*
6. *Series Public Relations Representative*
 - a. *Required for all Super Tours, optional for other Conference events.*
 - b. *The Series PR Representative provides communication and public relations support for the event.*
7. *Series Clerk of the Course*
 - a. *May be designated for Super Tours, optional for other Conference events.*
 - b. *The Clerk of the Course is an Operating Steward that works in Race Control with local stewards to provide consistency in race operations.*
58. One or more SCCA Regions may organize a U.S. Majors Tour event. The region or group hosting a U.S. Majors Tour event will enter into a written agreement with the National Office that details the responsibilities of both parties.

ED. Event Format / Schedule

1. *Conference Events*
 - a. *The National Office has developed standard formats for each type of U.S. Majors Tour event. Regions are encouraged to utilize these standard formats to retain program consistency.*
 - b. *At least one race for each race group will be a minimum of 50 miles or 35 minutes.*
2. *Super Tour Events*
 - 4a. The National Office has developed standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of Club Racing, who has final authority.
 - 2b. At least one race for each race group will be a minimum of 50 miles or 35 minutes.

3. The schedule must show start times for all sessions, however, it is understood that actual start times will vary based on on-track situations and forces of nature. Minor running adjustments to the schedule do not require Requests for Action to the SOM.
4. All U.S. Majors Tour events are open to the public. Host Regions and the National Office jointly promote U.S. Majors Tour events.

FE. Classes to be included in U.S. Majors Tour events:

1. *All Runoffs-eligible classes will be included in Conference and Super Tour events.*
42. *Some Run groups comprised of* non-Runoffs-eligible classes may be included in U.S. Majors Tour ~~Championship Conference~~ events to encourage participation.

3.1.2. Regional Races

All races, except U.S. Majors Tour events, are designated Regional races. The requirements for Regional races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship races.

Regional races are ordinarily open to the following competitors:

- A. Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)
- B. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.
- C. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses not eligible for a specific race or else exclude the entire group of organizations and licenses by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.

The organizations whose licenses are currently approved by SCCA for competition in Regional events are listed in AppC.

Please direct any questions about licenses to the Club Racing department in the National Office.

Section 9.1 identifies the classes of cars eligible to compete in Regional races.

3.1.3. Drivers' Schools

Drivers' Schools provide instruction in safe and sportsmanlike wheel to wheel competition. They shall be conducted according to the GCR and under the following conditions:

- A. The entered cars will be divided into at least open and closed wheel groups, which will run separately from one another. Sports Racing cars may be grouped with Formula cars. (See AppB.1.4.2.)
- B. Only students undergoing instruction and their instructors may participate on track. However, a driver holding an SCCA competition license or a license from any organization listed in AppC.2.8.B may be admitted as a student at the discretion of the Chief Steward.
- C. Alternative Drivers' Schools may be offered to permit novice drivers with prior racing, PDX, Time Trials, Solo and coaching experience to complete their school requirements. An alternative school may be used as credit for a single school completion See AppC.2.7.E.3. for the details of Alternative Drivers' Schools.

3.1.4. Vintage/Historic Races

Vintage/Historic races may be included on SCCA programs under the following conditions:

- A. The Vintage/Historic segment is provided for in the sanction and Supplemental Regulations.
- B. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the Club Racing department in the National Office.

- C. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll

bars must conform to Appendix Z of the current VCR.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

- D. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes (except in a Drivers' School).

3.1.5. Practice Days

Practice Days are non-competition track days scheduled, sanctioned, and insured under standards included in AppB. Practice Days are conducted according to the GCR. In addition, the following standards apply:

- A. A Practice Day sanction is valid for 1 day.
- B. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an Alternate Drivers' School may participate in SCCA practice days in accordance with the provisions of AppC.2.7.E.3.
- C. 9.1 identifies the classes of cars eligible to compete in Practice Days.
- D. Officials meet the requirements of 5.1.3.
- E. At a minimum, a *Race Director* or Chief Steward and Assistant Chief Steward – Safety are required.
- F. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.
- G. Staffing and equipment meet the requirements of 5.4. and 5.5.
- H. Formula cars may be combined with Sports Racing cars, but may not be combined with other categories.
- I. A maximum of 25 cars per mile may be on the course simultaneously, with no exception.

3.2. SCHEDULING RACE EVENTS

SCCA race date/event scheduling, postponement and cancellation policies and procedures are found in AppB.1.1.

3.3. SANCTIONING RACE EVENTS

A sanction is the documentary approval granted by SCCA Club Racing to organize and conduct an SCCA race event. The relevant policies and procedures are found in AppB.1.3.

3.4. SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

The requirements for Supplemental Regulations and Entry Forms are found in AppB.1.4.

3.4.1. Changing U.S. Majors Tour Supplemental Regulations

The Race Director may change the Supplemental Regulations of a U.S. Majors Tour event as permitted in 5.12.2. in agreement with the event organizers prior to making changes and promptly inform the Chairman SOM of all changes.

3.4.2. Changing Regional Race Supplemental Regulations

All non-clerical errors and omissions changes to the Supplemental Regulations and event schedule must be approved by the SOM. Prior to the start of the event, the Chief Steward may make clerical errors and omissions changes to the schedule and/or class groupings and related information (for example, the omission of a class or a reference to the rules for a regional class). Except for modifications to the schedule and/or class groupings, no changes may be made to the Supplemental Regulations after the pre-entry period is open unless either there is unanimous agreement by all affected competitors who have already entered, or the SOM determine changes are necessary for reasons of safety or forces beyond their control.

3.5. INSURANCE

SCCA race/event insurance policies, procedures, and coverages are found in AppB.2. and the Insurance Handbook.

3.5.1. Waivers

All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents or have an executed annual minor waiver on file at the National Office and present his hard card at registration.

3.6. AWARDS

Drivers compete primarily for points and trophies in SCCA events, although financial awards may also be offered.

3.6.1. Distributing Awards

Organizers must have event awards for each race available to distribute as soon as Official Results are determined, or after the period for receiving protests has elapsed so placing drivers can take their trophies with them. Awards will not be distributed until after any protest affecting their distribution has been settled. If notified of an intent to appeal any decision which would affect awards, the SOM will direct that the distribution be held pending Court of Appeals decision.

3.6.2. Trophies

U.S. Majors Tour event trophies will be awarded on the following minimum basis for each participating class:

Number of Starters	Trophies Awarded for Finishing Position
2	1 st place only
3	1 st and 2 nd
4	1 st , 2 nd , and 3 rd

3.6.3. Prize Money

The SCCA may require as a condition of an event sanction that any prize money be deposited in escrow a satisfactory period of time prior to the start of the event, and also that the SCCA controls the distribution of the prize money.

3.6.4. Refuse Awards

A driver may refuse all event/series awards by notifying the Race Director or Chief Steward before his race. He must meet all other GCR requirements, including impound. He may earn a lap record and, provided he finishes, he may receive license credit for the race.

3.7 CHAMPIONSHIPS

3.7.1. Division Championships

Each Division will conduct an SCCA approved championship program for Runoffs invitations. The program must be submitted for approval to the Head of Club Racing or his designate by October 1st each year. Division Championship rules will be posted on the SCCA website.

- ~~1. Region of Record- A driver may belong to an unlimited number of Regions.~~
- ~~2. Division of Record- A driver's Division is determined by his designated Region of Record recorded in the membership files at the National Office.~~

3.7.2. Conference Championships

Each Conference will award Championships for each Runoffs-eligible class based on points earned in U.S. Majors Tour Championship *Conference and Super Tour* races. A competitor may enter events in one or more Conferences, but points only accrue within the Conference in which the event is held. *If a single event is designated for multiple Conferences, points are scored in each Conference.* The *minimum* number of U.S. Majors Tour Championship races *per Conference is 10 and the total may vary by Conference*; a driver shall count the best 8 finishes in a conference for the class championship. *Point standings are maintained by the SCCA National Office and posted at scca.com.*

A. Dead Heat Race Finish

When there is a dead heat in a race finishing position, the total points for the positions tied are added up and divided equally between or among the tied drivers. Points then continue starting with the next untied position.

B. Race Points Awarded Only to One Driver

Points are awarded to one driver per car per race group. When more than one driver competes in the same car in the same race group, neither is awarded points.

C. Championship Ties

Ties in final Championship standings are resolved based on the drivers' records of first place finishes, then second place, then third *and so on*, as needed; including any ~~first, second, and third place~~ finishes beyond the drivers' best ~~7~~ **8**. If two or more drivers have identical records, they are tied for the position in the standings.

- D. Points are awarded to the top 20 finishers that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.*

3.7.3 Super Tour Championship

Super Tour Championship Point Standings will be compiled for Super Tour event participants in each Runoffs-eligible class. A driver's best six points races in the same class count in the Super Tour Championship, regardless of the Conference in which the points were earned. Additionally, the National Championship Runoffs (in the same class) will count as a seventh scored race. Ties will be broken initially by Runoffs finishing position and then by 3.7.3.C, if needed.

A. Dead Heat Race Finish

When there is a dead heat in a race finishing position, the total points for the positions tied are added up and divided equally between or among the tied drivers. Points then continue starting with the next untied position.

B. Race Points Awarded Only to One Driver

Points are awarded to one driver per car per race group. When more than one driver competes in the same car in the same race group, neither is awarded points.

C. Championship Ties

Ties in final Championship standings are resolved based on the drivers' finishing position at that year's Runoffs. If tied drivers do not participate at the Runoffs, ties will be resolved by records of first place finishes, then second place, then third, and so on as needed; including any finishes beyond the drivers' best six (6). If two or more drivers have identical records, they are tied for the position in the standings.

- D. Points are awarded to the top 20 finishers that have completed half of the laps of the overall race winner in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.*

3.7.3.4. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants who meet the invitation qualifications. The SCCA Runoffs determine the SCCA National Champion in each eligible class.

SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in each Runoffs-eligible class based on the following minimum qualifications:

1. U.S. Majors Tour Championship *Super Tour and/or Conference* Events

A competitor must meet both participation and performance requirements.

a. Participation Requirements

Participate on track in a minimum of three separate U.S. Major Championship *Super Tour and/or Conference event weekends* and have a minimum of three individual race starts, all in the same class. *Events may be a part of any Conference.*

b. Performance Requirements

A competitor must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, score points in the top 50 percent.

2. Score points in the top 50% of Nationwide *Super Tour Championship* point standings (~~see e below~~) for entrants in his class.

Example: If 100 drivers *participate in* U.S. Majors Tour races in the current race season, the top 50, who score any points, will receive an invitation.

~~3. Score enough class points in the current year Nationwide Points standings to have placed in the top 50% in the previous year's National Points Standings for his class.~~

~~Example: If 100 drivers participate in a class in the previous race season, with the 50th place driver having scored 35 points, then any driver who scores 35 points or more in his class in the current race season will receive an invitation.~~

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships.

a. Participation Requirement: A competitor must participate on track in a minimum of four *of a single* Division's championship points weekends *in the same class.*

b. Performance Requirement: A competitor must finish in the top three positions in his class point standings, except SM, SRF, and SRF3 where the top five will be invited.

c. If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

d. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es).

e. In addition to the Top 3 (Top 5 SRF/SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in CenDiv, ~~NeDiv~~ and Great Lakes Divisions for ~~2016~~ *2017* to be eligible for Runoffs invitations on a space available basis.

3. Defending National Champions

In addition, a current defending National Champion, who has not met the Runoffs invitation requirements in ~~3.7.34.A.1~~ or 2, may be accepted as an entrant even if he did not meet the participation requirements of ~~3.7.34.A.1~~ or 2.

a. The entry will not be included in the total count of Runoffs invitations.

b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es).

c. He will not bump anyone from the field who was invited based on the qualifications in ~~3.7.34.A.1~~ or 2.

d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a National Champion.

~~e. Eligibility not covered by these criteria will be resolved by the GRB.~~

4. Additional Requirements

The driver must hold a current SCCA Full Competition License or SCCA Pro License.

B. Refusal Of Entry

A competitor whose entry has been refused for the SCCA Runoffs may protest and appeal only the refusal of his entry, and he may protest up to 15 days before the start of the event. (See 4.4.6.)

C. Invited Runoffs Classes

All Runoffs eligible classes are invited to the Runoffs.

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.

2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a

supplemental class but will not name a National Champion.

3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 28th

The Solo Events Board met by conference call September 28th. Attending were SEB members Steve Hudson, Mike Simanyi, Richard Holden, Brian Conners, Eric Hyman, Mike Brausen, Bob Davis; Doug Gill of the National Staff; Terry Hanushek and Bob Dowie of the BOD. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2018**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2017

In addition to those items recommended at various times earlier in the year, the following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#17410 Class Progression (SP/SM-compliant convertibles in P)

Per the SEB, add to 3.3.3 as follows:

"Cars legally entered in and inspected for categories Street, Street Touring, Street Prepared, or Street Modified may compete in the Prepared and/or Modified class(es) for which they are eligible without meeting the additional safety requirements listed in 17.12 or 18.0.E provided:

- They are fully compliant with Section 17 or 18 (Example: it is not permitted to run a winged SM car in EM, because non-OE wings are not allowed in EM) as applicable.

- No allowances from Sections 17 or 18 are utilized.

Similarly, cars legally entered in and inspected for the Prepared category may compete in the Modified class(es) for which they are eligible without meeting the additional safety requirements of 18.0.E provided they are compliant with Section 18 and no allowances from Section 18 are utilized."

#19531 JDM fix

Update the "JDM-spec cars" verbiage in 16.0.B.1.b to read as follows:

"Cars identical to the US-market counterpart except for comfort and convenience modifications as allowed per Section 13.2.A "

Street

#19112 Harness Bar in C6 Corvette Grand Sport

Change last sentence of 13.2.H as follows:

*"Truss type harness bars **with more than 2 attachment points** are not allowed."*

#19537 2013 SLK55 AMG to B Street

The SAC recommends the following classing change:

Move from **SS to AS**

Mercedes

SLK55 AMG (2012-2016)

#15730 Non-factory/Non-standard Body Reinforcement Allowance Proposal

The SEB recommends the addition of a new paragraph to 13.1, as follows:

"Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose."

#17283 Rethinking Street Classing

Per the SAC, change 3.4 Option Packages as follows:

The SEB may ~~designate limited-availability limit or offer separate classing for~~ option packages ~~as inappropriate~~ *within* the Street Category, even though the base car is eligible for Street. Such exclusions will be included in Appendix A (Automobile Classes).

Also make the following listing changes:

Move from Exclusion list to SS

Nissan

GTR (excluding Nismo, track edition) (2012-2017)

Move from AS to BS

Porsche

Boxster (Non S) (2009-2012)

Cayman (Non S) (2009-2012)

Boxster S (2005-2008)

Cayman S (2005-2008)

Move from BS to CS

Porsche

Boxster (all) (986 Chassis) (1997-2004)

Move from CS to DS

BMW

M3 (E36 chassis) (1995-1999)

Scion

FRS (w/o TRD suspension components)(2013-2016)

Subaru

BRZ (2013-2016)

Move from BS to FS

Cadillac

ATS (3.6 V6)

Move from FS to DS

BMW

128i (2008-2013)

228i (F22) (2014-2016)

328 (F30/F31/F34, including diesel) (2012-2016)

3-Series (E46, non-M3) (1999-2006)

3-Series (E90/E92/E93) (Non-M3, Non-Turbo) (2006-2012)

428i (F32/F33/F36) (2014-2016)

Cadillac

ATS (2.0 Turbo) (2012-2016)

CTS (non-V, non-VSport) (2003-2016)

Chevrolet

Camaro V6 (2010-2015)

Chrysler

300 V6 (2011-2016)

Crossfire (non SRT)

Dodge

Challenger V6 (2011-2016)

Charger V6 (2011-2016)

Ford

Mustang V6 (2011-2016)

Mustang EcoBoost (2015-2016)

Hyundai

Genesis Coupe (4-cyl turbo) (2013-2016)

Genesis Coupe (V6) (2010-2012)

Infiniti

G35 Sedan (2003-2009)

G35 Coupe (2003-2007)

Lexus

IS300 (2001-2005)

IS250/350 (2006-2016)

GS350 (2005-2016)

Mercedes-Benz

C-Class 6-Cyl (non-AMG) (2001-2016)

CLK V6 (1998-2009)

Move from FS to GS

BMW

5-Series 6-Cyl non-M5 (E28, E34, E39) (1985-2003)

6-Series 6-Cyl Non-M6 (E24) (1985-1989)

Chrysler

300 V6 (2004-2010)

Dodge

Challenger V6 (2008-2010)

Charger V6 (2006-2010)

Magnum V6 (2005-2008)

Ford

Thunderbird (V8 and V6 supercharged) (1989-1997)

Jaguar

X-Type 3.0 (2002-2008)

S-Type V6 (2000-2008)

Mercury

Cougar (V8 and V6 supercharged) (1989-1997)

Move from GS to HS

Hyundai

Veloster Turbo (exc Rally Edition) (2012-2016)

#20006 Bump Stop proposal letter #19245

Based on responses to letter #19245, the SAC recommends approval of a minor change to the previously-published version of 13.5.D, as follows:

13.5.D A suspension bump stop is considered to be performing the function of a spring. Therefore, the compressed length of the shock at the initial point of contact with the bump stop may not be increased from the standard part, although the bump stop may be shortened ~~for the purpose of installing non-standard shocks~~. Bump stops installed externally and concentric with the shaft of a shock may be drilled out to fit a larger diameter shock shaft. Bump stops may be substituted ~~for the purposes of installing non-standard shocks provided they meet the length requirements, and are in the same location as stock~~.

Street Prepared

#19715 Proposed wording for new spoiler rule.

The SPAC recommends the following changes to 15.2.I.2.b:

It is a non-production rear spoiler which is mounted to the rear-most portion of the rear hatch, deck, or trunk lid. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler ~~may be no wider than the original bodywork, and it~~ shall not protrude beyond the ~~overall~~ perimeter of the *original* bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing.

#19923 Reliability improvement

The SPAC has recommended the following rule change package:

Add new 15.10.DD as follows:

"15.10.DD

Drivetrain components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
- 5. Internal engine components such as pistons, connecting rods, or valve train components may not be replaced under this rule.*
- 6. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
- 7. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component.*
- 8. Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, axle shafts or CV joints are often broken on launch. Under this rule these may be replaced with larger components or components made of stronger materials to avoid these breakages. Alternatively a vehicle may not replace a turbocharger with a larger or stronger part as this would increase the performance potential of the vehicle.”

Add new 15.8.L as follows:

“15.8.L

Suspension components may be replaced with aftermarket components in order to improve durability and reliability. Any replaced components are subject to the following restrictions:

- 1. Replacement components may not be lighter than the original component.*
- 2. Replacement components must install without modification to the mating part.*
- 3. Replacement components may not differ from the original beyond improved strength, alternate manufacturing techniques, or replacement with larger components.*
- 4. Components around or connected to the replaced component may not be relocated or modified unless permitted elsewhere in section 15.*
- 5. Heat treatment may be used to increase the durability of an original part and the resulting part will be considered a replaced component.*
- 6. Metal components may not be replaced with non-metal components. However a non-metal component may be replaced with a metal component so long as this does not violate other rules. For example the bushing metal content rule still applies.*
- 7. Replaced components may not alter the suspension geometry unless otherwise permitted in section 15. Replacement hubs may relocate the wheel mating surface to widen the track width but may not relocate the wheel mating surface to narrow the track width.*
- 8. Replaced components may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Components are not to be replaced to allow for increased power or larger tires but to replace common component failures. For example, hubs often become wear items that require frequent replacement to avoid failure. Hubs may be replaced with larger, stronger hubs to reduce the chance of failure and increase the life of the component.”

Add new 15.2.S as follows:

“15.2.S

Suspension and drivetrain mounting, including subframes, locations may be reinforced in order to improve durability and reliability. Any modifications are subject to the following restrictions:

- 1. Material may only be added, not removed.*
- 2. Mounting locations may not be moved in any direction.*
- 3. The method of attachment to other components may not be changed.*
- 4. Any added material may not inhibit any motion that would otherwise be uninhibited.*
- 5. Any modification must remain in the area of the attachment point to be reinforced. This does not allow for braces or cross connection between otherwise unconnected locations.*
- 6. Modifications may serve no purpose other than to increase durability and reliability.*

This allowance is intended to improve durability without improving performance. Modifications are not to be made to allow for increased power or larger tires but to fix or prevent common failures of the vehicle structure or subframes. This rule is intended to permit modifications to prevent common failures such as suspension mounting location tear-outs or cracking shock towers/subframes.”

Street Modified

#18554 Update 16.0.B. Vehicle Eligibility to remove Datsun Z Car 2+2

The SMAC recommends the following change to 16.0.B.1.b:

Remove the *Datsun Z car 2+2* from the 16.0.B.1.b excluded vehicles list.

Modified

#19119 response to letter 17810 (cockpit bodywork)

The SEB is recommending the following changes to 18.4.A and 18.4.B:

A. Bodywork

“1. Any bodywork used must be made of metal, fiberglass, or other suitable fire resistant materials. ~~The sides, front, and back of the cockpit area must be at least as high as the driver’s waist. Body panels are not required except as specified in section 18.4.A.3.~~”

B. Chassis

“14. The sides, front, and back of the cockpit area must be at least as high as the driver’s waist.”

Note: These changes remove the requirement for bodywork on the front and sides of the cockpit area.

#18845 Traction control rules change

Per the MAC, the following changes are recommended to Section 18 and Appendix A:

18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies, and kit cars *may compete in Modified Classes A through F (AM through FM). Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified classes B (BM), C (CM), and F (FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D (DM) and E (EM).*

Rules for Anti-lock Braking Systems (ABS), Traction Control Systems (TCS) and Stability Control Systems (SCS) in CM and FM are as dictated for those cars by the Club Racing General Competition Rules (GCR). ABS is explicitly prohibited in all other Modified classes with the exception of AM, where ABS specifically is allowed. RPM ramp rate limits, tuning of engine output using rpm based boost limits and similar systems that do not use wheel speed sensors, GPS, accelerometers, or other measures of car motion are excepted from limits on TCS and are allowed in classes AM, BM, DM and EM. The use of full TCS and SCS is permitted in DM and EM, with weight additions as shown in Appendix A, but is prohibited in AM and BM. Additionally, in DM and EM a Stock Tub car (18.1.C.1) may use ~~ABS or TCS~~ any ABS, TCS and/or SCS with no weight penalty as long as it was a standard option on the car and the original unmodified control unit and programming are used.

Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable ~~Club Racing General Competition Rules (GCR) S~~section(s).

- Also add in Appendix A, under D Modified, in Subsection C:

TCS Add 200 lbs

ABS and/or SCS (no additional TCS penalty) Add 250 lbs

- Also add in Appendix A, under E Modified, in subsection B:

TCS Add 300 lbs.

ABS and/or SCS (no additional TCS penalty) Add 375 lbs

Member Advisories

General

#20448 Awards Nominations

The SEB is requesting nominations from the membership for the following awards:

Rookie of the Year

For outstanding performance at a first Solo® National Championship by a driver with limited competition experience.

Driver of the Year

To the Solo® driver who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championship. The winner is selected by the Solo Events Board from nominations submitted by the membership at large.

All of the special award descriptions, along with lists of prior winners, can be found in Appendix L.V of the Solo Rules.

Modified

#20297 Wheelbase length and class change.

Per the MAC, shortening of the wheelbase is permitted provided all other applicable provisions of 18.1 are still met. This in particular includes sections 18.1.C.1.h and 18.1.A.2.a. The floor pan width and length must meet or exceed the original dimensions and the allowance for cutting of the floor pan for clearance does not supersede these dimensional requirements. Also, the proportions of the car, in addition to individual styling elements, may not change the appearance of the car to the extent that it is no longer generally recognizable as the original make and model.

Change Proposals

Street

#20242 Lotus Elise Classing

The SAC would like member feedback on the following changes:

Move *to SS* from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige (S and SC) (2006-2011)

Move *from SS to AS*:

Lotus

Elise (non supercharged) (2005-2011)

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC would like member feedback on the following change:

Move *from GS to HS*

Acura

RSX Type S (2002-2006)

Note: Please see a related item under Not Recommended.

Handled Elsewhere

Street

#20283 BS Classing

Please see item #20284.

Other Items Reviewed

Street

#19860 Proposal of classing 2012+ Nissan GTR to SS

Thank you for your input. Please see item #17283.

#19865 Do not move the 987 Boxster and Cayman to CS

Thank you for your input. Please see item #17283.

#20004 Rethinking Street Classing

Thank you for the correction. Please see the updated version of #17283 elsewhere herein.

#20148 reclassing Fiat Abarth

Thank you for your input. Please see the response to letter #15002 in the April 2016 Fastrack.

#20205 Cadillac ATS (3.6L V6) change class from BS to FS

Thank you for your input.

#20217 BMW 128i FS->DS 2017

Thank you for your input.

#20266 Support for BMW M2 to BS

Thank you for your input. Please see item #20284 elsewhere herein.

#20366 Support #17283 - Rethinking Street Classing

Thank you for your input. Please see the finalized version of item #17283 elsewhere herein.

Modified

#19950 SCCA Fastrack News July 2016 Page 18

Thank you for your input. In response to all the questions posed in this item, the MAC would like to point out that the determination of a vehicle's compliance (or lack thereof) under the relevant proposed rule would be handled just as for any other suspected infraction, and would follow all of the procedures detailed in Section 8 of the Solo rule book. The primary responsibility for reporting infractions will still rest with fellow competitors, while the primary responsibility for proving compliance will still rest with the protested driver, assuming that (where applicable) the protesting party has provided the bond that the Protest Committee has determined is appropriate.

#19968 A new class for the Modified Category?

Thank you for your input. Per the MAC, the following addition to Appendix F is proposed:

An electric vehicle which meets the requirements of Section 12.1, Section 18.4, the minimum weight of the A Modified class, and all applicable safety requirements is considered eligible and legal for A Modified.

Note: this response was previously published in September, 2011.

The MAC is further considering the place of electric cars in Modified in general, including specific safety requirements for these cars. Comments on how and/or if electric cars can be equitably and safely incorporated into Modified are requested.

#20061 July 2016FASTRACK#19119 response to #17810 bodywork removal

Thank you for your input. Per the SEB, the referenced rule change proposal is being recommended to the BOD.

#20153 Re: #18845 Traction control rules change (acronyms)

Thank you for your input.

#20322 Electric Traction Control

Thank you for your input; please see item #18845. The MAC plans to further consider this subject in the coming months.

Not Recommended

Street

#19608 Ford Taurus SHO (1989-95) move from GS to HS

Per the SEB, this proposal is withdrawn.

#20164 Modify the stainless brake lines allowance

Thank you for your input. The SAC does not believe this would be in the spirit of the Street category.

#20195 Production model run VS Production Year

Thank you for your input.

#20256 Consider moving 00-05 Celica GT-S and 02-06 RSX-S from GS to HS?

The SAC believes the subject Celica GT-S is appropriately classed. Please see a related item under Change Proposals.

#20272 MK7 Golf R from BS to DS

Thank you for your input. The SAC believes the Golf R is appropriately classed.

Tech Bulletins

Street

#19577 Class the McLaren 12C

Per the SAC, add the following entry to Appendix A, effective January 1, 2017:

SS

McLaren

MP4-12C (2012-2014)

#19949 Support of #17283, and Camaro LT classing

Per the SAC, the following new listing is added to Appendix A, effective January 1, 2017:

DS

Chevrolet

Camaro LT (2.0L Turbo) (2016-2017)

In addition, the FS listing for "Camaro LT and SS (2016)" is clarified to read "Camaro LT (*non-2.0L-Turbo*) and SS (2016)"

#20284 BS Classing

Per the SAC, add the following new listings to Appendix A effective 1/1/2017:

BS

BMW

M2 (2016-2017)

Ford

Focus RS (2016-2017)

#20285 Keep SS amazeballs

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Acura

NSX (2017)

#20286 Make SS great again

Per the SAC, add the following listing to Appendix A, effective January 1, 2017:

SS

Chevrolet

Corvette Grand Sport (2017)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | October 4, 2016

The Club Racing Board met by teleconference on October 4, 2016. Participating were Jim Wheeler, Chairman; David Arken, Todd Butler, John LaRue, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; Eric Prill, Chief Operations Officer, John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Peter Zekert, BoD guest, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

B-Spec

1. #20435 (Club Racing Board) Driver Representatives for B-Spec Advisory Committee

The CRB is seeking driver members for the B-Spec Advisory Committee. Please submit your resume through crbscca.com.

GCR

1. #20437 (Club Racing Board) CRB Seeking Data Technicians

The CRB is continuously seeking candidates for Data Technicians. Data Technicians have the following responsibilities:

- A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.
- B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided by individual racers.
- C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

No Action Required

None.

Not Recommended

STL

1. #19790 (Brian McGreevy) #19460 - Consideration and a Few Thoughts

Thank you for your comments. The rear wheel drive adder is correct as written.

2. #19903 (Harley Kaplan) Rear Wheel Drive Equity

Thank you for your comments. The rear wheel drive adder is correct as written.

3. #19960 (David Palfenier) Competitiveness in The Class

Thank you for your letter. Please see the response to letter #19372, October 2016 Fastrack Technical Bulletin. The 1.8L Miata is now allowed an alternate JDM engine/manifold. The CRB will monitor performance before making any further changes.

4. #20013 (Tom Fowler) Weight and Competition Adjustments

Thank you for your letter. Please see the response to letter #19790.

5. #20137 (Eric Kutil) OEM Honda Rear Lower Control Arm Options

Thank you for your letter. The eyebolt-type mounts for the rear lower dampers were only delivered on the Acura Integra Type R. All other Hondas must retain the stock damper mounts except as allowed by the STCS.

Recommended Items for 2017

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. 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.

None.

Taken Care Of

AS

1. #20402 (Tom Wallace) Tom Sloe Discipline

Thank you for your comments. This issue is before the SCCA Board of Directors, per SCCA by-laws.

2. #20403 (Brian Wallace) Tom Sloe American Sedan Incident at Runoffs

Thank you for your comments. This issue is before the SCCA Board of Directors, per SCCA by-laws.

3. #20431 (Thomas F. Wallace) Tom Sloe's Actions at Runoffs; Requesting Suspension
Thank you for your comments. This issue is before the SCCA Board of Directors, per SCCA by-laws.

STL

1. #20260 (Cameron Wagner) STL 2% Weight Reduction for Non-ABS
Thank you for your letter. Please see the response to letter #20108, September 2016 Fastrack Minutes.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2016

NUMBER: TB 16-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 11/1/2016 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

None.

GCR

1. #20107 (Tim Wise) Conflicting Roll Cage Diameter/Weight Rule Language

In GCR section 9.4.F., add a new number 3 and re-number accordingly:

"3. For purposes of determining tubing sizes, the vehicle weight is as raced without driver, fuel and ballast. The minus tolerance for wall thickness should not be less than .010" below the nominal thickness."

In GCR section 9.4.F.2, make the following change to the title of the table:

GCR Vehicle Weight

In GCR section 9.4.5.E.4.b., make the following change to the title of the table:

Vehicle Weight ~~With Driver~~

In GCR section 9.4.5.E.4.c., make the following changes:

"For purposes of determining tubing sizes, the vehicle weight is as raced without ~~fuel and driver.~~ *driver, fuel and ballast.* The minus tolerance for wall thickness should not be less than .010" below the nominal thickness."

Grand Touring

None.

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

STL

1. #20226 (Super Touring Committee) Toyobaru Twins' Prep and Weight

In STL, Table B, remove the following language:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Subaru BRZ/ Scion FRS	4998	2900	Stock OEM engine as delivered from the factory. Gold air intake and exhaust header permitted.

Note: This engine is now covered under the over-compression allowances. Striking it from the table would reduce the car's weight by 8# and allow engine prep over and above stock engine.

STU

- #20353 (Brad McCall) Add Toyota 86 to Scion FR-S
In STU, Table B, change each instance of Scion FR-S as follows:
Scion FR-S/*Toyota 86*

Touring

T2

- #20317 (SCCA Staff) Change the 350Z Wheel Size
In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), change the wheel size as follows:
~~18 x 9 (F) 18 x 10.5 (R)~~ *18 x 10.5*
- #20335 (SCCA Staff) Error in the BMW E92 M3 Spec Line
In T2, BMW E92 M3 (08-14), remove the following language pertaining to the Alcon Brake Kit that is allowed in the notes:
"Alcon Brake Kit permitted: ~~365x32mm~~ (F) part # BKF9751ZG70L 6-piston caliper and ~~348x28~~ (R) 4-piston caliper (R) part # BKR9856B20L."

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 11
Errors and Omissions COA Ref. No. 16-01-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #12, driven by Kevin Roggenbuck, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #12. Mr. Roggenbuck stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 12
Errors and Omissions COA Ref. No. 16-02-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #5, driven by Glenn Cooper, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #5. Mr. Cooper stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 13
Errors and Omissions COA Ref. No. 16-03-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #31, driven by David O'Leary, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #31. Mr. O'Leary stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 14
Errors and Omissions COA Ref. No. 16-04-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #08, driven by Nicholas Vardis, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #08. Mr. Vardis stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's

qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR be updated to remove all references to intake restrictor for Formula 1000 (FB).

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number No. 15
Errors and Omissions COA Ref. No. 16-05-RO
September 20, 2016

FINDINGS OF THE COURT

Following the first qualifying session for Formula 1000 (FB) at the 2016 National Championship Runoffs, Tech Staff noted that FB #00, driven by Jeremy Hill, did not have an intake restrictor as required per General Competition Rules (GCR) 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for FB #00. Mr. Hill stated that there was an error in the GCR and no restrictor was required. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Runoffs Supplemental Regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/20/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report, signed Sept. 19, 2016.
2. CSA removing qualifying times for 9/19/2016.
3. Letter of Appeal from the Chief Steward, dated Sept. 19, 2016.
4. FasTracks issued in 2016.
5. Tech Bulletins issued in 2016.
6. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
7. Testimony from John LaRue, Formula Car Specialist on the CRB, Sept. 20, 2016.

FINDINGS

The COA reviewed all relevant Tech Bulletins and FastTracks published in 2016. A Tech Bulletin published in February removed any reference to restrictors for this class. No subsequent Tech Bulletins were issued prior to the restrictor requirement appearing in the July GCR. The COA interviewed Jim Wheeler and John LaRue from the Club Racing Board (CRB) who stated that the CRB did not intend to make changes to the GCR requiring restrictors for FB. Therefore, the COA has determined that the requirement for restrictors appearing in GCR 9.1.1.G.4.E. and 9.1.1. Formula 1000 (FB) Spec Line is not valid and the listing is in error.

DECISION

The COA has determined that intake restrictors are not required in FB. The competitor's qualifying times should be reinstated for the session on 9/19/2016. The COA urges the GCR

be updated to remove all references to intake restrictor for Formula 1000 (FB).

**SCCA National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 31
Errors and Omissions, COA Ref. No. 16-06-RO
September 20, 2015**

FACTS IN BRIEF

Following Touring 2 (T2) qualifying session #1 at the 2016 National Championship Runoffs, Tech staff filed a Technical Investigation Report indicating that T2 #00, a 2007 Nissan 350Z Spec Z driven by Derek Kulach, had front wheels that measured 18 X 10.5 inches, which exceeds the 18 x 9 (F) wheel size specified in General Competition Rules (GCR) 9.1.9.2 T2 Spec Line. A Chief Stewards Action (CSA) was filed removing Mr. Kulach's qualifying times for that session.

Chief Steward Dennis Dean filed an appeal per Runoffs Supplemental Regulation 12.5 requesting investigation of a possible Errors and Omissions (E&O) in GCR 9.1.9.D.7.a. (T2 Category rules) and the T2 Spec Line specifically related to Max Wheel Size.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 20, 2015 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal (E&O) from Dennis Dean, dated Sept. 20, 2016.
2. Technical Inspection Report, dated Sept. 20, 2016.
3. Chief Stewards Action, dated Sept. 20, 2016.
4. Verbal testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 20, 2016.
5. FasTrack published June 2016.

FINDINGS

Mr. Wheeler confirmed that the CRB's intent for the T2 Nissan 350Z Spec Z is to use the 18 X 10.5 inch wheels on both front and rear axles. The June 2016 FasTrack specifies the maximum wheel size is 18 X 10.5 with no mention of front or rear. The GCR 9.1.9.2 T2 Spec Line reference to 18 X 9 inch front wheel requirement is an error.

DECISION

The COA determined that the front wheel size listed for the Nissan 350Z Spec Z in the T2 Spec Line is incorrect. The CSA is vacated based on an error in GCR 9.1.9.2 T2 Spec Line. Mr. Kulach's qualifying times are reinstated. The COA urges the GCR be updated to amend the referenced wheel size on the Nissan 350Z Spec Z in the 9.1.9.2 T2 Spec Line.

COURT OF APPEALS

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 47
Errors & Omissions COA Ref. No. 16-07-RO
September 22, 2016

FINDINGS OF THE COURT

Following the fourth qualifying session for Touring 2 (T2), Tech Staff noted that the T2 BMW E92 M3 (#18) driven by Aaron Kaplan, presented with rear brake rotors measuring 31.93mm thickness in violation of General Competition Rules (GCR) 9.1.9.2 T2 Spec Lines. Chief Steward Dennis Dean filed a Chief Stewards Action (CSA) to remove qualifying times for T2 #18. Mr. Kaplan stated he was using the permitted Alcon Brake Kit and there was an error in the GCR. Mr. Dean filed an appeal requesting the Court of Appeals review the issue as an Errors and Omissions (E&O) situation as per Supplemental regulation 12.5.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard, Chairman, met on 9/22/2016 to review, hear, and render a decision on the E&O.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Technical Inspection Report signed Sept. 22, 2016.
2. CSA removing qualifying times for 9/22/2016 only, dated Sept. 22, 2016.
3. Testimony from Jim Wheeler, Chairman of the Club Racing Board (CRB), Sept. 22, 2016.
4. Appeal letter from Dennis Dean, dated Sept. 22, 2016.

FINDINGS

The GCR specifies Alcon Brake Kit Part # BKR9856B20L is permitted for rear brake rotor with a diameter and thickness of 348x28. The COA researched the permitted brake kit on the internet at www.alconusa.com and found Part # BKR9856B20L specifies a diameter and thickness of 343x32mm. Jim Wheeler, Chairman of the CRB, confirmed the correct specification is per the Alcon web site. Therefore, the COA has determined the rotor diameter and thickness appearing in GCR 9.1.9.2 T2 Spec Lines for BMW E92 M3 is in error.

DECISION

The COA determined the rear brake rotor thickness for T2 #18 is compliant. The competitor's qualifying time should be reinstated for 9/22/2016. The COA urges the GCR be updated to amend the referenced rotor diameter and thickness on the BMW E92 M3 in the T2 Spec Line.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 53
Andy McDermid vs. SOM COA Ref. No. 16-08-RO
September 24, 2016

FACTS IN BRIEF

Following the American Sedan (AS) race on September 23, 2016 at the 2016 National Championship Runoffs, Assistant Chief Steward (ACS), Kenneth Blackburn, filed a Request For Action (RFA) to investigate multiple reported contact incidents between Andy McDermid (AS #24) and Tom Sloe (AS #156).

The Stewards of the Meeting (SOM), Phil Shuey, Bill Blake, and Barb Knox, Chairman, met, heard witnesses, and reviewed video and physical evidence. They concluded that contact by Mr. Sloe on the last lap was avoidable and malicious. The SOM penalized Mr. Sloe by assigning a one (1) year suspension of his SCCA competition privileges and assigned six (6) penalty points. Mr. McDermid appealed the decision of the SOM citing excessive leniency of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, Spencer Gorham, and Laurie Sheppard, Chairman, met on 9/24/2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Andy McDermid, Sept. 24, 2016.
2. RFA document and SOM Action Summary, Sept. 23, 2016.
3. Witness statements provided to the SOM, Sept. 23, 2016.
4. Verbal testimony from Andy McDermid, SOM Court, and others, Sept. 24, 2016.
5. Video evidence from competitors (including Car #156) and a spectator vantage point, received Sept. 24, 2016.

FINDINGS

The COA reviewed documents available to the SOM and interviewed witnesses, including Mr. McDermid. The COA also reviewed video evidence submitted by competitors, spectators, and SCCA. Mr. McDermid's appeal centered on issues of sportsmanship and cited safety concerns which he believed warranted a more severe penalty. He especially referenced the last lap incident, which Mr. McDermid alleged was intentional contact.

The SOM determined that the first contact between Mr. Sloe and Mr. McDermid was "a racing incident" but the second contact was avoidable and malicious. Mr. Sloe had testified to the SOM that his steering was compromised and that prior to the contact, he intended to "pester Andy".

The COA finds that the SOM reached a fair conclusion based on the evidence available to them. Further, the COA agrees with the SOM ruling and believes the actions of Mr. Sloe are prejudicial to the reputation of SCCA and the sport of automobile racing, in violation of General Competition Rules (GCR) Section 2. The penalty assessed by the SOM was within their scope per GCR 7.2.1. The SOM assessed a one (1) year suspension of SCCA competition privileges, which is the maximum length available to the SOM. In his appeal, Mr. McDermid requested that the SCCA Board of Directors consider a more severe penalty.

The COA notes that the expectation of the SOM was that suspension for one (1) year would render Mr. Sloe unable to qualify for the 2017 National Championship Runoffs and adds the following to the SOM's penalty per Supplemental Regulation 12.1: Mr. Sloe will be excluded from competing in the 2017 National Championship Event.

DECISION

The COA finds the SOM provided a fair and reasoned hearing. The penalty they assessed is within their scope. The COA upholds the SOM decision and penalties and clarifies their ruling to include exclusion from the 2017 National Championship Event. The COA will summarize their findings for the SCCA Board of Directors. Mr. McDermid's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 53
Tom Sloe vs. SOM COA Ref. No. 16-09-RO
September 24, 2016

FACTS IN BRIEF

Following the American Sedan (AS) race on September 23, 2016 at the 2016 National Championship Runoffs, Assistant Chief Steward (ACS), Kenneth Blackburn, filed a Request For Action (RFA) to investigate multiple reported contact incidents between Andy McDermid (AS #24) and Tom Sloe (AS #156).

The Stewards of the Meeting (SOM), Phil Shuey, Bill Blake, and Barb Knox, Chairman, met, heard witnesses, and reviewed video and physical evidence. They concluded that contact by Mr. Sloe on the last lap was avoidable and malicious. The SOM penalized Mr. Sloe by assigning a one (1) year suspension of his SCCA competition privileges and assigned six (6) penalty points. Mr. Sloe appealed the decision of the SOM citing excessive harshness of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, Spencer Gorham, and Laurie Sheppard, Chairman, met on 9/24/2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Tom Sloe, Sept. 24, 2016.
2. RFA document and SOM Action Summary, Sept. 23, 2016.
3. Witness statements provided to the SOM, Sept. 23, 2016.
4. Verbal testimony from Tom Sloe, SOM Court, and others, Sept. 24, 2016.
5. Video evidence from competitors (including Car #156) and a spectator vantage point, received Sept. 24, 2016.

FINDINGS

The COA reviewed documents available to the SOM and interviewed witnesses, including Mr. Sloe. The COA also reviewed video evidence submitted by competitors, spectators, and SCCA. At Mr. Sloe's request, the court viewed the entire video from Mr. Sloe's car, which included two (2) incidents of contact with Car #24 as well as two (2) additional incidents of contact with another car.

The SOM determined that the first contact between Mr. Sloe and Mr. McDermid was "a racing incident" but the second contact was avoidable and malicious. Mr. Sloe had testified to the SOM that his steering was compromised and that prior to the contact, he intended to "pester Andy".

The COA finds that the SOM reached a fair conclusion based on the evidence available to them. The court finds no basis for reversal of the SOM's decision and believes the actions of Mr. Sloe are prejudicial to the reputation of SCCA and the sport of automobile racing, in violation of General Competition Rules (GCR) Section 2. The SOM assessed a one (1) year suspension of SCCA competition privileges, which is the maximum length available to the SOM. The penalty assessed by the SOM was within their scope per GCR 7.2.I. and the COA finds no compelling evidence to mitigate that penalty.

The COA notes that the expectation of the SOM was that suspension for one (1) year would render Mr. Sloe unable to qualify for the 2017 National Championship Runoffs and adds the following to the SOM's penalty per Supplemental Regulation 12.1: Mr. Sloe will be excluded from competing in the 2017 National Championship Event.

DECISION

The COA finds the SOM provided a fair and reasoned hearing. The penalty they assessed is within their scope. The COA upholds the SOM decision and penalties and clarifies their ruling to include exclusion from the 2017 National Championship Event. Mr. Sloe's appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

SCCA
National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 83
Nicholas Vardis vs. SOM COA Ref. No. 16-10-RO
September 25, 2015

FACTS IN BRIEF

Following the Formula 1000 (FB) race on September 24, 2016 at the 2016 National Championship Runoffs, Dennis Dean, Chief Steward (CS), filed a Request for Action (RFA) to investigate a reported contact incident between Nicholas Vardis (FB #08) and Joel Haas (FB #93). On September 25, 2016, the CS cancelled the RFA and instead filed a Chief Steward's Action (CSA) citing nose-to-tail contact by Mr. Vardis and penalizing Mr. Vardis by a loss of two (2) positions. Mr. Vardis protested the penalty.

The Stewards of the Meeting (SOM) Kathy Barnes, Morriss Pendleton, Joel Harleman and Dan Hodge, Chairman, met, heard witnesses, reviewed Speedcast video, and examined physical evidence. They concluded that the penalty assessed was appropriate for contact causing Mr. Haas to spin at turn 11. The SOM disallowed the protest, affirming the penalty that moved Mr. Vardis from 3rd to 5th place. No penalty points were assigned. Mr. Vardis appealed the decision of the SOM asserting that there was no contact and he should not be penalized.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 25, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Chief Stewards Action from Dennis Dean, dated Sept. 25, 2016.
2. Witness statement from T11 flagger, dated Sept. 24, 2016.
3. Protest from Nicholas Vardis, dated Sept. 25, 2016.
4. Witness statement from Nicholas Vardis, dated Sept. 25, 2016.
5. Appeal from Nicholas Vardis, dated Sept. 25, 2016.
6. Verbal testimony from Nicholas Vardis, Sept. 25, 2016.
7. Speedcast video of the FB race.
8. Impound photographs of FB #08 and FB #93.

FINDINGS

The COA notes that the RFA initiated by the CS on September 24 was not acted upon. The two drivers and their cars were released from impound on September 24. The SOM viewed the cars before they were released. The two drivers involved in the incident were not available in person on September 25 to speak to either the SOM or the COA and Mr. Haas did not provide

a witness statement regarding the incident. Mr. Vardis filed his protest, witness statement, appeal, and gave verbal testimony to the SOM and COA by telephone. Competitor Services personnel filled out the witness statement, protest, and appeal forms for Mr. Vardis.

The COA reviewed all evidence considered by the SOM, including still photos of vehicle damage, and viewed the complete Speedcast video coverage of the FB race. The video showed the alleged contact between FB #08 and FB #93 at turn 11. The video and the turn 11 flag station provided a similar view of the incident. The video shows FB #08 following FB #93 into T11, and FB #93 losing rear traction and spinning off track to driver's left. Contact between the cars could not be verified as the cause for FB #93 to spin.

The COA heard testimony from Mr. Vardis using a speakerphone. Mr. Vardis asserted that his car did not contact Mr. Haas' car during the incident at turn 11. He stated that this claim should have been the basis for his protest and appeal, rather than the appropriateness of the penalty. The damage to the rear splitter of Mr. Haas' car could not be definitely attributed to the turn 11 incident. The front wing damage to Mr. Vardis' car was seen to have happened at another part of the race course. The COA met with the SOM to discuss their decision, which was based on the appropriateness of the penalty. Upon further review of the evidence available, the COA concludes there is insufficient evidence that contact occurred between FB #08 and FB #93.

DECISION

The COA finds the evidence supporting the nose-to-tail contact was inconclusive and insufficient to support the penalty. Mr. Vardis' penalty is withdrawn and his 3rd place finishing position is reinstated. Mr. Vardis' appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.

SCCA
National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 88
Cliff White vs. SOM COA Ref. No. 16-11-RO
September 25, 2015

FACTS IN BRIEF

Following the Spec Racer Ford 3 (SRF3) race on September 25, 2016 at the 2016 National Championship Runoffs, Chief Steward Dennis Dean filed a Chief Steward's Action (CSA) to disqualify SRF3 #58, driven by Cliff White, citing a violation of GCR 9.1.8.E.2.J. Mr. Dean contended that the manner in which the vehicle's muffler had been repacked changed the configuration of the part. Mr. White protested the penalty.

The Stewards of the Meeting (SOM) Barb Knox, Bill Blake, and Phil Shuey, Chairman, met, heard witnesses, and examined physical evidence. They concluded that Mr. White had modified the muffler in a non-compliant manner and affirmed the Chief Steward's penalty. Mr. White appealed the decision of the SOM asserting that the muffler packing method used was a standard maintenance method and it was covered by an unavailable SCCA Enterprises tech bulletin.

DATES OF THE COURT

The Court of Appeals (COA), Spencer Gorham, Rick Mitchell, and Laurie Sheppard, Chairman, met on September 25, 2015 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Cliff White, dated Sept. 25, 2016.
2. Physical examination of mufflers, performed Sept. 25, 2016.
3. SOM Action Summary form, dated Sept. 25, 2016.
4. Interview with Mike Davies, SCCA Enterprises Technical Manager, Sept. 25, 2016.
5. Interview with Cliff White, Sept. 25, 2016.

FINDINGS

The COA examined the opened muffler from SRF3 #58 as well as a new comparison muffler. The muffler from SRF3 #58 had been repacked using a method that consisted of tightly wrapping steel wool creating a sleeve around the perforated central pipe of the muffler and filling the canister with additional packing material. The comparison muffler had only packing material around the central pipe, such that a pick could be forced into the packing material through the central pipe's perforations. In contrast, a pick could not be forced into the packing material in the muffler from SRF3 #58 because the perforations were effectively blocked by the steel wool.

The SOM decision affirming the CSA cited GCR 9.1.8.E.A. which states in part, "No

modification may be made to any part or system unless specifically permitted.” Mr. White argued that the muffler had not been modified nor repaired. It was simply “serviced”.

The COA finds that GCR 9.1.8.E.2.J. provides for repair or replacement of the exhaust system, but states: “Repairs may not alter the configuration or tuned length of the header or tail pipe.” The Court maintains that repacking the muffler is tantamount to “repairing” the muffler and Mr. White altered the configuration of the muffler by blocking the perforations in the central pipe with the steel wool sleeve.

Mr. White also questioned the chain of evidence of the part in question. The COA investigated and is satisfied that reasonable care was taken to secure the part and allow access only to officials with a need to know.

DECISION

The COA upholds the decision of the SOM in its entirety. Mr. White’s appeal is well founded and his appeal fee will be returned less the amount retained by SCCA.



DIVISIONAL TIME TRIALS COMMITTEE **10/11/16 – Minutes**

- Participants:

BOD: Lee Hill

EP: None

DTTC: Dave Deborde (NorPac), Chuck Deprow (MidWest), Craig Farr (SouthEast), Tony Machi (Central), Ted Theodore (SouthEast), Matthew Yip (NorthEast)

- Reports:

Board of Directors Report - BOD is primarily engaged in the search for a new SCCA CEO.

Ongoing Business:

- SCCA E-mail event notification – Appears to still require tweaking
- 2017 DTTC Chairman – Request for nominations.
- Track Inspection Guidelines – No progress to report.
- TT Licensing – Questioning the necessity based on the new Experiential Programs (CRE, Targa, TNIA) that do not require licensing to participate. Tabled
- 2017 Draft TTR – Administrative changes were discussed and approved. The FIA 8860-2004 helmet for PDX/CT will be deleted.
- TT Committee information on SCCA website – Contact National to complete revisions
- Overlapping Rulesets (e.g. TNIA & PDX) – Tabled for next meeting.

New Business:

- PDX/TT Development: There is a desire to promote the PDX/TT program at a National level. As a starting point, DTTC will “adopt” a region to help grow their current program into a standalong.

2017 SCCA Convention: TT is currently not part of the convention meetings/presentations which will be reviewed and addressed by DTTC members

ROAD RALLY BOARD

Sports Car Club of America RoadRally Board Minutes October 10, 2016

The RoadRally Board met via conference call on October 10, 2016; meeting called to order at 7:35 CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Clarence Westberg, John Emmons, Jim Crittenden, Clyde Heckler, NEC chairman Mike Thompson, guest Peter Schneider, North Jersey Region, BOD liaisons Terry Hanushek and Lee Hill, and Jeanne English, RRB secretary

Minutes: September minutes stand as published.

Front Burner Items:

1. RReNewsletter – This issue was a great recap of the first SCCA Targa event and the road rally that was part of the overall event. There have been two issues since the last RRB meeting.
2. Planning Calendar released last week. Thank you, Jeanne. There will be another one soon.
3. (No report this month) SCCA Staff Attendees (Jamie)
4. (No report this month) Regional Development Committee (Jay)
5. (Short) NEC Report (Mike)
 - a. Recent and Upcoming National events (Confirm dates at scca.com)
 - i. LOL – Course/Tour – Oktober Rally/Badger Trails – Sept 16, 17
 - ii. Two National Course Rallies, Folsom, CA – October 15, 16
 - iii. SoCal Highway Robbery – October 22
 - b. Liaisons for 2016 and 2017 USRRC
 - i. Chuck Larouere – 2016 (New England)
 - ii. Mike Thompson – 2017 (Arctic Alaska)
 - c. 2017 National Events on the horizon
 - i. Yucatan Safari (LOL), January 15.
 - ii. Mark Haas Memorial Weekend (South Jersey) March 18-19 National/Div
 - iii. Desert Sands, Desert Sins, 2 National Course Rallies, Arizona Border, March 4, 5, 2017
 - iv. Roads Scholar/Badger Burrow Course/Tour Weekend, May 20-21, 2017
 - v. Oktoberally, first weekend in October
6. Pointskeeper status (John)
 - a. Indy Course Rallies – issue resolved
7. 2017 Proposed Rule Changes Final Action

The objective of this year's rule making process was to provide an objective, methodical, thoughtful and inclusive method for doing so. Jim and Clyde deserve credit for summarizing the proposals, distributing widely to the road rally community, soliciting comments and tabulating their comments.

Each proposal is listed as an individual line item and includes the voting results from the road rally community. We'll vote on each proposal separately. The numbers of each proposal refer to the Summary of 2017 Rules Proposals below.

Following the vote, Rich will post a summary of the voting to the Yahoo Group, Facebook page and send a note to the rally organizer mailing list.

a. #12 – Reduce Divisional Worker points to 5			<u>RRB vote</u>
0 in favor, 15 opposed,	0%		Fail 0-5
b. #6 – Prohibit clock syncing via cable			
2 in favor, 14 opposed,	13%		Fail 1-4
c. #13 - Require 2 Nationals for award			
5 in favor, 10 opposed	33%		Fail 1-3-1
d. #14 – Require annual membership at start of year			
5 in favor, 9 opposed	36%		Fail 2-3
e. #4 - Eliminate Safety Steward program			
7 in favor, 10 opposed	41%		Tabled

Discussion – really meant to be about licensing of RoadRally Safety Stewards, not elimination of program itself; figure out how to modernize it
Motion: table this proposal for further study. M/S/Pass 5-0

- f. #9 Eliminate USRRC point premium
13 in favor, 2 opposed 86% Pass 5-0
 - g. #1 - Delete requirement for SCCA stickers
12 in favor, 3 opposed 87% Pass 4-1
Jim talked to Deena, who said she has 2,000 stickers for sale at \$2 each (\$1.75 if ordered by a region). John asked if SCCA can put them on magnets, how much would this add to the cost. Jim said it adds \$1. Car numbers are also available, price unknown; Deena has 11 packets of numbers 0 to 25
 - h. #11 - Increase National worker points to 20
12 in favor, 3 opposed 80% Pass 5-0
Clarence asked if a combination event gets points for each series; this seems to be a loophole; currently you get points for one only. Rich said we would table this for further discussion, and also discuss divisional worker points
 - i. #7 - Awards to 10 positions, not 10%
8 in favor, 4 opposed 67% Pass 5-0
Clarification: first eliminate those not eligible, then assign finishing positions.
Change: give awards to 10 places, not 10%
 - j. #10 - Increase equivalent from 14 to 16
9 in favor, 6 opposed 60% Fail 0-5
Discussion was varied, with many differing opinions; Terry said that the racing community has found that increasing the number of events to count actually tends to decrease attendance because those who can't run all the events in a particular year, know that others will run them all, and as a result they don't compete that year.
 - k. #8 – Eliminate 70 point rule
8 in favor, 4 opposed 67% Pass 5-0
Reminder: you still have to run and count a national to qualify for year-end award
 - l. #2 – 60 day deadline for Divisional sanction
6 in favor, 8 opposed 50%
Current is 30 day deadline
Motion: change to 45 day deadline. M/S/Pass 5-0
 - m. #5 - Require Divisionals to follow Articles 22-27
6 in favor, 10 opposed 38% Fail 2-3
 - n. #3 – Divisionals must submit GIs with sanction request
6 in favor, 10 opposed 38% Pass 3-2
Amend so this applies to Divisional Course events only
8. New Business – b and c postponed to next month
- a. Stickers, Signs and Numbers (Jim) - see item 7.g. above
 - b. Appoint Peter Schneider as Targa Northeast focal point
 - c. Web Site update (Rich)
 - d. 2017 Convention (Rich) Travel Thursday, Jan 19, sessions Friday and Saturday, possible meeting on Sunday with BOD Liaisons; there will be three RoadRally sessions
9. Mike will send clarification of voting for Rally of the Year to the RRB

Motion to adjourn at 9:37 PM CDT
Next meeting November 14, via conference call
Respectfully submitted,
Jeanne English, RRB Secretary

Summary of 2017 Rule Change Proposals

1. Delete the requirement to display SCCA stickers on rally cars (Article 13 C 2). *pass*
2. Require sanction requests for Divisional rallies to be submitted 60 days ahead of the event. Current rules require Divisional sanctions be submitted 30 days in advance. (Article 4C) *changed to 45 days, pass*
3. Require sanction requests for Divisional rallies to include a rough draft of their General Instructions. Current rules require only National rallies to submit a rough draft of their General Instructions. (Article 4 C) *pass*
4. Eliminate the RoadRally Safety Steward licensing program. The function of a rally safety check would be performed by a prechecker who would complete the form that is currently completed by the safety steward. *tabled*

Operating rule proposals:

5. Require Divisional rallies to adhere to Articles 22, 23, 24, 25, 26, and 27 in addition to the other articles that they are currently required to follow. (See Appendix A for a list of the current requirements) *fail*
6. Prohibit cable syncing of contestant clocks to the rallymaster's clock. *fail*

Championship Series proposals:

7. Change the language describing year end awards to the following: At the conclusion of the competition year, contestants who have neither met the eligibility requirements described in Article 8 A nor competed in at least one National RoadRally during the year in that series (Tour, Course, GTA) will be removed from the standings. Finishing positions will then be assigned. If two or more contestants have accumulated the same number of points, the position in question shall be declared a tie. The next position(s) shall be vacated. Awards will be presented to the people who finish in the top 10 positions in each Class in each Series. *pass*
8. Remove the 70 point limit for Divisional rallies in Article 8 B 4. *pass*
9. Delete the triple points for USRRC events. USRRC points will be assigned as they would be for any other rally, that is, 20 points for a National win and 10 points for a Divisional win. *pass*
10. Increase the equivalentents from 14 to 16 in Article 8 B 4. This would allow contestants to include one more National or two more Divisionals in the group of events that are used to count their best 10 equivalentents. *fail*
11. Increase worker points for working a National rally to 20 points. Working a Divisional rally would remain as 10 points. Specify that worker points can only be earned on one event per year per award category. *pass*
12. Reduce worker points for working a Divisional rally to 5 points. Keep worker points for a National rally at 10 points. (This is an alternate proposal to the prior one) *fail*
13. Require contestants to compete in at least two National rallies to be eligible for a year-end award. Current rules require contestants to compete in at least one National to be eligible for a year-end award. (Article 8 B 4) *fail*
14. Require that contestants be an annual SCCA member to earn Championship Series points. Current rules allow weekend members to earn Championship points as long as they become an annual member by November 1st. (Article 8 A) *fail*

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

SCCA National Championship Runoffs:
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:
<http://www.scca.com/downloads/>

Technical Forms:
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):
<http://www.scca.com/pages/cars-and-rules>

SOLO

Tire Rack SCCA Solo National Championships:
<https://www.scca.com/events/1981888-2016-tire-rack-solo-national-championship-presented-by-garmin-virb>

Forms:
<http://www.scca.com/downloads/>

Rulebook:
<http://www.scca.com/pages/solo-cars-and-rules>

RALLY

Forms:
<http://www.scca.com/downloads/>

RallyCross Rulebook:
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:
<http://www.scca.com/pages/roadrally-rules>

SCCA NATIONAL CONVENTION

Event page:
<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:
<http://www.scca.com/events/>