

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.

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