

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | July 2017

The following decisions were made:

Member Advisory

GCR

1. #22354 (SCCA Staff) Notice of Counterfeit SFI Labels on Driver Restraints
Notice of Counterfeit SFI Labels on Driver Restraints Sold by Ruian Sanlian
View MA 17-04 at <https://www.scca.com/pages/cars-and-rules>.

No Action Required

GT1

1. #22204 (Jason Braun) What is the Outlook for GT-1?
Thank you for your letter. SCCA includes a variety of classes for competition. GT1 was never intended as a stepping stone class.

T2-T4

1. #22261 (Scotty White) Feedback on T3 Weight Adjustments
Thank you for your input.

T3

1. #22248 (David Mead) Feedback for Racing Memo 17-06 and the T3 Weight Adjustments
Thank you for your feedback. The CRB will continue to monitor the class.

Not Recommended

F

1. #22068 (SCCA Staff) Require Data Mounting Plates on All National Formula Car Classes
Thank you for your letter. The CRB does not recommend data mounting plates for all classes but may require mounting plates on individual classes as needed.

P2

1. #22424 (Formula/Sports Racing Committee) WDYT Diffusers in P2
After reviewing member response from letter #22175 WDYT, the CRB does not recommend removing diffusers from cars in the P2 class.

GCR

1. #22104 (Steve Pence) Championship Points In The Event of Cancellation
Thank you for your suggestion. The decision on how to handle event cancellations should be the responsibility of the host region and dealt with in their Supplemental Regulations.

GT3

1. #22091 (Michael Heintzman) Classify Mazda MZR 1.8L DOHC Engine
Thank you for your request. MAZDASPEED confirmed this engine was never in a US-based automobile and therefore does not conform to 9.1.2.B.4.

STL

1. #22152 (Tom Lamb) Change the STL Rear Wing Height Requirement

Thank you for your request. The CRB does not recommend this change. The rule is adequate as written.

2. #22195 (Alan Cross) Max Brake Rotor Diameter

Thank you for your feedback. The CRB does not recommend changing the brake rules in Super Touring at this time.

STU

1. #22350 (Eric Heinrich) 300 Pounds Off NA Cars Under 2.4 Liters

Thank you for your input.

T1

1. #22217 (John Buttermore) T1-LP Restrictor Removal for No Headers Prep Level

Thank you for your request. Competitors have a choice to use headers or not use them.

2. #22249 (John R Buttermore) Remove the Approval for Headers in T1 LP

Thank you for your letter. The rules are adequate as written.

3. #22308 (Marc Hoover) Allow Alternate Miata Front Fenders

Thank you for your letter. Your request is against class philosophy.

T3

1. #22174 (Budd Beaman) Spec Line Change Request for T-3 2011-14 V6 Ford Mustang

Thank you for your request. Data has shown this car to be competitive as classed. The CRB will continue to monitor T3.

2. #22245 (Ali Salih) Please Revert RM 17-06

Thank you for your feedback. The CRB will continue to monitor the class.

3. #22246 (Matt Slavens) Reconsider the Recent Weight Changes in T3

Thank you for your feedback. The CRB will continue to monitor the class.

4. #22247 (Adam Williams) Keep the Spec E46 Weight Closer to the Spec Weight: 2850 lbs.

Thank you for your feedback. The CRB will continue to monitor the class.

5. #22273 (Michael Sullivan) Restore Parity to T-3

Thank you for your feedback. The CRB will continue to monitor the class.

6. #22320 (David Mead) Allow Panhard Bar on 99-04 Mustang GT and Bullitt

Thank you for your request. The CRB does not recommend this change.

7. #22321 (David Mead) Disparity in T2 2011+ Mustang V6/Spec E46

Thank you for your feedback. The CRB will continue to monitor the class.

8. #22334 (Paul McNamara) Reduce the Weight for the Nissan 350Z

Thank you for your request. The CRB will continue to monitor the class.

T4

1. #22137 (Brian Husting) Reduce The T4 Acura RSX-S Weight (-100lbs.)

Thank you for your letter. The CRB will continue to monitor the class.

2. #22163 (Darren Seltzer) Unachievable Ride Height Limits

Thank you for your request. Adjusting the rule for a single car in any class is not good for the entire class. The rule is adequate as written.

3. #22180 (Dan Wiegandt) Remove Restrictor Plates for Acura and Honda Cars

Thank you for your letter. Recent changes have been made to T4. The CRB will continue to monitor the class.

4. #22181 (Dan Wiegandt) Increase Tire Sizes for Acura and Honda Cars

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

5. #22182 (Dan Wiegandt) Reduce Weight on Acura and Honda Cars

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

6. #22183 (Dan Wiegandt) Remove Scion/Subaru Multiple Advantages in T4

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

7. #22184 (Dan Wiegandt) Reduce Scion/Subaru Tire Size

Thank you for your letter. Recent changes were adapted for T4. The CRB will continue to monitor the class.

8. #22237 (Mark McCaughey) Reinstate Entry Level Showroom Stock C

Thank you for your letter. B-spec and T4 cars are considered entry level classes.

9. #22300 (Lothar Kremer) Mazda RX-8 Tire Size Change - Re-Submittal

Thank you for your letter. The CRB will continue to monitor the class.

Recommended Items for 2018

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.

B-Spec

1. #22199 (B-Spec Committee) Camber

Change to section 9.1.10.E.35: 35. Maximum ~~3.0~~ **3.5** degrees negative chamber is allowed on front and rear suspensions.

GT2

1. #22270 (Mark Kibort) Porsche 928S4 - 928GTS to Be Classed in SCCA GT2

Add 928S4 and 928GTS to GT2:

Engine build rules: stock displacement of 5L (not included allowed 1mm overbore), .600" max cam lift, 12:1 max compression ratio. Weight @ 2,900 pounds. Must comply to all of the ST rules other than what is stated here.

STU

1. #21663 (Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents
Thank you for your request. Change 9.1.4.1.:

A. Chassis *and Bodywork*

1. Minimum ride height is 4.0 inches.

2. Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum total area of the vents shall not exceed 200 square inches.

2. #22346 (Charles Tobel) Update the Inlet Restrictor Chart
Thank you for your letter. Change 9.1.4.1 H. 6.

AWD/RWD cars must reduce restrictor ~~2~~ **1** mm from this table.

Taken Care Of

P2

1. #22175 (Mike Bachman) Eliminate Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

2. #22259 (Armen Megregian) Feedback for Letter #22175: Eliminate Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

3. #22260 (Craig Farr) Feedback for #22175 - P2 Diffusers

Thank you for your letter. Please see the response to letter #22424.

4. #22264 (Jay Messenger) Support for P2 Diffuser Elimination

Thank you for your letter. Please see the response to letter #22424.

5. #22265 (Robert Kazen) Response to the Rear Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

6. #22266 (Vaughan Scott) Keep Diffusers in P2

Thank you for your letter. Please see the response to letter #22424.

7. #22267 (Doug Piner) Reply to P2 Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

8. #22268 (Robert Christensen) Feedback for the Diffuser WDYT

Thank you for your letter. Please see the response to letter #22424.

9. #22272 (Eric Wallgren) Removal of Diffusers From P2 Cars is Unneeded and Dangerous

Thank you for your letter. Please see the response to letter #22424.

10. #22274 (Stan Clayton) Response to Request for Input, Letter # 22175

Thank you for your letter. Please see the response to letter #22424.

11. #22276 (Stan Clayton) Clarification to my letter #22274
Thank you for your letter. Please see the response to letter #22424.

12. #22305 (Robert Fox) Remove Diffusers From P2
Thank you for your letter. Please see the response to letter #22424.

13. #22306 (Fred Michael) Do Not Remove Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

14. #22311 (DAVID O'LEARY) Not in Favor of Diffuser Elimination
Thank you for your letter. Please see the response to letter #22424.

15. #22312 (Sherman Chao) Response to #22175 - Not in Favor of Removing Diffusers
Thank you for your letter. Please see the response to letter #22424.

16. #22362 (Jake Thielmann) Opposed to Rear Diffuser Removal
Thank you for your letter. Please see the response to letter #22424.

17. #22374 (Tim Day, Jr.) Not in Favor of the Removal of Rear Diffusers in P2
Thank you for your letter. Please see the response to letter #22424.

18. #22375 (Tim Day, Jr.) Follow Up Attachment to Letter #22374
Thank you for your letter. Please see the response to letter #22424.

19. #22376 (Tim Day, Jr.) More Information for Recently Submitted Letter #22375
Thank you for your letter. Please see the response to letter #22424.

20. #22388 (Greg Gyann) Response to WDYT - P2 Diffusers
Thank you for your letter. Please see the response to letter #22424.

21. #22411 (Doug Geisler) Eliminating Diffuser proposal
Thank you for your letter. Please see the response to letter #22424.

GTL

1. #22122 (Joseph Besenti) Allow Newer Mini Engines in Older Mini Chassis
Thank you for your request. These engines are already classified in GTL for the older Mini body styles.

STU

1. #22062 (Anthony Philleo) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

2. #22063 (Michele Abbate) Feedback for Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

3. #22096 (Eric Thompson) Response - Hood Vents Are Long Overdue
Thank you for your feedback. Please see the response to letter #21663.

4. #22131 (Ian Barberi) Response to the Allowance of Hood Vents WDYT
Thank you for your feedback. Please see the response to letter #21663.

5. #22196 (Joe Dillard) Response to ST WDYT Letter #21663
Thank you for your feedback. Please see the response to letter #21663.

T2

1. #22233 (Christopher Childs) Adjust the Restrictor Size for the C6 Corvette With An LS2 Engine

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

2. #22250 (John R Buttermore) Car of the Year in T2

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

3. #22319 (Rob Huffmaster) Competitive Issue in T2

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

4. #22323 (Ray Huffmaster) C6 LS2 Warning - Possible Parity Threat

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

5. #22325 (John Stracensky) The Corvette C6 / LS2 is a Potential

Thank you for your letter. Please see the response to letter #22118, Technical Bulletin.

T3

1. #22115 (Derek Kulach) Consider Small Spec E46 Adjustments

Thank you for your letter. Recent changes were adapted for T3. The CRB will continue to monitor the class.

T4

1. #22116 (Oscar Jackson) The MX-5 Needs a Weight Increase Similar to The RX8 and FR-S

Thank you for your letter. Recent changes were made for T4. The CRB will continue to monitor the class.

What Do You Think

None.

RESUMES

None.

ROAD RACING TECH BULLETIN

DATE: July 20, 2017

NUMBER: TB 17-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2017 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FE

1. #22419 (Formula/Sports Racing Committee) American Racer Gen 2 tire for FE
In 9.1.1.13, add an additional tire option as follows:

Dry

American Racer

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S

or

Front: P/N: JFEC3, 22.0 X 8.0-13S

Rear: P/N: JFEMA, 22.5 X 10.0-13S

P1

1. #22392 (Formula/Sports Racing Committee) Clean up P1 Engine Table for internal consistency

In P1 Engine Table, make the following changes:

On line A,

Restrictor: 32mm *TIR*

Notes: *STR*

On line B,

Restrictor: 32mm *SIR*

Notes: *SSIR*

On line I,

Restrictor: 34mm *SIR*

Notes: *SSIR*

On line M,

Notes: *SNA*

GCR

None.

Grand Touring

GT

1. #22359 (SCCA Staff) Clarify GT1 Intro and Add GT2-GTL Intro

Clarify the introduction of GT1 and GT2 as follows:

GT1

In 9.1.2.A-C, clarify by removing all references to GT2-GTL as follows:

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

A. PURPOSE

The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high-performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
2. Member interest.
3. Manufacturer interest and potential support to competitors.
4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve (12) month period, all such units being approved by the EPA and DOT for sale in the United States

~~S(Production Cars that have been reclassified into the GT Category need not meet minimum production quantities).~~

C. SPECIFICATIONS

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation

Certificates for the make and model, or may inspect other cars of the same make and model.

~~S1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT1,~~

~~SGT2, GT3, and GTLite.~~

2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS (GT-1), or as listed on a single GT Specification Form line of the GTCS. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.

3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced, with driver.

4. No permitted component/modification shall additionally perform a prohibited function.

5. Turbocharging/supercharging is not permitted.

6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless

otherwise noted, are as follows:

GT-1 70.0" F & R

~~SGT-2 64.0" F & R~~

~~SGT-3 / GT-Lite 60.0" F & R~~

GT2

In 9.1.2.F., add a new F.1-F.3 and renumber as follows:

These specifications are part of the SCCA GCR, and all automobiles shall conform with GCR Section 9.

F.1. PURPOSE

The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential. The SCCA does not guarantee the competitiveness of any car.

F.2. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:

1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).

2. Member interest.

3. Manufacturer interest and potential support to competitors.

4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve

(12) month period, all such units being approved by the EPA and DOT for sale in the United States

(Production Cars that have been reclassified into the GT Category need not meet minimum

production quantities).

F.3. SPECIFICATIONS

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation Certificates for the make and model, or may inspect other cars of the same make and model.

1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT2, GT3, and GTLite.
2. Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS, or as listed on a single GT Specification Form line of the GTCS. Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line.
3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced, with driver.
4. No permitted component/modification shall additionally perform a prohibited function.
5. Turbocharging/supercharging is not permitted.
6. Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless otherwise noted, are as follows:

GT-2 64.0" F & R

GT-3 / GT-Lite 60.0" F & R

GTL

1. #22176 (Erik Madsen) Request to Classify Porsche Boxster(GTL) with Existing GTL Engine
In GTL, Classify the Porsche Boxster as follows:

Model: *Porsche Boxster*

Body Style: *2dr*

Driveline: *RWD*

Wheelbase: *96.5*

Improved Touring

ITS

1. #20627 (Chuck Baader) 92-95 BMW E36

In ITS, BMW 325i/is (2 & 4 Door) (92-95), add an unrestricted option as follows:

Restricted: 2850

Unrestricted: 3265

Production

None.

Spec Miata

None.

Super Touring STU

1. #22229 (Brad McCall) Allow the Jackson Racing High Boost Pulley on FR-S / BRZ / 86 In STU, Table B, Subaru BRZ/Scion FRS/Toyota 86 (Jackson Racing S/C), change the weight as follows:

S2800S **2750**

Touring

T2

1. #22135 (Terry Eskind) Competition Equalization of Current Model Mustangs in T2 Effective 1/1/18 in T2, Ford Mustang GT 5.0L (2015-), change the tire size as follows:

Tires: S295S **275**

2. #22333 (Richard Kulach) Update the 370Z Model Years

In T2, update the Nissan 370Z model years as follows:

Nissan 370Z (09-S43S **17**) / 370Z NISMO Edition (09-S43S **17**)

T3

1. #22170 (david mead) Please Add Mustang GT/CS to 05-10 Mustang GT Spec Line

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), add the California Special model as follows:

Ford Mustang Coupe GT & Shelby GT 4.6L (05-10) **& Cal. Special**

2. #22326 (Lansing Stout) Update Nissan 350Z Spec Line for Rear Diff Cover

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), due to lack of part availability, add an alternate rear differential cooler and associated parts to the notes as follows:

Rear diff cover Nismo part #99996-35TDK **or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A.**

3. #22347 (david mead) Please Add 06-15 MX5 to MX5 Cup Spec Line

Effective 11/1 in T3, classify the Mazda MX-5 NC (06-15) as follows:

T3	Bore x		Max Wheel Size (inch)	Tire Size (max)	Gear	Final Drive			Notes:
<i>Mazda MX-5 NC (06-15)</i>	<i>87.4 x 83.1 2000</i>	<i>2330</i>	<i>17 x 7</i>	<i>245</i>	<i>3.82, 2.26, 1.64, 1.18, 1.00, 0.83</i> <i>or</i> <i>3.82, 2.26, 1.64, 1.18, 1.00, 0.79</i>	<i>4.10</i>	<i>(F) 290 (R) 280</i>	<i>2400</i>	<i>Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette (if a hardtop is used, latches shall be replaced with positive fasteners). Max spring rate: 700lbs. Max sway bar diameter 35mm. Cold air intake permitted.</i>

T4

1. #22024 (Julian Macias) 2016 Honda Civic EX-T

Effective 11/1 in T4, classify the 2016-2017 Honda Civic EX-T as follows:

T4	Bore x		Max	Tire Size	Gear				Notes:
<i>Honda Civic EX-T (16-17)</i>	<i>1496</i>	<i>2700</i>	<i>17 x 7</i>	<i>235</i>	<i>3.64, 2.08, 1.36, 0.83, 0.69</i>	<i>4.11</i>	<i>(F)</i>	<i>3050</i>	<i>HPD differential assembly, part # 41100-F23S-A610-M1, HPD Damper collar, part # 51602-F23S-A610-M1, HPD SPRING, FR 2.5" 550LB part # 51401-FC4Y-A610-M1, HPD ASSY, FR CAMBER ADJ part # 51920-F23S-A610, HPD OE DAMPER ADAPTER KIT part #51980-F23S-A600, HPD ASSY, SPRING ADJ RR part #52691-F23S-A610, 28MM TIR required</i>

2. #22126 (Eric Langer) Questions About the Toyota 86, Subaru BRZ, Scion FRS

In T4, Subaru BRZ (2017-), change the final drive ratio as follows:

~~S4.10S~~ **4.30**

3. #22330 (Breck neer) Add All 8th Generation Honda Accord Years to the Spec Line

In T4, Honda Accord LX-S/EX/EX-L (08-09), update the model years as follows:

(08-S09S **12**)

JUDGEMENT OF THE COURT OF APPEALS Abhi Ghatak vs. SOM COA Ref. No. 17-13-NE June 15, 2017

FACTS IN BRIEF

On April 29, 2017, following the Group 4 Majors Sprint Race for SRF/SRF3 at Summit Point Motorsports Park, Race Director Russell Gardner filed a Request For Action (RFA) to investigate contact between SRF #37, driven by Abhi Ghatak and SRF3 #17, driven by Scott Rettich. Also noted in the RFA was additional contact between Car #37 and Car #06, driven by Steven Thomas.

The Stewards of the Meeting (SOM), John Deonarine, Jim Harrison, Marc Gerstein, Gene Kern, Herb Sweeney, and Charles Dobbs, Jr., Chairman, met, reviewed the evidence, and determined that Mr. Ghatak had violated General Competition Rules (GCR) 6.11.1.A., B., and C. The SOM penalized Mr. Ghatak by moving him to last in class, removing his qualifying times, and placing him on probation for two (2) event weekends occurring after May 1, 2017. Mr. Ghatak incurred three (3) automatic penalty points as a result of the penalties assessed. He appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Laurie Sheppard (Chairman) met June 8 and 15, 2017 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Abhi Ghatak, postmarked May 9, 2017 and received May 18, 2017.
2. Official Observers Report and related documents, received May 23, 2017.
3. Video evidence considered by the SOM, Received May 23, 2017.
4. Email and Memorandum from Charles Dobbs, Jr., received May 26, 2017.

FINDINGS

Mr. Ghatak provided a narrative account of the incidents and submitted two in-car videos. Video from Car #06 was obtained from Mr. Thomas and video from Car #99 was found on YouTube a few days after the race. The COA accepted these videos as new evidence, since Mr. Ghatak was not aware that both had been viewed and considered by the SOM. The COA also viewed video from Car #17 which had been provided to the SOM.

Mr. Ghatak expressed frustration that he was not informed of the witnesses and evidence presented against him in the SOM hearing. GCR 8.2. (Hearings and Judgements) states that "Each party or witness must be heard separately and privately." That privacy extends to their identity as well as the verbal and written testimony they provide.

The three videos showed that while battling for the lead in the SRF class, Mr. Ghatak (SRF

#37) and Mr. Thomas (SRF #06) had side-to-side contact at the exit of Turn 1. Later, the two cars again had contact at the exit of Turn 3 and Car #06 spun off course. At that point in the race, the SRF3 leaders were approaching and preparing to lap the SRF leaders. Mr. Rettich (SRF3 #17) was the first car in the SRF3 pack. Car #17 caught up to Car #37 as they exited Turn 5. Car #17 followed Car #37 in Turn 6a and drew at least halfway up along the right side of Car #37 before the apex of Turn 6b. As Car #37 turned right toward the apex of Turn 6b, Car #17 attempted to back off, but Car #37's right rear contacted Car #17's left front causing damage. Car #37 spun to the left as a result of the contact and an uninvolved SRF3 went off course to avoid the spinning car.

GCR 6.11.1.B. requires that each competitor be aware of the location of other cars around him and allow their fellow drivers racing room, defined as "sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car ". When Car #17 drew alongside, Mr. Ghatak had an obligation to modify his line sufficiently to allow Car #17 racing room. In the video from Car #99 which Mr. Ghatak provided, Mr. Rettich can be seen judiciously applying the brakes and moving onto the berm in an attempt to avoid Car #37 as it moves to the right. GCR 6.11.1.A. states: "Drivers are responsible to avoid physical contact between cars on the race track." Mr. Rettich attempted to avoid contact by backing away, but Mr. Ghatak continued moving to the right and contacted Car #17 with his right rear. The COA does not believe Mr. Ghatak moved to the right in an attempt to impede Mr. Rettich as per GCR 6.11.1.C., but rather he expected to be overtaken after Turn 6b.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalties assessed by the SOM were within their purview as defined in GCR 7.2. (Range of Penalties). GCR 7.4.A. states: "Penalties assessed by the SOM or the Court of Appeals accumulate points..." and those points cannot be rescinded by the COA.

DECISION

The COA upholds the SOM's decision. Mr. Ghatak's appeal is well founded and the appeal fee, less the amount retained by SCCA, will be returned.