

## ROAD RACING BOARD

### ROAD RACING BOARD MINUTES | August 1, 2017

The Club Racing Board met by teleconference on August 1, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Marcus Meredith, BoD liaisons; and John Bauer, Club Racing Technical Manager. The following decisions were made:

#### **Member Advisory**

##### **FA**

1. #22228 (SCCA Staff) Single Seater Jacking Points: Important Safety Notice

The CRB, at the request of the FIA would like to make the following recommendation for all F4 cars.

Please see <https://www.scca.com/pages/cars-and-rules>

##### **FC**

1. #22484 (SCCA Staff) FC Zetec ECU Map

A reminder to all FC competitors that the Pectel T2 ECU Map for the Zetec engine is available on the SCCA website:

<https://www.scca.com/pages/technical-forms-and-downloads>

Only that map or the equivalent Performance Engineering PE-3 map will be considered as compliant for 2017 Majors and Runoffs events. The PE-3 map must be installed with Version 35 firmware.

Note: This memo was posted on [www.scca.com](http://www.scca.com) on July 20, 2017. See MA 17-05.

##### **GCR**

1. #21698 (SCCA Staff) Look Into Fire Extinguishers/Lithium Batteries

Competitors using Lithium Ion batteries are advised to make sure that their on-board or hand held fire extinguisher system (as required) meet the chemical requirements to extinguish Lithium Ion fires. For example, water-based systems are not acceptable to extinguish Lithium Ion fires.

#### **No Action Required**

##### **F500**

1. #22384 (Jack Walbran) F500: Sense of Class on Competition Issues

Thank you for your letter. The CRB appreciates your input.

##### **P1**

1. #22177 (Jim Devenport) Requested P1 Dynamometer Information

Thank you for your letter. The CRB appreciates your response.

##### **GCR**

1. #22417 (Jason Stine) The Future of SCCA Racing

Thank you for your thoughtful suggestions on how to restructure all of our Club Racing classes, Your comments has been shared with the Board of Directors Planning Committee for consideration.

**GT**

1. #21868 (James Rogerson) Remove References to SCCA Pro and World Challenge

Thank you for your concern. The SCCA is looking into this.

**GT2**

1. #22113 (Steven Pounds) Supporting Information for Competition Adjustment Letter #21955

Thank you for your letter. The CRB believes this car is competitive as classed and will continue to monitor the performance of this car in GT2.

**HP**

1. #22134 (Joe Camilleri) Clarify Brake Rotors for 1588cc VWs in HP

The Production Advisory Committee is in the process of putting together complete brake specifications for the specification lines in the PCS (starting with HP).

**Not Recommended**

**F500**

1. #22377 (Jack Walbran) F500: Rotax 593 Sleeves

Thank you for your letter. The CRB does not recommend this at this time.

2. #22378 (Jack Walbran) F500: Require Engine Identification on Entry Forms

Thank you for your letter. The CRB does not recommend this.

3. #22379 (Jack Walbran) F500: Two Stroke Performance Baseline

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

4. #22382 (Jack Walbran) F500: Limiting Rear Spoilers

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

5. #22383 (Jack Walbran) F500: Reduce Motorcycle Engine Restrictors to 28mm

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance of the different engines in the class.

6. #22397 (Cory McLeod) Support for TEMPORARY Division of F500 Into 2 Classes

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

7. #22402 (Jim Murphy) Change Weight Not Restrictors

Thank you for your letter. The CRB does not recommend this change at this time but will continue to monitor performance in the class.

**GCR**

1. #22044 (Brad McCall) Follow-Up to Letters #20767 and #21165 - Allow E85 Fuel

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

## **GT1**

1. #22335 (Alexander Marmureanu) Classify the Porsche 997 GT3R

Thank you for your request. This car does not fit the profile for a GT1 car; however, it can run in SPO.

## **GT2**

1. #22391 (Scott Graf) Classify the Factory Five Daytona Coupe

Thank you for your request. The SCCA does not classify non-production cars in GT racing.

## **GT3**

1. #22132 (Michael Heintzman) Chassis, Bodywork, and Engine Location

Thank you for your letter. If a competitor is changing body styles on a chassis, then the chassis must meet all specifications related to GTL, including engine set back. (9.1.2.F.4.e.13)

## **GTL**

1. #22441 (Tim Linerud) 15 Inch Wheels

Thank you for your letter. The CRB has found numerous sources for 13" wheels. Additionally, most brake packages are custom or semi-custom using a wheel of any size.

## **FP**

1. #22160 (Joe Huffaker) Lotus 7 Competition Adjustment Request

The available competition data does not support the requested adjustment. The CRB will continue to monitor the performance of this car.

2. #22386 (Larry Svaton) Allow 15x7 Wheel Size and Approve Fenders

Based on the weight of this car, the wheel size specified is appropriate and the size specified is the default size based on the dimensions of the stock wheels that were available on this car. The proposed alternate fender would change the coefficient of drag for this car and is thus a performance advantage, which is not warranted by the available competition data.

## **HP**

1. #22164 (Bobby Beyer) Allow Gen 1 Intake on Gen 2 1NZ Engine

Thank you for your letter. The substitution of engine parts, including intake manifolds, between different cars is not in accord with class philosophy. However, it is believed an adapter would allow the use of the desired type of throttle body and the writer is requested to explore and submit a letter for this alternative.

2. #22299 (Jack Banha) Add Valve Lift Note to the Volkswagen Rabbit 1588 Specification Line

Thank you for your letter. Only the first generation of limited preparation cars classed in EP use this cam lift measurement standard. To expand this rule to all the other limited preparation cars classed in Production could result in a massive expenditure of funds by competitors buying new cams that take advantage of the change without any improvement in parity in each of the Production classes.

## **SM**

1. #21738 (John Bauer) Clarify the Use of Mazda Competition Bushings

The only bushings that are compliant are the OEM bushings.

## **ST**

### 1. #22369 (Eric Thompson) A Wheel Width Increase is Needed

Thank you for your request. The CRB does not recommend changing wheel size. Wheel size maximums have been part of the balance of performance in this class since its inception.

## **STU**

### 1. #22357 (Eric Heinrich) Adjust FWD Weight Adjuster for 2018

Thank you for your letter. The CRB does not recommend this change at this time. The CRB will continue to monitor the performance of STU cars.

### 2. #22367 (Alan Gould) Allow Alternate Intake Manifolds for the MX5

Thank you for your request. Alternative intakes are not permitted in Super Touring. The CRB suggests the competitor build the car to World Challenge spec VTS with intake part #s LF9G-13-130B and LFE2-13-100.

### 3. #22501 (Frank Capobianco) Allow 9 Inch Wheels

Thank you for your letter. The CRB does not recommend changing the wheel size in Super Touring. Stable, consistent rules such as maximum wheel size, maximum tire size, and maximum brake rotor diameter are used for balance of performance across the class.

## **T1**

### 1. #22468 (Chris Edens) Allow Complete Fender Replacement of Alternate Material

Thank you for your letter. This is outside of class philosophy. The rule is adequate as written.

## **T2**

### 1. #22442 (Kurt Rezzetano) 2015-Current Mustang GT Brake Problems

Thank you for your letter. This car is classed appropriately.

## **T2-T4**

### 1. #22385 (Darren Seltzer) Follow Industry Standard Tire Size and Wheel Width Guidelines

Thank you for your letter. Competitors can run wheels or tires under the specified maximum size to achieve safe combinations from various manufacturers.

### 2. #22409 (Darren Seltzer) Require 93 Octane For Lower Touring Classes

Thank you for your letter. Fuel rules changes are not recommended at this time.

### 3. #22459 (Harley Kaplan) Remove Camber Rule

Thank you for your letter. The rule is adequate as written. The CRB recommends getting a voluntary inspection before the race to confirm your car is within the specification. The CRB is not in favor of opening up the camber rules.

## **T3**

### 1. #22418 (Eric Ronning) 2011-2014 V-6 Mustang Restriction Change Request

Thank you for your letter. The CRB will continue to monitor T3.

### 2. #22446 (David Cook) Re-Classify the Global MX-5 Cup Car to T4

Thank you for your letter. The CRB believes this car is not appropriate for T4. T4 remains the last entry-level class.

3. #22448 (David Mead) Re-Consider the T3 MX5 Classification in August 2017 Fastrack  
Thank you for your letter. The car is classed appropriately. Please bring the car to the track.

#### **T4**

1. #22398 (Dave Wheeler) Allow SM To Compete In T4  
Thank you for your letter. Spec Miata rules are outside T4 class philosophy.

## **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](http://www.clubracingboard.com).

### **AS**

1. #21799 (American Sedan Committee) Tires for American Sedan

The ASAC recommends the following addition to the tire rule for American Sedan.

*Add 9.1.6.D.6.b.4: 4. Beginning 1/1/2018 for all American Sedan cars competing in regional and divisional races and beginning after the second 2018 Majors race in each Conference, all American Sedan cars must compete with one of the DOT tires listed below:*

*BFGoodrich R1*

*Hancock Ventus Z214 C51/Medium*

*Hoosier R (7 or 6)*

*Kumho Ecsta V700*

*Nitto NT101*

*Toyo R888*

*Toyo Proxes RA1*

*Toyo Proxes RR*

*Yokohama A048*

*Rain tires must continue to have a DOT rating, but, are otherwise unaffected by this rule, except that, softer compound dry tires, such as (but not limited to), BFGoodrich R1-S and Hoosier A (all versions), are not permitted for use as rain tires.*

The ASAC and CRB thank the following authors for their feedback on this idea:

Brian Himes (21900 and 22123), Dean Bailey (21922), Mark Wheaton (21936), Matt Regan (21958), Matt Chojnacki (21959), Daniel Licklider (21961), Stephen Ott (21962), Allison Palitz (22002), Jim Wheeler (22018), Jack Martin (22034), Daniel Richardson (22095), Drew Cattell (22098), John Barnett (22149), Ted Warning (22168), Ted Johnson (22252)

### **F500**

1. #22380 (Jack Walbran) F500:Further Limiting Rub Strips

Change 9.1.1.D.9.e:

e. The purpose of these rules is to limit the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

## GCR

1. #21577 (Greg Amy) FIA Window Nets  
Thank you for your letter. Change 9.3.53:

### 9.3.53. WINDOW SAFETY NETS

Window safety nets shall be used on the driver's side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1.,Label" to that effect. *Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.)* The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

2. #21682 (Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier

Thank you for your request. Change Appendix B, Section 1.4:

### 1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers shall not *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

## SM

1. #22480 (Spec Miata Committee) Clarify/Update Differential Repair Rule  
Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

## T4

1. #22469 (Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza  
Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:

WheelSize(in.)/Mat'l:

~~17x7~~ **18 x 7**

## **Taken Care Of**

### **F500**

1. #19939 (Jay Novak) Proposed Rule Change to F500  
Thank you for your letter. Please see the response to letter #22380.
2. #21997 (Wiley McMahan) Performance Between the MC Motor and Two Stroke Motor  
Thank you for your letter. Please see the response to letter #22383.
3. #22396 (Cory McLeod) Support for Letter #22383  
Thank you for your letter. Please see the response to letter #22383.
4. #22401 (Chuck McAbee) Split F500 and F600 Into Two Classes  
Thank you for your letter. Please see the response to letter #22397.
5. #22412 (Barry Luterek) Motorcycle Engine Power  
Thank you for your letter. Please see the response to letter #22383.
6. #22425 (Darrel Greening) Support for Letter #22383 Restrictor for MC Engines  
Thank you for your letter. Please see the response to letter #22383.
7. #22428 (Tom Buckman) F500 Ad Hoc Committee Proposals  
Thank you for your letter. Please see the response to letters #22383 and #22397.
8. #22439 (Jay Beckley) Committee Recommendation on F600 vs. F500  
Thank you for your letter. Please see the response to letter #22397.
9. #22515 (F Russell Strate Jr.) Consideration of F-500 Proposals  
Thank you for your letter. Please see the response to letters #22383 and 22397.
10. #22518 (H. Cory McLeod) Support for Letter #22382: Limit Rear Spoilers in F500  
Thank you for your letter. Please see the response to letter #22382.
11. #22519 (Jay Beckley) Northeast Conference Champion Declines Runoffs Attendance  
Thank you for your letter. Please see the response to letter #22397.
12. #22530 (James Weida) Letter in Support of Letter #22383  
Thank you for your letter. Please see the response to letter #22383.
13. #22533 (Darrel Greening) Support for Letter #22383  
Thank you for your letter. Please see the response to letter #22383.

### **P2**

1. #22390 (John Gyann) P1 and P2: Maintain a Separation in Performance  
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.
2. #22438 (Michael Reupert) Rear Diffuser  
Thank you for your letter. Please see the response to letter #22424, August 2017 Fastrack Minutes.



## **GCR**

1. #22060 (Brad McCall) Follow-Up With More Info For Letter #22044 E85 Fuel  
Thank you for your letter. Please see the response to letter #22044.

2. #22364 (Peter Watson) Feedback and a Comment on Letter #20619  
Thank you for your letter. Please see the response to letter #20619, July 2017 Fastrack Minutes.

## **STU**

1. #22389 (Brad McCall) Safety Issue - Allow 9 Inch Wheels  
Thank you for your letter. Please see the response to letter #22369.

## **What Do You Think**

### **GCR**

1. #22432 (Lansing Stout) Balance of Performance Adjustments During Season  
The CRB would like the opinion of Club members regarding balance of performance adjustments during the season. Please respond by stating your preference for option A or option B.

#### **Option A:**

More frequent, but less significant member and data-driven adjustments during the season after post-Runoffs adjustments. This is the current formula.

Benefits: Decreased risk of sustained imbalance. Greater use of member input and mid-season data.

Risks: Greater variability. Increased perception of “meddling” with classes.

#### **Option B:**

With the exception of new classifications, few, if any, adjustments during the season. Significant post-Runoffs adjustments made.

Benefits: Potential for class growth through greater stability.

Risks: Sustained, significant imbalance through the season. Increased potential for losing competitors for an entire season if they feel uncompetitive. Increased difficulty in addressing member’s letters during season as changes would not apply until following season.

## **RESUMES**

None.

## CLUB RACING TECH BULLETIN

DATE: August 20, 2017

NUMBER: TB 17-09

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/2017 unless otherwise noted.

### American Sedan

None.

### B-Spec

1. #22198 (B-Spec Committee) Model years

In B-Spec, Chevrolet Sonic (2012), update the model years as follows:

Chevrolet Sonic S(~~2012~~)S (12-16)

In B-Spec, Mazda2 (11-14), update the model years as follows:

Mazda 2 (S4+S 10-14)

### Formula/Sports Racing

None.

### GCR

1. #22332 (Todd Butler) Appearance Neat and Clean for Competition

In GCR section 9.3.6, clarify as follows:

“Specifically, cars that are dirty either externally or in the engine or passenger compartments, or that show *substantial* bodywork damage, structural or surface rust, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition.”

2. #22458 (Lansing Stout) E/O 9.3.8 - Batteries in T1

In GCR section 9.3.8., correct the first sentence regarding battery location for T2-T4 as follows:

“Battery location is unrestricted within the bodywork (except Spec Miata, Touring 2-4, B-Spec, and Improved Touring).”

### Grand Touring

#### GT1

1. #22443 (SCCA Staff) Clarify Porsche 991 GT3 Cup

In GT1, Porsche 991 GT3 Cup, clarify the spec line as follows:

Porsche 991.1 GT3 Cup

#### GT2

1. #22373 (Zane Dexter) Ginetta G55 GT4 Classification

In GT2/ST, Ginetta G55, replace the notes as follows:

*“Must comply with FIA-GT4 specs.”*

## **GTL**

1. #22494 (Grand Touring Committee) clarification to letter #22176

In GTL, Porsche Boxster, add to the notes as follows:

*“May utilize any engine listed in GTL VW engine spec line.”*

## **Improved Touring**

None.

## **Production**

1. #22410 (Andrew Zabilla) Correct the BMW e46 325is Classification

In EP, BMW 325i/is (E46) (01-06), correct the model designation as follows:

BMW S325i/is *325i/ci* (E46) (01-06)

2. #22146 (Adam Sargis) Allow Hybrid 1500 Spitfire in HP

Add to the specification line for the Triumph spitfire Mk. III and IV the following. In the weight column list two weights- 1705 for the 1296 cc displacement engine and 1750 for the 1493 cc displacement engine. in the bore x stroke column add 2.90 x

3.44. In the displacement column add 1493 .

3. #22426 (Greg Amy) Clarification of H Prod VW Brakes

In HP, Golf(85-92), Jetta 1780, Rabbit Cabriolet 1780, Rabbit GTI 1780 and Scirocco 1780, correct the dimensions for “Brakes Std.” as follows:

*(F) 9.41” x .787” vented disc*

*(R) 7.087” drum*

In HP, Rabbit 1588, Rabbit 1715, Scirocco 1457/1471, Scirocco 1588 and Scirocco 1715, correct the dimensions for “Brakes Std.” as follows:

*(F) 9.41”x.472” solid disc*

*(R) 7.087” drum*

In HP, Rabbit Cabriolet 1780, Rabbit 1588, Rabbit 1715, Scirocco 1457/1471, Scirocco 1588, Scirocco 1715 and Scirocco 1780, correct the notes as follows:

~~“SMk2 VW front spindles are permitted.”~~ *Mk2 VW front spindles, hubs and bearings are permitted.”*

## **Spec Miata**

None.

## **Super Touring**

None.

## **Touring**

### **T3**

1. #22454 (Todd Lamb) Error in spec lines for Spec Boxster tire size

In T3, Spec Boxster, make the following changes to the model designation and notes:

Model: *Porsche* Spec Boxster

Effective 1/1/2018:

Notes: "Tires must meet 2016 SPB rules or any S225S *255* DOT tire permitted."

## JUDGEMENT OF THE COURT OF APPEALS Mark Liller vs. SOM COA Ref. No. 17-14-NE July 27, 2017

### FACTS IN BRIEF

On June 25, 2017, following the Group 5a Hoosier Super Tour Race at Watkins Glen International, David Brand ( #03 STU) filed a Protest charging Mark Liller (#79 STU) with violating General Competition Rules (GCR) 6.11.1.

The Stewards of the Meeting (SOM), Barry Kaplan, Roy Bergman, Marc Gerstein, and Kathy Barnes, Chairman, met, reviewed the evidence, and determined that Mr. Liller had violated GCR 6.11.1.D. The SOM penalized Mr. Liller by moving his finishing position to be immediately behind Mr. Brand. Mr. Liller appealed the ruling of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Gerry Wannarka, and Spencer Gorham (Chairman) met July 20 and 27, 2017 to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mark Liller, received July 5, 2017.
2. Official Observers Report and related documents, received July 7, 2017.
3. Video evidence considered by the SOM, received July 13, 2017.
4. Email and Memorandum from Kathy Barnes, received July 12, 2017.
5. Email and video link from David Brand, received July 18, 2017.

### FINDINGS

Mr. Liller provided a narrative account of the incident and submitted links to two YouTube videos. One link was for the WGI turn one camera and the other was for an excerpt from Mr. Liller's in-car camera. The COA also viewed full race videos from Mr. Liller's car (#79) and John Weisberg's car (#15 STU) which had been provided to the SOM.

The videos showed that at the start of the race, approaching turn 1, Car #03 passed Car #15, Mr. Weisberg, on the left. Car #79 then passed Car #15 on the right. As a result, Car #03 was approaching turn 1 from the left side of the track with Car #79 on the extreme right side. Car #03 aimed for the corner apex taking the normal fast line through the corner. Car #79 was braking into the corner from the right side of the track along the curbing and within the expected blind spot of Car #03. Car #79 contacted Car #03 at the apex of the corner. Car #03 was slightly ahead of Car #79 at the moment of contact and the right rear tire of Car #03 imprinted the driver's door of Car #79. Car #03 was forced into a spin off the track while Car #79 continued. Car #03 reentered the track after the field had passed.

The COA finds that the overtaking car, Car #79, had principal responsibility to complete a safe pass without contact. The driver of Car #79 should have acknowledged that Car #03 was traveling on the classic fast line through the turn and the cars would reach the turn apex at the same time. The driver of Car #79 made a choice that resulted in a collision. He violated GCR 6.11.1.D.

The COA finds that the SOM reached a fair and reasoned decision based on the evidence available to them. The penalty assessed by the SOM was within their purview as defined in GCR 7.2. (Range of Penalties).

**DECISION**

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

**JUDGEMENT OF THE COURT OF APPEALS**  
**Kyle Disque vs. SOM COA Ref. No. 17-15-GL**  
**August 08, 2017**

**FACTS IN BRIEF**

On June 4, 2017, following the Group 5 Majors Sprint Race at Mid-Ohio Sports Car Course, Race Director Steve Pence filed a Request For Action (RFA) to investigate contact among STL #92, driven by Kyle Disque, EP #77, driven by Jason Albright, and BSpec #02, driven by Ted Sahley. The contact occurred near Station 8.

The Stewards of the Meeting (SOM), Debbie Lafond, Anne Burke, and Peter Esposito, Chairman, met, reviewed the evidence, and determined that the evidence was not conclusive as to fault. They did, however, note that immediately after the contact between Car #02 and Car #77, Mr. Albright raised his arm outside the vehicle in an unsportsmanlike gesture of displeasure. The SOM assessed a penalty of Reprimand and one (1) automatic penalty point against Mr. Albright. Mr. Disque appealed the ruling of the SOM as too lenient.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Laurie Sheppard (Chairman) met July 27 and August 3, 2017 to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Kyle Disque, received July 10, 2017.
2. Official Observers Report and related documents, received July 12, 2017.
3. Video evidence considered by the SOM, received July 12, 2017.
4. Email and Memorandum from Peter Esposito, received July 18, 2017.
5. Additional information and video link from Kyle Disque, received July 26, 2017.
6. Additional video evidence from Car #92, received August 1, 2017.

**FINDINGS**

Mr. Disque provided a narrative account and his analysis of the incidents in his appeal, which also included links to two in-car videos. Video from GTL #46, driven by Ryan Kristoff was posted on YouTube after the event and video from BSpec #02 was posted publicly on Facebook. The COA accepted these videos as new evidence, since Mr. Disque was not certain what video had been viewed and considered by the SOM. Mr. Disque later provided a link to a YouTube video from FP #52, driven by Mason Workman. The SOM Chairman provided two micro SD cards from Mr. Disque's in-car cameras that could not be viewed by the SOM. Video from the forward facing camera was recovered and made available for viewing by the COA.

Mr. Disque suggested the incident between Car #02 and Car #77 be considered separately from the incident between Car #02 and Car #92. The COA agrees that the contact between Car #02 and Car #92 was unavoidable based on the position of Car #92 when Car #02 was pushed to the left by the contact with Car #77.

Mr. Disque alleges that Mr. Albright (Car #77) was responsible for the incident between Car #77 and Car #02 and had violated GCR 6.11.1.A. and GCR 6.11.1.D. The COA reviewed witness statements and viewed video from four different perspectives. Leaving the Esses and

under the pedestrian walk-over bridge, Car #77 was ahead of Car #92 as they approached and prepared to lap Car #02. Prior to the right hand turn leading to Thunder Valley, Car #77 moved to the right to pass Car #02. Simultaneously, Car #92 stayed left to make an outside pass on Car #02. Prior to the apex of the turn, Car #77 and Car #02 had side to side contact. At the moment of impact, Car #77 was slightly ahead of Car #02 and positioned at the extreme right side of the paved surface. The impact caused both Car #02 and Car #77 to fail to turn right and stay to the inside of the turn. Car #02 impacted Car #92 as Car #92 was following the curve of the track to the right. The COA agrees with the SOM that this was a racing incident that might not have occurred if any or all of the drivers involved had chosen a different action approaching this corner.

Regarding the unsportsman-like conduct by Mr. Albright, the COA finds that gesturing in a rude or threatening manner is indicative of a loss of personal control and is a breach of the rules. Such action is not acceptable on or off track and the SOM court was correct to reprimand Mr. Albright. Mr. Disque suggests that Mr. Albright planned the gesture before the incident, was driving distracted, and recklessly drove one-handed through the incident. It cannot be shown at what point in the incident Mr. Albright removed his left hand from the steering wheel but it is clear that his hand was outside his car soon after the contact. The COA will not increase the penalty already assessed but reminds Mr. Albright that he must maintain control of his car and his emotions at all times.

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).

## **DECISION**

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