

CLUB RACING BOARD MINUTES | September 5, 2017

The Club Racing Board met by teleconference on September 5, 2017. Participating were Jim Wheeler, Chairman; David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand, BoD liaison; John Bauer, Club Racing Technical Manager. The following decisions were made:

Member Advisory

AS

1. #21800 (American Sedan Committee) Engine Idea for American Sedan Full Preparation Cars

Member Advisory for letter 21800

The Club Racing Board and the American Sedan Advisory Committee plan to work toward implementation of fuel injected engines (Coyote for Ford, LS3 for GM) as an engine option for all American Sedan cars. The planned effective date for this change is 1/1/2019. This change would NOT eliminate any current engine packages for any American Sedan car, but, would provide an option for lowered costs over the cost of current Full Preparation engines, and would provide a more current option for Restricted Preparation cars.

In addition, with this engine change, Restricted Preparation cars would have a new option to convert their RP cars to FP with the availability of FP transmission and axle options, and the requirement of converting to 12 inch brakes, front and rear, as well as any other FP requirements for compliance.

Competitors should expect that both engines will require restrictor plates to not obsolete current base FP engines (Aluminum heads, 5.0L displacement) and current RP engines packages. Competitors should also expect potential weight changes for all cars running the Coyote or LS3 engines. Finally, competitors should expect Base of Performance adjustments in 2019 and possibly beyond as on track performance can differ from simulation programs.

The CRB/ASAC encourages letters from the community with feedback on this plan, as well as any suggestions and ideas, through the CRB letter log system at crbscca.com. Any assistance from community volunteers is also welcome, please contact an ASAC member.

This plan should be submitted to the CRB and Board of Directors late in 2018. The CRB/ASAC may put out additional Member Advisory letters as plans are developing, in order to improve communication and feedback potential. Note that these two engines and their configurations can be viewed in the specification lines for the 10-13 SS Camaro (RP) and the 11-14 Mustang Coupe GT (RP). They will be starting points for this process. It is hoped that finalized plans should be in place for review between April and June 2018, for the effective date of 1/1/19.

The community has at about a year to provide feedback on this plan. The community is encouraged to think carefully about the future of American Sedan and the value of this change. Both support and non-support of this plan will be considered before submitting or not

submitting a recommendation to the CRB late in 2018.

It is imperative that any member of the AS community with feedback submit it through crbscca.com. Opinions discussed on forums are not official and will have no bearing on any final decision about this plan.

The CRB thanks the following contributors to the WDYT:

21901, Brian Himes; 21921, Dean Bailey; 21936, Mark Wheaton; 21958, Matt Regan; 21959, Matt Chojnacki; 21961, Dan Licklider; 21962, Steve Ott; 22004, Allison Palitz; 22095, Daniel Richardson; 22098, Drew Cattell; 212149, John Barnett; 22169, Ted Warning; 22252, Ted Johnson

GCR

1. #22556 (SCCA Staff) Misprinted SFI 16.1 Seat Belt Labels

Recently it was discovered that some SFI Spec 16.1 compliance labels which contained a printing error from SFI's vendors were mistakenly issued to some of their manufacturers. The lot of defective labels was identified and recalled by SFI. However, a small quantity were already installed on some products and subsequently distributed by two (2) manufacturers before the error was found. The misprinted labels contain an incorrect validity date of "June 30, 2019" shown below the larger "DEC 2019" date. The printing error can be seen on the SCCA website in [MA 17-07](#).

T2-T4

1. #22650 (Jim Wheeler) Clarify Rule 9.1.9.2.E

There is some misunderstanding of section 9.1.9.2.E Car Classification. This section refers only to classifying cars for competition, not to balancing of performance, parts availability, Errors & Omissions, or any other Tech Bulletin changes to cars within Touring classes.

Back in the day, Showroom Stock classes (and Touring) would be stable for the most part, until new versions of production cars became available. Some competitors would watch for the new car that was coming in the magazines, and build one as it was likely to outperform the current cars in class. By the time the car was available, and they worked through the SCCA system to classify the car, it would be mid to late summer, at which point the car would show up on a new spec line. Many of us recall the reaction when these newly classed car showed up at the Runoffs. It was not good.

This happened from time to time, and soon enough the manufacturers understood the importance of timing the release of a new car. The new overdog in the class was likely to do well in the Championship, as it was usually too late in the season to evaluate and adjust its performance.

This led to:

E. Car Classification

These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or

additions shall be made after March 1 of the calendar year.

This applies to NEW CAR CLASSIFICATIONS, not to Tech Bulletin changes. The idea is to set a time window to class a new car, March 1st, and then use event data through June to adjust its performance to get ready for the Runoffs. It's worked well over the past years and has helped stabilize the classes by not allowing late classifications. In the last couple of months, we've received requests to classify new cars in Touring for the 2017 Runoffs. For the reasons stated above, these cars will be classified for the 2018 season.

There have been some "new classifications" after the March 1st deadline. But the key with these are that none of them are "new cars," they are simply model updates of an already similar car. For example, one is the Infinity G35 into T3, which is a sister car of the Nissan 350Z already classed. Another is adding the base Boxster to the Boxster "S" spec line.

The Touring Advisory Committee and the CRB agreed that these were reasonable new classifications as they don't violate the spirit of bringing in late cars into a class.

No Action Required

F500

1. #22036 (Jim Murphy) Heat Control in F500 - Allow Rearward Facing Louvers

Thank you for your letter. For questions regarding compliance please go to: <https://www.crbscca.com/?page=complianceReview>

2. #22179 (Eric McRee) Clarification Request On Air Ducting When Using a Sports Car Nose

Thank you for your letter. For questions regarding compliance please go to: <https://www.crbscca.com/?page=complianceReview>

T3

1. #22502 (David Mead) Letter #22347 MX5 in T3

Thank you for your comment.

Not Recommended

P1

1. #22058 (Jim Downing) Consider Rationalizing the P1 Rules

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

GCR

1. #22232 (John Nesbitt) Clarify Red Flag and Black Flag All

Thank you for your letter. The current rules are adequate when properly implemented at SCCA events.

ITS

1. #22629 (Jeff Giordano) Wheel/Tire Section Request

Thank you for your letter. The wheel and tire rules are new for 2017. The CRB does not recommend making further changes at this time and will continue to monitor the class.

EP

1. #22600 (Steven Corado) Porsche 956

Thank you for your letter. Currently, turbocharged engines are not classed in Production.

T2

1. #22594 (Buz McCall) Add Fall-Line Toe Links and Rear Control Arm Camber Kit to E92

Thank you for your letter. Spherical bearings are not allowed in T2-T4.

T2-T4

1. #22554 (Darren Seltzer) Define Consistent Standard for Tire Width

Thank you for your letter. The rule is adequate as written. Implementing and enforcing the change you propose is not feasible.

2. #22555 (Harley Kaplan) Camber Rule

Thank you for your letter. Please join us at the Runoffs face to face meeting to discuss in more detail.

T4

1. #22584 (chi ho) Alternate Camber Arm and Toe Arm

Thank you for your letter. Spherical bearings are not allowed in T2-T4.

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.

FV

1. #22456 (Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey

At the recommendation of the FV ad hoc committee, the CRB recommends the option of disc brakes in FV.

Add the following:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels.

GCR

1. #21827 (Jim Wheeler) Review Section 9.1.12. Cars Run in the Proper Class

Thank you for your letter. Change 9.1.12.B.:

B. Cars should not be run in classes and/or categories for which they were not designed or intended. *For non-Runoffs eligible classes*, the Race Director or Chief Steward must approve the proposed classification. He will not approve if the car is so dissimilar or the car/driver combination otherwise unsuitable that it is a hazard or impediment to fair competition among the other cars in the class and race group.

2. #21993 (Greg Amy) In Appendix C., Allow FAA BasicMed in Lieu of SCCA Physical
Thank you for your letter. Change Appendix C., 2.1.A.:

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form, *an FAA BasicMed form*, or a *complete* NASA approved *Medical Evaluation* form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.

3. #22476 (GCR Committee) Use of SCCA Online Drivers Ground School Module
Thank you for your letter. Add to Appendix C., 2.12:

*2.12 Online Drivers School Tutorial
SCCA Drivers Schools, Divisional Licensing Chairmen, and/or Divisional Chief Driving Instructors may require the completion of the SCCA Online Drivers School tutorial before issuance of a Novice Permit or Full Competition License.*

4. #22548 (John LaRue) Black Flag Re-Start Procedure
Thank you for your letter. Change 6.8.A. and B.:

6.8. RESTARTING A RACE

If a race is stopped, the Race Director or Chief Steward may:

- A. *Under full course yellow flags*, Restart in the original starting order. (See 6.7.2.)
- B. *Under full course yellow flags*, Restart the cars single file in the physical order they crossed the control line on the last completely scored lap.

5. #22579 (GCR Committee) Remove Participation Level Requirements for Worker Licenses
Thank you for your letter. Replace Appendix C., 1.3.D.:

~~D. Following the initial year, the renewal minimums are as follows:~~

- ~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~
- ~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.~~
- ~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.~~

D. License renewal requirements are defined in each of the specialty manuals.

GT2

1. #22457 (Tom Patton) GT2 Sunbeam Tiger Cam Follower Request
Thank you for your letter. Add to Notes for GT2 Engines-Sunbeam: *Allow roller cam followers.*

GT3

1. #22406 (Chris Howard) Allow the Mazda 2.5 to use the 2.3 Crankshaft
Thank you for your letter. Add to the Notes for the Mazda MZR/L5-VE Engine: *Allow 2.3L 94 mm stroke, 2339 CC crankshaft.*

The performance of this engine crankshaft will be monitored for its performance and adjusted as needed.

Taken Care Of

AS

1. #21900 (Brian Himes) Response to WDYT Letter #21799
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.
2. #21901 (Brian Himes) Response to WDYT Letter #21800
Thank you for your letter. Please see the response to letter #21800.
3. #21921 (Dean Bailey) Response to WDYT Letter #21800
Thank you for your letter. Please see the response to letter #21800.
4. #21922 (Dean Bailey) Response to the WDYT Letter #21799
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.
5. #21936 (Mark Wheaton) Response to the Recent WDYT A Sedan Letters
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.
6. #21958 (Matt Regan) Response to American Sedan WDYT Proposals
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.
7. #21959 (Matt Chojnacki) Response to American Sedan WDYT Questions

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.

8. #21961 (Daniel Licklider) Response to American Sedan WDYT Questions #21799 and #21800

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

9. #21962 (Stephen Ott) Response to American Sedan WDYT Letters 21799 and 21800

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

10. #22002 (Allison Palitz) Letter #21799 Comment for Tire Rule Change

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

11. #22004 (Allison Palitz) Letter #21800 Comment for Engine Rule Change

Thank you for your letter. Please see the response to letter #21800.

12. #22018 (Jim Wheeler) WDYT Response Tires

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

13. #22034 (JACK MARTIN) Response to AS WDYT - Tire Rules

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

14. #22095 (Daniel Richardson) Response to American Sedan WDYT Proposals

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

15. #22098 (Drew Cattell) Response to A-Sedan What Do You Think Questions

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes and letter #21800.

16. #22123 (Brian Himes) Response to the American Sedan WDYT Questions

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

17. #22149 (John Barnett) Comments for the AS WDYT Questions #21799 & #21800

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

18. #22168 (Ted Warning) WDYT 21799 (A Sedan Committee) Tire Ideas for American Sedan

Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes.

19. #22169 (Ted Warning) 21800 (American Sedan Committee) Engine Idea
Thank you for your letter. Please see the response to letter #21800.

20. #22252 (Ted Johnson) Response to AS WDYT
Thank you for your letter. Please see the response to letter #21799, September 2017 Fastrack Minutes, and letter #21800.

P1

1. #21941 (Brian Roberts) Dyno Sheet for CN 2.0 Liter - Response to Letter #21632
Thank you for your letter. Please see the response to letter #21632, May 2017 Fastrack Technical Bulletin, and letter #22177, September 2017 Fastrack Minutes, and the P1 Engine Table, August 2017 Updated GCR.

2. #22114 (Jim Devenport) Support for Reformulating P1 To An Automotive Based Engine Class
Thank you for your letter. Please see the response to letter #22058.

3. #22256 (Bryan Putt) Rules Suggestions for the Future of P1
Thank you for your letter. Please see the response to letter #22058.

P2

1. #22056 (Armen Megregian) Follow Up To Letter 22013
Thank you for your letter. Please see the response to letter #22013, Technical Bulletin.

2. #22349 (Armen Megregian) Reference and Support to Letter #22013
Thank you for your letter. Please see the response to letter #22013, Technical Bulletin.

GCR

1. #22301 (Carla Heath) In Support of John Nesbitt's Request
Thank you for your letter. Please see the response to letter #22232.

EP

1. #22479 (Jason Lay) Sheet 2 Engine Specs Gen 3 Beretta GM V6
Thank you for your letter. Please see the response to letter #22478, Technical Bulletin.

HP

1. #22541 (Joe Camilleri) Clarification of Rabbit Brake Discs
Thank you for your letter. Please see the response to letter #22426, September 2017 Fastrack Technical Bulletin.

What Do You Think

GT1

1. #22608 (Grand Touring Committee) GT1 Fuel Injection?
Should GT1 allow Fuel Injection in addition to the current carburetors?

If so, should the GTAC and the CRB specify an "off the shelf" throttle body kit, complete with ECU from the aftermarket?

This would be a direct replacement for the carburetor. Please send your feedback through the CRB letter system at crbscca.com.

RESUMES

1. #22437 (Darren Seltzer) Resume for Touring Committee

Thank you for your resume. It will be kept on file for future opportunities on the Touring Advisory Committee.

CLUB RACING TECH BULLETIN

DATE: September 20, 2017

NUMBER: TB 17-10

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 10/2/2017 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FC

1. #22644 (Sandy Shamlan) Allow Alternate Pistons

In GCR section 9.1.1.B.16.b, first sentence, due to piston availability, add an alternate piston for the Zetec engine as follows:

“Only original Ford, or Sealed Power #H872cp, *or United Engine and Machine #SO2763* pistons may be used.”

FF

1. #22512 (Julian Macias) Allow Additional Honda FF Heads

Effective 9/5/17, in 9.1.1.B.14.f., correct an omitted Honda Fit cylinder head part number, add the following to the existing list:

12200-RTW-A00 (2011-2013 Fit)

2. #22658 (Formula/Sports Racing Committee) Weight adjustment on FF cars

In GCR section 9.1.1.B.20.A.3, clarify as follows:

“Cars complying with the English FF rules under the Alternative Allowance Table which *exceed the maximum allowable SCCA body width of 95cm* add 25lbs.”

P1

1. #22607 (Formula/Sports Racing Committee) Revise P1 Engine Table Line L and delete P1 Table L as follows:

Effective 1/1/18, delete P1 Table L in its entirety.

Effective 1/1/18, make the following changes in P1 Engine Table, Line L:

Max. Displ: ~~2500~~ *2300*

Restrictor: ~~See Table L~~ *30mm SIR*

Weight: ~~See Notes~~ *1425*

Notes: ~~See Table L~~

2. #22609 (Formula/Sports Racing Committee) Remove Spec Line A from P1 Table 1 (Spec

Line Cars)

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), delete Spec Line A. Competitors who wish to race the cars previously included in Spec Line A must meet either P1 or P2 specifications.

3. #22610 (Formula/Sports Racing Committee) Remove Spec Line B from P1 Table 1 (Spec Line Cars)

Effective 1/1/18, in P1 Table 1 (Spec Line Cars), delete Spec Line B. Competitors who wish to race the Shelby Can-Am may compete in the regional-only ASR class.

Effective 1/1/18, in GCR 9.1.8.F, change the title as follows:

SHELBY CAN-AM RACER CLASSIFIED IN ~~P1~~ AND ASR.

4. #22611 (Formula/Sports Racing Committee) Remove Spec Line C from P1 Table 1 (Spec Line Cars)

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), delete Spec Line C. Competitors who wish to race the Diasio D962R may compete in the regional-only ASR class.

5. #22614 (Formula/Sports Racing Committee) Revise P1 Table 1 (Spec Line Cars) Line D and GCR Section 9.1.8.I

Effective 1/1/18, in P1, Table 1 (Spec Line Cars), Spec Line D, make the following change:

Marque: Elan DP02 **2.0L MZR**

Effective 1/1/18, in GCR Section 9.1.8.I, make the following changes:

2. Bodywork may be modified within the ~~GSR~~ **P1** rules (9.1.8.A.2.d **C.C.2**).

3. The only engines permitted are **is** the ~~Ford 2.3 liter Duratec or Mazda 2.0 liter MZR~~ as supplied by ~~Elan Power Products (EPP)~~ **Elite Engines (Elite)**. No modifications are permitted. The engine must have the four (4) EPP **Elite** numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by EPP **Elite**.

P2

1. #22013 (Armen Megregian) Request Spec line in P2 for Non Carbon Tub CN Cars

Effective 1/1/18, in P2 Engine Table, Line E, make the following change to the notes:

“Approved engines list: MZR/Duratec, Honda K20, Ford Zetec, Pinto. For Pinto see line E, note 2 below. **Group CN non-composite chassis with Honda K20 may use stock 64mm single throttle body without inlet restrictor at 1500 lbs. minimum weight.**”

GCR

None.

Grand Touring

None.

Improved Touring

None.

Production

1. #22478 (Jason Lay) Approving Gen 3 v6 for Chevy Beretta

In EP, Chevrolet Beretta (88-90), change the engine information as follows:

Bore and Stroke: ~~89.0 x 66.8~~ **3.50 x 3.31**

Displacement: ~~2838~~ **3135**

Valves: (I) ~~40.6~~ **1.72** (E) ~~33.0~~ **1.42**

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #22532 (Bill Collins) C5 Corvette Dry Sump installation

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), correct the notes by adding the following language:

“The oil tank for either system may be installed in the current battery location and the OEM weight and size battery must be relocated to the same location as the 08 Corvette Z06; a battery mounting bracket and hardware equivalent to the GM 08 Corvette Z06 must be used.”

T2-T4

1. #22574 (John Bauer) Require OEM Oversize Pistons

In GCR section 9.1.9.2.D.1.e.1, delete section 1.

~~“Cylinder bore dimensions shall remain as originally specified by the Factory Service Manual. No “oversize” bores shall be permitted.”~~

In GCR section 9.1.9.2.D.1.a.5., move section 5 to 9.1.9.2.D.1.e.1. and clarify that OEM pistons are required as follows:

“Overbore permitted T2-T4, .010” maximum overbore with +20lb. weight penalty. **Oversize OEM pistons are required.** This allowance does not apply to any car adhering to spec rules.”

Note: If OEM oversize pistons are not available, the Club Racing Board will consider OEM equivalent aftermarket pistons. Requests can be sent to the CRB at www.clubracingboard.com, please provide the supplier, part number and any other pertinent information.

T3

1. #22477 (Ali Salih) Correct the following typos in Spec Line

Effective 9/5/17, in T3, BMW 335i (08-13), correct the displacement as follows:

~~2679~~ **2979**

Effective 9/5/17, in T3, BMW 135i (08-13), correct the displacement as follows:

~~2679~~ **2979**

2. #22482 (Todd Lamb) Spec line error, final drive for Spec Boxster

In T3, Porsche Spec Boxster, correct the final drive ratio as follows:

JUDGEMENT OF THE COURT OF APPEALS Owen Coon vs. SOM COA Ref. No. 17-18-CN August 24, 2017

FACTS IN BRIEF

On July 29, 2017, following the Group 4 race at the Super Hero Cat Majors at Road America, Chief Steward Mike Beaumia filed a Request for Action (RFA) to investigate nose to tail contact between SRF #8, driven by Owen Coon, and SRF3 #60, driven by Tim Gray citing violation of General Competition Rules (GCR) 6.11.1.A.B.C.D. (On Course Driver Conduct) and 2.1.7 (Acting in an unsportsmanlike manner). The contact occurred on Lap 2 as the cars exited Turn 1.

The Stewards of the Meeting (SOM), Fred Cummings, Douglas Tillman, and Paula Spencer, Chairman, met, reviewed the evidence, and concluded that Mr. Gray was in violation of GCR 6.11.1.A., B., and C. They did not find him in violation of GCR 6.11.1.D. or 2.1.7. due to lack of evidence. The SOM assessed a penalty of Probation for 12 SCCA Club Racing sanctioned weekends (to include the 2017 SCCA National Championship event – Runoffs). Three penalty points were assigned to Mr. Gray's competition license. In addition, the SOM requested the Central Division Club Racing Executive Steward conduct a driver review of Mr. Gray's SCCA Club Racing competition record in accordance with GCR 2.5 and 2.6.

Mr. Coon appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Michael West (Chairman) met on August 17, 2017, and subsequently via electronic correspondence to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and evidence from Owen Coon, received August 8 & 10, 2017.
2. Statement from Fred R. Sasser, received August 9, 2017.
3. Official Observers Report and related documents, received August 10, 2017.
4. Statement from Paula Spencer, Chairman SOM, received August 11, 2017.
5. Statements from Mike Beaumia, Chief Steward, and Dennis Troemel, received August 22, 2017.

FINDINGS

The SOM interviewed both drivers and viewed video evidence supplied by Mr. Coon and Road America. Mr. Gray stated he did not have any video evidence to submit. The video from Mr. Coon's in-car camera showed that Mr. Gray passed Mr. Coon on the front straight just past the Start/Finish line on Lap 2. Mr. Gray entered Turn 1 to the right of the normal racing line, had a slight loss of traction at the turn's apex, and slowed slightly, which resulted in a light nose to

tail impact from Mr. Coon. Mr. Coon maintained control and dropped back approximately four feet giving Mr. Gray room to regain control. Both continued with no cars immediately in front of Mr. Gray. Shortly after exiting the corner, Mr. Gray forcefully applied his brakes and slowed dramatically. Mr. Coon also applied his brakes, but as the cars had entered an area of the track that is normally an acceleration zone, he was not expecting Mr. Gray to apply his brakes. Mr. Coon had a hard impact into Mr. Gray's rear causing both cars to spin, then exit the track to driver's left and impact the wall. Two additional cars were involved in the incident and none of the four were able to continue.

Mr. Gray contended he only tapped his brakes to check for possible damage from the first nose to tail contact and did not intentionally impede Mr. Coon. However, the SOM determined Mr. Gray did more than just tap his brakes. The SOM concluded he slowed radically in the normal racing line and in an area of the track where one does not normally apply the brakes. The SOM ruled Mr. Gray's inexplicable significant braking was responsible for causing the multi-car incident.

In his appeal, Mr. Coon (SRF #8) states the penalty handed down to Mr. Gray is too lenient and believes a more severe penalty is warranted. To support his contention, Mr. Coon provided a narrative discussion as to what transpired. According to Mr. Coon, Mr. Gray completed the pass and Mr. Gray maintained a mid-track racing line entering Turn 1. Mr. Coon states he entered Turn 1 on the normal racing line, realized Mr. Gray had slowed considerably on entry to Turn 1, attempted to avoid contacting Mr. Gray, but did make light nose to tail contact. Mr. Coon eased back from Mr. Gray allowing him room to regain control. Both cars accelerated away from the contact and then Mr. Gray went from hard throttle to full brake mode. Mr. Coon states he made every effort to avoid Mr. Gray, but was not able to prevent a significant impact. Mr. Coon supplied video evidence that supports his narrative of the events.

Mr. Coon's in-car video and the written testimony provided by Mr. Sasser corroborate Mr. Coon's narrative.

The in-car video from Car #88 and still photos of Turn 2 were inconclusive due to angle and distance. A witness statement from a National Licensed Flagging and Communications member at Turn 3 was also inconclusive due to impaired visibility from dust and debris kicked up as the cars spun off track. Testimony related to actions prior to the Super Hero Cat Majors event was not considered as it was outside the scope of the SOM decision.

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 authority and reflect a reasonable application of GCR 7.2. (Range of Penalties). The COA notes the penalty is quite substantial and affirms the SOM's recommendation for a driver review in accordance with GCR 2.5 and 2.6.

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Tim Gray vs. SOM COA Ref. No. 17-19-CN
August 24, 2017

FACTS IN BRIEF

On July 29, 2017, following the Group 4 race at the Super Hero Cat Majors at Road America, Chief Steward Mike Beaumia filed a Request for Action (RFA) to investigate nose to tail contact between SRF #8, driven by Owen Coon, and SRF3 #60, driven by Tim Gray citing violation of General Competition Rules (GCR) 6.11.1.A.B.C.D. (On Course Driver Conduct) and 2.1.7 (Acting in an unsportsmanlike manner). The contact occurred on Lap 2 as the cars exited Turn 1.

The Stewards of the Meeting (SOM), Fred Cummings, Douglas Tillman, and Paula Spencer, Chairman, met, reviewed the evidence, and concluded that Mr. Gray was in violation of GCR 6.11.1.A., B., and C. They did not find him in violation of GCR 6.11.1.D. or 2.1.7. due to lack of evidence. The SOM assessed a penalty of Probation for 12 SCCA Club Racing sanctioned weekends (to include the 2017 SCCA National Championship event – Runoffs). Three penalty points were assigned to Mr. Gray's competition license. In addition, the SOM requested the Central Division Club Racing Executive Steward conduct a driver review of Mr. Gray's SCCA Club Racing competition record in accordance with GCR 2.5 and 2.6.

Mr. Gray appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Laurie Sheppard, and Michael West (Chairman) met on August 17, 2017, and subsequently via electronic correspondence to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Tim Gray, received August 10, 2017.
2. Statement from Fred R. Sasser, received August 9, 2017.
3. Official Observers Report and related documents, received August 10, 2017.

FINDINGS

The SOM interviewed both drivers and viewed video evidence supplied by Mr. Coon and Road America. Mr. Gray stated he did not have any video evidence to submit. The video from Mr. Coon's in-car camera showed that Mr. Gray passed Mr. Coon on the front straight just past the Start/Finish line on Lap 2. Mr. Gray entered Turn 1 to the right of the normal racing line, had a slight loss of traction at the turn's apex, and slowed slightly, which resulted in a light nose to tail impact from Mr. Coon. Mr. Coon maintained control and dropped back approximately four feet giving Mr. Gray room to regain control. Both continued with no cars immediately in front of Mr. Gray. Shortly after exiting the corner, Mr. Gray forcefully applied his brakes and slowed dramatically. Mr. Coon also applied his brakes, but as the cars had entered an area of the track that is normally an acceleration zone, he was not expecting Mr. Gray to apply his brakes. Mr. Coon had a hard impact into Mr. Gray's rear causing both cars to spin, then exit the track to driver's left and impact the wall. Two additional cars were involved in the incident and none of

the four were able to continue

In his appeal, Mr. Gray (SRF3 #60) states he was not 100% the cause of the incident since he was struck in the rear. He further states "I wonder whether the driver of the car that hit me in the rear was in control of his car as required by the GCR." Mr. Gray also provides a narrative of his Club Racing history in both Spec Racer and GT2, and his competition in the Pro Racing Trans Am Series.

In testimony to the SOM, Mr. Gray contended he only tapped his brakes to check for possible damage from the first nose to tail contact and did not intentionally impede Mr. Coon. However, the SOM determined Mr. Gray did more than just tap his brakes. The SOM concluded he slowed radically in the normal racing line and in an area of the track where one does not normally apply the brakes. The SOM ruled Mr. Gray's inexplicable significant braking was responsible for causing the multi-car incident.

The COA notes that video evidence supports the SOM determination and shows Mr. Gray did not pull off line or otherwise take action to alert closely following vehicles of his intention to apply the brake in what is typically an acceleration zone. Other than the statements from his appeal letter stated above, he provided no additional evidence.

Mr. Gray requests a reduction in the term of his probation and double probation credit for all weekends when he enters in both the SRF3 class and the GT2 class.

The COA does not agree with Mr. Gray's assertions. The COA denies his petition to lessen the penalty and his petition to grant double probationary credit when he enters two classes. For probationary credit, Mr. Gray must serve 12 weekends and must successfully compete within the General Competition Rules regardless of how many times he enters the track during a weekend. The probation is per weekend, with the further stipulation that the entire SCCA National Championship Runoffs will count as one weekend.

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 authority; reflect a reasonable application of GCR 7.2. (Range of Penalties); and are clearly stated.

DECISION

The COA upholds the SOM's decision in its entirety. Mr. Gray's appeal is not well founded, and the entire appeal fee will be retained by SCCA.