

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 27th

The Solo Events Board met by conference call September 27th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2018**.

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

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Member Advisories

Street Touring

#18959 STAC Resume

The SEB has approved the addition of Nick Dunlap to the STAC.

#22625 Application for the STAC

The SEB has approved the addition of Tom Reynolds to the STAC.

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 Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

General

#21094 Octane Rating

Add to the end of the first sentence of section 3.6.A as follows:

“Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.*”

#22455 Sound Regulations

Modify Appendix I, Sound Measurement Procedures, as follows:

“The maximum *allowed vehicle sound* level will be 100 dBA.

The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to “A” weighting, “Slow” response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from

structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds 96 dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.

The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, Sound Control Steward, or representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy to functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver’s last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run.*

The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy.

Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back at any time.

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound Control Steward*, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited.*

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun.

For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

Any *functional remedies implemented* to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Regional sound level requirements, regulations, and/or penalties.”

Street

#19713 Legality of 2016 Camaro SS Brake Cooling Package Parts

The SEB is recommending the following wording changes to the definition of “Standard Part” in section 12:

“Standard Part

An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line~~, and delivered through a dealer

in the United States. ~~Port-installed options; Manufacturer options that are dealer installed, port installed, or parts~~ provided by the manufacturer are considered to be the same as those installed on the factory production line. Dealer-~~installed~~ options, *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.”

Background information:

This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo.

Additionally, the recent change to Section 3.4 (See the BOD Section of the December Fastrack, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special “trunk kit” or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future.

Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company’s website that do not clearly define if they are installed on the factory floor or the dealer’s facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance.

An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers “dealer installed by factory directive” options based on member input and desires.

#20242 Lotus Elise Classing

Move *to SS* from the exclusion list:

Lotus

Elise SC (2008-2011)

Exige S (exc S260, club racer)(2006-2011)

Also move *from SS to AS*:

Lotus

Elise (non supercharged) (2005-2011)

Exige (non supercharged) (2006-2011)

#22570 Please Classify Lexus IS200t/Turbo (2016-17)

Per the SAC and SEB, change the following listing in Appendix A, class DS:

DS

Lexus

~~IS350 (2006-2017)~~

~~IS250 (2006-2015)~~

~~IS300 (2001-2005)~~

IS (all) (exc IS-F)(2001-2017)

Street Touring

#18052 Change In Classification or Concessions for the 370z in Street To

The STAC and SEB recommend the following.

Move from STR to STU:

Nissan

370Z (non Nismo)

#21408 Making ST Hot again

Modify 14.3 and 14.4 as shown:

“14.3 TIRES Tires must meet the eligibility requirements of the Street category with the following additional restrictions: Tires shall have a section width up to and including the following (mm):

STS (AWD), STR (AWD).....225

STH (AWD), STX(AWD).....245

STR (2WD), STU (2WD, mid-engine, rear-engine).....255

STH (2WD),STX (2WD), STU (AWD).....265

STU (2WD, front-engine).....285

STP (all).....315

14.4 WHEELS Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STS, & STR (AWD).....7.5

STH (ALL).....9.0

STX & STR (2WD).....9.0

STU, STP (all).....11.0”

#21796 Please evaluate and reclass Porsche 986S and 987S

The STAC is recommending the following proposed class changes for Porsche MR platforms.

Move from STU to STR:

Porsche

Boxster (986 and 987.1) (1997-2008)

Boxster S (986) (2000-2004)

Cayman (987.1) (2006-2008)

Street Prepared

#21897 Street Prepared Porsche 944 Error

The SPAC and SEB recommend the following change to the 944 listing in Appendix A, class BSP:

BSP

Porsche

944 (all incl. Turbo *except 8v*)

#22032 Please update SP fuel section 15.10 allowances for #17062

The SPAC and SEB recommend that the following language be added to section 15.10.C, Engine and Drivetrain:

“5. Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system.”

Street Modified

#21288 engine swaps shouldn't have to match chassis manufacturer

Given the performance potential of modern engines, engine controls, and turbo/supercharging systems, and a desire to simplify the rules, the SMAC and SEB are recommending the following revisions to section 16.1.D.1:

“Engine blocks (or housings of rotary engines) must be a production unit ~~manufactured and badged the same as the original standard or optional engine for that model that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150lb weight penalty in addition to all weight calculations in appendix A. Badges-Brands~~ that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving ~~makes brands~~ related only at a corporate level are not recognized as equivalents ~~and will be subject to the weight penalty referenced above. Models produced as a joint venture between manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine).~~ This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

Prepared

#21088 Please remove Isuzu Sports Coupe from EP appendix A.

Remove the following listing from Appendix A, class EP:

Appendix A:

E Prepared (EP)

Isuzu

~~Sports Coupe~~

Comment: The PAC believes that the Isuzu Sport Coupe item, currently listed in EP, is referencing the Isuzu 117 Coupe. As this is a rear wheel drive vehicle, it needs to be removed from EP. This is an oversight from the DP/EP/GP reorganization.

#21866 Allowance of Aluminum Head for Ford Kent Crossflow 1600cc

Add to the TVR Vixen listing in Appendix A, class DP, as follows:

TVR

1800

Vixen S2 (1599 cc)

Alternate cylinder head: Aluminum Pierce casting

Comment: The PAC feels that allowing the Formula Ford Kent Pierce aluminum cylinder head to be used in the TVR 1600 will not cause an imbalance in D-Prepared. The aluminum head is 19 lbs. lighter, but makes no additional power. This allowance will make sourcing replacement parts easier.

Modified

#21231 Rear anti roll bar on Solo Vee

In order to restore consistency with the current GCR wording, CM section C.7.c is to be changed as follows:

“Springs, shock dampers, their actuation, *anti-roll bars*, and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber.*”

Change Proposals

Street Touring

#14648 ECU Clarification

The SEB published a response to this topic in the January 2017 Fastrack, to create an enforceable rule. Under the existing rule, members may run a proprietary and copyrighted tune that the SCCA has no ability to review in detail. The proposal expanded the ECU and tuning allowances in ST to allow any ECU - including “standalone” computers - and any programming.

After considering feedback from the membership the SEB has revised the proposal by adding limitations. Open tuning is still part of the proposal but we are limiting the use of a “standalone” computer. Following is the revised proposal.

Change section 14.10.F as follows:

“14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. ~~These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered.~~ Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. ~~Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.~~ Only OE sensors equipped from the factory may be used for engine management. ~~Data acquisition modifications to the wiring and ECU are permitted.~~”

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

”1. For all model years, the following allowances apply:

- a. The OE ECU may be reprogrammed without restriction.*
- b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.*
- c. Ignition timing may be set at any point on factory adjustable distributor ignition systems.*

2. For 2005 and older model year vehicles:

- a. A supplementary (“piggyback”) ECU is permitted. It must be plug-compatible*

with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.

b. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU / PCM operation. Example: fuel controllers that modify the signal coming from an airflow sensor.

c. VTEC controllers and other devices may be used which alter the timing of factory electronic variable valve systems.

3. 1995 and older vehicles may implement a replacement 'standalone' ECU."

Tech Bulletins

Street

#20511 Adding new cars to SSR

Per the SAC, add the following new listings to Appendix A:

SSR

Alfa Romeo

4C (2015-16)

BMW

M3 & M4 (F80/F82) (2015-17)

Cadillac

XLR

Chevrolet

Camaro Z28 (2014-15)

Camaro ZL1 (2012-15)

Camaro SS 1LE (V8) (2017)

Camaro ZL1 (2017)

Corvette C7 Grand Sport (2017)

Dodge/SRT

Viper/Viper GTS (non-ACR, non-TA) (2013-16)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT350 (2016)

Mustang Shelby GT350R (2016)

Mustang Shelby GT500 (2007- 14)

Jaguar

F-Type (except Project 7) (2014- 16)

Porsche

718 Boxster (all) (2017)

718 Cayman (all) (2017)

Cayman GT4 (non-Clubsport) (2016)

911 (except R, Turbo, Turbo S, GT2 (all), GT3 (all)) (2015-2017)

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | October 3, 2017

The following decisions were made:

Member Advisory

ST

1. #22836 (Super Touring Committee) STAC Seeking New Members for 2018 Rules Season
Those interested in serving on the Super Touring Advisory Committee should submit their resume through crbscca.com.

No Action Required

GCR

1. #22586 (Randy Hecker) Waive 5 Minute Enduro Pit Stop for Late Starters
Thank you for your letter. The GCR does not contain local enduro rules. This should be discussed with the host region of the event.

2. #22601 (Jason Stine) Divisional Points/Championships
Thank you for your letter. Your suggestion will be discussed by the CRB, Board of Directors, and the National Staff.

3. #22669 (Brian Ghidinelli) Digital Logbooks
Thank you for your letter. The CRB thanks you for your suggestion. The CRB will contact you to further discuss your proposal and will seek feedback from the Executive Stewards.

Not Recommended

B-Spec

1. #21879 (Dan and Jake Pipal) Allow Alternate Ring Gear and Countershaft Gear for the Mazda 2

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

2. #21982 (B-Spec Committee) Allow Alternate Final Drive for the Toyota Yaris (07-12)
Thank you for your letter. The CRB does not recommend this change.

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.

GCR

1. #22596 (Laurie Sheppard) Request wording change to GCR 7.2.G.1. Length of Probation
Thank you for your letter. Change 7.2.G.1:

1. Length of Probation

Probation may be up to 12 months; or it may be specified as a number of SCCA Club Racing event days or SCCA Club Racing event-sanctions *weekends*.

2. #22622 (John Nesbitt) Inconsistency in License Upgrade Provisions

Thank you for your letter. Change Appendix C. Table 1.:

Complete School Requirements +3 Regional Race weekends. All in prior 24 months. ~~Note: 1-SCCA Time Trial Level 1,2 and 3 events may be substituted for 1 of the Regional Race events.~~ Appropriate Officials' Signatures on Permit

GT2

1. #22576 (Gordon Leslie) 4 Valve Pontiac Engine V6 3564cc

Thank you for your request. Add to the Pontiac specification line: *DOHC 94x85.6 3564cc Alum head, cross flow, 4 valve per cyl, unrestricted, 2280. Direct Injection not permitted.*

Taken Care Of

GCR

1. #22667 (Rodney Dykhouse) Seeing Yellow Article in October 2017 Issue of Sportscar Magazine

Thank you for your letter. Please see the response to letter #20619, September 2017 Fastrack Minutes. If approved by the Board of Directors, this rule will be effective 1/1/2018.

2. #22668 (John (Jack) Kish) Yellow Flag Rule

Thank you for your letter. Please see the response to letter #20619, September 2017 Fastrack Minutes. If approved by the Board of Directors, this rule will be effective 1/1/2018.

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, and the carburetor could still be used.. Please send your feedback through the CRB letter system at crbscca.com.

RESUMES

None.

ROAD RACING TECH BULLETIN

DATE: October 20, 2017

NUMBER: TB 17-11

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/1/2017 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

None.

GCR

None.

Grand Touring

GT1

1. #22708 (Grand Touring Committee) TB GT1 wheel width clarification

In GCR section 9.1.2.E.1.b.3, clarify the rim width weight reduction as follows:

"All cars competing on ten (10) inch wide rims *or less*. may reduce the listed weight by fifty (50) pounds."

GTL

1. #22670 (Andrew Nelson) BMC through Rover error/omission in GCR spec line June 2017

In GTL, Mini/Sprite/Midget (Alum. Crossflow), change the weights as follows:

1275 @ 4680 *1810*

1380 @ 4760 *2010*

1399 @ 4780 *2050*

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

None.

Touring

None.

**SCCA
National Championship Runoffs
Judgement of the Court of Appeals
CSOM Reference Number 87
Sedat Yelkin vs. SOM COA Ref. No. 17-01-RO
September 30, 2017**

FACTS IN BRIEF

Following the Formula Atlantic (FA) race at the 2017 National Championship Runoffs on Friday, September 29, 2017, Sedat Yelkin (FA #17) protested Keith Grant (FA #40) for allegedly passing William B. Niemeyer, Jr., driver of Prototype 2 (P2 #65) at Turn 5 under yellow flag conditions. The SOM, Larry Svaton, Jeffrey Niess, and Cathy Barnard, Chairman, met, interviewed witnesses, reviewed video evidence, and determined that the pass had been completed prior to the plane of the yellow flag indicating the no passing zone for Turn 5. Mr. Yelkin was notified of the decision at 5:10 PM on September 29, 2017.

Mr. Yelkin and his team vacated the track on Friday afternoon without filing an appeal of the SOM's decision. On September 30, 2017, Mr. Yelkin sent an email to Eric Prill, Vice President and Chief Operations Officer for SCCA and Costa Dunias, event Chief Steward requesting review of video evidence provided by Mr. Yelkin. At the request of the Chief Steward, the Court of Appeals (COA) agreed to review his email petition and determine if he had grounds for filing a late appeal.

DATES OF THE COURT

The COA, Rick Mitchell, Spencer Gorham, and Laurie Sheppard, Chairman, met on September 30 and October 1, 2017 to discuss Mr. Yelkin's petition and investigate his claims.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Email to Chief Steward Costa Dunias from Sedat Yelkin, dated Sept. 30, 2017.
2. 2017 SCCA Runoffs Supplemental Regulations, published online prior to the opening of Registration on Sept. 20, 2017.
3. 2017 SCCA Runoffs Driver Advisor Report, completed Sept. 29, 2017.
4. Interview of Cathy Barnard, CSOM, on Oct. 1, 2017.

FINDINGS

After receiving notice of the ruling on his protest, Mr. Yelkin considered appealing the SOM decision. He met with Driver Advisors Terry Hanushek and James Foyle at Indianapolis Motor Speedway to initiate the process but did not complete a written appeal nor pay an appeal fee. Mr. Yelkin's team members were present during the discussion with the Driver Advisors.

In his email, Mr. Yelkin stated he was told he had until the end of the event on Sunday, October 01, 2017 to file an appeal. The COA notes that section 12.4. of the Runoffs Supplemental Regulations states that appeals must be submitted to the Competitor Services Center within 60 minutes after the announcement of the SOM decision. The COA interviewed Ms. Barnard who testified that Mr. Yelkin was told that all actions had to be completed prior to the close of the event but that appeals must be initiated within 60 minutes of notification of the SOM decision. In addition, Mr. Yelkin was provided that information in writing. The COA reviewed the Driver Advisor Report which states that Mr. Yelkin and his team left without taking action on his intent to appeal. The results of the FA race were posted as final on September 30, 2017 at 11:00 AM.

The COA finds that the protest of Mr. Grant by Mr. Yelkin is closed to further review. All actions and decisions on this matter were properly adjudicated per the GCR and event Supplemental Regulations. The Supplemental Regulations were published and distributed to the competitors

prior to commencement of the National Championship Runoffs.

DECISION

The COA respectfully declines to hear Mr. Yelkin's petition for review.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference No. 109
Oscar Jackson vs. SOM COA Ref. No. 17-02-RO
October 1, 2017

FINDINGS OF THE COURT

On October 1, 2017, following the SCCA National Championship Runoffs race for Touring 4 (T4) at the Indianapolis Motor Speedway, a Request for Action (RFA) was filed to investigate contact between Oscar Jackson, T4 #46, and Chi Ho, T4 #07, at turn 9. The contact was the nose of #46 into the tail of #07, causing #07 to spin and continue at the rear of the field. Mr. Ho retired from the race with mechanical issues on the following lap.

The Stewards of the Meeting (SOM), Fred Brinkel, Bill Blake, and Kevin Coulter, Chairman, met, reviewed video evidence, and heard testimony from both drivers. The SOM determined Car #07 spun as a result of two contacts from Car #46 in corner 9. Based on testimony, video evidence from Cars #46 and #07, video from a trailing car, broadcast video provided by IMS/SCCA, and accompanying audio, these contacts were determined to be avoidable and a violation of General Competition Rule (GCR) 6.11.1. (On Course Driver Conduct). The SOM assigned Mr. Jackson a penalty of loss of three (3) finishing positions on the final race results and two (2) points were assessed against his competition license. Mr. Jackson appealed this decision.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Jerry Wannarka, and Michael West, Chairman, met on 10/1/2017 at the Indianapolis Motor Speedway to review the evidence, hear testimony, and render a decision on this appeal.

DOCUMENTS

1. Appeal letter from Oscar Jackson, received October 1, 2017.
2. Testimony from Oscar Jackson, received October 1, 2017.
3. Testimony from Heyward Wagner, received October 1, 2017.
4. Video and documents relied upon by the SOM, received October 1, 2017.
5. Testimony from Kevin Coulter, Chair SOM, received October 1, 2017.

FINDINGS

The COA heard testimony from Mr. Jackson, Mr. Wagner, Mr. Coulter, and fully reviewed all evidence (videos and documented testimony).

Mr. Jackson asked the COA to hear Mr. Wagner because he understood Mr. Ho stated it was a racing incident in a broadcast interview conducted by Mr. Wagner just after Mr. Ho retired. Based on his understanding of what was said in the interview, Mr. Jackson felt the event officials had incorrectly taken action if Mr. Ho felt it was a "racing incident." Mr. Wagner clarified that Mr. Ho did not state it was a "racing incident" during the interview.

Following an exhaustive review of all the evidence and full consideration of Mr. Jackson's additional testimony, the COA determined the SOM reached a fair and reasoned decision in finding him in violation of GCR 6.11.1. The penalty assessed by the SOM was within their authority and reflects a sound application of GCR 7.2. (Range of Penalties).

DECISION

The COA upholds the decision of the first court in its entirety. Mr. Jackson's appeal is well founded and the appeal fee, less the administrative amount retained by SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Timothy Jenurm vs. SOM COA Ref. No. 17-20-SE
September 25, 2017

FACTS IN BRIEF

On August 6, 2017, following the Group 4 race at the Daytona Double SARRC event at Daytona International Speedway, Willie Phee (ITS #74) filed a Protest charging Timothy Jenurm (ITS #59) with multiple violations of General Competition Rules (GCR) 6.11.1.B. and 6.11.1.C.

The Stewards of the Meeting (SOM), Steve Gauding, John Edridge, and Joseph Gandy, Chairman, met, reviewed the evidence, and determined that Mr. Jenurm violated GCR 6.11.1.B. and C. The SOM penalized Mr. Jenurm by disqualifying him from the race and placing him on probation for six (6) race weekends. Mr. Jenurm was notified of the penalty on August 19, 2017. Mr. Jenurm appealed the ruling of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Jerry Wannarka, Chairman, met September 7 and 25, 2017 to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Jenurm, postmarked August 25, 2017 and received Sept. 1, 2017.
2. Official Observers Report and related documents, received Sept. 1, 2017.
3. Video evidence considered by the SOM, received Sept. 1, 2017.
4. Email from Willie Phee, received Sept. 9, 2017.
5. Email response to COA from Martyn Eastwood, received Sept. 15, 2017.
6. Email response to COA from Joseph Gandy, received Sept. 18, 2017.
7. Email response to COA from Neil Harmon, received Sept. 18, 2017.

FINDINGS

Mr. Jenurm voiced concern that the protest by Mr. Phee was not submitted in a timely manner and should not have been accepted. He also alleged that he was not notified of the protest until it was too late to mount a defense. The COA notes that Mr. Phee was granted additional time to complete his protest; Mr. Jenurm should have been immediately notified and was not. The SOM heard testimony from the protestor and his witnesses at the event, but Mr. Jenurm was not notified that the protest was officially filed until August 9, 2017. The COA also found that paperwork submitted from the event was incomplete, inaccurate, and undated further complicating the COA's investigation.

Mr. Phee provided a narrative account of the alleged blocking and submitted video from his car showing the blocking by Mr. Jenurm. The COA also reviewed a full race video from a trailing car. Video evidence confirmed Mr. Phee's accusation of blocking. Mr. Jenurm's claim that he was having mechanical difficulties with his car does not relieve him of the responsibility to control the car. A driver with mechanical issues should move offline so as not to impede traffic.

The COA reviewed the penalty assigned to Mr. Jenurm and determined it to be inequitable. Penalties assigned to other competitors by the first court over the weekend were less severe for equivalent and/or more egregious infractions. The COA modifies the penalty by moving Mr. Jenurm to last in class and reducing the length of probation to three (3) race weekends. Points assigned to Mr. Jenurm's competition license should be reduced from four (4) to three (3) points.

DECISION

The COA finds that Mr. Jenurm did block Mr. Phee's forward progress and right to racing room. The COA upholds the decision of the SOM but modifies the penalty by placing Mr. Jenurm last in class, requiring three (3) race weekends probation, and reducing the points assigned to his

license. Mr. Jenurm's appeal is well founded and the appeal fee, less the amount retained by the SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Randy Hecker vs. SOM COA Ref. No. 17-21-SE
Mark Paterniti vs. SOM COA Ref. No. 17-23-SE
October 12, 2017

FACTS IN BRIEF

On June 24, 2017, following the ECR/TES Race at Homestead-Miami Speedway, Assistant Chief Steward (ACS) John Anderson filed a Chief Stewards Action (CSA) against Nicole Hecker, driver of Improved Touring S (ITS) #96, for failing to make a required five-minute pit stop during the race. The CSA imposed multiple penalties, moving Ms. Hecker to “Last in Class” and loss of event points for the race. Ms. Hecker protested ACS Anderson’s action.

The Stewards of the Meeting (SOM), Lori Vitagliano, Michael Finn, and Pedro Prado, Chairman, met, reviewed the evidence, and upheld the protest. The SOM determined that Ms. Hecker failed to complete a required pit stop after entering the track and invoked Tropical Endurance Series (TES) Rule #4.C. (penalty for short pit stop) to assess the minimum penalty of “Last in Class”. The SOM awarded Ms. Hecker 50% of the event points associated with her final finishing position. The official results were published showing Ms. Hecker as finishing third in ITS.

TES season points earned on June 24, 2017 were first published on the Florida Region web site in early August 2017. Upon seeing that Ms. Hecker was awarded points for the June 24, 2017 race, Mark Paterniti, driver of ITS #72 in that race consulted the TES Pointskeeper and discussed options for contesting the points. Mr. Paterniti ultimately wrote a protest against Ms. Hecker citing a violation of TES Rule #16.4. which states that championship points will not be awarded to a car/driver that receives a penalty of “moved to last place in class”. The SOM for the June 24, 2017 race met, reviewed the evidence, and reversed their original ruling prior to receiving Mr. Paterniti’s protest fee. The COA notes the SOM marked the Hearing and Decision page of Mr. Paterniti’s Protest as withdrawn. The SOM submitted the protest and amended decision as an Addendum to the Official Observer’s Report.

As a result of the SOM’s reversal, all TES championship points previously awarded to Ms. Hecker were removed. Mr. Randy Hecker, father of Nicole Hecker, appealed the amended decision of the SOM that removed the awarded points.

Prior to a decision on Mr. Hecker’s appeal, Mr. Paterniti formally withdrew his emailed protest and filed an appeal of the original SOM decision that awarded Ms. Hecker 50% of the points associated with her final finishing position.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Michael West, and Laurie Sheppard (Chairman) met September 25, 2017 and October 5 and 12, 2017 to review, hear, and render a decision on both appeals.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Randy Hecker, received Sept. 20, 2017.
2. Official Observers Report and related documents, received Sept. 15, 2017.
3. Email from TES Pointskeeper, received Sept. 16, 2017.
4. Addendum to Official Observers Report, received Sept. 20, 2017.
5. Copy of Ms. Hecker’s 6/24/17 race entry, received from event registrar Sept. 27, 2017.
6. Appeal letter from Mark Paterniti, received October 10, 2017.

FINDINGS

The COA understands that when he protested Ms. Hecker, Mr. Paterniti was attempting to get relief for an allegedly incorrect awarding of TES event points by the SOM at the June 24, 2017 race. The COA agrees that Ms. Hecker did not violate any General Competition Rule,

Supplemental Regulation, or TES rule by receiving points awarded to her by the SOM. The COA therefore supports Mr. Paterniti's withdrawal of his protest and accepts his appeal in its place.

The COA finds that delays occurred due to late posting of season points, communication with various officials, and impacts from Hurricane Irma, all of which were beyond both appellants' control. Both appeals are deemed timely.

The COA notes that the June 24, 2017 race awarded points in both the Southeast Division's Enduro Championship Racing (ECR) series and the TES. The CSA written by ACS Anderson is not specific regarding the series to which the penalty applied, but by upholding Ms. Hecker's protest and applying only a TES rule, the SOM defined the scope of the penalty as applying only to the TES. Ms. Hecker is to receive any awards and points due to her in the ECR series based on her finishing position as published in the official results for June 24, 2017.

Mr. Paterniti's appeal is specific to the awarding of TES points based on Ms. Hecker's penalty for not completing a required five-minute pit stop after having started the race. Mr. Paterniti cites TES Rule #16.4 which states: "Championship points will not be awarded to any car/driver that receives a penalty of 'moved to last place in class'."

The COA notes that the June 24, 2017 event's Supplemental Regulations states: "These events are governed by ...Current TES & ECR rules..." The Supplemental Regulations contained a link to the TES rules and stated: "Competitors are responsible for obtaining the Rules and Regulations." The Supplemental Regulations further state: "Series points will be awarded for the finishing positions in accordance with the GCR for the ECR series and in accordance the TES Rules for the TES series."

Based on the event Supplemental Regulations, the COA finds that the SOM correctly penalized Ms. Hecker for failure to complete a pit stop per TES Rules #2. and #4.C., but did not have the authority to award any event points in the TES to a competitor who was penalized by being "moved to last place in class".

In addition, GCR 8.2 ([SOM] Hearings and Judgements) states in part: "All parties shall be bound by the decision, subject only to appeal". The COA finds that the SOM lacked the authority to amend their decision on the June 24, 2017 protest by Ms. Hecker once all parties had been notified of the decision and results were made official. Both appeals address this point.

The COA requested and received copies of registration forms and logs showing Nicole Hecker's entry for the June 24, 2017 ECR/TES race. The entry form does not list Randy Hecker as an Entrant for ITS #96, and therefore, Mr. Hecker does not have standing to make an appeal on Ms. Hecker's behalf. His appeal will not be heard.

The COA modifies the SOM's decision from June 24, 2017. Ms. Hecker will receive no event points in the TES series for her third place finish in the June 24, 2017 race.

DECISION

The COA will not hear Mr. Hecker's appeal due to lack of standing. Mr. Hecker's entire appeal fee will be returned.

The COA upholds the SOM's original decision and modifies the penalty to conform to the published rules. The TES season points will reflect "No Points" earned by Ms. Hecker on June 24, 2017. Mr. Paterniti's appeal is well founded and his entire appeal fee is to be returned.

JUDGEMENT OF THE COURT OF APPEALS
Adam Jackson vs. SOM COA Ref. No. 17-22-SE
October 5, 2017

FACTS IN BRIEF

On August 6, 2017, following the Formula F (FF) race at the Daytona Double SARRC event at Daytona International Speedway, Lawrence Hendrickson (FF #175) filed a Protest alleging Adam Jackson (FF #46) violated General Competition Rules (GCR) 6.11.1.A., 6.11.1.B., and 6.11.1.C.

The Stewards of the Meeting (SOM), Steve Gauding, John Edridge, and Joseph Gandy, Chairman, met, reviewed the evidence, and determined that Mr. Jackson violated GCR 6.11.1.A. and B. The SOM penalized Mr. Jackson by placing him on probation for two (2) event weekends. Mr. Jackson was notified of the penalty on August 30, 2017. This action assigned three (3) automatic penalty points to Mr. Jackson's competition license per GCR 7.4. Mr. Jackson appealed the ruling of the SOM.

DATES OF THE COURT

The Court of Appeals (COA) Laurie Sheppard, Spencer Gorham, and Rick Mitchell, Chairman, met October 5, 2017 to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Jackson, received Sept. 20, 2017.
2. Pictures of damage of Mr. Jackson's car, received Sept. 21, 2017.
3. Official Observers Report and related documents, received Sept. 21, 2017.
4. Video evidence considered by the SOM, received Sept. 22, 2017.
5. Witness statement from Holly Roberts, spectator, received Sept 21, 2017.
6. Witness statement from Stuart Jackson, received Sept 21, 2017.
7. Time sheet, received October 5, 2017.

FINDINGS

At the event, Mr. Hendrickson's protest was received and witness statements gathered. The protest was not decided until after the event. Mr. Jackson was notified August 30, 2017 of his penalty. Hurricane Irma delayed the filing of the appeal; the COA finds the appeal timely.

There is no dispute that Car #46 and Car #175 had contact. Mr. Jackson was on the left approaching a slower Formula V (FV). Mr. Hendrickson was on the right. Mr. Jackson's camera was mounted on the left side of the car behind his head, so his video was blocked on the right side by his helmet. Mr. Hendrickson's video camera was on his right side and his helmet blocked the scene on the left. The COA found that the witness statements were inconsistent with each other and with the videos presented. The videos do not show the contact, only the results of the contact to each car. Absolute fault cannot be determined from the data available. Both drivers had a shared responsibility to avoid contact, yet contact occurred. They both put their cars in positions on the track that prevented safe racing.

DECISION

The COA vacates the SOM ruling in its entirety. Mr. Jackson's license will be returned to him and all automatic points applied on his license for this action will be removed. Mr. Jackson's appeal is well founded and the appeal fee, less the amount retained by the SCCA, will be returned.

Agenda for RallyCross Board Meeting, Tuesday, Oct 3, 2017

The RallyCross Board (RXB) met via conference call on Oct 3rd. Attending were Ron Foley, Steve Hyatt, Kent Hamilton, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison and Brian Harmer with the National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Steve Hyatt called the meeting to order at 7:02pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): No report. Refer to items below.

3. **Committee reports:**

• RallyCross Safety Committee (Regan)

- Updates: The only safety incident this month was an injured back from lifting a jack. There was no action required.
- RX Safety Training Webinar (Macoubrie): Currently each Divisional Steward sets up a program that works best for the Divisional. The Divisional Steward is the responsible party for training. It may be possible to have a nationally available webinar. The training will need to be worked through the Safety Committee and national office. The webinar presenter will also need to get approval of the Division Steward the training is acceptable. It is recommended the webinars be limited to 30 to 50 seats a session and three sessions are held based on time zones. Mark Macoubrie will discuss with Safety Committee and Divisional Stewards.

• Rules Committee (Lightfoot)

Updates: The 2017 R-X Rule Book was updated to include the new windshield rule and posted on the SCCA website. The rules committee will review the community responses to rule suggestions made on www.sccarallycross.com

. The rules committee will make recommendations to the RXB in the next month on rules changes for 2018. A question was also asked on the forum about the rules process. The RXB will develop some additional information about the rules process and post it on the scca.com website in the RallyCross rules section.

• RallySprint Committee (Brielmaier)

- Updates: Sprint coming up in Northwest.

• National Championship Committee (Macoubrie)

- Updates: 113 competitors are signed up at the time of the meeting. All classes have seven or more competitors and there is a good spread across all classes. The RXNC- Planning Committee meets next week to finalizing all plans. National Office has a meeting with HPT next week to finalize plans with HPT. There will be a meeting with Event Chiefs to go over the plans for the national championship this week. The run order has been sent out.
- Marketing for National Championship (Macoubrie) RXB discussed the marketing effort made for the 2017 SCCA DirtFish National Championship.

- Off Course and Miss Gates Rules (Macoubrie) RXB discussed specific scenarios that may occur based on course design and how the rules apply in those scenarios including missed gates and uncorrected course deviations.
 - Debead rule clarification Nationals (Macoubrie) RXB discussed how the debead rule is applied at the National events.
- Divisional Steward Liaison (Foley)
 - DRXS meeting: Divisional Steward meeting was held Thursday September 28th. The Division Stewards discussed the 2017 SCCA DirtFish National Championship. The stewards were interested in what would be provided in the way of banners, shirts and trophies. The stewards are also interested in what the safety steward renewal process will be and how the safety stewards are trained and approved by the divisional stewards. Each steward has a unique program based on the needs of the division. There is concern that training done at a national level may not work with the divisional programs.
 - Growth and Development Committee (Hamilton)
 - Updates: No update.
4. Old business:
 - National Convention (Hyatt)
 - The national convention will be January 18-20, 2018. The RXB plans to meet all day on the 17th and the morning of 18th for their annual face to face meeting.
 5. New business:
 - 2018 RXB (Hyatt): Ron Foley will retire from the board at the end of 2017.
 - Southeast Divisional Steward (Hyatt): Charles Wright has resigned as Southeast Divisional Steward effective immediately. The RXB thanks Charles Wrights for his years of dedication and support to grow the RallyCross program. Leon Drake has been recommended to replace Charles Wright at the Southeast Divisional Steward. Steve Hyatt nominated Leon Drake for Southeast Divisional Steward. Kent Hamilton seconded the motion. Leon Drake was confirmed unanimously by a 7-0 vote of the RXB. Steve Hyatt will notify Leon of the approval.
 6. Motion to adjourn: 8:04 pm CST
 7. Next RXB Meeting November 7th, 2017.

ROADRALLY BOARD

Sports Car Club of America RoadRally Board Minutes October 12, 2017

The RoadRally Board met via conference call on October 12, 2017; meeting called to order at 7:33 pm CDT by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, BOD liaisons Earl Hurlbut, Bob Dowie, Lee Hill, BOD Chairman, secretary Jeanne English, Jamie Mullin SCCA Staff, guest Pego Mack. Not present: Mike Thompson, NEC chairman.

Conference call logistics: Attempting to use SCCA conference calling system. Jamie has provided the logistics information. The conference call will start at 7:00 but the business meeting won't start until 7:30.

1. Approval of September minutes – stand as published.
2. RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
 - a. Cheryl put out a September issue the week after the USRRC. Another fine issue with articles focusing on the USRRC. Call for 2018 RRB members was made there, and on the Yahoo forum this week. Rich's column included mention that an RRB position is open, but he has gotten no responses. Cheryl has asked Peter to write an article about the Safety Steward process.
3. SCCA Staff Report (Jamie)
 - a. Course Championship standings of 10/5 posted online? yes
 - b. Other items from SCCA HQ? - post Safety Steward items from Peter
 - c. 2018 SCCA Convention Logistics and Schedule (Rich) - registration opens at the end of October; we (RRB) will finish on Sunday by 11 am
4. NEC Report (Mike)
 - a. Recent National events.
 - b. Upcoming Nationals – Northern California and Southern California; all events ready to go
 - c. USRRC Report – Jeanne reported on her experiences at the USRRC – bottom line is that she liked it and would do it again (amazing scenery!).
 - d. (Old Business): Recommend or standardize use of mobile communications (text/email) in addition to emergency signs. The need for emergency signs on the odo check of a recent National Rally prompted one competitor to wonder if there wasn't a better way, such as email, Facebook or a smart phone app, to get critical messages to competitors in the middle of an event. Rich plans to test this concept on his November events. (Refer to NEC for comment?).
 - e. Minimum odo length at 12 miles. Appropriate? Mike T is looking into it.
5. Old Business
 - a. 2018 Rule changes: Tonight, we'll vote on each proposal. Proposals which pass tonight will be forwarded to the BOD for December approval.
Move to pass item 1 on to the BOD for approval. R/P/fail (0-5)
Item 1: Remove the restriction that a region may have a maximum of 4 equivalents per series within a 7 day period
Move to pass item 2 on to the BOD for approval. R/J/pass (5-0)
Item 2: required rally equipment, remove the reference to night events.
Move to pass item 3 on to the BOD for approval. R/C/pass (5-0)
Item 3: adding for clarification: If a control immediately follows a traffic control device ... a pause will be given...

Move to pass item 4 on to the BOD for approval. R/P/pass (5-0)
Item 4: changes descriptions of Classes L and S. New S description includes: GPS odometers may be used in this Class only if their information is NOT used for any timing calculations.

Items 5 and 6 no longer needed

Move to pass item 7 on to the BOD for approval. R/M/pass (5-0)

Item 7: returns procedure for year-end ties to what it was

Move to pass item 8 on to the BOD for approval. R/J/fail (2-3)

Item 8: year-end standings

Move to pass item 9 on to the BOD for approval: R/J/fail (0-5)

Item 9: when results are due to scorekeeper

Move to pass item 10 on to the BOD for approval: R/J/pass (4-1)

Item 10: remove requirement to enter at least one National rally

Move to pass item 11 on to the BOD for approval: R/C/pass (5-0)

Item 11: worker points

Move to pass item 12 on to the BOD for approval: R/M/fail (0-4-1)

Item 12: move worker points to different class/series

Move to pass item 13 on to the BOD for approval: R/C/fails (2-3)

Item 13: multiple worker points on combination events

Move to pass item 14 on to the BOD for approval: R/P/pass (5-0)

Item 14: generals can be e-mailed

Items 15 and 16 not needed to vote on

Errors and omissions: Add Article 9-E-4 clarification. Add General Instructions to the list of items to be used to follow the course. R/J/pass (5-0)

b. New Road Rally Safety Steward Licensing process.

i. New process documents are stored on the SCCA web site? Peter's survey got a 66% response; DRRSs Larry Scholnick and Stu Helfer are not instructors but should be. Next month, pass the list of non-actives to Membership

c. Rally development fund.

i. Budget request submitted October 2 and include in first draft of 2018 budget. Rich thanks our liaisons for their support; Howard will make sure it is in first draft of budget.

6. New Business – none

Meeting adjourned at 9:34pm CDT
Next meeting to be November 9, 2017
Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/solonats>

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

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

RALLY

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

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

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

SCCA NATIONAL CONVENTION

Event page:
<https://www.scca.com/convention>

EVENT CALENDAR:

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