

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.