

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 6, 2018

The Club Racing Board met by teleconference on March 6, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, Tim Myers, and Pam Richardson, secretary. Also participating were: Bob Dowie, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; and Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

GT2

1. #24015 (Grand Touring Committee) GT2/TA2 Class Eligibility
Beginning in 2019, only current year TA2 cars will be eligible for GT2/TA2 and must adhere to current Trans Am TA2 rules. This is to include any listed air restrictors per Article 14 TA2 rules Addendums A, B and C. Appendix L will be updated.

GM LS3	2.250" Flat Plate Restrictor
Ford (Ilmore)	1.207" Flat Plate Restrictor
Dodge	2.350" Flat Plate Restrictor

No Action Required

B-Spec

1. #18514 (Chi Ho) Data Acquisition

Thank you for your letter. Please see 9.1.10.E29 allowing ECU access for data acquisition.

2. #18586 (JASON HUEPENBECKER) Allow Open ECU Monitoring for Data Acquisition

Thank you for your letter. Please see 9.1.10.E29 allowing connection of data acquisition system.

3. #20140 (Derrick Ambrose) Rules Revisions for 2017

Thank you for your letter. All the actions requested were incorporated into the rules in March of 2017.

4. #20165 (Benjamin Morse) #20072 (B-Spec Committee) B-SPEC Update

Thank you for your letter. There were 2 major BOP revisions to help level the field in March of 2017 and December 2017.

5. #20193 (Derrick Ambrose) Camber Plates for the Mazda 2

Thank you for your letter. Camber plates have been addressed in 9.1.10.E35.

6. #20589 (Michael Colangelo) Lower Weight of Mazda2

Thank you for your letter. A weight reduction for the Mazda2 was approved in May of 2017.

7. #23148 (Kyle Keenan) New Restrictor/Weight for Kia Rio

Thank you for your letter. BOP changes that included the Kia Rio were made in December 2017 to balance the performance in B-Spec.

8. #23261 (Kent Carter) Congrats on Good B-Spec Balance!

Thank you for your letter.

9. #24000 (Mark McCaughey) Request to Re-Instate Showroom Stock C

Thank you for your request. Regions can establish regional only classes at any time. Please contact your Region's staff with your request.

F5

1. #23898 (Brad Smith) Rule Clarification/Simplification

Thank you for your letter. The CRB appreciates your comments and questions.

P1

1. #24032 (AJ Snyder) Reference Letter #23702

Thank you for your letter. If any competitor successfully develops a supercharged engine, it may be added to the engine table after submitting a dyno sheet that can be used to properly restrict the engine for performance balance.

GCR

1. #23823 (Bob Hudson) Comment on Contact Impound

Thank you for your comments. They are appreciated.

2. #23986 (J.R. Mitchell) Request Research Data for Seat Belt Regulations

Thank you for your request. The SCCA does not conduct primary research or testing of safety equipment. The CRB suggest you contact the respective safety certification organizations in the US and Europe directly for relevant information. 9.3.18.E specifies driver restraint system certification standards and expiration dates. Scrutineers inspect belts for proper installation as well as expiration date and wear items such as cuts, abrasions, fading, and stains.

GT2

1. #23971 (Sonny Watkins) Request TA2 BOP Question

Thank you for your request. TA2 cars must be compliant to the rule set as stated. The CRB will continue to monitor the performance of all cars in GT2.

FP

1. #23871 (Michael Kamalian) Rule Clarification/Change

Thank you for your letter. In the absence of a stock cover for this area, the current rules do not allow the space to be covered.

STL

1. #23527 (Rich Walke) Port Matching for Rotary Engines

Thank you for your letter. Please see the response to Letter #23469, Technical Bulletin.

2. #23918 (Jeremy Tanner) Requesting Clarification and Opposes B16/18 Restrictions

Thank you for your request. Please see MA 18-02.

The CRB does not intend to manage all of the different variations of the Honda B series engines. You are permitted to swap engines in Super Touring. It is the competitor's choice as to which power train they would like to use. Please note that there are also different versions of the K20 engine. They all receive a 50 mm restrictor plate.

STU

1. #23817 (Patrick Lipsinic) Request Engine Block Close Decking

Thank you for your letter. Please review 9.1.4.G.5.: 5. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of 1.2mm (.0472in) over standard bore size. Any surface treatment originally applied from OEM manufacturer on the specific engines bore may be re-applied after sleeving engine block.

T1

1. #23859 (Mitch Marvosh) Request Corvette (XLR) LS7 BOP

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

T2

1. #23883 (Harley Kaplan) Request Camber Clarification Mustang

Thank you for your request. Camber is limited to 3.0 degrees of negative camber regardless of method or parts permitted. While a particular kit, camber plates, shims or eccentric bolts may allow camber adjustment beyond 3.0 degrees of negative camber, 3.0 is 3.0 and that is the limit with no leeway beyond 3.0. Competitors are reminded they can run less than 3.0 degrees of negative camber to make sure they do not exceed 3.0 degrees of negative camber. This applies to Touring 2, 3 and 4.

2. #23889 (Roger Eagleton) Additional Corrections to GCR - Appendix M ref. 23887

Thank you for your request. The text correction can be handled in the next major SMG update. The part number is present, so the rule is adequate as written.

3. #23995 (Van Hunter) Request a Moroso Oil-Air Separator for 2010 Camaro

Thank you for your request. Both American Sedan and Touring class rules allow oil catch cans.

T2-T4

1. #23677 (Tim Wise) Request to Clarify Polyurethane and Delrin Bushing Language

Thank you for your request. The intent of the rule was to allow competitors to replace bushings only to achieve camber. The CRB will re-write and clarify the rule for 2019 to make it more clear.

Not Recommended

B-Spec

1. #19686 (Chi Ho) Drum Brakes - Proportioning Valve Allowance

Thank you for your letter. The Advisory Committee does not recommend the addition of the proportioning valve as it would require re-routing of brake lines.

2. #21186 (B-Spec Committee) Ride Height Revision

Thank you for your letter. Ride height rules were reviewed by the Advisory Committee and no changes are recommended at this time.

3. #21891 (Ted Sahley) Allow Optional Factory Parts for the Mazda2

Thank you for your letter. Altering the final drive for B Spec cars is beyond the scope of the class.

4. #21919 (Anne Hitchcock) Classify the MINI Cooper Hardtop (2-door) F56

Thank you for your letter. Currently, no B-Spec cars are turbocharged. Additional vehicle testing would be required to determine how to balance the performance of this car to existing B Spec cars.

5. #23101 (John Heinrich) BOP Needs Adjustment in B-Spec

Thank you for your letter. BOP changes were made in December of 2017 to help balance the performance in B-Spec.

FA

1. #20544 (Jay Novak) Approve Changes to the Honda K20 Engine

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

2. #21720 (Aaron Hale) FA Honda K20 Rules Change Proposal

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

3. #23954 (Lee Alexander) Request Additional Engine Builders to Engine Table

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

GCR

1. #23667 (Charles Davis) Request To Reduce the Length of Time to Work off Penalty Points
Thank you for your letter. The current rules are adequate as written.

2. #23755 (Chris Paveglio) Request for Catalytic Converters

Thank you for your letter. The implementation of this request would not be practical for a large percentage of our current classes and would have far reaching negative impact on most of our classes.

3. #23844 (Peter Watson) Request to Change Split Start Procedure Letter #23577

Thank you for your letter. The existing language "...one continuous green flag..." addresses your concern.

4. #23860 (Charles Tanck) Request Clarification 9.3.19.9.c Driver Safety Equipment Re-Certification

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

5. #23951 (Don Drennon) Proposed Changes in 6.1

Thank you for your letter. Many regions around the US do not have green flags on the corners since they do not host FIA Flag Rule type events. This could put a financial burden on the smaller regions.

6. #23952 (Don Drennon) Request Changes to 6.1.

Thank you for your letter. The purpose of the current language is to inform drivers they are to reduce their speed, but not to force the F&C or EV crews to make subjective decisions. If it is blatantly obvious that a driver is not slowing down for the incident, then the car should be reported.

GT1

1. #23693 (Randy Rosenmerkel) Fuel Injection Requests Re-Classification

Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

2. #23772 (Fred Braun) Fuel Injection

Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

GT2

1. #23908 (Don McMillon) Request GT2 2018 Aerodynamics Changes to GT/ST

Thank you for your letter. The CRB will continue to monitor the aerodynamic performance on all cars in GT2.

2. #23932 (Ken Billimack) Request 997.1 GT3 Cup Weight Reduction

Thank you for your letter. This car is classified correctly.

GTL

1. #23076 (Richard Barlow) Competition Adjustment for GTL Honda CRX's

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

IT General

1. #24055 (James Bell) Request Removal of Headlights

Thank you for your request. The requested change is not consistent with the class philosophy.

EP

1. #24045 (Joe Boruch) Request to Re-Visit the Response to Letter #23544

Thank you for your request. Based on the performance of this car, it is competitive as classed.

FP

1. #23913 (Inness Eisele) Request to Increase Max Wheel Size for 1990-91 BMW 318i/is

Thank you for your request. The 15x7 wheel size specified for this car is based on the size of the wheel that was offered from the factory on this car. This is the same approach that is used in Production for determining the maximum wheel size for a car. Based on the weight and wheel sizes for similar cars in class, this car is not at a competitive disadvantage.

STL

1. #23863 (David Mead) Request to Classify 12A Street Port With Weber

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

T1

1. #23625 (Eric Ritchie) Request to Combine Corvette C6 and C6 Z06 in T1LP

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

2. #23833 (Stephen Tise) Request Weight Change for Mustangs

Thank you for your request. Recent changes to T1 will be monitored before considering any additional recommendations.

3. #23853 (Mitch Marvosh) Request Corvette LS7 BOP

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

4. #23957 (Jeremy Rohan) Request RX8 Car Classing

Thank you for your letter. The CRB does not recommend a Mazda chassis with GM drivetrain. Touring does not allow this kind of swap from a Mazda engine to a Chevrolet engine. This configuration may be eligible for regional class racing like ITE or SPO type classes.

T2

1. #23807 (Ron Randolph) Request Engine Oiling System 9.1.9.2.D.f.

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

2. #23812 (Harley Kaplan) Request to Relocate Rear Sway Bar

Thank you for your request. The CRB does not recommend this change. Relocating suspension components is against class philosophy and rules.

3. #23822 (Michael Lavigne) Request Rule Date Change

Thank you for your request. The CRB will continue to monitor the recent changes and collect and analyze data based on the T2 March changes.

4. #23850 (James Rogerson) Request GCR Compliance in Class Assignment

Thank you for your request. The BMW 235iR has been classed in T1 and T2 configurations and removing the car from either of those classes is not recommended. In the future this car may get moved to another class, but not in 2018.

5. #23878 (Ryan Upham) Request to Use Former E46 M3 GS Class Wing Made by Hamann

Thank you for your request, Non-OEM aerodynamics are not recommended in T2.

6. #23901 (Preston Calvert) Request BOP of Nissan 370Z in T-2

Thank you for your request. Changes effective March 1, 2018 will be monitored and data will be analyzed before any further changes will be considered.

7. #23903 (Nicole Jacque) Request to Help the Mustang

Thank you for your request. Recent changes effective for March 1, 2018 will be monitored and data reviewed before any additional changes will be considered.

8. #23915 (Bob Demers) Request Wheel Change 2017 Camaro

Thank you for your request. The author has been advised that this tire size is available and additional vendors will have availability soon.

9. #23931 (Ken Billimack) Request Aftermarket Manifold- Porsche 997.2 CS2

Thank you for your request. The CRB does not recommend this change at this time. Current rules allow modification of the OEM header within the rules to remove the catalytic converter.

10. #23948 (Joe Aquilante) Request to Review Performances Changes to 75% of the Field

Thank you for your request. Changes effective March 1, 2018 will be monitored and data will be analyzed before any further changes will be considered.

11. #23956 (Stephen Tise) Request Relief for the 2011 Mustang GT Specification Line Information

Thank you for your request. The rules are clear as written. The car is competitive as classed.

12. #23997 (Van Hunter) Request an ACS Z28 Spoiler on 2010 Camaro

Thank you for your request. The CRB does not recommend this change. Non OEM aerodynamics are against class philosophy for T2.

T3

1. #23790 (James Berlin) Request Change to 350Z Model Year Discrepancy

Thank you for your letter. The car is competitive as classed. The non rev-up DE is capable of making competitive power.

2. #23847 (Robert Schader) Request Parity Between the DE and HR Engines

Thank you for your request. Recent changes that are effective March 1, 2018 will be monitored and data collected and analyzed before any additional recommendations are made.

3. #23942 (Scotty B White) Request 2015+ Mustang T3 Specification Line Change

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

4. #24061 (Touring Committee) 04-07 Subaru STI Plate Location

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

T4

1. #24007 (Chi Ho) Request 2016 MX5 and Newer Alternate Suspension

Thank you for your request. The CRB will continue to monitor the class. The CRB needs to see results and data on this car before the CRB can recommend adjustments.

2. #24031 (Sherman Singh) Request Assistance for the ND MX5 2016 and Newer

Thank you for your request. The CRB will continue to monitor the class. The CRB needs to see results and data on this car before the CRB can recommend adjustments.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

B-Spec

1. #22599 (Charles Davis) Alternate Radiators and Allow Removal of Front Sway Bar
Thank you for your letter. The Advisory Committee is not aware of any specific need for alternate radiators in any B Spec car.

Add to section 9.1.10.E36 the following:

36. Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or the B14 Bilstein shock and strut kit with no modifications except as required for mounting.

Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted

for approval by the CRB. Any spring up to a maximum spring rate of 500 pounds may be used. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit.

Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected *and removed*.

F5

1. #23870 (Will Lahee) Request Wing/Spoiler Rule Clarification

Thank you for your letter. Add to 9.1.1.D.9.h.: h. Wings are prohibited. *A single rear spoiler that may be capable of adjustment is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.*

2. #23881 (Eric McRee) Request Change to F500 to Allow Aluminum Rear Axles

Thank you for your request. Add to 9.1.1.D.3.B.: B. Rear driving axle shall be of solid or tubular steel *or 7075-T6 aluminum*.

P1

1. #23963 (Formula/Sports Racing Committee) Revise P1 Bodywork Rules To Allow Modern Sports Prototype Designs

The P1 bodywork rules should be updated to permit the aerodynamic designs found on modern sports prototypes such as Group CN cars, while continuing to preserve the appearance of sports prototypes by prohibiting the use of cycle fenders on converted open wheel cars.

In GCR Section 9.1.8.C.C., make the following changes:

2. The bodywork as viewed from the side and above shall cover all mechanical components *including suspension* except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which ~~only~~ cover *only* the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork ~~with no gap between body and fender~~.

4. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels *as viewed from above* shall not *may* extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires *for a distance of up to 20% of the length of the wheelbase.*

GCR

1. #23751 (Tom Lamb) Request Changes to 9.3.47. TOWING EYES

Change 9.3.47: 9.3.47. TOWING EYES

All cars without an exposed roll bar shall have a towing eye or strap, front and rear that does not ~~dangerously~~ protrude *beyond the bodywork outline when viewed from above* ~~when the car is racing~~, to be used for flat towing or hauling the vehicle. A removable towing eye carried inside the car is not acceptable, except in formula cars and Sports Racing cars. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID 2 inches.

T2

1. #23739 (Touring Committee) Touring 2 Allow Solid Bushings for Rear Suspension Cradle Add 9.1.9.2.D.5.c.2.: *2.All T2 cars are allowed to replace OEM rear suspension cradle bushings with an alternate material. The bushing can serve no purpose other than its original intent.*

2. #23804 (David Hale) Request Specification Line Adjustments

Thank you for your letter. In T2, change the Notes for the 2006-08 BMW Z4M

Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821, Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R permitted. ~~BMW cold air intake part #8299520 and #8299525 with ducting are permitted.~~ *Evolve cold air kit #E46M3CSL permitted. M3 front lower control arm #31122229453 left, M3 front lower control arm #31122229454 right, May ream upright for installation of larger joint, Alternative rear lower control arm #TSU9940B77.*

Taken Care Of

ASR

1. #23977 (Formula/Sports Racing Committee) Correct ASR Errors and Omissions
Thank you for your letter. The CRB appreciates your feedback. Please check the current GCR, as these corrections have been made.

F5

1. #23533 (Will Lahee) Alternate Rear Axle Material, 3.B
Thank you for your letter. Please see the response to letter #23881.

FB

1. #23858 (Jerry Hodges) Request a Rule Clarification
Thank you for your letter. Please see the response to letter #24023, Technical Bulletin.

FC

1. #23984 (Robert Wright) Check Sequential Gear Box in FF/FC
Thank you for your letter. The CRB appreciates your feedback.

FV

1. #23983 (Derek Harding) Disc Brakes Letter #22456
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which the Board of Directors approved as recommended in January 2018 (to be effective January 1, 2019).

2. #24048 (Thomas Galuardi) FV Disc Brakes

Thank you for your letter. Please see the response to Letter #22456, March 2018 Fastrack Board of Directors Minutes, with the language the Board of Directors approved for GCR Section 9.1.1.C.4.D during their meeting at the National Convention in January 2018 (to be effective January 1, 2019).

GT1

1. #23453 (Tony Stefanon) Proposed Rule Changes for Fuel Injection
Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

2. #23473 (Scott Quaile) GT-1 Fuel Injection

Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

3. #23529 (Michael Bromirski) Fuel Injection

Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

4. #23576 (Tim Lyons) Fuel Injection

Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

5. #23754 (Chris Paveglio) Fuel Injection

Thank you for your letter. Please see the response to letter #22608, March 2018 Fastrack Minutes.

GT2

1. #23209 (Tom Patton) GT2 Rules Compliance

Thank you for your letter. Please see the response to letter #23178, Technical Bulletin.

EP

1. #23914 (Donald Tucker) Request Clarification/Rule Change of Cowl/Wiper Area Re: Letter #23871

Thank you for your letter. Please see the response to letter #23871.

STL

1. #23864 (David Mead) Request to Reduce Weight of Mazda 13B

Thank you for your letter. Recent changes have been made to 13B. Please see response to letter #23469, Technical Bulletin.

2. #23966 (Darrel Stein) Request RX7 Power Upgrade

Thank you for your request. Please see the response to letter #23469, Technical Bulletin.

STU

1. #22860 (Eric Thompson) Toyota 3SG Engine Specification Line

Thank you for your letter. Please see the response to letter #23674, March 2018 Fastrack Technical Bulletin.

T3

1. #23505 (Bryan Horowitz) Classify the FRS/BRZ/86 Platform

Thank you for your letter. Please see the response to letter #23768, March 2018 Fastrack Technical Bulletin. This car has been classified.

What Do You Think

1. #23831 (Stephen Tise) Request Removal of Mustang heater Core?

The Club Racing Board seeks your feedback on the below request to change 9.1.9.2.D.3.b.1. Please provide your feedback through crbscca.com.

From:

~~b. Air Conditioners:~~

~~1. The factory and/or aftermarket air conditioning system may be removed. The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.~~

To:

b. Air Conditioners ~~HVAC~~:

1. The factory and/or aftermarket air conditioning *and heating system* may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, *vents*, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

RESUMES

1. #21331 (Travis Washay) Request to be a Member of the B Spec Advisory Committee
Thank you for submitting your resume. It will be held for future openings.

2. #21338 (Travis Washay) Resume and Bio
Thank you for submitting your resume. It will be held for future openings.

3. #23756 (Ali Salih) Resume for Touring Advisory Committee
Thank you for your resume. It will be kept on file for future openings.

4. #23789 (Matthew Long) Resume ASAC Member Application
Thank you for submitting your resume. The CRB will keep it on file for future openings.

5. #23803 (Eric Heinrich) Request Addition to TAC
Thank you for your letter. Your resume will be kept on file for future openings.

TECH BULLETIN

DATE: March 20, 2018

NUMBER: TB 18-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/31/2018 unless otherwise noted.

American Sedan

AS

1. #23658 (American Sedan Committee) 2018 BOP Adjustments

In AS, Ford Mustang Incl. Cobra and Cobra R (79-93), change the weight as follows:

~~3150~~ **3250**

Over 313 CID ~~3450~~ **3550**

In AS, Ford Mustang GT (05-14), change the weight as follows:

~~3250~~ **3350**

Over 313 CID ~~3550~~ **3650**

B-Spec

None.

Formula/Sports Racing

F5

1. #23904 (H. Cory McLeod) Request to clarify

In F5, GCR section 9.1.1.D.9.d, add a sentence to the end of the bodywork section:

"This rule is not intended to limit the size of lateral protrusions in front of the sidepod or in the front wheel well area between the tire and chassis."

FA

1. #24070 (Aaron Hill) Request Formula Renault Engine rule change

In FA, Table 2, Ex-Fran-Am 2000 spec line, change the notes as follows:

"Must have roll bar meeting the requirements of GCR 9.4. Must use Formula Renault or Fran-Am engine seals on the cam cover, oil pan and crankshaft pulley bolt as applied by an approved engine builder. ECU must remain sealed and mapping unchanged. An SIR will be required at a time to be determined by the CRB. The CRB may require the use of an SIR at any time."

FB

1. #24023 (Formula/Sports Racing Committee) Clarify engine and restrictor rules

In FB, GCR Section 9.1.1.G.4, add a new section as follows:

"K. Competitors wishing to use engines newer than 2014 model year must supply dynamometer data to the CRB to be approved for use."

In GCR Section 9.1.1.G.5., make changes as follows:

"Flat plate Individual Inlet Restrictors (IIRs) (FPIR) shall be used on all engines as indicated in Formula B Restrictor Table below. The CRB may require the use of Flat Plate Intake Restrictors at any time. If required, The restrictors shall conform to the definition within Appendix F of the GCR: and All restrictors shall be installed within 4 inches of the primary throttle shaft on the upper inlet side of the throttle body."

In FB, remove the Formula B Restrictor Table in its entirety and delete the following sentences:

"Proposed changes to the specified restrictor sizes must be accompanied by engine dyna-

dynamometer data.”

“Competitor wishing to use any engines newer than 2014 model year must supply dynamometer data to the CRB to be approved for use.”

P1

1. #21855 (SCCA Staff) P1/P2 Spec Line Restrictor Size Clarification

In P1, GCR Section 9.1.8.C.J.9, clarify as follows:

“On motorcycle *4-cycle* engines *equipped with individual throttle bodies, individual Flat Plate Intake Restrictors* must be installed ~~before the throttle body,~~ within 4 inches of the *primary butterfly* throttle shaft; *or centerline on the intake side of the individual throttle body’s primary butterfly.* Restrictors may be mounted in any manner that does not reduce the intended effectiveness.”

2. #23975 (Formula/Sports Racing Committee) Correct P1 Errors and Omissions

In GCR Section 9.1.8.C.J., make the following changes:

“For cars listed in spec lines, specifications that are more restrictive in those sections take precedence over the general specifications in section ~~A.2.a~~ *C.J.*”

3. #23996 (Formula/Sports Racing Committee) Adjust minimum weights in Engine Table Line E

In P1, the minimum weights for motorcycle-based engines up to 1455cc are being adjusted based on existing car weights and current dynamometer data to bring the specifications in line with the SCCA Power Factor.

In P1, Engine Table, Line E, change the weight as follows:

~~4075~~ *1100*

In P1, change the notes as follows:

“May run without inlet restrictor at ~~4475~~ *1150* lbs. min. weight.”

4. #23998 (Formula/Sports Racing Committee) Adjust minimum weights in Engine Table Line I

In P1, the minimum weights for engines up to 2500cc are being adjusted based on existing car weights and current dynamometer data to bring the specifications in line with the SCCA Power Factor.

In P1 Engine Table, Line I, make changes as follows:

Weight: ~~4450~~ *1475*

Notes: “Up to 2300cc may run at ~~4425~~ *1445* lbs. min. weight»

5. #24004 (Formula/Sports Racing Committee) Add DP02 sealed MZR 2.0L to restricted 2.0L Engine Table Line H

In P1 Engine Table, Line H, add/change as follows:

H	<i>Restricted 2.0L Group CN-spec Honda K20A</i>	2000	4	Stock <i>Honda</i> 64mm single throttle body	1400	<i>Honda K20A: No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Internal dimensions and materials must be stock with no machining allowed.</i>
	<i>Restricted 2.0L Elan DP02-spec Mazda MZR</i>			<i>Elan Power Products DP02- 60-013 manifold assembly with 47.6mm tracts. No modifications.</i>		<i>Mazda MZR 2.0L: Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted.</i>

In P1 Table 1 (Spec Line Cars), delete Spec Line A and remove Table 1 in its entirety.

Remove GCR Section 9.1.8.I Elan Van Diemen DP02 Sports Racer Classed in P1 in its entirety.

P2

1. #23976 (Formula/Sports Racing Committee) Correct P2 Errors and Omissions

In P2 Engine Table, Line F, make changes to the notes as follows:

“Engine must conform to the specifications *in 9.1.8.EG*”

2. #24024 (Formula/Sports Racing Committee) Correct March 2018 TB error and clarify rub block requirements

In P2, GCR Section 9.1.8.D.E., make changes as follows:

“A maximum of ~~four~~ *eight* (8) rub blocks of maximum dimension 75mm *width* by 125mm *length* are allowed anywhere on the lower surface of the chassis and may extend below the reference plane.”

3. In P2, GCR Section 9.1.8.D.L.h.3, clarify as follows:

“~~All 4 and 2 cycle restrictors are individual flat plate intake restrictors. On automotive 4-cycle engines equipped with individual throttle bodies, individual flat plate intake restrictors it must be installed within 7 4 inches of the primary butterfly throttle shaft or centerline and may be on the intake either side of the throttle shaft individual throttle body’s primary butterfly. On motorcycle 4-cycle engines equipped with a single throttle body, in a single flat plate intake restrictor must be installed within 4 inches of the throttle shaft on the intake side between the single throttle body and the intake manifold. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.»~~”

GCR

None.

Grand Touring

GT2

1. #23178 (Robert Lentz) Transparency and Specificity of Non-Traditional GT2 Car Rules

In GT2, GCR section 9.3.28.D, Identification Markings, add the following:

“*GT2 cars must show displacement, weight, restrictor size and rule set.*”

GT3

1. #24008 (Grand Touring Committee) Corrections to letter 23291
 In GT3, correct the spec line weight for engines as follows:
 1.8l motors (1750cc - 1849cc) to ~~1960~~ **1860** lbs.
 13B Street Port to ~~2090~~ **2080** lbs.

GTL

1. #23845 (Ryan Kristoff) Request correction of response and weight suggestion Re: #23542;
 In GTL, Honda EW 1342 engines, add restrictor options to the notes as follows:
25mm SIR @ 1920 pounds
Unrestricted @ 2120 pounds

2. #23910 (Inness Eisele) Request to Classify 1990-91 BMW 318i & 318iS in GTL
 In GTL, classify 1990-1991 BMW 318i/318iS as follows:

GTL Cars - BMW					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>318i/318iS</i>	<i>1990-1991</i>	<i>2dr</i>	<i>RWD</i>	<i>101.1</i>	

Engines - BMW								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>M42B18</i>	<i>DOHC</i>	<i>84.0 x 81.0</i>	<i>1796</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>22.5mm SIR</i>	<i>2050</i>	

Improved Touring

IT

1. #23916 (Darren Murdock) Request for rule cleanup and clarification
 In IT, GCR section 9.1.3.D.6.d, omit the sentences as follows:
~~“Cars with antilock braking systems must completely disable or remove the operational components of the system. It is permissible to disable ABS system function by removing or disconnecting a minimum of three wheel speed sensors. Components that perform no other function than to assist in the activation of the ABS portion of the brake system may be removed.”~~

In GCR section 9.1.3.D.9.f, add the language as follows:
 “Front door windows **and their operating mechanisms** may be removed.”

Production

FP

1. #23922 (Inness Eisele) Request correction to track width for 90-91 BMW 318i/is spec
 In FP, BMW 318i/is (1991), modify track measurements as follows:
~~1499/1506mm~~ **59.5/59.9in.**

2. #24010 (Blake Meredith) Request to correct track of the 88-91 Civic/CRX 1.5
 In FP, Honda CRX 1.5 (88-91) correct the track as follows:
~~61.4 / 61.7~~ **61.3/61.5**

HP

1. #24042 (Jason Isley) Request to update Yaris year listing
 In HP, Toyota Yaris (12-15) expand the model year as follows:
 (12-~~15~~ **18**)

Spec Miata
 None.

Super Touring
ST

1. #23920 (Eric Heinrich) Request removal of turn signals
 In ST, GCR section 9.1.4.K.2, add the language as follows:
 Standard headlights, headlight operating ancillaries, **Turn Signals**, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.

STL

1. #23469 (darrel stein) Help the RX7 13B
 In STL, GCR section 9.1.4.2.B.2, make the following change:
 Manifold and cylinder head port matching on ~~piston~~ engines is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting faces. Carburetor mounting surfaces shall not be modified. External dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two-piece manifolds must not be port matched at their intermediate point. Valve guide material is unrestricted.

Touring
T1

1. #24167 ((Colin COHEN) Classify Audi TT-RS
 In T1, Audi TTRS (GTS 2011 Spec), classify as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Audi TTRS (GTS 2011 Spec)</i>	<i>2500</i>	<i>3150</i>			<i>Must conform to December 14th, 2011 revision 3 GTS rules</i>

2. #23184 (Scotty B White) T1 (09-10) Viper
 In T1-LP, Viper SRT 03-06, change the notes as follows:
 "Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one ~~52mm~~ **60mm** hole (one for each throttle body).»

3. #23216 (Sean Reilly) Update S2000 Supercharger Guidelines
 In T1, Honda S2000, add to the engine notes as follows:
 "**Novi 1200 Supercharger permitted with a 5.45" crank pulley and 3.8" blower pulley.**"

4. #23876 (Brad McCall) Request Porsche Cayman 3.8 Liter weight reduction
 In T1, Porsche Cayman (05-13), change the weight as follows:
 2900 **2850**

5. #23926 (Chris Edens) Request Additional Brake Ducting
 In T1, GCR section 9.1.9.1.O, add the following to the brake section:

“17. Any brake ducts are permitted, but they must serve no other purpose. Fender liners maybe modified solely for routing and attachment of brake ducts. Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia.”

6. #24012 (Touring Committee) Add to letter 23595
 In T1, BMW M3 E92 (08-13), classify as follows:

T1	Maximum Displ.	Min. Weight	Restrictor	Engine Notes	Chassis Notes
<i>BMW M3 E92 (08-13)</i>	<i>3999</i>	<i>3150</i>		<i>Must use unmodified: OEM intake, OEM airbox and OEM plenum manifold</i>	<i>Factory DCT transmission permitted</i>

T2

1. #23584 (Kurt Rezzetano) Request six piston caliper 2015-current mustang gt
 In T2, Ford Mustang GT 5.0L (2015-), change the notes as follows:

“Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part# M- 7210-M8, Solid Sub frame Bushings part# M- 5872-M, Dampers in Handling Pack part #M-18000-F, **Ford OEM** Performance Package Brembo front BBK **and** 380mm **rotors** permitted (**Ford PN M-2300-V**) at + 400**lbs** **50lbs**.. 53mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted.”

2. #23655 (Ken Billimack) Request to adjust T2 997 tire size
 In T2, Porsche 911 /Carrera S 997.2 (09-12), correct the tire size as follows:
 245 **255** (F)
 255 **315** (R)

3. #23842 (Ryan Upham) Request to run BMW replica intake
 In T2, BMW M3 01-06, add the intake to the notes as follows:
 “**Evolve Tuning intake EVXE46M3CFAB permitted.**”

4. #23943 (Scotty B White) Auto trans for Ecoboost Mustang in T2
 In T2, Ford Mustang Ecoboost 2.3 (2015-), add the gear ratio as follows:
4.17, 2.34, 1.52, 1.14, 0.87, 0.69

In T2, Ford Mustang Ecoboost 2.3 (2015-), add to the final drive as follows:
3.55 w/auto

In T2, Ford Mustang Ecoboost 2.3 (2015-), add to the notes as follows:
"Optional: 6 speed automatic transmission (with paddle shifters)."

5. #23989 (Hans Peter) Request BoP for the BMW M235iR
In T2, BMW M235iR (-2016), omit the restrictor follows:
39mm TIR required

In T2, BMW M235iR (-2016), change the weight as follows:
3475 **3400**

6. #23994 (Van Hunter) Request an Aviad Dry Sump for 2010 Camaro
Effective 01/01/2019, In T1, Chevrolet Camaro SS/1LE (10-14), add to the notes as follows:
"Aviad Dry Sump #001-13110 allowed."

T2-T4

1. #23887 (Roger Eagleton) Request to review and correct GCR - Appendix M
In SMG, Appendix M, 2.h., make changes as follows:

The Cortex Racing Spec Mustang Xtreme-Grip Suspension Kit PN ~~CSS-40-1000SPEC~~ **CSS-40-1000-SMG (for KONI) or CSS-40-1000-JRI-SMG (for JRI)** is required. Suspension modifications are limited to this kit as specified below. Any replacement of items in this kit must be the current component part number from this kit.

Either: Koni Struts and Rear Coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: ~~CFS-40-1000SPEC~~ **CSS-40-1000-JRI-SMG** **CFS-40-1000-SMG (for KONI) or CFS-40-1000-JRI-SMG (for JRI)**, rear shock system PN: ~~SHK-40-1000SPEC~~ **SHK-40-1000-JRI-SMG**.

9. Cortex Watts Link package, PN ~~CWL-40-1000SPEC~~ **CWL-40-2000-SMG**

~~12:~~ **11** Cortex Racing Adjustable length anti-roll bar end links for corner balance adjustment, PN ARB-40-1002. (Included with ~~CSS-40-1000SPEC~~ **JRI-SMG** ~~both~~ **CSS-40-1000-SMG and CSS-40-1000-JRI-SMG**)

~~13:~~ **12** Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with ~~CSS-40-1000SPEC~~ **JRI-SMG**)

~~13:~~ **12.a** Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with ~~CSS-40-1000SPEC~~ **JRI-SMG** ~~both~~ **CSS-40-1000-SMG and CSS-40-1000-JRI-SMG**)

2. #24009 (Philip Royle) Clarify T2-T4 ballast rule

In T2-T4, GCR section 9.1.9.2.E.2.a, make ballast changes as follows:

"Automobiles may carry ballast to achieve their specification's minimum weight. Refer to GCR section 9.3 Ballast.

1. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better, and shall utilize large-diameter, load distributing washers.

~~2. Holes may be drilled in the passenger footwell floorpan for purposes of mounting the ballast(only), and said floorpan may be reinforced as required for the same purpose."~~

3. #24064 (Lansing Stout) VIN requirement for touring

In GCR section 9.1.9.2, Touring (T2-T4), omit the following:

~~A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number.~~

T3

1. #24052 (Lansing Stout) Request T3 Nissan 350Z sway bar allowances

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08), change the notes as follows:

"The following are allowed: Track option Aero package, Rear diff cover Nismopart #99996-35TDK or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-

0C00A, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, ~~Nismo sway bar kit #99996-RS3OUS~~ *Front sway bar max 37mm. Rear sway bar max 25mm.* SPC Control Arms 72125 allowed. Springs up to 700 lbs./in. allowed front and rear.”

In T3, Nissan 350Z Track/ Touring/Standard/Nismo (03-08) Spec Z, change the notes as follows:

“Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, ~~Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350,~~ *Front sway bar max 37mm. Rear sway bar max 25mm.* Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 allowed.”

2. #24056 (Ryan Kowalewski) Request the removal Ballast Box for the Global MX-5
In T3, Mazda MX-5 Global Cup Miata (2016), add to the notes as follows:
“Ballast box may be removed.”

T4

1. #23465 (Julian Macias) 2014-2015 Honda Civic Si Touring 4 Spec Line Corrections and Perf
In T4, Honda Civic Si (14-15), add to the notes as follows:

“Camber plates permitted. Original wheels up to 18” maximum permitted.”

2. #23563 (Dan Wiegandt) Request for Suspension Camber Adjustments
Effective 01/01/2019, In T4, to obtain 3 degrees of negative camber, add to the notes as follows:

“Acura (02-06) – SPC Rear Upper Arm - P/N 67230 permitted.”

“Honda Civic (06-11) - SPC Adjustable Control Arm - P/N 67466 permitted.”

“Honda Civic (12-13) - SPC Adjustable Control Arm - P/N 67466 permitted.”

“Honda Civic (14-15) - SPC Rear Adjustable Control Arm – P/N 67467 permitted.”

3. #23841 (david mead) Request to classify the Abarth model to Fiat 124 spec line
In T4, Fiat 124, add model as follows:

Fiat 124 */Abarth Edition*

4. #24002 (Richard Grunenwald) Request Clarification/Possible Error 2005 - 2010 Ford Mustang V6

In T4, Ford Mustang V6 (05-10), correct the wheel size as follows:

F: ~~16 x 7~~ *17 x 8*

R: ~~17 x 8~~ *17 x 8*

In T4, Ford Mustang V6 (05-10), change the notes as follows:

“ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. *Kit does not need to be run in its entirety.* The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F.

DRIVER REVIEW JUDGEMENT Robert K. Schader December 28, 2017

FACTS IN BRIEF

Following the 2017 Interdivisional Championship Races at the Indianapolis Motor Speedway (2017 Runoffs), Phil Shuey, Executive Steward, Rocky Mountain Division, requested a Driver Review of Robert K. Schader to investigate his driving history with consideration of 2, 2.1 and 6.11.1 of the GCR. The scope of documented incidents provided to the Committee covered the period of 2005 to 2017.

THE COMMITTEE

The Driver Review Committee was composed of Ken Blackburn, Bill Blake and Paul Gauzens, Chairman.

DATES OF THE COURT

1. On October 24, 2017, this matter was initiated by correspondence to Mr. Schader, advising him of the review.
2. The review committee conducted various telephonic conferences, commencing on December 1, 2017 with Mr. Schader.
3. The review committee conducted telephonic conferences between December 1, 2017 and December 17, 2017, with various officials and drivers, who had material information relevant to this driver review.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. The Committee reviewed the complete files of prior actions, including SOM and COA rulings covering incidents in a 2005 Regional Race, the 2014 Runoffs, the 2016 Runoffs, and the 2017 Runoffs.
2. The Committee reviewed the SCCA Driver files of parties involved in all incidents and all witnesses for such incidents.
3. The Committee reviewed the video evidence, where available, the various incidents, as well as the videos from the Indianapolis Motor Speedway cameras at the 2017 Runoffs.
4. The Committee reviewed the broadcast videos of the Runoffs races involved in this review.
5. The Committee reviewed multiple video files from the SCCA Action System.
6. The Committee reviewed all submitted witness statements, including any and all attachments thereto.
7. The Committee conducted ten telephone conferences with various witnesses, during December 2017.
8. The Committee reviewed documents from Mr. Schader's SCCA driver file and racing records.

FINDINGS

Despite his enthusiasm for racing, and illustrious 40 year racing career, the Committee determined these recent tendencies are a sign of poor sportsmanship and on track behavior that endangers others - both drivers and volunteers alike.

The Committee does not find Mr. Schader's intentions to be premeditated but Mr. Schader's actions are highly ill-advised, unacceptable and injurious to sports car racing.

Mr. Schader's conduct violates GCR 2.1.7. – Acting in an unsportsmanlike manner, and 6.11.1 On Course Driver Conduct.

DECISION

The Committee assigns the following penalty:

Mr. Schader's Competition License is suspended for a period of 12 months effective January 1, 2018. Upon expiration of this suspension, Mr. Schader may commence racing but only under the terms of his Membership and Probation License ordered by SOM Court 3 on September 28, 2017 in Action #39 at the 2017 Runoffs.

JUDGEMENT OF THE COURT OF APPEALS Michele Abbate vs. SOM COA Ref. No. 18-01-SP February 27, 2018

FACTS IN BRIEF

On January 14, 2018, at the Porterfield Majors race at Autoclub Speedway, Michele Abbate, driver of STU #30 protested Kevin LaChance, driver of STU #188 charging that Mr. LaChance had twice made avoidable contact with Car #30. Ms. Abbate states that the second contact disabled her car. The Stewards of the Meeting (SOM) Margaret Jardine, Keith Duntze, and Ed Paul, Chairman, met, reviewed the evidence, and disallowed the protest. Ms. Abbate appealed the SOM ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Spencer Gorham, Michael West, and Laurie Sheppard (Chairman) met on February 8 and 15, 2018 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Michele Abbate, received January 23, 2018.
2. Official Observers Report and related documents, received January 31, 2018.
3. Email from Ed Paul, Chairman SOM, dated February 1, 2018.
4. Photos of Cars #30 and #188 taken seconds after the contact, received January 31, 2018.
5. Photos of damage to both vehicles, received February 1, 2018.
6. Witness statement from Clarence Barnes, received January 31, 2018.
7. Segment of in-car video from Car #30, received January 31, 2018.
8. Spliced cell phone video showing Cars #30 and #188 in Turns 12-13, received January 31, 2018.

FINDINGS

Ms. Abbate provided a complete, logical, and well thought out appeal with evidence related to the second contact that was not available to the SOM. The appeal does not mention the first contact included in the protest. Regarding the second contact which occurred in Turn 12, it is clear from in-car video that Car #30 was violently impacted in the right rear. Mr. LaChance acknowledged making the contact. The SOM ruled that the contact was the result of close racing and deemed it a "racing incident".

The COA reviewed both Ms. Abbate's submitted video clip of the approach to Turn 12, the contact, and its aftermath as well as the spliced cell phone video clip received from the SOM. The cell phone video was taken from a vantage point outside the course and downstream of Turns 12 and 13. Ms. Abbate noted in her appeal an apparent discrepancy in the track position of the cars in the two videos. The camera in Car #30 is placed such that a car alongside or ahead of the midpoint of the car would be visible in the side window. Car #188 does not appear in the side window, but it cannot be determined if Car #188 is alongside the rear of Car #30. The relative positions of the cars using the cell phone video is difficult to ascertain due to the viewing angle of the approaching cars.

Pictures of damage to both cars indicate both side-to-side and nose-to-tail contact. Each car had damage to a side mirror, with Car #30's pointed into the passenger compartment and Car #188's mirror mount no longer supporting the mirror. The in-car video from Car #30 shows that the mirror was misaligned prior to the contact in Turn 12, but no documentation or evidence was received explaining how or when mirror damage to either car occurred.

The SOM viewed in-car video from Car #30 covering multiple laps but only captured a 24-second video clip for the Observers Report. The decision to disallow the protest was influenced by the full race video. The COA is unable to validate the SOM's thought process due to the absence of that evidence.

Based on the in-car video, Car #30 was leading entering the turn. However, none of the evidence available to the SOM nor any new evidence received from Ms. Abbate shows the relationship of Car #188 to Car #30 at the moment of impact and the instant before. Therefore, the COA cannot conclusively determine fault. Likewise, because the COA did not receive the full set of evidence reviewed by the SOM, the adjudication process cannot be adequately evaluated. The lack of complete investigation and documentation by the SOM resulted in neither driver receiving full due process. At this point in time, any evidence that might be available will not be considered because it is and has been outside the custody of the event officials.

The COA does not find sufficient evidence to overturn the SOM's decision.

DECISION

The COA upholds the SOM's decision in its entirety. Ms. Abbate's appeal is well founded and the entire appeal fee will be returned.