

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 6, 2018

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

Member Advisory

None.

No Action Required

ST General

1. #24899 (Tim Hunter) Request to Classify Volvo C30

Thank you for your request. You may run with the turbo inlet restrictor at chart weight as long as the remainder of the car is STU compliant.

STU

1. #25488 (Rick James) Request to Classify 93 Duster in STU

Thank you for your request. The 3.0l 24V engine from the Dodge Stealth may freely be swapped into any eligible Chrysler vehicle for competition in STU. It does not require specifically being classed, because the engine does not exceed 3.2 liters and was manufactured after 1985.

Not Recommended

FV

1. #25533 (Andy Pastore) Disc Brake Rule Clarification

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #24663, which was approved as recommended in the October 2018 Board of Directors Minutes.

Prod General

1. #25444 (James Bell) Request for Alternate Wheel Diameter on Datsuns

Thank you for your request. The referenced brake allowance can be fitted within an appropriately sized/designed 13" wheel.

2. #25723 (Club Racing Board) Safety Change for Bolt-On Removable Hardtops

The Prod committee suggested the CRB consider adding to the general competition rules a requirement for either arm restraints or a window net across the underside of the roof when a bolted-on removable hardtop is being used, in any class. Especially if a non-metallic hardtop is being used.

The CRB does not recommend this change.

ST General

1. #25540 (Bill Lamkin) #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

Thank you for your feedback. The CRB does not recommend fender flares. However, please see the response to letter #24504 for aerodynamic changes recommended for 2019.

STL

1. #25443 (PETER SCHWARTZOTT) Request to Clarify Honda/Acura K20 Engine Classification

Thank you for your request. The CRB has reviewed this option for STL and decided that this JDM option would create a potential imbalance in BOP for the Honda engines. The JDM K20 uses many parts including higher compression and better flowing intake, that perform at a level higher than STL. Since competitors can easily obtain USDM K20s there is no need to allow

this engine currently in STL.

T2

1. #24985 (Michael Pettiford) Request Internal Turbo Mods to Solstice GXP
Thank you for your request. Internal turbocharger modifications are against Touring philosophy.
2. #25510 (Darin Treakle) Request for 2017-2018 Honda Civic Type R BOP
Thank you for your request. Please race the car so the CRB can collect data on it and make necessary adjustments.
3. #25681 (William Goodro) Request for Help for T2 Solstice GXP
Thank you for your request. Please response to letter #24985.

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.

Prod General

1. #25425 (Production Committee) Modify Hardtop Rule to Allow OE-Style Aftermarket Hardtops
Change the wording of rule "9.1.5.E.9.a.12 – Production Category, Authorized Modifications, Body/Structure Level 1 & 2, Modifications" to the following new language:

12. Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.

Remove the words "OEM hardtop allowed/permitted" from any and all applicable specification lines in Production.

2. #25426 (Production Committee) Allow Drivers Seat Floor Pan Modification
Add 9.1.5.E.10.e – Production Category, Authorized Modifications, Driver/Passenger/Trunk Compartment Level 1 & 2:

e. The driver's side floor-pan may be modified for the purpose of lowering the driver's seating position. All modifications must be contained within the floor-pan area, limited to between the transmission/exhaust tunnel, the driver's side rocker, and a maximum fore-aft length of 30". The modification shall not extend below the lowest portion of the factory floor/frame rail/welded seam. The steel used in the modification shall be no thinner than .058", and be entirely welded in place. This modification shall serve no other purpose other than seating position.

STU

1. #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

9.1.4.1 STU Specific Technical Regulations

Add to section A. Chassis and Bodywork:

3. Advanced Aerodynamics

The following maximum specifications regarding aerodynamic allowances can be used with

a 3% weight penalty:

- a. The front splitter must not extend more than 3.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.*
- b. A wing no wider than the widest part of the body, with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each.*
- c. Canards or dive planes are permitted. 2 per side not exceeding 50 square inches each.*

T2-T4

1. #24685 (Jared Lendrum) Request to Increase Camber for 2019
Thank you for your request. Based on the overwhelmingly positive response to the WDYT, please make the following change for 2019:

In 9.1.9.2.5.a.1:

1. T2-T4: A maximum of ~~3.0~~ **3.5** degrees of negative chamber is allowed on front and rear suspensions.

2. #25706 (Touring Committee) Short Shifters for Touring

Please make the following change to Touring (T2-T4):

Add 9.1.9.2.4 Transmission/Final Drive

4. Conventional aftermarket shift kits allowed (i.e., short-shift). Parts can serve no other purpose than to accomplish the shifting of the OE transmission.

Taken Care Of

GT General

1. #23060 (Charlton Holmes) FIA GT4 Club Racing Class

Thank you for your letter. GT4 will be part of the proposed GTX rule package. The CRB is seeking Board of Directors approval for the package in early December.

ST General

1. #25540 (Bill Lamkin) #24504 (Eric Heinrich) Request Advanced Aero With Restrictions

Thank you for your feedback. Please see the response to letter #24504.

STO

1. #25353 (Greg Amy) Opposed to Letter #24504

Thank you for your feedback. Please see the response to letter #24504.

STU

1. #25350 (Alan Leshner) Support for letter # 24504

Thank you for your feedback. Please see the response to letter #24504.

2. #25351 (Allan Ferragonio) Opposes STU Aero Updates

Thank you for your feedback. Please see the response to letter #24504.

3. #25352 (Kevin Koelemeyer) Opposes STU Advanced Aero

Thank you for your feedback. Please see the response to letter #24504.

4. #25354 (Patrick Lipsinic) Opposes letter #24504

Thank you for your feedback. Please see the response to letter #24504.

5. #25356 (Evan Consolazio) Opposes Letter #24504

Thank you for your feedback. Please see the response to letter #24504.

6. #25357 (Theresa Condict) Opposes letter #24504
Thank you for your feedback. Please see the response to letter #24504.
7. #25358 (Eric Heinrich) Opposes Everything in Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
8. #25359 (Robert Verenna) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
9. #25362 (Austin Hilliard) Opposes Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
10. #25377 (Jose De Miguel) Opposes Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
11. #25380 (Christopher DeShong) Response to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
12. #25381 (Mark Liller) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
13. #25383 (Matt Wolfe) Opposed to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
14. #25402 (Chris Itterly) Answers to Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
15. #25420 (Lenny Basaj) Supports Letter #24504
Thank you for your feedback. Please see the response to letter #24504.
16. #25449 (Matt Wolfe) Aftermarket Turbocharger and Supercharger Kit Approval
Thank you for your feedback. Please see the response to letter #24832, October 2018 Fastrack Minutes.
17. #25461 (Darin Treakle) STU Aero and Wheel Flares
Thank you for your feedback. Please see the response to letter #24504.
18. #25505 (Scott Peterson) Favors Letter #24504 Request Advances Aero
Thank you for your feedback. Please see the response to letter #24504.
19. #25568 (Patrick Waligore) Feedback for Letter #24504 Request Advanced Aero With Restrictions
Thank you for your feedback. Please see the response to letter #24504.

T2

1. #25532 (Christopher Childs) Request to Slow the LS2 C6 Corvette
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.
2. #25574 (Michael Pettiford) T2 Solstice GXP Not Competitive
Thank you for your letter. Please see the response to letter #24985.
3. #25637 (Jason Ott) E92 BMW Tire and Weight
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.
4. #25638 (Jim Leithauser) E92 Adjustments and Thoughts
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.

5. #25682 (Carl Fung) Request for Corvette Consistency
Thank you for your request. Please see the response to letter #25704, Technical Bulletin.
6. #25721 (Brian LaCroix) Request Balance of Performance on LS2 Vette
Thank you for your request. Please see the response to letter 25704, Technical Bulletin.

T2-T4

1. #25306 (Josh Holsworth) Favors Touring Camber Increase for Letter #24685
Thank you for your feedback. Please see the response to letter #24685.
2. #25322 (Harley Kaplan) Supports Proposed Camber Rule
Thank you for your feedback. Please see the response to letter #24685.
3. #25329 (Raymond Blethen IV) Supports Increased Camber Rule
Thank you for your feedback. Please see the response to letter #24685.
4. #25368 (Ted Warning) Opposes Letter #24685 Request to Increase Camber for 2019
Thank you for your feedback. Please see the response to letter #24685.
5. #25400 (Christopher Childs) Supports Letter #24685
Thank you for your feedback. Please see the response to letter #24685.
6. #25411 (Richard Kulach) Supports Letter #24685
Thank you for your feedback. Please see the response to letter #24685.
7. #25486 (Jim Leithauser) Favors Camber
Thank you for your feedback. Please see the response to letter #24685.

T4

1. #25485 (Jeff Andrews) Favors Max Camber Increase to 3.5 degrees
Thank you for your feedback. Please see the response to letter #24685.
2. #25567 (Derrick Ambrose) Favors 3.5 Camber
Thank you for your feedback. Please see the response to letter #24685.

What Do You Think

None.

RESUMES

1. #25474 (Jerry Hodges) Resume for Formula/Sports Racing Advisory Committee
Thank you for your résumé. It will be kept on file for future consideration.

TECH BULLETIN

DATE: November 20, 2018

NUMBER: TB 18-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 11/30/2018 unless otherwise noted.

American Sedan

AS

1. #25692 (DAVID MEAD) Mustang Mach 1 Transmission Clarification

In AS, Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8, change the gear ratios as follows;

~~3.38, 2.00, 1.62, 1.27, 1.00, .79~~ **3.38, 2.00, 1.32, 1.00, .68.**

B-Spec

None

Formula/Sports Racing

ASR

1. #25248 (Peter Jankovskis) Clarification of Rule Requiring Side Intrusion Bars in SPO Class
In GCR section 9.1.8.B.12.a, make changes to the weight as follows:

~~"The minimum weight of the vehicle as raced, without driver, shall be 750 lbs. Cars of composite (e.g., fiberglass, carbon fiber, Kevlar, etc.) chassis construction shall not exceed a maximum weight, as raced without driver, of 1500 lbs. Cars of conventional tubular space-frame or metallic monocoque chassis construction that are in excess of 1800 lbs, as raced without driver, require specific approval by the Club Racing Board for homologation (if required, see section 9.2.2. for details) and competition eligibility."~~

FB

1. #25711 (Formula/Sports Racing Committee) Update AiM data box mount provision

In GCR section 9.1.1.G, make changes as follows:

~~"Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation may be required. Refer to 9.2.2. for details. All FB Cars competing in Majors Races and the Runoffs must have the AIM part #DNKTKPFSOL5 #X47KPFSOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box."~~

FE

1. #25546 (Robey Clark) Request FE Tires 2019

In GCR section 9.1.1.I.13, FE, add the wording as follows:

Tires must run in sets of 4 as stated below:

"DRY

American Racer *(until 05/31/2019)*

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S"

or

"Front: P/N: JFEC3, 22.0 X 8.0-13S

Rear: P/N: JFEMA, 22.5 X 10.0-13S"

"Hoosier (beginning 01/01/2019)

Front: P/N: 43272, 22.0 X 8.0-13 FE
Rear: P/N: 43312, 22.0 X 10.0-13 FE”

“WET

American Racer *(until 05/31/2019)*

Front: P/N: JWWC3: 22.0 X 8.0-13

Rear: P/N: JWWMA, 22.5 X 10.0-13”

“Hoosier (beginning 01/01/2019)

Front: P/N: 44195, 22.0 X 7.5-13 WET

Rear: P/N: 44217, 22.0 X 9.0-13 WET “

P1

1. #25709 (Formula/Sports Racing Committee) Update AiM data box mount provision

In GCR section 9.1.8.C.I, make changes as follows:

“All P1 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOL5~~ #**X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. ~~Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.~~”

P2

1. #25710 (Formula/Sports Racing Committee) Update AiM data box mount provision

In GCR section 9.1.8.D.K, make changes as follows:

“All P2 Sports Racing Cars competing in Majors Races and the Runoffs must have the AIM part #~~DNKTKPFSOL5~~ #**X47KPFSOLO2R0** data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 Data box. ~~Effective January 1, 2019, this plate shall be replaced with AIM part #X47KPFSOLO2R0 to provide the necessary mounting of the AIM Solo or Solo 2 Data box.~~”

SRF

1. #25435 (Robey Clark) Request for SRF Suspension linkage clarification

In GCR section 9.1.8.E.X.j, SRF3, clarify as follows:

“Suspension linkage: ~~No more than .570” exposed thread from first formed thread to a STD-jam nut on any Spherical rod end. This is minimum mandatory requirement to ensure sufficient engagement of thread in the adjustable linkages. It is not permissible to remove any jam nut on suspension links.~~ ***Jam nuts must be used on all threaded adjustment locations of the suspension linkage. A spherical rod end may have no more than 0.570” of exposed thread, measured from a typical reduced height jam nut to the first formed thread of the spherical rod end. This measurement requirement does not apply to suspension turnbuckles, clevises, or OEM-type tie rod ends that have longer exposed threads.***”

GCR

None

Grand Touring

None

Production

None

Spec Miata

None

Super Touring

None

Touring

T2

1. #25135 (Bill Sulouff) Request Clarification on Porsche 996 Weight
Effective 01/01/19, In T2, Porsche 911/996 (98-05), make changes to the notes as follows:
-50lbs if 3400 engine is used.

2. #25342 (Touring Committee) Camaro 2016+ 20 inch wheels missing
In T2, Chevrolet Camaro, 1LE (2016-), make changes to the wheel size as follows:
~~48x14~~ *20 x 11*

3. #25511 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 2 BOP Tire Size
In T2, Honda Civic Type-R (2017-), make changes to the tire size as follows:
~~265~~ *275*

4. #25512 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 3 BOP Wheel size
In T2, Honda Civic Type-R (2017-), make changes to the wheel size as follows:
~~20x9~~ *20 x 10*

5. #25704 (Touring Committee) 2019 T2 class adjustments
In T2, Porsche 911 / 966 (98-05), make changes as follows:
~~3050~~ *3150*

In T2, Porsche 911 / 997 (06-08), make changes as follows:
~~3200~~ *3250*

In T2, Porsche 911 / Carrera S 997.2 (09-12), make changes as follows:
~~3275~~ *3300*

In T2, BMW E92 M3 (08-14), make changes as follows:
~~275~~ *295*

In T2, Ford Mustang GT 5.0L (11-14), make changes as follows:
~~3550~~ *3500*

In T2, Ford Mustang GT 5.0L (2015-), make changes to the notes as follows:
~~48mm~~ *50mm* flat plate restrictor required.

T3

1. #25772 (Touring Committee) 2019 T3 class adjustments
In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), make changes to the spec line as follows:

DE motor weight ~~3300~~ *3225*

HR motor weight ~~3350~~ *3275*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, make changes to the spec line as follows:

DE motor weight ~~3350~~ *3275*

HR motor weight ~~3400~~ *3325*

In T3, Ford Mustang V6 (11-14), make changes to weight and notes in the spec line as follows:
~~3475~~ *3425*

~~55~~*58*mm flat plate restrictor required.

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), make changes to the spec line as follows:

~~3450~~ *3425*

In T3, BMW Z4 M Coupe (2007), make changes to weight and notes in the spec line as follows:
 3350 **3275**
 45~~50~~mm flat plate restrictor required.

In T3, BMW M3 (01-06), make changes to weight and notes in the spec line as follows:
 3400 **3325**
 45~~50~~mm flat plate restrictor required.

In T3, BMW SpecE46, make changes to the spec line as follows.
 3025 **2950**

T4

1. #25751 (Touring Committee) 2019 T4 Class Adjustments
 In T4, Ford Mustang V6 (05-10), make changes to weight and notes as follows:
 3325 **3300**
~~55mm flat plate restrictor required.~~

In T4, Mazda MX-5 / Club Model (06-15), make changes as follows:
 2650 **2625**

In T4, Scion FRS (13-16), make changes as follows:
 2975 **2925**

In T4, Subaru BRZ (13-16), make changes as follows:
 2975 **2925**

In T4, Toyota 86 (2017-), make changes as follows:
 3025 **3000**

In T4, Subaru BRZ (2017-), make changes as follows:
 3025 **3000**

In T4, Mazda RX-8 Base/R3 (04-12), make changes as follows:
 3175 **3125**

In T4, Honda Civic Si (14-15), make changes as follows:
 3025 **2975**

In T4, Honda Civic Si (12-13), make changes as follows:
 3025 **2975**

In T4, Honda Civic Si (06-11), make changes as follows:
 3000 **2950**

In T4, Honda Civic Coupe & Sedan EX-T (16-17) Hatch LX & Sport (2016), make changes as follows:
 3100 **3050**

In T4, delete Honda Civic EX-T (16-17) duplicate spec line.

	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
--	-------------------------------------	------------------------	------------------------------	-----------------------	----------------	----------------	----------------	-----------------	--------

Honda Civic EX-F (16-17)	1496 ⁻	2700 ⁻	17 x 7 ⁻	235 ⁻	3.54, 2.08; 1.36, 1.02; 0.83, 0.69	4.11 ⁻	(F) 280mm (R) 260mm ⁻	3050 ⁻	HPD- differential- assembly- part#
--------------------------------	-------------------	-------------------	---------------------	------------------	--	-------------------	-------------------------------------	-------------------	---

In T4 BMW 320i (14-15), make changes to tire and notes as follows:

(F) ~~245~~ **255**

~~30~~**32**mm TIR required

In T4, Mazda MX-5 / Miata Sport (99-00), add to notes as follows:

Allow Spec Miata suspension kit (*Bilstein or Penske SM kit shock absorber*) allowed.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 31
Andrew Aquilante vs. SOM COA Ref. No. 18-01-RO
October 19, 2018

FINDINGS OF THE COURT

On October 18, 2018, following the second qualifying session for Touring 1 (T1) at the National Championship Runoffs held at Sonoma Raceway, Andrew Aquilante, T1 #33 protested Kristofer Olson, T1 #49, alleging that various items on Mr. Olson's vehicle were not compliant with GCR section 9.1.9.1. T1 Category rules. The protest detailed a list of seven (7) bodywork configuration items.

The Stewards of the Meeting (SOM), Barb Knox, Bill Blake, and Fred Brinkel (Chairman), met, reviewed physical evidence, and heard testimony from both drivers. The SOM found three (3) items non-compliant and penalized Mr. Olson with loss of qualifying times from Session Two (2). Mr. Aquilante appealed the SOM's decision.

DATES OF THE COURT

The Court of Appeals (COA), Michael West, Pat McCammon, and Spencer Gorham (Chairman), met on October 19, 2018, to review the evidence, hear testimony, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Andrew Aquilante, received October 19, 2018.
2. 2018 Runoffs SOM File and Ruling for Action #31, received October 19, 2018.
3. Tim Myers, Touring Advisors Committee (TAC) member, in person interview on October 19, 2018.

FINDINGS

Mr. Aquilante's appeal addressed the T1 #49 bodywork items found to be compliant by the SOM. He claimed the diffuser, rear bumper, and rear trunk are not allowed per GCR 9.1.9.1.B. and 9.1.9.1.A.1 (T1). He also argued the mirrors are not compliant per GCR 9.1.9.1.A.2. The COA inspected Car #49.

The COA finds that in order to be classified in T1 as an Acura NSX Turbo World Challenge per the T1 Spec Lines, the vehicle must adhere to World Challenge rules. Therefore, the SCCA Pro Racing Vehicle Technical Specifications (VTS) dated 8/19/2009 Ver. 3 for the 1991-2001 Acura NSX Turbo World Challenge vehicle is the primary controlling document for compliance of the car in the T1 class. The GCR T1 Category rules control only situations not specified in the VTS. The diffuser, rear bumper, and rear trunk are specifically listed as allowed per the VTS and are compliant with the rules.

The VTS is silent on the vehicle's exterior mirrors and therefore GCR 9.1.9.1.A.2. applies. The COA finds the mirrors specified in the protest and the appeal are not Original Equipment Manufacturer (OEM), alter the standard body appearance, and are non-compliant. The COA included a notation in the vehicle logbook requiring Car #49 to have compliant mirrors installed prior to the next event. The COA did not modify or increase the SOM imposed penalty.

DECISION

The COA upholds the SOM decision with modification. The COA upholds the SOM assigned penalty. The appeal is well founded. The appeal fee will be returned, less the administrative portion retained by SCCA.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 41
J. R. Osborne vs. SOM COA Ref. No. 18-02-RO
October 20, 2018

FACTS IN BRIEF

On October 19, 2018, at the National Championship Runoffs held at Sonoma Raceway, Gary Hickman, Formula 1000 (FB) #76, protested J. R. Osborne, FB #49, alleging Mr. Osborne's engine configuration was not compliant with GCR 9.1.1.G.4.C. as interpreted in a Member Advisory in the Club Racing Board Minutes dated August 7, 2018, and published in the September 2018 FasTrack. Specifically, Mr. Hickman stated the throttle body (TB) and engine control unit (ECU) used on Mr. Osborne's Gen5 Kawasaki engine (long block) were from a Gen4 Kawasaki engine.

The Stewards of the Meeting (SOM), Barbara Knox, Bill Blake, and Fred Brinkel (Chairman), met, reviewed the evidence, interviewed witnesses, and found the engine non-compliant. The SOM upheld the protest and penalized Mr. Osborne with loss of qualifying times from Session Three (3). Mr. Osborne appealed the SOM decision. Mr. Osborne asserted GCR 9.1.1.G.4.E. permits the use of stock fuel injection components from different engine generations.

DATES OF THE COURT

The Court of Appeals (COA), Pat McCammon, Laurie Sheppard, and Michael West (Chairman), met on October 19 and October 20, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from J. R. Osborne, received October 19, 2018.
2. 2018 Runoffs SOM File and Ruling for Action #41, received October 19, 2018.
3. David Arken, Club Racing Board (CRB) member and Liaison to the Formula Sports Racing Advisory Committee (FSRAC), Witness Statement Addendum, received October 19, 2018.
4. CRB Minutes dated August 7, 2018, published in September 2018 FasTrack.

FINDINGS

The SOM found Mr. Osborne's configuration non-compliant based on:

- The Member Advisory, which states, "Competitors in P2 and FB are reminded that a stock engine consists of parts that were originally delivered as an OEM unit. A stock engine is not an engine made up of stock parts from various engines and different platforms to create an engine that never existed as an OEM unit. All the engine part numbers must have been included in the original OEM engine. For example, an engine with a short block from one engine platform, cylinder head from a different platform, and cams from a third is not a stock engine." In the ruling the SOM incorrectly cited this clarification as an authoritative Technical Bulletin rather than a Member Advisory.
- GCR Appendix F. definition for Engine.

The COA understands why the SOM came to this determination but does not agree with their conclusion.

Following extensive review and analysis, the COA finds Mr. Osborne's engine configuration is compliant. The basis for the COA ruling follows:

In accordance with GCR 1.2.3. (Interpreting and Applying the GCR), class rules (Formula 1000 (FB)) take precedence over General Technical Rules. GCR 9.1.1.G.4.E. states, "Carburetion and fuel injection are unrestricted, with the exception that the stock throttle bodies for a fuel injected engine must be used." GCR 9.1.1.G.4.C. states, "The stock or factory racing ECU shall be used."

These FB class rules clearly state the fuel induction system is unrestricted and, therefore, exempts the throttle body and the ECU delivered with the throttle body from the engine definition found in Appendix F. (General Technical Specifications). GCR 9.1.1.G.4.C. does not specify the ECU must be year-matched to the engine, only that it shall not be a stand-alone aftermarket part.

David Arken, CRB member and FSRAC Liaison, provided written and verbal testimony stating the Member Advisory was intended to reference only the cylinder head, engine block, and internal parts of these components, commonly referenced as a long block. He further stated, "Had the rule been intended to require the ECU to year-match the engine, that requirement would have been specifically noted. In addition, since the TB's are unrestricted and must remain stock, this makes it necessary to match the ECU to the TB's."

Per GCR 1.2.2.B. (Revising the GCR – Immediate Implementation), for a clarification requiring immediate implementation, the Board of Directors (BOD) will issue a memorandum stating the interpretation and its effective date. These memoranda will be posted on the SCCA website. The COA notes this Member Advisory for FB and Prototype 2 (P2) had not been issued by the BOD before the start of the 2018 National Championship Runoffs. Therefore, SOM reliance on the Member Advisory as the basis for the ruling was not in accordance with the GCR.

The COA notes these rules and the Member Advisory can lead to varying interpretations. The COA respectfully requests the CRB and FSRAC review and clarify the engine rules for F1000 (FB) before the start of the 2019 competition season.

DECISION

The COA overturns the SOM ruling in its entirety. Mr. Osborne's qualifying times from Session Three (3) are reinstated. The appeal is well founded. The appeal fee will be returned, less the administrative portion retained by SCCA.

SCCA
National Championship Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 52-53
Errors and Omissions COA Ref. No. 18-03-RO
October 21, 2018

FACTS IN BRIEF

Following the Touring 4 (T4) race at the National Championship Runoffs held at Sonoma Raceway, the Scrutineer noted T4 #35, driven by John Heinrich, had a spherical bearing at the top shock absorber mounting point in violation of GCR 9.1.9.2.D.5.a.1. Assistant Chief Steward (ACS) David Gomberg filed a Chief Stewards Action (CSA) to move Car #35 behind all compliant cars. The car's entrant, Drew Spoto, protested the Chief Stewards Action.

The Stewards of the Meeting (SOM), Fred Brinkel, Bill Blake, Maggie Clark, and Barb Knox (Chairman), met, reviewed the evidence, heard witnesses, and determined the camber plate at the top shock absorber mounting point contained a spherical bearing and thus violated GCR 9.1.9.2.D.5.a.1. The SOM disallowed Mr. Spoto's protest. Mr. Spoto appealed the SOM's ruling. Chief Steward Costa Dunias also requested the Court of Appeals (COA) review and interpret the rule to determine if an "Errors and Omissions" (E&O) situation was created in a recently approved amendment. The Chief Steward's appeal was filed in accordance with Supplemental Regulations 12.5.

DATES OF THE COURT

The Court of Appeals (COA), Michael West, Anne Christian, and Laurie Sheppard (Chairman), met on October 21, 2018, to review, hear, and render a decision on the appeal and the Chief Steward's request.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Drew Spoto, received October 21, 2018.
2. 2018 Runoffs SOM File and Ruling for Actions #52 and #53, received October 21, 2018.
3. Chief Steward Letter of Appeal (E&O) from Costa Dunias, received October 21, 2018.
4. Peter Keane, Acting Club Racing Board (CRB) Chairman, Witness Statement and Letter of Intent, received October 21, 2018.

FINDINGS

The COA first considered the Chief Steward's request for a ruling on a potential E&O situation in reference to GCR 9.1.9.2.D.5.a.1. The COA reviewed FasTrack for January 2018 and March 2018 and found that a new rule condition prohibiting spherical bearings/bushings except under specific conditions was proposed by the CRB and approved by the Board of Directors (BOD). The COA interviewed Acting CRB Chairman Peter Keane, who testified the expanded rule as approved by the BOD inadvertently invalidated a previous portion of the rule that states, "Strut suspensions may de-camber wheels by the use of...slotted adjusters at the top of the strut mounting plate." Chairman Keane acknowledged these approved slotted adjusters introduce a spherical bearing/bushing at the mounting point.

The COA finds the unintended effect of the rule impacting upper slotted strut mount adjusters (camber adjusters) is an Error and Omission. Chairman Keane provided enhanced wording for GCR 9.1.9.2.D.5.a.1., adding the sentence: "Spherical bushings are permitted as part of the upper slotted strut mount." The COA respectfully requests the CRB review and clarify the rule regarding spherical bearings/bushings in T2-T4 before the start of the 2019 competition season.

The COA determined that per the amended rule, the spherical bearing/bushing at the top shock absorber mounting point is compliant and Mr. Heinrich's position is reinstated, pending further technical inspection. Based on the E&O decision, Mr. Spoto withdrew his appeal.

DECISION

The COA rules spherical bearings/bushings are permitted as part of the upper slotted strut mount adjusters in Touring 2-4. The finishing position for Car #35 is restored, subject to further technical inspection.

DECISION OF OFFICIAL'S REVIEW COMMITTEE

FACTS IN BRIEF:

On June 17, 2018, at the Washington DC region MARRS 5 event at Summit Point Raceway, Lin Toland, Tech Steward, struck Martin Burk, Scrutineer. An Official's Review Committee, consisting of Cathy Barnard, Phil Shuey, and Kevin Coulter (Chair) was appointed per GCR 2.5 to investigate.

The committee conducted telephone interviews with 17 witnesses between late June and late August. The committee reviewed: the complete member files of Mr. Burk and Mr. Toland; all paperwork related to this incident and the MARRS 5 event as a whole; files of several other race events at Summit Point that witnesses commented on; publicly accessible social media postings of the parties; and several emails from club members in support of Mr. Burk or Mr. Toland.

FINDINGS:

Physical violence between Mr. Toland and Mr. Burk was confirmed. The Committee finds Mr. Toland in violation of GCR 2.1.3 (Acting prejudicially to the sport), 2.1.7 (Unsportsmanlike conduct) and 2.1.8 (Physical violence). There is no place for physical violence at SCCA events. Further, Stewards are expected to hold themselves to a higher standard, per the Steward's Manual.

The Committee directs that Mr. Toland's road racing steward's license be suspended from the date of this occurrence (June 17, 2018) for a period of one year, the maximum penalty per the GCR, until June 17, 2019. The Committee also directs that upon resumption of Mr. Toland's steward privileges, his license be at no higher than the Divisional Steward level. License upgrades may be issued upon demonstration of the customary expectations (both time in grade and work assignments) of any Steward requesting an upgrade to the next level.

In addition, (1) Mr. Toland must attend a course, or equivalent behavior management therapy, to help him understand, manage, and minimize inappropriate anger-related behavior, and submit proof of completion to the NEDiv Executive Steward and (2) the NEDiv Executive Steward may place additional conditions and restrictions at his discretion.

During our investigation of this incident, we became aware of procedural errors in the protest process. Measures are being taken to ensure they do not occur in the future.