

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 2, 2019

The Club Racing Board met by teleconference on July 2, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

### **Member Advisory**

#### **SR General**

1. #27184 (Formula/Sports Racing Committee) Data Box Mount

**TO:** All Participants

**SUBJECT:** Data Box Mount

Competitors are reminded that the AiM part #X47KPFSOLO2R0 data box mount must be installed on all P1, P2, FA, and FB cars competing in Majors Races and the Runoffs. It has come to the SCCA's attention that many cars still have the original Solo data box mount and some have no data box mount at all. The new Solo 2 data box mount (AiM part #X47KPFSOLO2R0) must be in place on all P1, P2, FA, and FB cars at the 2019 Runoffs. No exceptions. Competitors are also reminded that sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.

2. #27194 (Formula/Sports Racing Committee) Dissolution of FV Ad Hoc and FSRAC membership change  
In 2016, an Ad Hoc Committee was formed to work on rules, issues, and concepts for the Formula Vee class. Since then the committee has assisted the Formula/Sports Racing Advisory Committee and the Club Racing Board with several major initiatives, including creating a disc brake option, adopting a spec Hoosier tire, and establishing a uniform procedure for measuring the intake manifold, as well as other important developments for the class.

With the implementation of these major initiatives, the time has come to dissolve the Ad Hoc Committee and turn over the ongoing process of refining the rules to the Formula/Sports Racing Advisory Committee to include in its normal activities effective October 1, 2019. The Club Racing Board would like to thank the following members of the FV Ad Hoc Committee for their dedication and hard work over the past three years: Dennis Andrade, John Petillo, Stephen Saslow, Charlie Turner, and Al Varacins.

John Petillo will join the Formula/Sports Racing Advisory Committee effective October 1, 2019. John's strong technical background, experience as a longtime Formula Vee competitor, and relationships with members of the Formula Vee community will be invaluable to the FSRAC's work going forward.

**No Action Required**

**AS**

1. #25460 (DAVID MEAD) Request S197 Mustang to Install 5.0 LP Coyote Engine

Thank you for your letter. The Club Racing Board seeks your feedback on whether or not all 2005-2010 Restricted Prep. Mustangs listed in AS specification lines should be permitted to install the 2011-2014 Restricted Prep. Coyote engine. If so, the 2005-2010 chassis cars would be required to follow all BOP adjustments as the 2011-2014, such as, but not limited to, weight, restrictor, etc.

No decision has been made. Please send your feedback through the CRB letter log system at crbscca.com.

Consideration has been made to allow back dating of engines into the earlier cars for the 2020. Implementation details need to be addressed.

2. #25639 (Tom Brown) Request to Classify 2010-2015 Camaro in Full Prep

Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

3. #25742 (Scott Shadel) Future of A Sedan

Thank you for your letter. The committee is considering a change to future rules regarding the allowance of alternative classifications to increase participation within the class. No action required at this time.

4. #26292 (Kurt Rezzetano) Request for limited prep S197 mustang allowances

Thank you for your letter. The committee is tabling the allowance of the ford performance rear control arms at this time.

The committee is reviewing all cars for parity within the class. Allowances for some cars are being developed for the 2020 season. Adjustments may be made to allow a current car in another class to easily compete in the American Sedan class as well as other classes. We are committed to increasing participation in all classes.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

5. #26529 (Fred Gaulter) Request to Classify 5th Generation Camaro

Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

6. #26660 (Pam Richardson) Support for Letters 26392 and 26393

Thank you for your letter. Consideration has been noted for your support of letters 26392 and 26393.

7. #26706 (Drew Cattell) Level Rules for RP Cars: Allow CTS-V Aftermarket Airbox

Thank you for your letter. The committee is tabling a change to the 2020 rules regarding the allowance of aftermarket airboxes for the Cadillac CTS-V at this time.

The committee encourages members to provide detailed information regarding the installation of Cold air induction systems. Specific manufacturers and part numbers are requested for inclusion. We are committed to maintaining parity amongst the competitors and reducing the cost to build and maintain cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

8. #26714 (Ted Warning) Against Allowing SMG Cars to Run ABS in AS

Thank you for your letter. The American Sedan advisory committee appreciates your comments and will take them into consideration in future decisions.

9. #26715 (Ted Warning) Against Allowing Rear Tubular Control Arms in AS

Thank you for your letter. The American Sedan advisory committee appreciates your comments and will take them into consideration in future decisions.

10. #26948 (Pamela Richardson) Against Letter 25885, Reduction of Weight of Fox Body Mustang

Thank you for your letter. The American Sedan advisory committee is establishing metrics for various car characteristics such as weight to track width. Parity between all cars is the focus without penalizing members for exceptional performance and effort in developing individual programs. We appreciate your comments and will take them into consideration in future decisions.

11. #26951 (Ted Warning) Controlling Cost and Iron Head Motor

Thank you for your letter. The committee is tabling a change to the 2020 rules regarding allowances for cars with iron heads at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors and reducing the cost to build and maintain cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

12. #27078 (Pamela Richardson) Request to Classify Chevrolet Camaro (10-15) as a Full Prep Car

Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

**F5**

1. #27073 (James Weida) Request for Rule Clarification for F500 Motorcycle Engine

Thank you for your letter. Sleeving a throttle body to assist air flow through a flat plate intake restrictor is not permitted. F500 is a restricted class, and any allowable modifications, changes, or additions are stated in the rules. The rules applicable to 600cc motorcycle engines state that "Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used."

**GCR**

1. #26486 (Rob Woolston) Comments on February Fastrack item 2

Thank you for your letter. You have raised numerous valid points that will need further research.

2. #26965 (Peter Roberts) No More Rules

Thank you for your letter. The current rules allow for all of the items you mention regarding giving drivers additional training.

3. #26995 (John Davison) Request to re-think split starts and numbers

Thank you for your letter. This appears to have been a local operation issue. Done properly, split starts can provide for safer race starts.

4. #27100 (James Rogerson) Opposes Prep shop tech divisional tech license

Thank you for your letter. You have raised valid concerns; we will look at addressing them moving forward.

5. #27102 (James Rogerson) Opposed to current 14-15 year old licensing

Thank you for your letter. The proposed rule change is to treat 14-15 year olds in the same manner as we do our drivers that are older than 15.

6. #27104 (James Rogerson) Incident log for in race contact in MSR

Thank you for your letter. We will suggest that the National office consider MSR as an option.

**GT2**

1. #27060 (Barry BOES) Recent TA2/GT2 Rules Change/BOP Adjustment

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

2. #27064 (D. Jeff Wood) Please Reconsider the 100LBS Weight Addition to the TA2 Class.

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

3. #27081 (Joseph Wolf) Oppose TA2 100 lb Weight Addition for GT2

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

4. #27085 (Scott Rettich) Remove Weight Added to TA2 Cars in GT2

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

5. #27086 (Barry Boes) GT2/TA2 Loophole Emergency Vote

Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

**T1**

1. #26773 (Sean Reilly) Request Alternate differentials

Thank you for your letter. The parts requested are already allowed.

2. #26774 (Sean Reilly) Request Honda S2000-specific change  
Thank you for your letter. The parts requested are already allowed.

3. #26775 (Sean Reilly) Request S2000 front bumper  
Thank you for your letter. The parts requested are already allowed.

## **T2**

1. #27047 (Joe Aquilante) Bring the S197 Mustangs and C5/C6 Corvettes Back to Competitive  
Thank you for your letter. Based on data available from the cars that participated in Mid-Ohio and Road America, there isn't a need to make a change at this time. We will continue to monitor the class.

## **T2-T4**

1. #27099 (Eric Heinrich) Review roll cage standards  
Thank you for your letter. Your input is noted and appreciated.

## **T3**

1. #26947 (Scotty White) Request to Reexamine Porsche Cayman  
Thank you for your letter. We will continue to watch the class.

## **Not Recommended**

### **AS**

1. #25617 (John Heinrich) Request for Cold Air Intake for Full Prep Cars  
Thank you for your letter. The committee does not recommend the allowance of cold air induction systems for full preparation cars at this time.

The committee recognizes the current induction system on full preparation cars is subject to significant variation in intake temperatures throughout a race. There are also significant differences between the current classified cars within American Sedan. Fabrication of cold air inductions could differ dramatically from vehicle to vehicle and generate greater variation within the class. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

2. #25884 (Matthew Long) Request to Adjust Rear Camber Spec. Line  
Thank you for your letter. The committee does not recommend the adjustment of the rear camber specification at this time.

The committee recognizes a clarification of the rear chamber specification may be required but at this time a rule change is undecided. There may be a clarification of this rule for the 2020 season. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

3. #25887 (DAVID MEAD) Request for 2011+ Mustang GT/CS RP Weight Reduction and 295 Tire  
Thank you for your letter. The committee does not recommend the adjustment of the weight and larger tire penalty at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

4. #26699 (Matt Chojnacki) RP Cam Rules  
Thank you for your letter. The committee does not recommend the performance cam at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

#### **SRF**

1. #26998 (Lawrence R. Steckel) Proposal for a 2 inch tow eye on Spec Racer Ford cars  
Thank you for your letter. Enterprises does not recommend this change.

#### **GCR**

1. #27000 (Eric Prill) Rain Lights - Request to consider forward facing as well  
Thank you for your letter. A lot of our cars have no provision for mounting a forward facing rain light.

#### **GT General**

1. #27058 (Joe Harlan) Request to Allow E85 Race Fuel  
Thank you for your letter. Allowing alternate fuel sources is beyond the GTAC's ability.

#### **GT2**

1. #26923 (Lou Gigliotti) Allow carbon fiber parts to make weight, Aston Martin Vantage GT2  
Thank you for your letter. If you would like to run the requested carbon parts you must run GTX.

2. #26981 (Jeff Burck) Request Gen 6 body work to be eligible for late model stock car  
Thank you for your letter. The Club Racing Board is not recommending any new Stock Car bodies for GT2/ST.

3. #27035 (Lou Gigliotti) Request to re-visit letter about lightweight body panels  
Thank you for your letter. If you would like to run the requested carbon parts you must run GTX.

#### **GTL**

1. #27034 (Jonathan Spiegel) Request to remove weight penalty 88-91 CRX IRS  
Thank you for your letter. The weight penalty is appropriate for Solid Axle to IRS suspension conversion.

#### **HP**

1. #27116 (Steve Sargis) Request equality in H Production  
Thank you for your letter. Additional performance balance adjustments are not recommended in HP at this time. Event results and data are continuously monitored at all styles of tracks, and competitors are encouraged to continue to develop and race their cars, in order to provide additional data points.

#### **T1**

1. #26772 (Sean Reilly) Request OEM replica hardtop  
Thank you for your letter. After reviewing the GCR and communicating with you, we believe the GCR is correctly written to allow what you ask for. "Aftermarket OEM style hardtops are allowed."

#### **T2**

1. #27010 (Michael Pettiford) More proof that the Solstice GXP needs help  
Thank you for your letter. BOP adjustments are made using all available data including race results and AIM data, at this time that range of data does not support a change for the Solstice. The CRB and TAC will continue to monitor the class performance.

2. #27036 (William Moore) Request Camaro weight and restrictor plate adjustment  
Thank you for your letter. Data indicates the car is competitive as classed.

3. #27037 (William Moore) Request Camaro Air Intake  
Thank you for your letter. We don't recommend adding an air intake on this car at this time.

#### **T2-T4**

1. #26925 (Owen Schefer) Request to Allow 2 Jacking Points to Be Added to Body Seams  
Thank you for your letter. This change is not recommended at this time. Allowable to jack under roll cage attach points is legal.

#### **T3**

1. #26973 (Rob Hines) Request help for 350Z HR engine in T3  
Thank you for your letter. The available data does not support a change at this time.

#### **T4**

1. #26967 (Philip Royle) Request piggyback ECU allowance in T4  
Thank you for your letter. This is not recommended at this time. We will continue to monitor performance.



### **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](http://www.clubracingboard.com).

#### **GCR**

1. #27062 (GCR Committee) Alternate SOM Model

In GCR Section 5.12.1. add new Section C:

#### ***C. Alternate SOM Model***

*"An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action."*

### **Taken Care Of**

#### **GT1**

1. #27048 (Scott Quaille) Request for Splitter Clarification, Driver/Owner GT-1 #89 NYR

Thank you for your letter. Please see July Fastrack.

#### **GT3**

1. #26987 (Chris Edens) Request to approve turbos

Thank you for your letter. The Club Racing Board has added a list of applicable Turbo rules in GT3.

#### **GTL**

1. #26868 (Tim Linderud) Opposes VW Fun Cup VW Bug

Thank you for your letter. Please see letter #26960.

### **What Do You Think**

#### **T2-T4**

1. #26359 (Touring Committee) Weight adder for pro cages in touring

Please submit the following What Do You Think for member feedback:

The Club Racing Board and Touring Advisory Committee are considering a Touring category rules change to allow roll cages with additional chassis attachment points. This would be accomplished by specifying a minimum number of attachment points only.

Currently T2 is limited to a maximum of 12 chassis attachment points and T3-T4 are limited to 8 attachment points. Many, if not most, other sanctioning bodies specify a minimum number of attachment points only. This limits cross participation with touring.

A concept under consideration is to phase in minimum attachment point cages for T2 and T3. Starting in 2020 cars exceeding the current number of attachment points will be legal with a weight penalty of 1.5%

to the base weight of the car. Data can be collected and, if appropriate, the weight penalty can be adjusted to correct the BoP.

Starting in 2021 the weight penalty can be removed, and the rules rewritten to specify a minimum number of attachment points.

Please share your opinion on a Touring category rule change for additional chassis/cage attachment points in T2/T3 at [crbscca.com](http://crbscca.com).

## **RESUMES**

### **F**

1. #27181 (Formula/Sports Racing Committee) Add John Petillo to Formula Sports Racing Advisory Committee  
John Petillo has been added to the Formula Sports Racing Advisory Committee.

### **GT**

1. #27188 (Kevin Allen) Ad-Hoc Resume  
Kevin Allen has been added to the Grand Touring advisory committee.

## TECHNICAL BULLETIN

DATE: July 20, 2019

NUMBER: TB 19-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2019 unless otherwise noted.

### American Sedan

#### AS

1. #26598 (SCCA Staff) Request Ride Height Clarification

In AS, GCR section 9.1.6.4.a, add new wording as follows:

"Ride Height- Minimum ride height is five (5) inches, to be measured *without driver* at the lowest point of the sheet metal rocker panel, but not to include welded seams, stock ground effects cladding, or fasteners."

#### B-Spec

None.

### Formula/Sports Racing

#### F

1. #26873 (SCCA Staff) Request to add SFI Spec 17.2 Fire Suppression system

In F, GCR section 9.3.22.A, add the following:

"Systems certified to SFI specification 17.1, *or 17.2*, or"

#### P1

1. #27098 (Formula/Sports Racing Committee) E&O Transmissions

In P1, GCR section 9.1.8.C.H, add the verbiage as follows:

*"Traction control is not allowed."*

### SR General

1. #27170 (Formula/Sports Racing Committee) E&O General Technical and Safety Specifications

In SR, GCR section 9.3.12, make changes as follows:

"On all carburetors, (except SU, ~~C and D~~ Sports Racing cars with motorcycle-type carburetors, ~~and~~ Formula 500 Mikuni VM38, and F600 cars) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting."

**GCR**

1. #26579 (B-Spec Committee) Add B-spec Cars exempted in 9.3.22. Fire System

In GCR section 9.3.22., add B-Spec to the wording as follows:

"All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, *B-Spec*, and Improved Touring."

2. #27118 (SCCA Staff) Effective date for Fastrack

In GCR section 1.2.2.A, add new section as follows:

*"1. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event."*

**Grand Touring**

**GTL**

1. #26960 (Grand Touring Committee) GTL

In GTL, Fun Cup Beetle, make changes to the spec line as follows:

**GTL Car VW**

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Fun Cup Beetle <i>(1.8L)</i>	All	2 dr.	RWD	94.5	<p><i>1.8L "Fun Cup" VW/AUDI only (no other displacements permitted) 24.5mm SIR @2040 lbs. Engine seals need not be in place.</i></p> <p><i>Alternate engine build spec: (Production Limited Prep Level 2) Water cooled, SOHC 81.0 x 86.4, 1780cc, Alum, Non Crossflow, 1 carb restricted to 32mm venturis. @ 2040lbs. Comp Ratio limited to 12,0:1, Valve lift limited to .425". Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for Limited Prep Level 2 build specs.</i></p> <p>VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. See <del>VW engine table for acceptable engines for this chassis.</del></p>

**Improved Touring**

None.

**Production**

1. #27121 (Gary Rose) Request Miata Eligibility - 2003  
In EP, GCR section 9.1.5., Mazda MX-5/Miata, make changes as follows:  
"(99-02 **05**)"

**Spec Miata**

None.

**Strategic Planning**

None.

**Super Touring**

None.

**Touring**

**T1**

1. #26751 (Bruno Stockinger) Request to return Ford Mustang Challenge Car to T1  
In T1, GCR section 9.1.9.1 T1, classify the Ford Mustang Challenge as an E&O as follows:

<b>T1</b>	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang Challenge</i>	<i>4600 cc</i>	<i>3300lbs</i>	<i>none</i>	<i>none</i>	<i>Must be prepared to World Challenge GTS rules dated 01/25/2011.</i>

2. #27023 (Touring Committee) Correct years in T1 FP Corvette spec

In T1, GCR section 9.1.9.1, make changes to the spec line as follows:

"Chevrolet Corvette Cadillac XLR ~~{04-09}~~"

**T3**

1. #26866 (Travis Washay) Request guidance for 2014-2017 MK7 Volkswagen GTI

In T3, GCR section 9.1.9.2. T3, Volkswagen GTI (14.5-17), make changes to the notes as follows:

"Front and rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm **allowed max 60mm from impeller**. R32 model brake package allowed. Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield ECS-2986429 allowed."

## COURT OF APPEALS

### JUDGEMENT OF THE COURT OF APPEALS Tim Auger vs. SOM COA Ref. No. 19-08-NP June 27, 2019

#### FACTS IN BRIEF

Following the Saturday, May 11, 2019, Group 7 regional race at Thunderhill Raceway, Jason Brassfield, driver of Spec Miata (SM) #14, filed a Protest against Tim Auger, Spec Miata T (SMT) #07 for alleged violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road).

The Stewards of the Meeting (SOM) Clint Dewitt and Paul Helberg, Chairman, met to hear and rule on the Protest. The SOM determined Mr. Auger violated GCR 6.11.1.B. and issued Mr. Auger a reprimand which also incurred one penalty point on his competition license. Mr. Auger is appealing the ruling of the SOM.

#### DATES OF THE COURT

The SCCA Court of Appeals (COA) James Averett, Pat McCammon, and Laurie Sheppard (Chairman) met on June 20, 2019, to review, hear, and render a decision on the appeal.

#### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Tim Auger, received June 3, 2019.
2. Front and rear-view videos from Car #07, received June 3, 2019.
3. Official Observer's Report and related documents, received June 3, 2019.

#### FINDINGS

The COA evaluated Mr. Auger's statement, front and rear facing videos from Mr. Auger's car, and the Official Observer's Report from the event. The incident involving Mr. Brassfield occurred on the first lap of the race while the entire field was tightly bunched and vying for position. Approaching the third turn, there was contact between the left front of a third car (Car #6) and the right rear of Mr. Auger's car causing Mr. Auger to spin and contact Mr. Brassfield.

Based on Mr. Auger's video, the COA finds the contact between Mr. Auger and Car #6 to be a racing incident. The subsequent contact between Mr. Auger and Mr. Brassfield was unavoidable. The official Observer's Report does not include evidence to the contrary. The COA reverses the SOM's reprimand. The assessed point on Mr. Auger's competition license will be removed.

#### DECISION

The COA overturns the SOM decision in its entirety. Mr. Auger's appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

**JUDGEMENT OF THE COURT OF APPEALS**  
**SCOTT RETTICH vs. SOM COA Ref. No. 19-09-GL**  
**June 27, 2019**

**FACTS IN BRIEF**

Following the Saturday, June 1, 2019, Group 4 Hoosier Super Tour race at Mid-Ohio Sports Car Course, Scott Rettich, driver of Formula Enterprises 2 (FE2) #17, filed a Protest against David Bleke, driver of Formula Atlantic (FA) #14, for alleged violations of General Competition Rules (GCR) 6.11.1.A., B., C. and D., and 2.7. as a result of contact causing damage to Mr. Rettich's car. Since Mr. Rettich mentioned "unsportsmanlike conduct" in his Protest, it is assumed he meant 2.1.7. (Acting in an unsportsmanlike manner) instead of 2.7. which refers to CRB Official Review.

The Stewards of the Meeting (SOM) Chuck Dobbs, Joel Harleman, Maurice LaFond, Rick Kosdrosky, Larry Svaton, and Debra LaFond (Chairman) met to hear and rule on the Protest. The SOM reviewed evidence including witness statements, race control logs, and video from Mr. Rettich's car.

The SOM determined the contact to be a "racing incident" and disallowed the protest. Mr. Rettich is appealing this decision.

**DATE OF THE COURT**

The SCCA Court of Appeals (COA) Michael West, Laurie Sheppard, and James Averett (Chairman) met on June 20, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Scott Rettich, received June 11, 2019.
2. Official Observer's Report and related documents, received June 11, 2019.
3. Video from Car #17, received June 11, 2019.
4. New videos from Cars #128 (FE2) and #7 (Prototype 2), received June 11, 2019.
5. Witness statements submitted by Mr. Rettich, received June 11, 2019.
6. Additional witness statement and photos from David Bleke, received June 11, 2019.

**FINDINGS**

The SOM had adequate video evidence, did a thorough review of the evidence, and determined there was no violation of 6.11.1.A., B., C., D., or 2.1.7. The contact was considered a "racing incident" and no evidence of blocking was observed.

The COA reviewed video evidence originally provided to the SOM plus new video presented by the appellant. Additionally, several new witness statements were reviewed. The COA does not find compelling evidence that the first court reached an incorrect conclusion.

#### **DECISION**

The COA upholds the SOM decision in its entirety. Mr. Rettich's appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.



**JUDGEMENT OF THE COURT OF APPEALS**  
**Chad Bacon vs. SOM COA Ref. No. 19-10-GL**  
**June 27, 2019**

**FACTS IN BRIEF**

Following the Sunday, June 2, 2019, Group 5 Hoosier Super Tour race at Mid-Ohio Sports Car Course, Steve Pence, Race Director, filed a Chief Steward's Action (CSA) moving Caleb Bacon, Spec Miata (SM) #18's finishing position behind all compliant competitors for violation of General Competition Rules (GCR) 6.11.1.A. (Drivers are responsible to avoid physical contact.)

Race Director Pence was unable to contact the driver or entrant at the event to deliver the CSA. The next morning, June 3, 2019, Mr. Pence phoned the entrant, Chad Bacon, and informed him of the CSA and associated penalty.

Mr. Bacon protested the CSA on behalf of his minor driver, Caleb Bacon. He emailed the protest form to Mr. Pence on June 3, 2019, and was advised to provide a method of payment directly to the Chairman of the Stewards of the Meeting.

On June 6, 2019, the Stewards of the Meeting (SOM) Chuck Dobbs, Joel Harleman, Karen Crider (SIT), Maurice LaFond (SIT), and Debra LaFond (Chairman) met and disallowed the Protest as not timely for failure to submit the Protest fee as required by GCR 8.3.1.D.

Chad Bacon is appealing the decision of the SOM.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) James Averett, Laurie Sheppard, and Jack Kish (Chairman) met on June 20, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Chad Bacon, received June 12, 2019.
2. Official Observer's Report, including related documents, received June 12, 2019.
3. Email statement from Steve Pence, received June 20, 2019.
4. Email statement from Debra LaFond, received June 14, 2019.

## **FINDINGS**

Mr. Pence provided a statement and evidence showing he explained the process for filing a Protest to Mr. Bacon, both on the phone call and later that morning in an email. Mr. Pence attached the CSA to the email, as well as Protest forms (one blank, one as a sample draft). He also detailed the process for submitting the Protest fee to the Chairman of the SOM and included her in the email addressees.

Mr. Bacon emailed the completed protest form to Mr. Pence on June 3, 2019. Mr. Pence acknowledged receipt of the form and forwarded it to Ms. LaFond. On June 5, 2019, Mr. Pence emailed Mr. Bacon and reminded him to call Ms. LaFond with payment information.

As of June 6, 2019, the Protest fee had not been received by the SOM.

The SOM determined Mr. Bacon failed to comply with GCR 8.3.1.D. by failing to submit the Protest fee. Mr. Bacon cited GCR 8.3.1. in his Protest, indicating he was aware of the requirements of filing a Protest. GCR 8.3.1.D. states "A Protest must...be accompanied by a fee of \$50 if at a Majors tour race." The COA finds the SOM granted Mr. Bacon ample time and methods to submit the Protest fee. The COA agrees with the decision of the SOM to disallow the Protest.

## **DECISION**

The COA upholds the SOM decision in its entirety. Mr. Bacon's appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.