

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | June 7, 2016

The Club Racing Board met by teleconference on June 7, 2016. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Bruce Lindstrand and Brian McCarthy, BoD liaisons; John Bauer, Club Racing Technical Manager, Michael Annis, Club Racing Technical Coordinator, Jim Weidenbaum, BoD, and Chris Albin, Consultant. The following decisions were made:

Member Advisory

FV

1. #19573 (Bruce Livermore) FV Ad Hoc Committee Request for More Direct Interaction with SCCA

Thank you for your letter. The CRB recommends forming an official Ad Hoc Committee for Formula Vee to address specific issues concerning the class. Resumes may be submitted to www.clubracingboard.com for consideration.

P1

1. #19739 (SCCA Staff) CN Chassis Engine Limits

The P1 rules permit Group CN two-seat cars that comply with FIA Appendix J, Article 259, to compete in the P1 class with certain specific allowances. The P1 engine table specifies in column heading "Required Restrictor", Spec Line J "Unrestricted". This column specifies the size of the restrictor in the intake system and is not to be interpreted as allowing an unrestricted engine build. The P1 rules allowances for Group CN two-seat cars include 2 engine options:

Option 1 P1 Engine table Spec Line J:

Engine maximum displacement of 2000cc's, no intake restrictor required, and the engine must comply with Group CN two-seat cars FIA Appendix J, Article 259 engine rules. These engine rules are very specific in their allowances and include and are not limited to: the engine's original ignition system, the original injection system (with certain allowances), the original interior dimensions of the exit from the original exhaust manifold, a head gasket of the same thickness as the original head gasket, etc. See Group CN two-seat cars FIA Appendix J, Article 259 for the complete engine allowances.

Option 2 P1 Engine table Spec Line L:

Line L references Table L, which has an extended list of engine configurations.

No Action Required

FE

1. #19409 (Dean Oppermann) New Tire Rule

Thank you for your letter. The American Racer is the designated spec tire for FE for the 2016 season. Please consult your Enterprise CSR for more information on these tires.

FV

1. #18582 (Gregory Bruns) Shiny Gears

Thank you for your letter. Formula Vee is a restricted class. Parts may not be modified unless specifically authorized, per 9.1.1.C.1.B. If in doubt, don't. Please see letter 19573 in this Fastrack announcing the formation of a FV Ad Hoc Committee reporting to the Formula Sport Racing Advisory Committee and the CRB. The FV Ad Hoc will work issues, such as this, that are important to the class stakeholders.

P1

1. #18045 (Jim Downing) Rules Suggestion

Thank you for your letter. The CRB has noted your comments on the P1 class and appreciates your contribution to the sports racer classes.

2. #18381 (Jim Downing) P1 Rules Follow-up

Thank you for your letter. The CRB has noted your comments on the P1 class and appreciates your contribution to the sports racer classes.

GCR

1. #19455 (Clifford Maxwell) Concerns Over Rulemaking and Governance

Thank you for sharing your comments and suggestions with the CRB.

2. #19566 (Steve Elicati) Seat Back Brace

Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

3. #19583 (Chip O'Toole) Please Change FIA Seat Language

Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

4. #19662 (John Kish) FIA Seat Request

Thank you for your letter. In response to member input, the CRB is proposing new language for this rule, if approved by the Board of Directors, to be effective 1/1/2017. Please see the response to letter #19787.

STL

1. #19557 (David Mead) Letter #19348 BMW S14B20 Restrictor

Thank you for your letter.

T1

1. #19485 (David Mead) Remove Laguna Seca Manifold/TB from Boss 302 Spec Lines

Thank you for your letter. The rule is adequate as written.

T2

1. #19599 (Peter Lewis) RE: Letter #19239 - Z/28 Production Wheel Spec Clarification

Thank you for your request. The Z/28 model is not classed in T2 therefore Z/28 wheel sizes are not permitted for the T2 Camaro.

T2-T4

1. #19574 (Ryan Kowalewski) Heat Shield Removal with Catalytic Converter Delete

Thank you for your request. This is already permitted in T2 under insulation, sound deadening areas, or as part of the cat removal.

T3

1. #19358 (Eric Heinrich) T3 Adjustments and MX5 Global Car

Thank you for your letter. The CRB has made changes for T3 which have been published and will be monitored.

2. #19378 (Eric Heinrich) Audi S4/S5 in New Adjusted T3

Thank you for your letter. The CRB has made changes for T3 which have been published and will be monitored.

Not Recommended

GCR

1. #19421 (Rich Olsen) Add SFI 28.1 to GCR Section 9.3.27

Thank you for your letter. SFI has indicated that fuel cells meeting 28.1 are not comparable to the 28.3 spec (currently in the rulebook). SFI Spec 28.3 was created to mirror the FIA FT-3 spec. The testing methods for SFI 28.1 are different than the 28.3 spec. The 28.1 spec is intended for drag racing.

2. #19522 (Stephen Hyatt) Waiver for Expired Safety Equipment

Thank you for your letter. GCR Section 9.2.1.H. is adequate as written.

3. #19523 (Stephen Hyatt) No Waiver of Driver's Restraint System

Thank you for your letter. GCR Section 9.2.1.H. is adequate as written.

ITS

1. #19605 (Joseph Stadelmann) Minimum Allowable Weight

Thank you for your letter. The vehicle is correct as classified.

EP

1. #19489 (Philip Royle) Reduce the Weight of the 1986-1991 Mazda RX-7

The differences between this RX-7 and the first generation RX-7 (this car has a theoretically better rear suspension design and bigger front and rear brakes) warrant the existing weight spread between it and the first generation RX-7.

2. #19591 (Ben Phillips) Letter #19116 Response

The default wheel size for this and many newer cars in EP is 18"x8". Some cars have been allowed wider wheels as an alternative, however this is due to the fact that the alternative size was a stock wheel size for the particular car. Based on the committee's research it is not believed this car was ever offered from the factory with a 17"x8.5" wheel.

FP

1. #19675 (Larry Savage) Lotus Europa Window Net

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

HP

1. #19587 (Michael Finnie) Homologate Unlisted Make/Model

Thank you for your request. Classing a truck in production is contrary to class philosophy.

STL

1. #19498 (Andrie Hartanto) Clarification/Rule Request

Thank you for your letter. The Acura Integra Type R were all delivered with 5-bolt wheels. If you wish to run a Type R in STL, you must retain all original Type R equipment except as allowed by the STCS.

STU

1. #19606 (Eric Heinrich) Delist Undeclared Overdog Lotus from STU

Thank you for your letter. The CRB is not interested in de-listing the Lotus from STU. The CRB will continue to monitor class performance.

T2

1. #19458 (John Schertzer) Increased LS6 Longevity

Thank you for your request. Your request is not recommended as it is against class philosophy.

Recommended Items for 2017

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

GCR

1. #19787 (Club Racing Board) Change 9.3.41 SEATS language:

9.3.41. SEATS

~~The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back if a folding seat, it shall be securely bolted or strapped in place. *Effective June 1, 2016 - Upon expiration of FIA certification, FIA seats may be used but must have the seat back firmly attached to the main roll hoop, or its cross bracing.*~~

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA standard 8855-1999, or seats that have been certified to FIA Standard 8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back, if a folding seat, it shall be securely bolted or strapped in place.

ST

1. #19612 (Eric Heinrich) ST Category - Remove Allowance for Centerlock Hubs

Thank you for your letter. Remove 9.1.4.O.3 in its entirety.

~~3-Wheel Attachment~~

~~a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.~~

~~b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.~~

STU

1. #19588 (Luis Rivera) 12a STU Carburetor
Adjust 9.1.4.1.H. (STU) Table B, Allowances

Mazda 12A Street Port

Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~38mm~~ **42mm** chokes on a "dual-Y" manifold.

Taken Care Of**FE**

1. #19528 (Eric Cruz) Increase FE Minimum Weight

Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

2. #19535 (Mark Walthew) Raise Minimum Weight for FE Due to Increased Weight of Spec Tire

Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

3. #19541 (Clifford Maxwell) Opposed to Weight Increase

Thank you for your letter. Please see the response to letter #19488, Technical Bulletin.

FV

1. #19568 (Bruce Livermore) Please Remove the Word

Thank you for your letter. Please see the June 2016 Fastrack, Member Advisory, letter #19377.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2016

NUMBER: TB 16-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2016 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FE

1. #19488 (Mike Davies) SCCA Enterprises FE / ESR Changes

In GCR section 9.1.1.1.5., add the following language:

"NO MODIFICATIONS ALLOWED except as noted in these rules.

- a. All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.
- b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.
- c. Painting or powder coating of the chassis is allowed.
- d. Enterprises foot drop box part # WM180020 may be installed.
- e. *Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016*"

In GCR section 9.1.1.1.15., make the following changes:

"Weight

The car shall weigh ~~4250~~ *1270* lbs. minimum, including the driver."

In GCR section 9.1.1.1.16., add the following language:

"Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack."

ESR

In GCR section 9.1.8.H.5., add the following language:

"NO MODIFICATIONS ALLOWED except as noted in these rules.

- a. All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.
- b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed. Definition of cockpit is: area between the front roll hoop and rear roll hoop.
- c. Painting or powder coating of the chassis is allowed.
- d. Enterprises foot drop box part # WM180020 may be installed.
- e. *Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016*"

In GCR section 9.1.8.H.6.j., add the following language:

"The front splitter overhang may be increased a maximum of 4 inches and this piece may be manufactured by the car owner. Any front splitter end plates may be added with a maximum forward length equal to the front splitter length and a maximum rearward length to the front of the front tire fender opening. *Splitter and attached diffuser panel may be trimmed for tire clearance.* Front splitter end plates (fences) may not have a height of more than 5 inches above the splitter top surface and may not extend below the splitter bottom surface."

In GCR section 9.1.8.H.13., add a new section and re-number the following sections as follows:

"13. *Tires*

Tires must run in sets of 4 as stated below:

Dry: Any commercially available "Dry Slick Racing Tire"

Wet: Any commercially available "Wet Racing Tire"

Left and right front tires will be the same size; left and right rear tires will be the same size.

14. Electrical System”

In GCR section 9.1.8.H.16., add the following language:

“45 16. Updates

Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack.”

FV

1. #19056 (Mike Kochanski) FV Intake Manifold Rule Clarification

In GCR section 9.1.1.C.5.D.20.d, make the following changes:

“All exterior surfaces shall be in original condition. Bead blasting is permitted for cleaning only. Manifolds must remain unpainted with color but may have a thin, transparent coat of rust proofing material or clear coat type material applied. *Other than the allowed clear coat for rust protection, any type of coating including conversion coatings or the addition of color are prohibited.* Removing material from the outside of the manifold to achieve the legal dimensions is not permitted.”

P1

1. #19547 (Lee Kaiser) CN Chassis Engine Limits

In GCR section 9.1.8.C.B.4.i., add the following language:

“Engines must comply with line J or line L (Table L) from the P1 engine table. *If an engine from line J is used, the engine build restrictions in FIA Appendix J, Article 259 must be met.* If an engine from Table L is used, the appropriate weight and restrictor must be used.”

In GCR 9.1.8.C., P1 Engine Table:

In the Req'd Restrictor column replace the word “Unrestricted” with “None Required”

Note: For more information please see letter #19739 in Fastrack’s Club Racing Board Minutes.

P2

1. #19448 (robert christensen) Add F-500-600 Converted Cars

In P2, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, add the following language:

Marque: “*Converted F5 cars see notes*”

Notes: “*Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches.*”

SRF3

1. #19478 (Lawrence Winkelman) Clarification of Bodywork/Tail Rule

In GCR section 9.1.8.E.E.a., make the following changes:

“a. Bodywork crash-damage may be repaired, but exterior dimensions, shapes, thicknesses, and profiles shall remain unaltered. The addition of material to increase rigidity and/or the weight is prohibited. Use of the nose front center body pin is optional. Sections shall meet the following weight requirements:

Minimum Maximum

Front 35 lbs. 65 lbs.

Center 25 lbs. N/A

Rear 27 25 lbs. 60 55 lbs.”

In GCR section 9.1.8.E.E.f., make the following changes:

“f. Ballast plates may be manufactured or purchased providing:

1. Ballast plates may be no more than 20 inches long, 10 inches wide ~~or~~ *and* ½ inch thick.

2. ~~They shall be mounted in the same manner as the Enterprises’ part.~~ *Alternate location Ballast plate must be 27.650” +/- .150” total width, including 1.5” tall mounting tabs on each end no less .125” thick, 5” to 7” long and up to ½” thick. Must be bolted to the lower longitudinal chassis tubes. Shift linkage pivot bracket may be bolted on top of the ballast plate. Alternate location is forward or rearward of the “Sub Seat Belt” mount bar, under or in front of the seat.*

3. ~~They shall be mounted only in approved locations.~~ *All ballast must be securely fastened on both ends or sides with nuts and washers or no less than “4” 5/16” bolts, washers and nuts.*

4. They shall be fastened securely with nuts on both ends.”

In GCR section 9.1.8.E.Q., make the following changes:

“Provisions will be made for updates on all safety and mechanical improvements. *When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events.* Such updates will be effective when *finalized* by Enterprises, announced by the National Office, and published in Fastrack.”

In GCR section 9.1.8.E.X.I., make the following changes:

"Transponder must be located on the right rear frame post, see SCCA Enterprises Technical Bulletin 001.2-2015. (Mandatory 6/1/2015)

-The TB was updated to allow for a wider mounting angle +/- 5 deg. / instead of +/-1.5 deg."

In GCR section 9.1.8.E.2.B. (SRF3), make the following changes:

"Current SRF body rules with the exception as noted:

Tail: can be used in any legal SRF configuration until the start of the 2018 competition season. Final SRF3 configuration: *For muffler clearance, a minimum 4" cut and a maximum of 8" X 62.5 +/- .500"* with a 1" radius in the upper corners. Measured from the bottom up and centered left to right. No *Roush Exhaust* Scoop. Min weight 27 *25* lbs. Max 60 *55* lbs."

GCR

1. #19572 (SCCA Staff) Add Language on Expired Seat Belts

In GCR section 9.2.1.H., make the following changes:

"At each event, this Logbook and the Certificate of Approval (for cars required by these rules to have one) must be presented at Technical Inspection with the signature of the driver/entrant for that event in the space provided. During Technical Inspection, any deviations in compliance shall be noted in the logbook by the Technical Inspector. ~~If the Race Director or Chief Steward allows a waiver for the event, the duration of the waiver must be noted and the competitor is obligated to comply with the duration.~~ *The Race Director or Chief Steward may issue a waiver for the noted compliance deviation for the current event only by making a notation in the competitor's log book. Competitor must remediate before any subsequent events."*

Grand Touring

None.

Improved Touring

ITB

1. #19513 (Kyle Keenan) Updates to Mitsubishi Lancer Classification

In ITB, Mitsubishi Lancer/ Ralliart 2.0L (02-07), make the following changes:

Platform: Mitsubishi Lancer/~~Ralliart~~ 2.0L (02-07)

Brakes: (F) 256 x 24 ventilated Disc (R) 205 Drum *alt. 262 x 10 mm solid disc*

Production

1. #19703 (Production Committee) Confusing Descriptions of Austin Healeys and Midgets

In HP, Austin-Healey Sprite Mk I,II,III, IV MG Midget Mk I,II, III, IV (948), remove the following language:

Austin-Healey Sprite Mk I,II,III, IV MG Midget Mk I,II, III, IV ~~(948)~~

In HP, Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) (1275), remove the following language:

Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) ~~(1275)~~

In HP, Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) (1098), remove the following language:

Austin-Healey Sprite Mk I,II,III, IV MG Midget (All) ~~(1098)~~

1. #19533 (Ron Bartell) Return to Previous Wording on Piston Pins for Level 2 Motors

In GCR section 9.1.5.E.2.h.2., make the following changes:

"Pistons and Connecting Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.

2. Alternate ferrous connecting rods, of the same crank pin center to piston pin center dimension and crank pin ~~and piston pin~~ bore ~~dimensions~~ *dimension* as stock, are permitted.

3. Connecting rod bolts and nuts are unrestricted."

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #19543 (William Moore) Camaro Competition Adjustment

In T2, Chevrolet Camaro SS/1LE (10-14), make the following changes:

Weight: "3675 *3700*"

Notes: "1LE-SS Track Pack permitted. Tower Brace 22756880, oil air separator 12653074, ~~70mm~~ *75mm* flat plate restrictor

required. Springs up to 800#/in front and rear allowed. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part #23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #: MT-Camaro-5-R-Race1 allowed. ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13."

2. #19665 (Patrick Womack) Z4M Air Intake Allowance

In T2, BMW Z4M (06-08), add the following language to the notes:

"BMW cold air intake part #8299520 and #8299525 with ducting are permitted."

T2-T4

1. #19480 (Brian Husting) Chevy Cobalt SS: 50# Weight Reduction

In T4, Chevrolet Cobalt SS, Sport Coupe (06-10), reduce the weight as follows:

~~2800~~ **2725**

T4

1. #19473 (Dan Hardison) Final Drive - GCR Spec Line for 96-02 Pontiac Firebird (T4)

In T4, Pontiac Firebird V-6 (96-02), make the following changes:

Final drive: ~~3.42 Effective 1/1/16 3.23~~ **3.42 alt. 323**

2. #19648 (Mark McCaughey) 00-05 Toyota Celica GTS/GT Weight Reduction

In T4, Toyota Celica GTS/GT (00-05), reduce the weight as follows:

~~2825~~ **2775**

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Stan Czacki vs. SOM
COA Ref. No. 16-03-SW
June 2, 2016

FACTS IN BRIEF

On April 30, 2016, at the Motorsports Ranch Houston Fun in the Sun Majors race for Group 7, Lowell Huston, driver of T4 #15, filed a protest against Stan Czacki, T4 #00, for starting the race from an incorrect grid position which gave Mr. Czacki an unfair advantage in the race. James Place, T4 #138, filed a protest against Ken Patterson, Race Director, for permitting Mr. Czacki and others to be put in the wrong grid positions which resulted in Mr. Czacki starting the race with an unfair advantage.

The Stewards of the Meeting (SOM), James Smith, Larry Svaton, Jon Stautberg, and James Foyle, Chair, met, determined the protests should be heard in a combined hearing, reviewed the evidence, and heard testimony from the protestors and the Chief of Timing and Scoring. The SOM determined Mr. Czacki improperly started ahead of the other T4 competitors and, therefore, did start the race with an unfair advantage. The SOM rendered a decision amending the finishing order using an elapsed race time calculation. The ruling moved Mr. Czacki from second (2nd) to fourth (4th) finishing position in class. The SOM did not cite Mr. Czacki or Mr. Patterson for violating any General Competition Rules (GCR). Further, the SOM did not cite a General Competition Rule to support the decision that was issued. Mr. Czacki appealed the ruling.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Laurie Sheppard, and Michael West (Chairman) met on May 19, May 26, and June 2, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Stan Czacki, received May 9, 2016.
2. Official Observers Report and related documents, received May 18, 2016.

FINDINGS

Facts:

1. Ken Patterson, Race Director, directed that a split start would be used for race group 7 and advised Timing and Scoring to issue a split grid.
2. The drivers did not request a split start, but in fact had requested that a split start not be used.
3. Grid was staffed by only two volunteers.
4. Grid reported issues to Race Control, including a discrepancy in the split start grid sheets (two cars with same number and inaccuracy in where cars were to grid) and competitor complaints about the split start. Race Control acknowledged the duplicate numbers (which had been reported earlier and not corrected) and advised the Race Director and Chief Steward of the drivers' dissatisfaction. The Race Director directed the cars were to be positioned per the split start grid sheets.
5. Further complicating the grid process, Race Control directed a tractor carrying a disabled car to return to the paddock through the grid. This necessitated moving multiple cars out of their positions for safe passage by the emergency vehicle and then restarting the process.
6. Mr. Czacki was directed to his starting spot by the race officials (Grid Staff) based on grid sheets provided by Timing and Scoring. Mr. Czacki followed the directive of the race officials as required by GCR 2.1.5. (requirement to follow directions from an official) and started the race from the position he was assigned in the first group of the split grid.
7. As a result of an early on-track incident, the race was temporarily halted by a full course yellow followed by a black flag all. The race clock was stopped for some period of time. The field was compressed to allow a single file restart.

Messrs. Place and Huston filed protests on Sunday morning, May 1, 2016, at 8:20 AM. The provisional race results were posted on April 30, 2016, at 6:20 pm. Neither protest was signed by the steward who accepted the protest documents. The SOM did not take any action to correct this documentation deficiency. Additionally, in the ruling, the SOM did not cite any reason for good cause in accepting protests filed well beyond the deadline stated in GCR 8.3.1.F. (Protest Procedures, Time Limit).

The COA notes that two members of the SOM were competitors in the race under appeal. In addition, one of those two SOM members rented a car he owns to another competitor in the race under appeal. Both gentlemen served on the SOM in apparent violation of GCR 2.2.4.C. (Official's Conflicts of Interest). Stewards serving as SOM must avoid even the appearance of a Conflict of Interest.

The SOM determined Mr. Czacki was not properly gridded which provided him with an unfair advantage at the start. The SOM ordered the official results be amended and Mr. Czacki was moved from 2nd (second) finishing position in class to 4th (fourth) finishing position. The SOM ruling against Mr. Czacki was cited as resolution for both protests, even though Mr. Place protested the Race Director and not Mr. Czacki.

The reduction in finishing order (2nd to 4th in class) imposed against Mr. Czacki is a penalty as defined in GCR 7.2.F. (Penalties: Loss of Time, Lap, or Finishing Position). Even though the SOM called the ruling a race results correction, Mr. Czacki was severely penalized.

The COA finds no breach of any General Competition Rule by Mr. Czacki. In addition, the COA finds no GCR authority for the action taken against Mr. Czacki. Amendment of the finishing results authorized under GCR 5.12.1.A.8. (Powers of the SOM: Amend the results of a competition) is limited to three specific situations. The SOM justification for amending the results is not supported by any part of the rule.

The COA could return this case to the Executive Steward, Southwest Division, with a directive that a new SOM panel be assembled and the protests reheard. However, the COA concludes that would simply delay final resolution. Therefore, the COA retains jurisdiction and rules as follows:

- The SOM erred in penalizing Mr. Czacki for failures by the race officials to maintain control and provide a fair competition.
- The SOM ruling is a strained and tortured interpretation of GCR 5.12.1.A.8.
- The GCR provides no authority to the SOM or COA to provide any relief to Mr. Place and Mr. Huston. Timely corrective action by the race officials prior to starting the race would have prevented this situation.

DECISION

The Court of Appeals overturns the ruling of the SOM in its entirety. Mr. Czacki's original finishing position (2nd in T4) is reinstated. The provisional race results are declared official. Mr. Czacki is entitled to all championship points, trophies, prizes, and contingencies based on his official finishing position.

Mr. Czacki's appeal is well founded and the entire appeal fee will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Ken Patterson vs. SOM

COA Ref. No. 16-04-SW

June 2, 2016

FACTS IN BRIEF

On April 30, 2016, at the Motorsports Ranch Houston Fun in the Sun Majors, following qualifying for Group 3, Mid-States Conference Majors Series Chief Scrutineer Paul F. (Frank) Diringer submitted a Technical Inspection Report indicating that car #15 GT2, had roof rails that were non-compliant with General Competition Rules (GCR) Appendix L. (2013 TA2 Technical Regulations) Section 4.8.4.2.2. and 4.8.4.2.3. Asst. Chief Steward Art Tapley filed a Chief Steward's Action (CSA) against the driver of GT2 #15, John Vining, removing his qualifying times for 4/30/2016. Mr. Vining protested the CSA.

The Stewards of the Meeting (SOM), Larry Svaton, James Smith, Jon Stautberg, Lisa Kay Foyle, and James Foyle (chairman), met, reviewed the evidence, and heard witnesses. No part numbers were found on the rails and the GCR does not specify dimensions for roof rails. Additionally, no unmodified examples of roof rails were available. The SOM determined that the rules in Appendix L. were unclear and the protest was upheld. The SOM reinstated Mr. Vining's qualifying times.

Ken Patterson, Race Director for the Mid-States Conference is appealing the SOM decision to clarify the rules on the issue.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Spencer Gorham, and Michael West (Chairman) met on May 19, May 26, and June 2, 2016 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observers Report and related documents, received May 18, 2016.
2. Emails from Jim Wheeler (CRB Chairman), received May 25, 2016 and May 26, 2016.
3. Email from John Bauer (Club Racing Technical Manager), received May 25, 2016.
4. Phone call with Five Star sales for part information, May 26, 2016.

FINDINGS

In his protest Mr. Vining notes that ASA cars were delivered with roof rails, but he also acknowledges that ASA cars are not compliant per the TA2 rules under which Mr. Vining is competing.

Mr. Vining's car is a Monte Carlo which is an allowed stock car body per GCR Appendix L. 4.8.4.2.1. which also says: "Cars in the class must use 1997, through current year, commercially available stock car bodywork." GCR Appendix L. 4.8.4.2.2. states: "All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No 'one-off' or 'high down force' body packages are allowed." The roof rails on Mr. Vining's car did not have identifying part numbers on them.

Five Star, the company that supplies bodies to Howe (the supplier for ASA) stated that roof rails were manufactured and sold as "add on" accessories, with their part number stamped on them. They were never part of the manufactured body. Five Star stopped producing and selling roof rails in 2004 when the ASA series stopped. The accessory roof rails were made from aluminum and would have to be pop riveted on the car, which would cause the car to be in violation of GCR Appendix L. 4.8.4.2.3.: "Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein." Roof rails are not provided for in the GCR for the GT2 class, including those cars prepared to Appendix L. The COA finds the use of roof rails to be non-compliant with the rules.

The COA finds that the GCR sections are clear and understandable as written regarding the installation of roof rails and they are not allowed.

The SOM decision under appeal pertained to the qualifying session. The COA understands Mr. Vining raced with the roof rails in place. However, no action was filed by the Race Director against Mr. Vining following the race. Therefore, in accordance with GCR 8.4.6.C. (At no time shall the COA act as the SOM.) the COA takes no action against Mr. Vining for competing with roof rails in place and his finishing position is not affected by this ruling.

DECISION

The COA overturns the SOM's decision. No additional penalties will be issued. Mr. Patterson's appeal fee will be returned in full.