
From: The Stewards **Decision No:** GT4-16
To: TRG No. 66; Carrus Callas Raceteam No. 21; Hattori Motorsports No. 016 **Date:** 7/6/22
NOLASPORT No. 19; Capstone Motorsports No. 32
Drivers: No. 66 - DeBoer; No. 21 – Borcheller; No. 016 - Plumb **Time:** 13:30
No. 19 – Thomas; No. 32, Ciraulo

After the conclusion of GT4 Race 2 at VIR, the Race Director referred to the stewards a Lap 1 incident involving the Nos 016, 21, 19 and 32.

During Lap 1 of Race 2, there was a multi-car incident that started after the exit of Turn 5 and concluded with several heavily damaged cars stopped on track at the bridge before Turn 6. The disabled cars, and a significant length of damaged guard rail alongside the track, required that the race be Red Flagged. There was a lengthy delay while cars were removed and track staff made repairs to the damaged rail. The race was resumed but was shortened considerably.

The Stewards determined that the incident was started by contact between the Nos. 66, 21 and 016 cars. The No. 016 was heavily damaged and retired immediately. The Nos. 19 and 32 had no place to escape the melee in front of them and suffered race-ending damage.

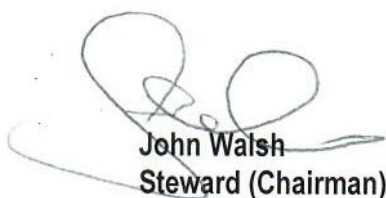
A steward's review of video cards immediately post-race was inconclusive. The stewards then asked for video from further cars, hoping to have a better view of the start, middle and end of the incident. Via Dropbox, video was provided from the No. 51 - Auto Technic Racing and the No. 80 - Rooster Hall Racing. That video was shared among the Stewards and the drivers involved in the incident.

After a review of the available video and, on July 1st, a hearing with the driver of the No. 66, the stewards find that no driver was wholly responsible for the incident, but that the No. 66 had predominant responsibility, in that the No. 66 had reentered the track in an unsafe manner after putting two wheels in the grass, drivers left, between Turns 5 and 6. Drivers are reminded of their obligation to safely reenter the track, as defined in Sporting Regulations 16.1 and 33.4, as well as the International Sporting Code Appendix L Chapter IV Article 2.c.

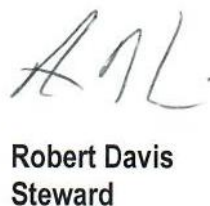
The Stewards impose a penalty of a Formal Reprimand on the driver of the No. 66. This penalty carries 1 warning point, as defined in Sporting Regulations Article 17.

Supporting documents and materials: In-car video from the Nos 51, 80 and 016.

The competitor is reminded of his right to appeal (Article 18) except the penalties which are not susceptible to appeal.



John Walsh
Steward (Chairman)



Robert Davis
Steward



Peter Cunningham
Steward