

From: The Stewards
To: Chouest Povoledo Racing No. 50
Re: Protest Filed After GT4 America Race 1

Decision No: GT4-17
Date: Sunday, October 9, 2022
Time: 08:45

After the conclusion of GT4 America Race 1, the team representative of the Chouest Povoledo Racing No. 50 delivered a protest to the stewards regarding a penalty issued during the race.

The protest was accepted at 11:15am, and was determined to be timely and acceptable. A summons for hearing was issued at 13:15, and a hearing began at 14:30, concluding at 15:15.

During the race, the competitor was issued a drive through penalty for speeding in Pit Lane. Timing issued a report, using data from the in-car GPS system, that the No. 50 exceeded the Pit Lane speed limit by 29kph, and the Asst. Clerk of the Course notified the stewards of the violation. The stewards, after reviewing the Timing Report, determined the competitor was in breach of the Pit Lane speed regulations, and issued the standard penalty – a drive through penalty. The steward's decision – GT4-09 – was posted on the Notice Board, broadcast on the SRO app, and noted on the official timing screens.

The competitor then served the penalty. Shortly thereafter, the competitor raised questions with Timing regarding the anomalous speed readings for the No. 50 and, after consultation with Timing, determined that the GPS speed trace for the No. 50 car during the pit stop in question was erroneous. Timing then observed that the No. 50 GPS location data was erratic, indicating a possible problem at the system level, or with the car equipment. After the conclusion of the race, a review of in-car data showed that the No. 50 did not exceed the Pit Lane speed limit at any time.

At post-race impound, the GPS equipment in the No 50 was examined by the Series Technical Manager Joe Legan and Series Scrutineer Rachel Terrey. They found two RF antenna connections on the in-car GPS unit were loose, and prepared & presented a report, with pictures, to the Stewards.

The protest from the competitor listed several items under protest:

That the measurement was incorrect

That when such excessive measurements are made, that no efforts were made by the technical delegate or people monitoring vehicle speeds (to use secondary methods to verify accuracy)

That the competitor was never informed during the weekend of any such irregularities

The competitor then asked for the following relief from the stewards:

The 57 seconds consumed by their served drive through penalty be removed from their cumulative race time, and that race results be re-issued that reflect their time & position without that penalty

That the competitor's GT4 entry fee be refunded.

The following documents were reviewed by the stewards:

- Protest – P-22-INDY-GT4-Chouest Povoledo Racing No. 50
- Competitor-provided MoTeC data – imagery and graphs
- Timing Report of the original Pit Lane speed violation
- Report from Technical Manager & Scrutineers on No. 50 GPS module installation & condition

The Stewards, having conducted a hearing, and having considered the matter, reject the protest.


While it was clear that the penalty issued as GT4-09 was based on erroneous reporting of GPS speed data, it is not clear what caused the problem. Based on the findings of the series Technical Manager and a series Scrutineer, there is a possibility that the loose antenna connections on the No. 50's GPS in-car unit could cause the erroneous reporting. The Chief Timer provided verbal testimony that physical installation and physical connection problems cause the overwhelming majority of the GPS reporting malfunctions experienced in this series.

Series Sporting Regulations Appendix 7 specifies that it is the competitor's responsibility to correctly install and maintain series-required equipment, including the GPS system.


Furthermore, the competitor's protest did not cite what, specifically, was breached in Article 27.1. In studying the protest, the stewards can find no section of Sporting Regulations Article 27 that supports the competitor's written protest or the testimony in the hearing. In addition, the stewards find no violation of Sporting Regulations Article 50.4.

Finally, the stewards cannot provide the competitor the relief requested. The stewards have no authority to reel back results to "conjure" results of a competition. The request to remove a penalty time served and then change finishing order cannot be accomplished using either the series Sporting Regulations or the FIA's International Sporting Code. The stewards also have no authority to interfere with the financial considerations of the series. That request should be directed series management.

The stewards direct that the protest fee be retained.



John Walsh
Steward (Chairman)



Robert Davis
Steward



Peter Cunningham
Steward

Received by the competitor:

Date:

Time: