

Event #2 – CTMP GP – Steward's Decision on Car #439

Protest submitted at OTA Event #2, 02 July 2023, CTMP-GP

Event Steward: Rob Hall

Subject of Protest: Car #439 driven by Miguel Lopez; 2019 Subaru WRX

Scan of written protest is attached.

Last competitive session closed at 4:35pm and results were posted immediately via MYLAPS. Written protest and \$50 fee were received by Event Steward at 4:41pm and so protest was lodged within 60 minute time limit.

Event Steward advised the driver of car #439, Miguel Lopez, at approximately 4:55pm that the protest had been lodged. Driver complied with Event Steward's request that the car be kept in the paddock for examination.

The Scrutineer (Alessandro Belardo) and Event Steward consulted the GCRs, the 2023 OTA rule book and examined a sales brochure for the 2019 WRX and WRX STI available online. At approximately 5:10pm Scrutineer examined the car and determined that the high profile wing on the car was not available as an OEM option on the 2019 WRX model (it was available on the 2019 WRX STI model). The Event Steward confirmed that the PIP schedule submitted at registration listed the car as a 2019 Subaru WRX. The Event Steward confirmed that the 2019 Subaru WRX has a different rating in the CCDB than the 2019 Subaru WRX STI. Therefore the Event Steward found that the submitted PIP schedule should have included 2 PIPs for a non-OEM rear wing and did not.

The Scrutineer examined the suspension of the car and noted that no non-OEM suspension components were visible, and that, based on visual inspection, it was not clear or obvious that the alignment was outside of factory ("stock") specifications. The Event Steward suspended judgement on this element of the protest on the grounds that the facilities and tools were not available to measure alignment more precisely.

The Event Steward noted that the specified penalty for the failure to declare 2 PIPs for the non-OEM wing was the addition of 40 PIPs to the driver's PI, which would result in a significant change to the driver's placing in the event standings, and therefore concluded that the purpose of the rules could be achieved by imposing this penalty alone without expending further time or expense on a more detailed examination of the car's alignment. The Event Steward advised the driver of car #439 of these decisions at approximately 5:15pm and imposed the specified penalty and added 40 PIPs to the PIP schedule and advised the Event Organizer and the event timing officials.

As of 6:15pm the Event Steward had not been advised that the driver of car #439 had provided notice of appeal.



Rob Hall

Ontario Time Attack – Event Steward

July 2, 2023

Dear Stewards,

Erect #2 . CTMP. July 2nd, 2023

We believe car # 439 preparation is not in accordance with the competitor car classification self declaration of modifications.

We believe the following items have not been declared.

- 1.- St: rear trunk wing
- 2.- ~~At~~ Non stock alignment.

Thanks,

Daniel Santibanez #32

Chris Paczynski #71

Eugene Savilov #441

Giuliano Tracetti #22

Jason Liu #192









