
From:	The Stewards	Decision No:	GT3-8
To:	All Competitors	Date:	25 September 2019
	GT3 Race 2	Time:	16:15 EDST

The Stewards, having received and upheld a Protest from the K-Pax team, have reviewed the Full Course Yellow procedure implemented by Race Control during the Blancpain GT World Challenge America Race 2 held on Sunday September 22nd, 2019.

The Stewards note from the Race Log that at 15:31, car #63 spun at Turn 11, made contact with the barrier and stopped on the edge of the track. The Stewards have been informed that the Clerk of the Course announced “Full Course Yellow” over the main radio channel and that yellow flags were shown around the circuit, in accordance with Article 46.4 of the Sporting Regulations.

Within a few seconds of the Full Course Yellow procedure being implemented, car #63 moved and proceeded slowly, ultimately returning to the Pits. This was confirmed by the TV broadcast footage.

The Stewards have been informed that the Race Director instructed the Clerk of the Course to announce on the radio that the Safety Car would not be deployed. Nonetheless, the Stewards have noted that the TSL Message Log indicates that the Timing Screen was, as was practice when “Full Course Yellow” was declared, displaying the message “Safety Car” at that time.

The Stewards then note that once Car #63 had entered the Pits, the Clerk of the Course, as directed by the Race Director, announced “Green Flag” on the radio system and this message was also displayed on the Timing Screen in accordance with Sporting Regulations Article 46.4.

The Stewards recognise that the Safety Car message displayed on the Timing Screen may have caused some teams to believe that a Safety Car would be deployed, and also how the Restart procedure would be implemented.

Having reviewed the broadcast TV footage and CCTV provided by the circuit, the Stewards note that the competitors resumed racing once the Clerk of the Course had made his announcement and note that the waved yellow flags were immediately removed at the marshals’ posts.

The Stewards acknowledge that some competitors may have responded more quickly than others to the Green Flag message, perhaps anticipating a Green Flag at each marshals post rather than at the Start Finish line, however article 46.4 states that “Once the problem is resolved, the track will return to Green and the information will be given on the monitors and team radio”.

The Stewards also note that the Race Director has verbally stated during the Drivers' Briefings that any Full Course Yellow would always be followed by the deployment of the Safety Car which, by definition, would lead to a Safety Car restart procedure being implemented. This did not happen on this occasion.

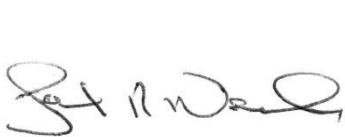
Having considered the matter at length, and having reviewed the communications passed to the competitors, the Stewards note that the Full Course Yellow procedure was implemented in accordance with article 46.4.

However, the initial Safety Car message on the Timing Screen together with the message delivered in the Drivers' Briefing may have caused some confusion and may have led some competitors to misinterpret the instructions regarding the restart, assuming that a Safety Car restart would be implemented.

Taking all of this into consideration, the Stewards find that there was a procedural error made in Race Control. The Stewards also find that no individual competitor acted in a manner against the Sporting Regulations in regard to this incident.

Whilst the procedural error is regrettable, the Stewards do not consider that the results of the race should be changed. The Stewards also determine that there should be no penalty against any individual competitor.

The Competitor is reminded of his right of appeal (Sporting Regulations Article 18) except where the penalties which are not susceptible to appeal (Article 18.3 of the Sporting Regulations).



John Walsh
Steward (Chairman)



Peter Roberts
Steward



Marcus Haselgrove
Steward