

## F4 United States Championship

### Mid-Ohio Sports Car Course

25 – 28 June 2020

|             |                               |                 |              |
|-------------|-------------------------------|-----------------|--------------|
| <b>From</b> | The Stewards                  | <b>Decision</b> | 131          |
| <b>To</b>   | The Team Manager              | <b>Date</b>     | 17 July 2020 |
|             | Jay Howard Driver Development | <b>Time</b>     | 12:45        |

The Stewards, having received a report from the Technical Delegate (Document No F4-2020-01-08), and having summoned and heard from team representatives Jay Howard and Lou D'Agostino and driver Bijoy Garg, have considered the following matter and determine the following:

**No/Driver** 6 – Bijoy Garg

**Competitor** Jay Howard Driver Development

**Time** 18:30

**Session** Race 2

**Facts** During Parc Ferme following F4 Race 2 on Sunday, 28 June 2020, review of the car's logged oil pressure data by Stephan Bastrzycki (SCCA Pro Racing Technical Data Official) showed unusually high oil pressure during the session. Upon further digital inspection while directly connected to the car, Mr. Bastrzycki and Andrew Salzano, representative from Honda Performance Development (HPD), found that the car indicated more than 2 bar (29 PSI) of oil pressure even though the engine was not running. Based on this information, the car's engine oil pressure sensor was confiscated by the Technical Department, and a new sensor was obtained from HPD's inventory. Visual comparison of the new sensor with the confiscated sensor by Mr. Bastrzycki, Mr. Salzano and Adam Gavalla (SCCA Pro Racing Chief Scrutineer and Judge of Fact) showed physical modification to its inlet hole (a larger and rough internal diameter and a larger and rough chamfer). SCCA Pro Racing and its Technical Director, Buddy Fey, then decided to have the confiscated sensor tested by an independent laboratory.

On 10 July 2020, the confiscated sensor was tested at an independent laboratory. Eric Yagel (SCCA Pro Racing Scrutineer and Judge of Fact), Mr. Fey and Mr. Salzano observed the testing. Such testing compared output voltage with input pressure for the confiscated sensor against both new and used sensors from HPD. The lab tests showed that, when a range of pressures were applied to both the confiscated and reference sensors at the same time, the confiscated sensor had a significantly higher output voltage (which drives logged oil pressure) at all pressures. Mr. Fey then issued an F4 Technical Rule Violation report to the Stewards dated 10 July 2020.

**Offence** Breach of Article 26.1 of the Sporting Regulations and Article 2.7.1 of the Technical Regulations.

**Decision** Disqualification and a team fine of \$3,000 U.S. Dollars

**Reason** The Stewards determined that the car's engine oil pressure sensor is a Type 1 part that has been modified and is therefore non-compliant. The Stewards judged this modification as a concealment of the car's true data record.

Article 26.1 of the Sporting Regulations states that the engine must not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of SCCA Pro Racing. Article 26.1 also states that the entire car, as both an assembly and individual parts, must remain "as delivered", except for changes expressly permitted in writing by SCCA Pro Racing via various official documents. SCCA Pro Racing has not issued permission, either written or otherwise, to modify the engine oil pressure sensor.

Article 2.7.1 of the Technical Regulations states that Type 1 parts must be supplied by the manufacturer and used exactly as supplied. HPD's Technical Bulletin HPD-F4-2018-EN002 confirms that all engine parts and components are FIA Type 1 parts. Articles 26.1 and 26.2 of the Sporting Regulations confirm that HPD Technical Bulletins, from any date of issue, remain a part of the Regulations.

The Stewards note that this is the second technical violation involving the engine oiling system found on one or more of the Competitor's cars during the Event at Mid-Ohio. In determining the penalties for this violation, the Stewards considered the nature of the violation and the scale of the penalties issued in connection with the first violation (per Stewards Decision Nos. 114 and 115).

The Competitor is reminded of his right to appeal in accordance with Article 47 of the Sporting Regulations except where the penalties are not susceptible to appeal (Article 16.3 of the Sporting Regulations).



Brian Till  
**Steward (Chairman)**



Wesley Cunningham  
**Steward**



John Walsh  
**Steward**

**Received by the Competitor:**

Signature: \_\_\_\_\_ Printed name: \_\_\_\_\_

Date: \_\_\_\_\_ Title: \_\_\_\_\_