



2025 Sno*Drift Rally Car 965 Protest Decision

Date: 14 February 2025

Time: 17:30EST

Subject: Car 965 Protest Decision

From: The Stewards

of pages: 3

To: Car 965 Cyr/Ray

Attachments: 4

At 10:45 on 8 February 2025 the Senior Steward received a Protest from Car 965 Cyr/Ray regarding the response by the Clerk of the Course to their Inquiry which challenged the reconnaissance penalty that they was assessed in Clerk of the Course Communication #6 dated 6 February 2025 at 19:00. This Protest appears as Attachment 1 to this document.

The Protest being in compliance with GCR 9.2 was accepted by the Stewards (submitted in writing signed by the competitor, within the required time frame and with the stipulated protest fee).

The Senior Steward formed a Panel of Stewards per GCR 9.10 comprised of:

- Sno*Drift Senior Steward Mark A. Williams
- Sno*Drift Event Steward Michael Hordjik
- ARA Senior Steward Justin Pritchard

This Protest Decision documents the findings and the decision of the Panel of Stewards following an online Protest Meeting that was held on Tuesday 11 February 2022 at 19:00EST in compliance with GCR 9.5.

Present at this meeting were:

- The Panel of Stewards listed above
- The Sno*Drift Clerk of the Course Bob Martin and Assistant Clerk of the Course Rob Bohn
- The Protesters Chris Cyr and Glen Ray (the crew of car 965)
- Preston Osborn as Judge of Fact monitor of the RSLite application used to track the locations and speeds of the competitors during recce.
- Observer J.B. Niday (Interim Competition Director)

The Basis of the Organizers Assessment of the Penalty

- While monitoring the location and speeds of competitors participating in stage reconnaissance on Thursday 6 February 2025, Preston Osborne noticed that three cars were potentially not off of the stages by 17:00, as reported by the RSLite smartphone application running on the competitor's smart phone. One of these three was car 965. After further analyses of the data from these cars he concluded that car 965 had in fact

exited stage 10 at 17:06:29 and communicated his conclusion via email at 18:11 to the CoC and the Assistant CoC. A screen shot of the data for car 965 appears as Attachment 2 to this document.

- The Assistant CoC published Clerk of the Course Communication #6 on the official Sportivity noticeboard, included as Attachment 3 to this document, that assessed a penalty of \$200 to car 965 based upon:
 - RCR 1.2.1.a which states “The organizers will provide a Reconnaissance Schedule indicating when each stage is open for reconnaissance.”
 - The schedule in the Supplemental Regulations Section 3, the section for Thursday, February 6th, line 2 that indicated reconnaissance was open from 9:00 at 17:00 on Thursday.
 - RCR 1.2.1.g which states “Only with the express authorization of the Clerk of the Course, may any person connected with an entered crew travel on or over the route of a special stage of the rally after the end of reconnaissance.” No such authorization was given. “Any person connected with an entered crew” includes the crew itself.
 - RCR 1.2.1.h which stipulates a fine of \$200 for the first recce infraction within an event.

The Arguments by the Crew Against the Assessed Penalty

- The crew claims that the assessed penalty should be rescinded because of two key irregularities which the co-driver — Glen Ray — went through in a PowerPoint presentation. This presentation appears as Attachment 4 to this document.
 1. *Inconsistency across events in how allowed recce times are stated in an event’s Supplementary Regulations.* Mr. Ray noted that the way in which the allowed timeframe for recce is expressed in the Supp Regs varies from event-to-event with no “umbrella rule”. He showed two instances where it was stated that a crew could recce a stage as long they entered that stage within the published timeframe and one where it explicitly stated that a crew must exit a stage prior to the end of the published recce timeframe.
 2. *Irregularities in the RSLite app used to monitor recce at this event.* The RSLite app, which reports speeding infractions to Race Control, was incorrectly programmed to report speeding over the actual allowed speed limit, not over the customary threshold of 5mph over the allowed speed limit. To keep RSLite app from showing an alarm whenever they exceeded the programmed speed of 30mph, they kept their speed under 30mph. They claimed that slower recce speeds have negative effects on safety because it causes errors in a crew’s ability to read the severity and length of corners, the lengths of straights, and certain features of the road (e.g. kick, jump, camber). They also noted that it increased the time they spent on-stage during recce by 20% which contributed to their late exiting of the stage.

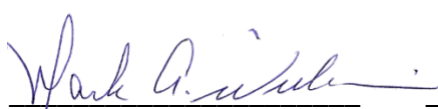
The Findings of the Panel of Stewards

- *On the proper application of the regulations.* The Assistant Clerk of the Course correctly applied and enforced the applicable regulations.

- *On the time the crew exited the stage.* The crew of car 965 does not dispute the fact that they exited stage 10 after 17:00 on Thursday 6 February.
- *On the crew's knowledge of the recce schedule.* This crew admitted to discussing among themselves whether they should enter Stage 10 for recce recognizing that they might not exit the stage prior to the end of the published recce timeframe. They believed that they would be in compliance with the regulations as long as they entered the stage within the published recce timeframe. This indicates that this crew was cognizant of the published recce time limits.
- *On the inconsistency across events in how the timeframes for allowed recce are expressed.* The Supplemental Regulations for this event were clear in stating the timeframe during which reconnaissance could be conducted. The crew's misinterpretation of the stated timeframe — stemming from differences in how other events specify their allowed recce times — does not exempt them from violating the stipulated recce timeframe. This is not a valid reason to overturn the penalty.
- *On the irregularities in the RSLite app at this event.* Supp Regs 9.2 clearly stated that the recce speed limit for this event was 30mph. RCR 1.2.1.e states that "Speeds 1-5 mph over the applicable maximum speed will result in a warning and not be considered an infraction". The crew of car 965 had no reason to fear being wrongfully penalized for speeding as long as they abided by these two statements. The regulations themselves take precedence over any tools that might be used to enforce them. Race Control was cognizant of the RSLite programming error for Thursday recce and no speeding infractions were assessed for speeds up to 35mph regardless of any infractions reported by RSLite. This crew chose to reduce their on-stage recce speed by 5mph in order to silence the annoying RSLite alarms and its reports of speeding. The misprogramming of the RSLite app is not a valid reason to overturn the penalty. The crew's concerns about safety and times as a result of their reduced recce speeds are irrelevant to the essence of this protest.

Decision: The penalty expressed in Clerk of the Course Communication #6 stands.
This decision is unanimous.
The protest fee is forfeited.

The right to appeal this decision is stipulated in General Competition Rules Article 10.


Mark A. Williams


Michael Hordjik


Justin Pritchard

8 Feb 2025

ARA Stewards,

Car 965 is formally protesting
against the decision made against
car 965 in the Clerk of the
Course Communications #6

Rece Penalties which was released
on 02/06/2025 1900.

Very respectfully,

co-driver - GLAR

driver - Ch. G 965

720-934-7092

Received by Senior Steward 8 FEB @ 10:45 AM
credit and charged ^{without Protest fee.} for Protest fee per JB Nibay

Lite History

ATTACHMENT 2

Vehicle

965 - C. Cyr

×

▼

Message Type

All

▼



Vehicle	Message Type	Sequence	Sent Timestamp ↓	Trip	Ago	Speed	GPS	Stage	Details
965	EndTracking	4844	02/06 18:39:37.00	00:01.148	9 min. ago	0.7 mph	✓		Device: v1.12.0 Android v15 (Pixel 7 Pro) Verizon 0738253a-b9dc-4060-8ae8-6f43aabd5c
965	Debug	4843	02/06 18:01:55.99	00:00.984	47 min. ago	0.0 mph	✓		GPS Time: 2025-02-06 18:01:55.999, GPS Accuracy: 3, Satellites: 20, Fine Location: granted,
965	Debug	4842	02/06 17:47:56.99	06:20.274	1 hr. ago	0.0 mph	✓		GPS Time: 2025-02-06 17:47:56.999, GPS Accuracy: 3, Satellites: 18, Fine Location: granted,
965	Startup	-1	02/06 17:46:52.56	07:19.863	1 hr. ago	0.0 mph	✓		Last GPS: 00:39:47 ago App State: background UTC Timestamp: 2025-02-06 22:07:04
965	NetworkFound	4841	02/06 17:07:04.99	47:11.308	1 hr. ago	0.0 mph	✓		Type: cellular, Connected: true, Internet: true, Details: Verizon
965	ReverseDirection	4840	02/06 17:07:04.99	47:10.344	1 hr. ago	0.0 mph	✓	Shoreline-Sage Creek	Shoreline-Sage Creek
965	StartTracking	4839	02/06 17:07:04.99	47:09.385	1 hr. ago	0.0 mph	✓		Device: v1.12.0 Android v15 (Pixel 7 Pro) Verizon 0738253a-b9dc-4060-8ae8-6f43aabd5c
965	FinishTime	4838	02/06 17:07:04.99	47:08.414	1 hr. ago	0.0 mph	✓	Black River-Camp 30	Finish: 17:06:29.4 - (Previous: 17:06:28.9, Current: 17:06:29.9, Stage: 40626)
965	Background	4836	02/06 17:07:04.99	47:06.525	1 hr. ago	0.0 mph	✓		
965	EndSpeeding	4835	02/06 17:06:40.99	47:29.504	1 hr. ago	2.3 mph	✓	Black River-Camp 30	Limit: 30, Reason: Off stage, Max speed: 30.5, Seconds Over: 1, Accuracy: 1, Satellites: 16
965	SpeedingCapture	4834	02/06 17:06:39.99	47:29.555	1 hr. ago	0.4 mph	✓		Accuracy: 1m, Satellites: 17
965	SpeedingCapture	4833	02/06 17:06:38.99	47:29.574	1 hr. ago	0.2 mph	✓		Accuracy: 1m, Satellites: 16
965	SpeedingCapture	4832	02/06 17:06:37.99	47:29.654	1 hr. ago	0.9 mph	✓		Accuracy: 1m, Satellites: 17
965	SpeedingCapture	4831	02/06 17:06:36.99	47:29.664	1 hr. ago	3.1 mph	✓		Accuracy: 2m, Satellites: 17
965	SpeedingCapture	4830	02/06 17:06:35.99	47:29.704	1 hr. ago	5.1 mph	✓		Accuracy: 2m, Satellites: 16
965	OffStage	4829	02/06 17:06:35.99	47:28.733	1 hr. ago	5.1 mph	✓	Black River-Camp 30	



Clerk of the Course COMMUNICATIONS - Recce Penalties

02/06/2025 19:00

Penalties Reconnaissance outside the designated times.

Two cars were observed via RallySafe the stages today after the close of Reconnaissance.

Reconnaissance closed at 17:00, per the schedule in the Supplemental Regulations in Section 3, Thursday, February 6th section, line 2.

- Car 407 was observed via RallySafe leaving stage 11 at 17:15
- Car 965 was observed via RallySafe leaving stage 10 at 17:06

This is a violation of RCR 1.2.1A and is assessed a penalty of \$200 per RCR 1.2.1H. Payment should be directed to the Interim Director of Competition, JB Niday (email address in the Supps).

Rob Bohn

Assistant Clerk of the Course

Judges of Fact

What is being covered is NOT to attack anyone.

We, as in car 965 of Glen Ray & Chris Cyr,
know that no one is perfect.

Claimed violation of RCR 1.2.1 a)



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Rob Bohn

Assistant Clerk of the Course

Instructions, Directions, Regulations

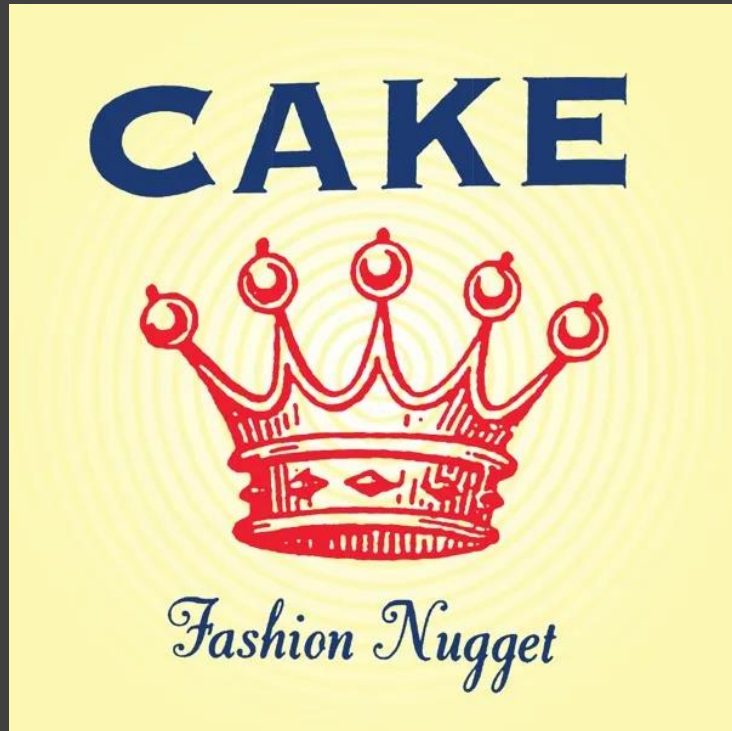
Vagueness / Inconsistency = Perceived differently

This is essentially someone knowing important details without explicitly providing them.



There's an after-work party today with cake!





Multi-Platinum, peaked at #33 Billboard charts.

RCR 1.2.1 a) Stage Reconnaissance

1.2 Instructions

All instructions given to competitors that define the route shall be in writing.

The locations of all service stops and refuel points must be in the route instructions.

1.2.1 Stage Reconnaissance

- a) In all ARA Rallies two pass Reconnaissance (Recce) may be available for all registered competitors. Participation in Reconnaissance is not compulsory. The organizers will provide a Reconnaissance Schedule indicating when each stage is open for reconnaissance. Reconnaissance is prohibited outside the designated times for a period of 90 days before the rally.

The last 12 ARA Rallies

2023

- 100 Acre Wood
- Olympus
- Bristol Forests
- Oregon Trail
- Ojibwe
- Lake Superior Performance

2024

- 100Acre Wood
- S. Ohio Forests
- Susquehannock Trail Performance
- Overmountain
- Lake Superior Performance

2025

- Sno* Drift

The last 12 ARA Rallies

2023

- 100 Acre Wood
- Olympus
- Bristol Forests
- Oregon Trail
- Ojibwe
- Lake Superior Performance

8.6 Competitors must not start recce on a stage road with insufficient time to complete recce before recce closes (RCR 1.2.1.g).

2024

- 100Acre Wood
- S. Ohio Forests
- Susquehannock Trail Performance
- Overmountain
- Lake Superior Performance

2025

- Sno* Drift

The last 12 ARA Rallies

2023

- 100 Acre Wood
- Olympus
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- Lake Superior Performance

8.6 Competitors must not start recce on a stage road with insufficient time to complete recce before recce closes (RCR 1.2.1.g).

extension of these supplemental regulations. It is very important that teams don't speed during any part of recce. Do not start recce on a stage road with insufficient time to complete recce on it before recce closes at 19:00 - RCR 1.2.1.a rules apply.

2024

- 100Acre Wood
- S. Ohio Forests
- Susquehannock Trail Performance
- Overmountain
- Lake Superior Performance

2025

- Sno* Drift

The last 12 ARA Rallies

2023

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2024

- 100Acre Wood
- S. Ohio Forests
- Susquehannock Trail Performance
- Overmountain
- Lake Superior Performance

Thursday, March 14, 2024

Reconnaissance & Competitor Check-In	0600 – 0700	Dent County Commons
Reconnaissance session	0700 – 1900	Must be off the course by 7pm
Competitor & Crew Check-In	1200 – 1830	Dent County Fire House, Salem
Scrutineering and RallySafe distribution	1200 – 1900 by appointment, see section 10.2	Dent County Fire House, Salem; see schedule, section 10.2
Seeded Draw for starting positions (if needed)	1915	Virtual
Steward's Meeting	1900 - 2000	Virtual
Posting of Provisional Day 1 Start List	2000	Sportivity notice board

2025

- Sno* Drift

The last 12 ARA Rallies

2023

- 100 Acre Wood
- Olympus
- Bristol Forests
- Oregon Trail
- Ojibwe
- Lake Superior

Event specific & NOT an umbrella rule.

2024

- 100Acre Wood
- S. Ohio Forests
- Susquehannock Trail Performance
- Overmountain
- Lake Superior Performance

2025

- Sno* Drift

Irregularities in the tools & the info put into them.

RSLite is a mobile application for Android and iOS that provides continuous vehicle tracking. It monitors speeding while on stage and reports speeding infringements to Race Control.



Programs only run as good as the data put into them.



RSLite app recce display



Cray Dumeah ★ Rising contributor

We definitely had an alarm go off at 30mph on Thursday. I can't remember when it got bumped up to 35 though

Robert Kassel

We had the same, Thursday alarm was 30mph, Friday was 35 mph

Kj Miller 🏆 All-star contributor

Friday stages had a limit of 30. Saturday had 35. Idk why tho haha

Alessandro Gelsomino

All day Thursday. I spoke to other competitors and theirs went back to 35mph warning around lunch time on Thursday. Ours didn't.

Steven Harrell 🏆 Top contributor

IIRC this happened a few years ago as well. Recce speed limit is 30, but because there's a 5 mph buffer before penalties in the regulations, the RallySafe alert speed is supposed to be set to speed limit +5 mph. Odds are someone forgot to put the 5 mph buffer in. Once Australia woke up the settings were updated

Ivo Draganov

Same here, Thursday alarm was sounding at 30mph, it was very distracting all day. Friday was 35 mph limit and we just ignored it and stayed at 30 mph.

Preston Osborn 🏆 Top contributor

I made the change overnight. I was supposed to be set at 35 to include the buffer but instead was set at the speed limit.



Negative effects
due to the error...

Safety

Slower recce speeds causes errors in the ability of reading...

- Severity of corners
- Corner lengths
- Distance lengths

Slower recce speeds causes errors due to lack of inertia in reading...

- Cambers
- Off cambers
- Kicks
- Dips
- Brows
- Jumps
- Including the lengths of those brows and jumps

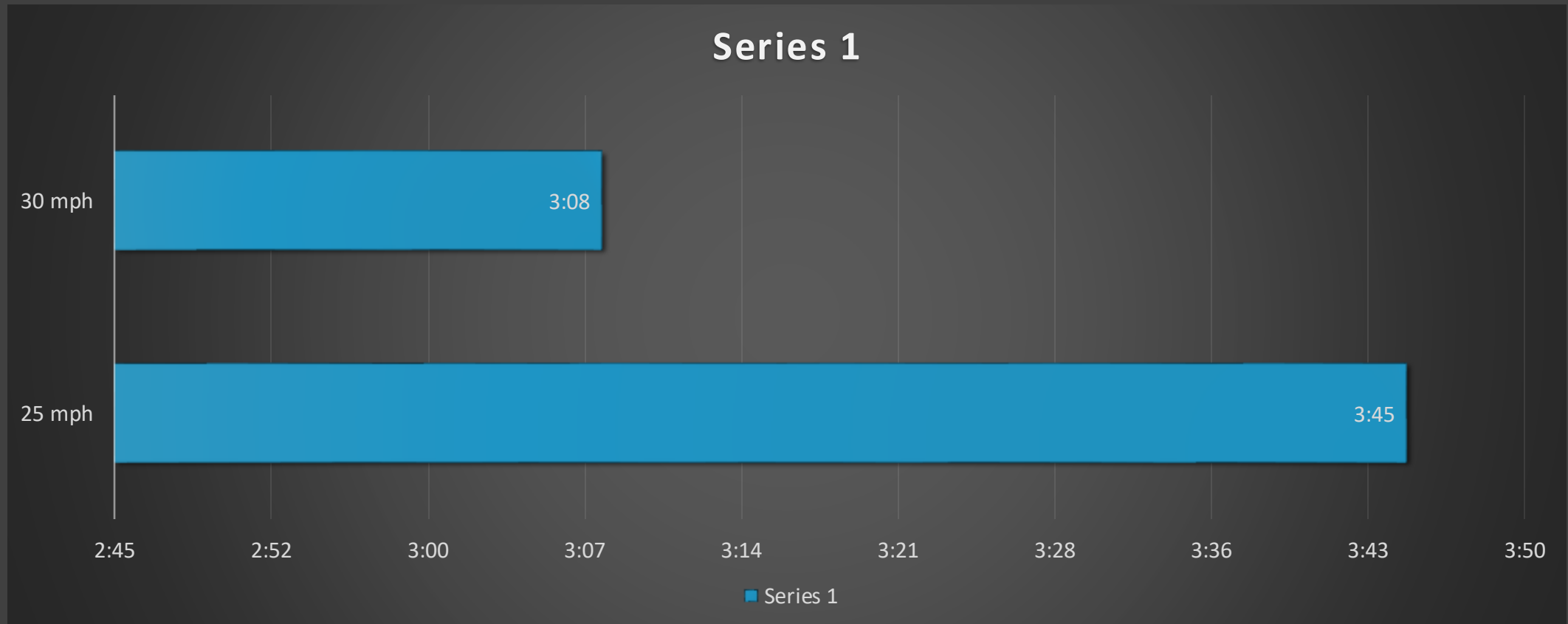
Time

1617	Recce stage 10/13 (2 nd pass)	6.9 miles	(16min)	1631
1633	Drive to Hotel	20.1 miles	(30min)	1703

Gravel/Recce 30 - 35 tops, Pavement 55 - 60 tops, Road signs have precedence.

Start	Day 2			Finish
0655	Drive to stage 16	31.1 miles	(45min)	

Time





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02/06/2025 19:00

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Recap...

1) Vagueness / Inconsistency = Perceived differently

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- 2) 25% of the time it's mentioned to not be on the stage

Recap...

- 1) Vagueness / Inconsistency = Perceived differently
- 2) 25% of the time it's mentioned to not be on the stage
- 3) Human error

Conclusion

- 1) Grey area of assumption without matters of fact
- 2) Change
- 3) Dropping penalty

Thank you
