

Dear Kieran Harrison.

1. This appeal decision looks at reviewing the decision to award a 10 Penalty Point penalty to Kieran Harrison, following a post race review of qualifying for Round 8 of the Hyundai N E-Festival Global League 2022, at Daytona International Speedway (Road Course).
2. As a part of this penalty review, the Race Stewards and myself acting in capacity as a 3rd and review steward have gone through the process of awarding the penalty again, and if any information received in our appeal would have changed our decision making processes. For clarity, we use a 'balance of probabilities' approach to decision making, weighing up all information provided to us.

Penalty Awarded to Mr Harrison

3. The original penalty awarded to Harrison was 5 Penalty Points for slowing down deliberately in qualifying, to allow other (Golombeck) to close up on the run to the S/F line.
4. The rules in qualifying have changed throughout the course of the season, especially via protests and stewards observations around the way certain sets of drivers were gaining a qualifying advantage. Whilst initially not outlawed, over the season the practice of running in packs, providing and receiving tows have been cracked down upon for all drivers, as this practice was seen as unfair to certain drivers over others.
5. The defense in this situation is that there was already no advantage to be gained for Harrison by running alongside Thomas Gibson whom he was behind and alongside coming to the S/F line, and he had already overheated tyres. The defense was that there was nothing to be gained, and that Golombeck would receive no additional tow as a result of him slowing down.
6. This defense is partially accepted, however without having access to a replay file from Harrison, this can not be confirmed. Whilst the rulebook does not specify a need for a replay file, the appeals form does provide a reminder to help drivers include this. Stewards remain unconvinced that no additional tow was provided to Golombeck as a result of this, though stewards do see Harrison and Thomas Gibson taking different lines across the track as to not help each other directly.

Outcome of appeal

7. After reviewing all the information provided, stewards are required to follow this process:
 - Is there still a case to answer?
 - If yes, is the penalty provided still adequate?
 - If no, is there another penalty that should be issued?

8. Stewards agree that there remains a case to answer. Although the actions may not have been deliberate in design, they still had the option of providing an additional tow to another driver whom also so happens to be a part of the same Sim Racing team. Whilst arguments have been had that this is an individual / country and not a team championship, we remain unconvinced by this argument, especially as one driver from the same sim racing team has said on broadcast that they do not work with their countryman, and the fact the 4 cars with Core Simracing logos on it largely are on track together during qualifying.

9. The stewards agree that a penalty is still warranted, however are not certain that the penalty issued is proportionate to the action at this stage of the championship. For the reasons dictated above.

10. Having noted Harrison's previous track record in the series of no other incident points to date, the decision has been made to SUSPEND the penalty, so long as Harrison does not accrue any penalties in rounds 9 and 10 of the championship. Should Harrison receive any further penalty points, he will.
 - Receive the points awarded to him by the stewards
 - Receive 5 Penalty points from this previously suspended penalty.

11. Please note that this decision can not be appealed further, but any subsequent penalties can be reviewed by stewards as normal.

We hope you enjoy the next two races of the championship, and wish you all the best.



Wil Vincent MA BSc (Hons) FHEA

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