

# Clerk of the Course Decision

<b>Circuit:</b>	Knockhill (Clockwise SAT & Anticlockwise SUN)	<b>Date:</b>	29-10-2022
<b>From:</b>	Paul Levitt (252266)	<b>Clerk of the Course</b>	
<b>To:</b>	Lee Dendy-Sadler	<b>Competition No:</b>	2
<b>Race Title:</b>	Nankang Tyre BMW Compact Cup - Qualifying	<b>Licence No:</b>	280741
<b>Time of Issue:</b>	11:18		

Following investigations, I find that you are guilty of contravening the following Championship Regulation(s):

5.7.1 Cam Timing does not conform to the BMW Compact Cup Championship Regulations

### **Brief Details:**

Post Championship Scrutineering: Following receipt of a report from the Championship Eligibility Scrutineer and having given you the opportunity to be heard, I find that you are guilty of contravening Championship Regulation 5.7.1 and Compact Cup Tech File Pages 26-32, in that the Cam Timing of the sealed engine did not conform to the BMW Compact Cup Championship Regulations when inspected at the end of the Championship.

The non-compliant engine was sealed at Cadwell Park on 20th August 2022 (post-qualifying) and was subsequently used by the competitor to compete in this Qualifying Session at Knockhill on 17th September 2022. The sealed engine was subject to inspection at Post Championship Scrutineering on 16th October 2022, at Silverstone. Upon inspection the Championship Eligibility Scrutineer found the cam timing to be non-compliant.

Accordingly, under Motorsport UK Regulation G 5.3, I hereby order that you receive the following:

Disqualified from the results of qualifying or practice.

Additional Comments: For the purposes of Motorsport UK General Regulation C3.1.1, the competitor was contacted by email and provided with the opportunity to be heard. The competitor replied by email with some counter evidence (video footage) in mitigation, countering that he believes the timing may have "jumped" after the engine seal was fitted. The video evidence supplied, whilst showing a mechanical failure of some kind in the first race at Knockhill, cannot prove in any way that the issue shown relates to the timing jumping. In any case, the competitor would remain responsible to ensure the vehicle is compliant in all other sessions, which is not the case according to the report from the Championship Eligibility Scrutineer. Therefore, having considered the competitors reply, I find that there are no exceptional reasons as to why the vehicle should not be disqualified from the results.

You are reminded of your right of appeal. Any penalties applied will be recorded by Motorsport UK in accordance with Motorsport UK Regulation C 2.1.4

<b>Signed:</b> <b>Clerk of the Course</b>	Paul Levitt (252266)	<b>Date:</b>	29-10-2022
		<b>Time:</b>	11:18

I being the Entrant / Driver of Car No: **2** acknowledge receipt of the above decision

The competitor was advised at the time stated above that this form would be emailed to them and that the appeal process would then follow the procedure laid down in the current Motorsport UK Yearbook.

Fines or Costs must be paid to Motorsport UK within 7 days of being imposed. Any delay in making payment may result in suspension of licence for the period during which the amount remains unpaid, beyond the said period of 7 days. To pay, call Motorsport UK on 01753 765000 (option 2).