

## DECISION OF THE CLERKS HEARING

Organising Club	BRSCC	Date	24 October 2024
Type Of Event	Race	Status	Interclub
Venue ( <i>inc. Circuit Layout</i> )	Multiple	Permit No	Multiple

Name:	Mike Doble
Competition / Entrant Licence No:	13867
Issuing ASN (if not Motorsport UK):	n/a
Competition Number in Event:	65
Race / Class:	BMW Compact Cup Championship (CH2024/R060)

Having received a report from the Championship Eligibility Scrutineer following post-season Eligibility Scrutineering, conducted at Brands Hatch on Saturday 19<sup>th</sup> October 2024 (after the conclusion of the Championship Season the previous weekend), this hearing was called to provide the competitor with the opportunity to be heard, in accordance with 2024 NCR C.3.1.1.

In advance of the hearing the Clerk of the Course received:

1. The original Scrutineer's Sealing Report detailing the fitment of Championship Seals at Snetterton Circuit on 20<sup>th</sup> July 2024. The seals were fitted after the first Championship Race of that event whilst the vehicle was under Parc Ferme conditions.
2. A Scrutineer's Non-Compliance Report in respect of Mr Doble's vehicle (No. 65), detailing non-compliance of Championship Regulation 5.7.1, specifically non-compliant Camshaft Timing settings.
3. A Scrutineer's Sealing Report for the re-sealing of engine components following the scrutineer's inspection and re-assembly of the subject engine.
4. A Statement from Mr Paul Hewer (Technical Commissioner) who was present during the inspection confirming that the process as described in the Championship Technical Document to measure Cam Timing was followed by the Eligibility Scrutineer, and that the Rear Camshaft Alignment Tools did not align.

### THE HEARING

The Hearing took place on Wednesday 23<sup>rd</sup> October 2024 at 18:00, via online video conference.

Present were:

Mr Luke Souch (Championship Clerk of the Course)

Mr Mike Doble (the Competitor)

The Clerk of the Course opened the Hearing by summarising the documents available to the hearing and explained the relevant regulations in the Motorsport UK National Competition Rules that apply. In advance of the Hearing, Mr Doble was sent an electronic copy of documents 1-4 listed above, along with copies of the Championship Regulations and Championship Technical Document.

Evidence was heard from Mr Doble who submitted that:

5. Mr Doble did not believe that the Camshaft Timing Settings were non-compliant.
6. Mr Doble has been involved in the Championship for many years and has had built on his behalf 20-30 engines, none of which had ever been subject to a report of non-compliance.
7. Mr Doble does not believe that the method of checking the eligibility of the Camshaft Timing was correct.
8. Mr Doble did not consider the statement provided by Mr Hewer (Technical Commissioner) to be true.
9. Mr Doble also questioned the presence of any calibration certificates for the measuring tools used by the championship in this regard, which he believes do not exist.
10. Mr Doble also expressed discontent with other matters in the Championship and whilst it was not relevant to this inquiry, one might offer a degree of understanding for his submission of those comments.

## FINDINGS

11. In accordance with 2024 NCR C.3.1.1, the Clerk of the Course must be satisfied that exceptional reasons exist as to why they should not disqualify the vehicle for the relevant results in respect of non-compliance.
12. Having received a statement from Mr Paul Hewer (Technical Commissioner) which clearly verifies that the correct method to measure the Cam Timing was followed and the Rear Camshaft Alignment Tools did not align, I am satisfied to that extent that the correct measuring process was followed.
13. No calibration certificates exist in respect of the tooling used; however, it is understood that this tooling is bespoke for the Championship and manufactured by an experienced engineer. It is not for this inquiry to determine whether the tools were appropriate, but I am satisfied by the experience of the technical officials and their decision to use the nominated tools in this case.
14. I am not satisfied that any other exceptional reasons exist in respect of this technical non-compliance.
15. The Championship Seals fitted in accordance with Championship Regulation 5.7.1.2 were fitted under Parc Ferme conditions after Round 9 of the Championship at Snetterton on 20<sup>th</sup> July 2024.
16. The Championship Seals were present (as a mandatory part – see Championship Regulation 5.1.7.2) throughout all remaining events that the competitor took part in thereafter, until they were removed for the purpose of the post-season technical eligibility inspection by the Eligibility Scrutineer.
17. In consideration of the severity of this non-compliance, I consider that it is of a serious nature given that the non-compliant component is part of the engine.
18. It is noted that Rounds 15 & 16 of the Championship at Donington Park (22<sup>nd</sup> September 2024) were abandoned and not replaced.

## DECISION

Having given Mr Doble the opportunity to be heard, I find that he is guilty of contravening the following Championship Regulations:

Article 5.7.1 [...] Definitive Compact Cup Championship camshaft timing as illustrated in the 2024 Compact Cup Championship Technical File is the ONLY acceptable setting. Camshaft timing of any other settings will be viewed as non-compliant with regulations.

Accordingly, under Motorsport UK Regulation G 5.3, I hereby order that the competitor receive the following in accordance with Article 4.1 of the Championship Regulations:

19. The Competitor will be disqualified from the events listed below, forfeiting all Championship points, prize money and other awards [NCR C.3.5.1(b)]:
  - Rounds 9, 10 & 11 – Races 2, 6 & 11 at Snetterton on 20/21 July 2024 (Event Permit 134518)
  - Rounds 12, 13 & 14 – Races 4, 12 & 19 at Cadwell Park on 10/11 August 2024 (Event Permit 134507)
  - Rounds 17 & 18 – Race 13 & 20 at Silverstone International on 13<sup>th</sup> October 2024 (Event Permit 134512)
20. Each event will still count as one of the events contributing to their total Championship score [NCR C.3.5.1(a)].
21. The Competitor will forfeit a total of points equal to those obtained from two first places, even if this penalty results in a minus total of points [NCR C.3.5.1(c)].
22. The competitor will also be disqualified from the respective qualifying sessions at Cadwell Park (10<sup>th</sup> August 2024) and Silverstone International (13<sup>th</sup> October 2024). NCR C.3.3 refers.

The Competitor is reminded of their right of appeal. Any penalties applied will be recorded by Motorsport UK in accordance with Motorsport UK Regulation C.2.1.4



### Luke Souch

Championship Clerk of the Course  
BMW Compact Cup Championship  
Motorsport UK Licence 213827

**Thursday 24<sup>th</sup> October 2024, Timed at 16:20** – sent to the competitor by email only.