



BRITISH AUTOMOBILE RACING CLUB



MEETING FORMS (Editable)

From:	Trevor Williams		Clerk of the Course		
Date:	23-Apr-2023	Time		Venue:	Donington Nat
To:	Louis Sharp	Car No.	11	Licence No.:	191518X MSAUS
Formula:	ROKiT F4 British Championship - Race 2				

The Clerk of the Course has received a petition from:

Gary Bonnor (Rodin Carlin) Team Manager

[name of the parties concerned / parties directly affected by the decision handed down]

for them to review, in accordance with C.14.1.1 of the General Regulations, the following decision(s) made by the Clerk of the Course at the above Competition:

The Clerk of the Course, having examined Car 11 Data and Car 72 Data [Evidence], summoned and heard from Gary Bonnor and Ben Cheeseman (Data) [the Entrant(s) name(s)], determine the following:

Decision: there is a significant and relevant new element which was unavailable to the parties seeking the review at the time of the decision concerned.

Reason:

Data traces reviewed from car 72 shows not constant throttle application. This is corroborated by NBE Data Engineer who is independant of both teams. This causes a concertina effect through the pack causing car 11 to overlap before the line

[Clearly explain why the element brought before you is 1) significant and relevant (i.e. likely to call into question or modify the original decision) and 2) new (i.e. unavailable to the parties seeking the review at the time of the decision concerned)]

Competitors are reminded that, in accordance with C14.3.1 of the General Regulations, this decision is not subject to appeal.

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



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Licence No.:	191518X MSAUS	Issue time:	14:15

In accordance with Motorsport UK Regulation C14.3.2 I am satisfied that there is a significant and relevant new element which was unavailable to the parties seeking the review at the time of the decision concerned and upon investigation I find:

Data traces reviewed from car 72 (leader at time of restart) shows not constant throttle application. This is corroborated by NBE Data Engineer who is independent of both teams. This causes a concertina effect through the pack causing car 11 to overlap before the line

Therefore it is my decision to rescind the drive through penalty (converted to a post race 30 second time penalty) to car 11

You are advised of your right of appeal.

Signed: CLERK OF THE COURSE

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.