

DECISION OF THE CLERKS HEARING

Organising Club _____ Date _____
Type Of Event _____ Status _____
Venue (Inc. Circuit Layout) _____ Permit No _____

Reason for hearing: Protest Right of Review

Please fill out the below details as applicable:

Name: _____
Competition / Entrant Licence No: _____
Issuing ASN (If not Motorsport UK): _____
Competition Number in Event: _____
Race / Class: _____

The Clerk heard evidence from the following persons:

The Clerks decision is:

Reason(s) for this decision:



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The appeal fee is: RETURNED FORFEIT

The licence is: RETAINED ENDORSED

The competitor has not made payment at the Event and undertakes to settle the payment to Motorsport UK in accordance with the regulations.

Yes No

	NAME	SIGNATURE
Clerk of the Course signed		

Timed at: _____

Date: _____

I, being the Driver / Entrant, acknowledge receipt of the above Clerks Decision:

Name: _____

Signature: _____

Timed at: _____

Date: _____

YOU ARE REMINDED OF YOUR RIGHT TO APPEAL

Judge of fact report:
SS2 start line
Car 1 refused to start stage competitively claiming it would be dangerous due to cold tyres/engine.
Even after being asked by myself to drive through SS2 non competitively he still wanted to discuss times.

22:17

Thanks Robin - Can you confirm it was only him refusing?

22:19 ✓

And Neil shanks

22:20

Wasn't aware of car 2 saying anything and Kirsty in car 3 was pleasant as always

22:20

Car 17 pissed off he had to run through non comp

22:21

1 unread message

Neil was very shouty but maybe understandable. Start line was chaotic and I probably took charge from stage commander

22:22

SS2 judge of fact - R Jeffrey

Inter 2 exited SS1 and joined queue behind car 17 at arrival of SS2.

After a few minutes marshals asked inter 2 to move to allow car 18 to pass. This was possibly a miscommunication from radio control.

Radio traffic varied:

Ulva control was wanting inter 2 to make progress to start line to lead car 1 and others through the stage.

Rally control on management told inter 2 to wait behind car 17.

Marshals trying to move cars from arrival to start had outdated instructions from start line radio.

Inter 2 made progress towards start line. Robin exited vehicle to discuss situation with marshals and stage commander.

Robin then went to discuss with car 1. Car 1 was asked if he wanted to complete SS2 competitively or run through stage not competitively. The driver said it was unsafe for him as previous inter car had left more than twenty minutes ago and his tyres/engine were now cold.

Robin advised car 1 that inter 2 could reopen the stage.

Robin asked stage commander if car 1 did not want to complete the stage competitively can we release him to travel through the stage uncompetitively. Further discussion ensued and despite car 1 being advised that they were putting the stage at risk of cancellation due to lack of action, they did not move.

As Robin left car 1 to discuss with stage commander, Neil Shanks of car 5 expressed his displeasure of the organisation and that he knew better than Robin.

After another discussion with rally control on management Robin told stage commander that cars 1 to 17 were to be told to travel the stage non competitively and get a time at the stop line.

At some point during discussion with drivers someone asked if helmets should be removed as they were travelling non competitively, this was confirmed and relayed to other crews.

Cars 1 to 17 then left the start line and progressed through SS2 non competitively followed by inter 2.

Robin was not aware of any comments by car 2. Car 3 co drive suggested that they would have liked to have started the stage some time ago but did not say that they would not compete on SS2.

Inter 2 completed the run through SS1. Not far past the stop line we joined the queue for SS2 behind car 17. In the following minutes, there were mixed messages on Mgt and 81 radio but we set off through the cars in an effort to get to the front to possibly lead a convoy. We got as far as alongside car 4 but could get no further. Robin spend a considerable time trying to get the front crew(s) to comply. My understanding was that crews were not happy to start competing without time to warm up but we're unwilling to go non competitive without knowing what time they might get. The bottom line to my mind is that some crews were refusing to follow the instructions of an event official. What I can't confirm is who those crews were because some were keen to get going. Robin will write more of his view but that is my piece. The SC was in a difficult position with no means of communication direct to HQ. The communication chain from SC through radio car to Ulva control to HQ control to yourself was too long. Marshals were going along the line of cars giving an instruction but by the time they got to the end, the message had changed.

00:42

