



From the National Court

**MOTOR SPORTS COUNCIL NATIONAL COURT
SITTING TUESDAY 02 JULY 2019**

**Bob Kettleboro
Chris Mount
Tony Scott Andrews (Chairman)**

J2019/15 – Inquiry – F4 British Championship – Croft Circuit 15th June

This C9 Inquiry arises from an F4 British Championship race held at the Croft Circuit on 15th June. The Court is asked to consider, inter alia, the timing of the red flag, veracity of the results and, subject to evidence, declare the results of the race (Round 11) null and void and permit a substitute race to be held later in the year.

The evidence available to the Court shows that the race was red flagged because of “deteriorating weather conditions”. Reference to General Regulation Q5.4.1 states “Any race stopped before the leader has completed two laps will be declared a “No Contest” and available cars will restart from their original grid positions”. In this case, the red flag was shown whilst the leader and three other cars were in their third lap. The Court considers, therefore, that the facts of this case do not fit within the requirements of Q5.4.1, such that there is no reason to consider the race a “No Contest” or to consider the results “null and void”.

General Regulation Q5.4.2 states “Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race”. The grid for the second part will be the finishing order of the first part. Article 2.6 of the Championship Regulations requires drivers to return to the starting grid area when red flags and lights are shown. It may have been in the contemplation of all concerned that there would be a second part to the race, but Q5.4.3 entitled the Clerk of the Course to order that the race be “abandoned altogether” and it appears that such a decision was made for, after another six cars had commenced a third lap, the chequered flag was shown to the last three cars as they crossed the line.

It would appear, therefore, that the race was effectively at an end. This view is reinforced by the fact that the Clerk directed that half points be awarded. This is consistent with Championship Regulation 1.6.6, which mandates that “If a race is suspended and cannot be resumed, no points will be awarded...if the leader has completed two laps or less at the time of the suspension, half points will be awarded if the leader has completed two laps but less than 75% of the original race distance”.

As already determined, this case does not fall within Q5.4.1 as the leader has not “completed less than two laps” and must, therefore, come within the scope of Q5.4.2, such that he must be deemed to have completed “more than two laps”. There is no requirement for there to be more “complete” laps than two. Here the leader was part way through his third lap when red flags were first shown.

It is determined therefore that, notwithstanding the unhelpful wording of Championship Regulation 1.6.6, it was appropriate to award half points.

As to the request to this Court to permit the Championship to substitute the said Round 11 with an alternative race later in the year, it is the view of this Court that Round 11 happened and can be regarded as concluded. If, however, the Championship organisers wish to hold another Round, they will presumably be mindful of Championship Regulation 1.5.1.

Finally, it is understood that drivers did not in fact stop on the grid when red flags were shown but continued around the circuit on a third lap. If this is indeed correct, doubtless those involved in the running of the Championship will remind competitors of the relevant regulations.

Tony Scott Andrews

Chairman

02nd July 2019