

RaceSpot Live Events Ltd.

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Great Britain

Statement regarding the penalty decision / qualifying review concerning K. Harrison

This statement is presented to you as a reaction to the round 8 qualifying review posted by you on April 18, 2022, 19:53 UTC on the Hyundai N e-Festival discord.

Regarding Part 3 of the review: I would like to offer my explanation regarding this part of qualifying as there was no intent on my part to fall foul of any rules and, having reviewed the alleged offence, I am struggling to see how the finding has been reached. I would ask if you would consider re-reviewing the incident alongside my explanation.

The rules state that you may not slow down in qualifying to allow drivers catch them / pass them, nowhere is it stated that a driver may not drop back slightly from the car ahead in order to create some separation to avoid interacting and therefore impeding/ being impeded by the car ahead on a qualifying lap. Furthermore, the driver behind (Golombeck) was almost alongside me beginning lap 4, so me dropping back from Gibson gave no advantage to Golombeck that did not already exist as a result of myself and Gibson passing him on track.

Moreover, I was left with no choice but to slow down, Gibson and I crossed the start/ finish line side by side, it would make no sense to fight during qualifying so the only alternative is to back out, I did not slow down excessively, instead I simply didn't push quite so hard on that lap having backed out of turn 1 to avoid impeding Gibson's lap and to avoid overheating the front tires by pushing in the dirty air, some of the time lost is due to a less effective draft than the previous lap and in fact on this lap I still set a competitive time that would've been good enough for 16th on the grid. The only alternative would be for me to attempt to overtake Gibson during the lap, which would've slowed both of us down anyway, illogical in qualifying, and allowed any drivers behind to catch up. The following lap I did not improve my time either, meaning there was no advantage gained.

I am disappointed at the suggestion against my own integrity and am further confused by the severity of the number of penalty points applied which doesn't seem to fall in line with other incidents, the previous highest number of penalty points handed out for a single incident is 3. This includes race ruining incidents and deliberate brake dragging attempts, I don't understand how my slightly slow lap warrants such a severe penalty.

Based on my explanation above, in my view, there was no foul play on my part so please could I urge you to reconsider the outcome of this review.

Yours sincerely,

Kieran Harrison

Hyundai N e-Festival Participant for Great Britain

