



## Zetec Engine Checks Autospeed / BriSCA F2 Statement 12<sup>th</sup> March 2015 (E&OE)

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### Zetec Engine Checks

- A number of Zetec specific engine checks were carried out during and after the BriSCA F2 meeting at Smeatharpe Stadium, Taunton on Sunday 8<sup>th</sup> March 2015.
  - Prior to the start of the meeting a documented process was produced to select a driver/car for an ECU swap; this process being subsequently followed during the meeting:
    - At the conclusion of the heats, the best performing Zetec engine (that had qualified for the meeting final) was identified – in this case the #464 car of Matt Linfield, winner of Heat 1.
    - Following the heats Mr. Linfield was requested to swap his ECU, for the remainder of the meeting, for a control ECU supplied by BriSCA F2.
    - Mr. Linfield's ECU was sealed in a container and kept in race control by the Steward for the duration of the meeting.
    - At the conclusion of the meeting Mr. Linfield's ECU was returned to him and the BriSCA F2 ECU returned to a BriSCA F2 representative.
    - No issues in contravention of technical specifications were identified.
    - It should be stressed there was NO suspicion of cheating by Mr. Linfield; this was simply a random ECU swap.
    - It should be stressed that Mr. Linfield fully and happily complied with all requests made of him, and did so in the spirit of random checks being carried out to ensure competitive equality.
  - At the conclusion of the meeting, the camshafts of the #302 car of Dale Moon were inspected for correct installation and timing.
    - No issues in contravention of technical specifications were identified.
    - It should again be stressed there was NO suspicion of cheating by Mr. Moon; this was simply a random inspection.
    - It should be stressed that Mr. Moon fully and happily complied with all requests made of him, and did so in the spirit of random checks being carried out to ensure competitive equality.
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