



GUIDELINES

For Chief & Race Steward

On Driver Infractions & Penalties

In keeping with the charge of "maintaining a consistent philosophy of non-aggressive driving behavior" and to support and emphasize consistency, the following is provided to add context to the enforcement of the rules.

Consistency in the application of Steward authority is of the utmost importance! Apply that authority fairly, graciously, objectively, without bias and with safety as the paramount concern. Doing so will assure to great events, current and future.

It is the Race Steward's role to determine fault in all incidents. Care should be taken to gather as much information on the incident from as many credible sources as possible and as soon as possible. Drivers at fault of Over Aggressive Racing (OAR) resulting in metal-to-metal contact are to be immediately expelled from the event. Further penalties may well be assessed by the Chief Steward upon review of the Race Steward's report.

Passing under yellow: Passing under the yellow flag, whether standing or waiving, indicates a lack of awareness on the driver's part. Driver should be black flagged and told to improve general awareness.

Speeding in the pits or Paddock: This is of great concern, especially at HPR. Visibility in the paddock is limited, intersections are multiple and, with all of the outreach we've been doing, the number of people unfamiliar with the environment is likely to be high. For the first infraction, driver receives a Steward's warning: second infraction is cause for expulsion from the event. NOTE: if the first offense is sufficiently severe, Steward may forego the warning and immediately expel the driver.

Single car incident (a car contacting wall, tire barrier, etc.) or a Multi-Car incident: The driver must report for checkup at ambulance, regardless of severity of contact. Once cleared by Medical, driver must report to Race Steward. Race Steward will review the incident with the driver, fill out an incident report and advise driver that the Chief Steward will review the incident and will contact the driver in writing to communicate the final determination of the incident and if penalties will be assessed. If a single car incident, the Driver may continue racing that weekend if the car can be repaired and cleared by Tech.

Spins & 4 offs:

- **1st Spin (on or off track) or 4 wheels off** - come to tech for inspection.
- **2nd Spin (on or off track) or 4 wheels off** - come to tech for inspection; Driver loses the remainder of that session and their next scheduled on track session.
- **3rd Spin (on or off track) or 4 wheels off** – come to tech for inspection; Driver is on the trailer for the remainder of the weekend and receives a 2 race probation for over aggressive driving.

The above are within a single event/weekend. Cars that go off track or spin due to avoidance of another car/incident, or mechanical failure are not penalized. These are “non-contact” penalties. A spin is defined as the rotation of the car exceeding 90 degrees from the direction of the track.

Below are recommended contact infractions/penalties:

ANY contact on track and all cars involved are paddocked for the remainder of the day or till a time the Event Steward feels they have sufficient information to make a determination of fault. All involved cars must be inspected by Tech for their OK to be able to return to track.

The Event Steward will review the documentation from all reporting sources including but not limited to the Corner Marshall report, Tech report, Ambulance report (if required), involved drivers and other observing drivers. Determination if any drivers involved are allowed to continue or are “on the trailer” for the remainder of that event will be made at that point.

The following are the recommended penalties for minor contact under which the Chief Steward will review and determine action after the event. Driver attitude, willingness to accept fault, and any mitigating circumstances will be considered in determining severity of penalty.

- Metal-to-Metal in which the initiating driver(s) receives a 2 active race probation. (An example is if both cars are ok to continue per Tech with minor cosmetic damage (rubbed fenders or formula cars touch a nose to a tire))
- Metal-to-Metal in which the initiating driver(s) out for remainder of the event and 3 active race probation. (An example is if both cars are ok and both able to continue per Tech with minor repairs – a fender pushed in or broken fiberglass on a formula car. Still cosmetic, but can’t be “buffed out”)

The above are "that's racing" penalties intended to get the offending drivers attention to focus on their lack of car control and not be excessively punitive. However, any driver initiating a shunt no matter how minor during a probation period receives an additional 2 race suspension and 4 active race probation.

The following is more punitive with penalties intended to be handled by the Chief Steward after the event based upon his/her investigation:

- **Metal-to-Metal in which the initiating driver(s) is/are "on the trailer" no matter what their car condition.** Said driver(s) receive a 2 race suspension and a 4 active race probation. One of the 2 event suspensions override-able by the Chief Steward depending on if any mitigating circumstances were involved (car failure due to negligent maintenance not acceptable). The "Stewards discretion" also allows for incidents in this category that belong under the "that's racing" category of No 2.

An example in this case is the driver that did NOT cause the incident is out due to sufficient damage and the car is unable to continue in current condition per Tech. In most cases the car may have received structural damage – bent suspension, doors/hood/etc no longer will safely latch, etc.

It’s possible that under this circumstance the “hit-ee” could repair the damage - a Formula Ford bent the trailing arms but the driver has spares – they repair the car and present it to tech and are cleared to race.

In this case and at the Chief Steward's discretion the severity is reduced to a Number 2 infraction. Under this circumstance usually the end results will be fairly self-evident in that the car that was hit is damaged to the extent that it most likely is no longer able to continue the race weekend; hence the initiating driver is expelled from the event.

Assignment of the penalties (probations and suspensions) for all the above except for spins/4 offs will be handled by the Chief Steward post the event and not at the by the Event Steward at the event.

The following recommendations are intended as guidance for the Chief Steward in assigning penalties post the event for more severe incidents. In the case of all of the following incidents, all parties are out of the race hence the Event Steward does not have to make a determination. Event Steward recommendation along with the documentation as indicated above will help guide the Chief Steward in the determination of penalties.

- **Metal-to-Metal where the initiating driver(s) receives a 3 race suspension recommended although 2 race suspension mandatory allowing the Steward room for mitigating circumstances with a 6 active race probation mandatory.** An example in this case is one or more cars sustained significant damage per Tech and potentially including minor bodily injury (bruising, minor cuts, etc) per the Ambulance report. The ambulance probably did not have to transport.
- **Metal-to-Metal where the initiating driver(s) receives a 13 race suspension and 13 active race probation post completion of the suspension.** An example of this is significant damage to all cars per Tech with potentially severe bodily injury per Ambulance report (ambulance had to transport). The driver must also do a drivers school to return to the track although the DS can be served during the 13 race suspension at the CDI's discretion.

All these can include a single car incident