



Competition Bulletin 1801

4/5/2018

Penalties and Protests

9.2. On-Track Incident Penalties

Any car to car contact, or other driving that could be considered reckless or over aggressive, during a practice, qualifying, or race session may result in disciplinary action which includes any combination of warnings, probationary periods, loss of finishing positions, disqualification, time penalties, forfeiture of qualifying position, suspension from one or more races, and/or loss of competition license.

A record of all infractions will be maintained by the Race Director and will be published to the participants on a regular basis.

Penalties will be imposed based on the situation of the current infraction and also the past history of the driver(s) involved. Penalties will be escalated for drivers with frequent infractions.

-If a mechanical failure is the leading cause of contact between two or more cars, typically no fault will be found, and no penalties issued.

-In wheel to wheel racing it is inevitable that incidental contact may take place. If no drivers involved in the incident feel anyone is at fault after reporting to the Chief Steward, the Chief Steward may choose not to find fault with any one driver.

The following is a list of potential penalties for 1st time violators in common situations. This is a suggestive list and actual penalties may differ depending on the circumstances of each particular situation.

Late or no entry for race	2 grid positions
Late/missed drivers meeting	2 grid positions
Not reporting to Steward after incident	2 positions
Camera not working	2 positions
Racing incident/shared blame	2-4 positions
At fault incident	5-10 positions

Position penalties may be applied to the race results or carried onto the grid for the next race. Non- points races are likely to have penalties assessed to the race results. The end result of an incident WILL be taken into account. If the incident had little effect on other competitors, then the penalty may be reduced. If other competitors suffered damage or lost positions the penalty may be increased.

Car to car contact with fault may result in penalties that can range from starting the next race at back of class, starting race from pit lane (released by official after field has cleared first turns), disqualification from race in which incident occurred, to suspension from subsequent races. Each incident a driver is involved in may result in penalty points against their driving record. Accumulating points will result in penalties.

- 1-3 points can be assessed to a driver for:
 - Car to car contact that does not result in dramatic effects to the final results.
 - Passing under yellow if the mistake is recognized, positions given back correctly, and it did not include speeding, passing, or aggressive driving near the incident the flag(s) was for. May also include lack of recognition of other flags.
 - Going off track and reentering unsafely.
 - Aggressive driving that results in other drivers having to take evasive action to avoid contact.
 - Unsportsmanlike conduct whether it be on or off track
- 4-6 points can be assessed to a driver for:
 - Car to car contact that results in: vehicle damage, influences the final results, or is considered to be beyond that of a racing incident
 - Not responding appropriately to flags. This may include passing under yellow unsafely or without correction.
- 7 or more points can be assessed to a driver for:
 - Major contact that results in significant changes to the results.
 - Driving that is clearly out of control
 - Any intentional reckless driving

A higher number of penalty points may be applied for classes other than Spec Miata.

There will be three penalty classes that can be levied against a driver once the appropriate number of points have been accumulated.

- | | |
|----------|---|
| Class 1. | Start from the back of class. For SM1 that will be the position directly in front of the highest qualified car in the SM2 class. |
| Class 2. | Start from pit lane. Car will be released by a Race Official once all cars have passed turn 2 on North and South tracks and turn one on the full track configuration, or when the official deems it safe. |
| Class 3. | Disqualification or suspension |

Acquire 4 points and a driver will receive a class 1, 7 points class 2, 12 points Class 3

The option will be available to remove championship points or finishing positions for the previous race as certain situations warrant. Penalty points accumulated against a driver can be reduced for each “clean” race that is completed.

9.3. Protests

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward ~~within one hour after the conclusion of an event~~. The protest must be presented in person to the Chief Steward who may request the protest be presented in writing. The Chief Steward shall then make a ruling within a reasonable amount of time depending on the complexity of the situation. All rulings shall be made no later than 48 hours before the next race with the exception of when the following races run on the same day or within consecutive days. An incident report form, such as can be found at the back of this rulebook, may be completed and submitted to the Chief Steward.

All decisions by the Chief Steward shall be considered final and may be made public by the distribution of a drivers report and/or reviewed at following drivers meetings with the use of collected videos as an option.

9.3.1 Spec Miata Contact Review Committee

Spec Miata competitors will have the option to appeal a decision made by the Race Director. Each driver is allowed 2 appeals during one racing season (if an appeal results in a changed decision it will not count as one of the 2 allotted). When a decision is appealed, the review committee will examine any evidence, video or otherwise, and make a recommendation to the Race Director to either agree with the decision or adjust the penalties levied to be stiffer or more lenient. The Race Director should strongly consider the views of the committee but is not obligated to change a decision.

To appeal a decision and ask for review by the Committee a driver must state clearly what is being appealed and what the desired outcome is. Only a driver directly involved in an incident, either the “aggressor” or the “victim”, may appeal.