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## 2009 Minimum/Standard Penalty Guidelines

The following are the standards by which we will operate races in all 9 divisions of SCCA in 2009. They are guidelines and are not the only penalties that we may use. They are by their nature **minimums**, so that all participants will have an expectation of what we will do in common situations. If you have difficulty understanding what we are trying to accomplish, please contact me.

### Sound Control:

Competitors must not exceed the event limit at any time on the course.

Procedure:

**Practice:** One over the event limit, Soundboard.  
Two over the event limit, (Closed) Black with soundboard.  
Three over the event limit, (Open) Black flag, may continue after repairs.

**Qualifying:** One over the event limit, Soundboard.  
Two over the event limit, (Closed) Black with soundboard.  
Three over the event limit, (Open) Black flag, Lose prior times – (CSA); may  
continue after repairs. If the car is still non-compliant  
(one reading), all times are removed.

**Race:** One over the event limit, Soundboard.  
Two over the event limit, (Closed) Black with soundboard.  
Three over the event limit, Chief Steward Action to disqualify  
If local rules so indicate participant may receive  
an Open Black Flag after the third reading.

### Intentional Contact

Contact, including bump drafting and rough driving, will not be tolerated. It will be dealt with in accordance with GCR 6.8.1. DRIVER CONDUCT; this section is explicit in regards to the avoidance of contact between cars on the race track and it is expected that all drivers adhere to this rule.

### Rough Driving

- Contact, both cars continue: Chief Steward's Action (CSA) or Request For Action (RFA) with a 1 or 2 position penalty to the offender.
- Contact, only one car continues: CSA or RFA excluding the offender.

**Passing under the yellow:**

WE WILL USE THESE DEFINITIONS:

- *Yellow zone*: “will start at the plane of the flag at its nearest intersection with the track at its shortest distance. The same applies to the incident. This marks the beginning and end of the control zone”.
- *Pass*: “The passing car having achieved an advantage, however slight, over the overtaken car”. The car being passed must give way in a yellow flag zone once the overtaking car has edged in front, provided the overtaking car did so before entering the yellow flag zone”.

The following are actions to be taken by the Chief Steward in the form of a Chief Steward’s Action (CSA) or Request for Action (RFA) for a verified pass under yellow.

**Practice:** (OPEN) Black Flag – session ended for competitor - counsel by CS or designee.

**Qualifying:** (CLOSED) Black Flag - loss of qualifying times - counsel by Chief Steward or designee and may start at back of grid.

**Race:** (CLOSED) Black Flag – three positions (same class) or lap penalty sufficient to affect finishing position.

**Pass with Contact / Injury:** (CLOSED) Black Flag – plus Request for Action (RFA)

- expected minimum penalty is Disqualification (DQ).

**Spin under yellow flag:** Car is not under control, same as pass under yellow.

**Jumped / Balked Starts:** The minimum penalty will be loss of ONE position in class.

**Car not in compliance:**

**Prior to the race:** Chief Steward removes Tech Sticker – car may be re-submitted, and if found in compliance, may compete with loss of all qualifying time prior to the removal of the tech sticker.

**Post race:** Loss of finishing position and, at chief steward discretion, loss of event points, or further actions depending on nature of violations up to, and including disqualification.

**Cheater car (attempted performance modification):**

Maximum penalty (DQ, Suspension, and probation); the probation is to include having the car presented at pre and post race tech at each event for compliance verification.

**Vexatious protest:** Open – any penalty is available.

**Loss of accrued points:** This penalty does not need proof or suspicion of prior improprieties at other events. This is a penalty of and in itself.

***These Guidelines have been approved and implemented by the Executive Steward for each Division and are unanimously agreed upon.***

Notes: GCR Section 6.4.C – “No replenishment or assistance to cars shall be allowed after a race is stopped and before it is restarted.” This will not apply to Practice or Qualifying sessions.

SEDIV follows the National Spec Tire Rule for the SM class (dry tire). The SCCA National SM Spec tire for 2009 is the Toyo R888. If a SM does not have the Toyo R888, it is non-compliant for SARRC or National sessions for dry tires.