

PENALTY AND DISCLOSER POLICY

There has been a lot of discussion on are penalty and discloser system, and why we have it. This being our first season of racing for points, we have a number of race rigs that want to race , but do not fit the rules exactly as they are written. One example was Brian and his tire issue. Last year he bought 35 inch tires and can't afford new tires to fit the 33 inch rule. Are the 35 tires going to benefit him in the race? Maybe. Will they be the deciding factor in him winning the race . I think we can all agree that will not be the deciding factor. None the less, they are outside the rules. This is where they penalty and discloser rule comes into play. When you tech and register, you will be required to disclose any part of your rig that does not fit into the rules as they are written. After the drivers meeting, we will meet as a group and assess the penalties as a group, based on your disclosers. The penalty can be up to 10%. Anything above that would jump to the next class. At this time the driver can either accept the penalty or reject it. If rejected he can then opt to run sportsman or move up to the next class. After the race is done we will have a mandatory impound area for post-race inspection. Also a place that spectators can check out the rigs. The rigs must remain there for 30 minutes after the race ends, so every racer has a chance to check them out. If a problem is found after the race, the penalty will be assessed at that time. Possibly taking a position away. This is where the discloser policy will help you out. If you do have a penalty, you will know up front what you must do to win. In the post-race inspection we will be looking for competitive advantages only. Tech and safety will not have a post-race inspection or penalty.