

After The Race

The checker comes out. You start your cool-down lap, but your session is not over yet. As you do your lap, be sure to give a "Thank You" wave to the flaggers at each station. You would be amazed at how much this matters.

Impound

Impound normally takes the top three finishers in each class. Check the supps; they may specify a different number. As you come through the pits, watch for signs like "Impound All". The Pit team may also direct you to impound.

It is your responsibility to report to impound. If you are not sure whether you are in the top three (or whatever), report anyway. Failure to report will expose you to penalty.

Inspection

The Tech team will inspect your car for conformity to its class rules. Normally, this entails weighing the car, as well as performing other non-intrusive inspections. For National races, the GCR specifies weighing plus at least two additional inspections.

If your car is underweight on first weighing, Tech will immediately re-weigh it twice (once in each direction). If Tech confirms the car to be underweight, they will note this in the car's logbook, and you must have the car weighed again before receiving a tech sticker at its next event. This will also expose you to penalty.

Unless the event supps specify it (for example, the Runoffs), Tech may not perform any inspections requiring teardown of your car. Exceptions to this rule are for removal of a wheel, intake chokes, or restrictors, all of which may be required.

Therefore, Tech may measure track or ride height etc. but, if they want to measure your camshafts, they must follow the procedures below.

Chief Steward-Directed Teardowns

The Chief Steward may order a more intrusive inspection, requiring teardown, without having received a protest against a car. This Chief Steward-Directed Teardown is very similar in concept to a mechanical protest.

If your car is compliant, the race organizer (i.e. the Region) must stand the cost of teardown, inspection, and reassembly. The organizer must approve the teardown bond before disassembly can begin. Two spec classes, FE and SRF, have specific teardown rules that are consistent with the general rule.

If the Chief Steward orders a teardown of your car, you must permit it, while reserving your rights should your car be compliant. Insist that an appropriate bond first be set, and approved in writing by

the organizer. Refusing to permit an inspection or teardown will attract an automatic penalty of disqualification, a six-month suspension, a \$250 fine, and penalty points on your license.

Chief Steward-directed teardowns may occur at any time during the event. Some events, such as the Runoffs or the ARRC, have teardown rules written into their supps.

Protests

We shall cover protests in gruesome detail in later articles, but here is an essential consideration. If someone did you dirt on track, or you think that the provisional results are incorrect, or you disagree with an official's action, you face a strict time limit in which to file a protest.

You must protest within 30 minutes of the relevant event (the end of the race for an on-track incident, the posting of provisionals, or official notification of an action). You must file a mechanical protest no later than one hour before the race.

The Stewards of the Meeting may extend the time limit. They will do this only if you can demonstrate that you were unable to protest within the prescribed period. For example, the Medical team may have detained you or the protested part may have appeared on a car only on the grid.

Therefore, it is a good idea to decide in advance your threshold for protesting, to inform yourself about the relevant rules, and to be prepared to file if necessary.