From the 12th Section Rules

Referees will be provided access to the race control computer (or monitor) for reading race positions and lap scores during the race.

At least one Referee must be present in Race Control watching each Heat and Final, and should be watching for.

- Bad sportsmanship by drivers - i.e., deliberately impeding the progress of others by slowing down, crashing or hitting another car, corner cutting, driving recklessly to gain an advantage and/or being unable to properly control a car such as to cause a potential safety hazard.
- Cars in a dangerous condition - i.e. body not secured to chassis, causing damage to carpet, tape or track markers, and a safety hazard to marshals.
- Jump starts.
- Corner cutting (without any deliberate intent).
- Proper execution of any penalty awarded by a referee.
- Bad driving.

Penalties can be issued as follows by the Referee, and be within these parameters for consistency:

- Bad sportsmanship - disqualification from that Heat or Final, or disqualification from the Meeting at the Referee's discretion.
- Cars in a dangerous condition - Black Flag (see rules 10.4, 10.6)
- Jump starts - in qualifying for starting out of order - 5 sec penalty. In finals for moving after the 30 second warning, but before the start signal - 5 second penalty
- Corner cutting - 1 lap penalty. Referees may also allow a driver to wait, and then tell the driver to rejoin the race, to prevent any safety issues with other cars or marshals entering the track area.
- Improper execution of a penalty - repeat of the penalty until it is correctly carried out to the Referees satisfaction. This counts as single penalty for purposes of disqualification.
- Bad driving - stop/go penalty of up to 10 seconds, to be issued and supervised by the Referee.

If three penalties are issued to one driver by the Referee during the Meeting (single day, single class) the driver is disqualified from that Meeting.

Referees may warn drivers as to their driving conduct without issuing a penalty, and ensure that when a penalty is awarded, it is clearly stated as a penalty. The penalty must be marked on Race Control’s copy of the heat/ final results.

Additional Guidance:

1/12 LMP Nationals – Referee Quick Reference

Penalties for bad driving

- **Warning:** May be given at the referee's discretion for a minor or first offence.
- **Position to be returned:** Driver at fault should allow the affected driver back through where safe and appropriate.
- **Stop-and-go penalty:** May be issued if the position is not returned when instructed, or for a more serious incident.
- **Immediate penalty:** Deliberate contact, dangerous driving or a serious/repeated offence may warrant an immediate stop-and-go without a prior warning.
- **Consistency:** Apply penalties fairly, regardless of driver, position or team.
- **Normal racing contact:** Do not penalise unavoidable incidents or fair racing.
- **Qualifying:** Expect drivers to let faster cars through sensibly when safe.
- **Lapped cars:** A driver who has crashed and lost laps must not take out cars ahead while trying to recover. Those cars are not obliged to let them past.

Penalties for Conduct by Driver or Mechanic:

- **Unsportsmanlike behaviour:** Abusive, threatening, intimidating or deliberately disruptive conduct toward referees, officials, volunteers or other drivers may result in a warning or penalty.
- **Arguing with officials:** Drivers must not argue with referees during a race or refuse a reasonable instruction. Concerns should be raised calmly after the race.
- **Abuse and intimidation:** Swearing, raised voices, personal abuse, threats or aggressive confrontation will not be tolerated.
- **Repeated conduct:** Repeated or serious misconduct may result in an immediate stop-and-go penalty, removal from the race or removal from the meeting.
- **Team responsibility:** Drivers and team representatives are expected to help maintain calm and respectful conduct throughout the meeting.

Route of complaint:

- Drivers should raise any concerns with the referee in the first instance after the race.
- Alternatively, a driver may approach the nominated drivers' representative, who can discuss the matter with the referee if necessary.
- MP should act as the escalation point if a matter cannot be resolved through these channels. MP will hear from the referee and drivers rep at this point.