

Memorandum to: All Star Mazda Series Drivers and Team Managers  
From: Kent Williamson, Race Director  
Date: March 22, 2007

Re: Procedures and Guidelines for 2007 season

The Star Mazda Series is a stepping-stone to the highest levels of professional automobile racing. We are one of the most competitive series in the world with our past drivers achieving great success in (in no particular order) Champ Car, Champ Car Atlantic, IRL, Indy Pro Series, Grand Am, and F1. Our mission is to prepare our drivers for their next step by helping them acquire – driving skills, public relations skills, media skills, and sponsor acquisition and retention. This memo is not a set of rules, rather some of the guidelines other Star Mazda officials, IMSA officials, and I will be following.

### **Meetings**

Meetings are important! You will be penalized if you fail to attend, you will be penalized if you are late (late is defined as missing roll call). Any meeting prior to qualifying will result in a 5-minute penalty box session for the qualifying session. A meeting after qualifying and before the race will result in a one-position penalty on the starting grid.

### **Driver suit patches, and Car decals**

Your car must have all series required decals (including series sponsors, emergency shutoff, fire extinguisher, and IMSA) and the proper numbers on the car prior to the first official practice. If the car is used with other sanctioning bodies (SCCA, NASA, etc.) those decals must be removed. You may be black flagged and/or not allowed on the track if your car is non-compliant.

Your driver suit must be properly 'patched' prior to qualifying – headshots for TV must have all the right patches in the right locations. Your 'headshot' may be a blank on TV if your suit does not have the right patches or an improper one.

### **Radio**

Your team is required to monitor the Series Frequency at all times during official sessions, and they must be able to communicate with their driver. Failure to monitor will result in a penalty (at least 5 minutes of the next session and/or position penalties).

All teams must license their radios with the Federal Communications Commission (FCC). If the FCC catches you without a license the maximum fine is \$10,000 per day per transmitter.

If you are planning to race in Canada, you must have a license for Canada and in the cases of Toronto and Trois Rivieres you must have all of your frequencies coordinated. This form must be filed prior to May 2, 2007 – per Industry Canada.

### **Instant Penalties**

I will be giving more 'instant penalties' this year. Usually this means a 'Stop-and-Go' assessed at the penalty box. You can rest assured that ignoring such will result in a penalty of at least twice what you would have served.

## **Protests**

The Series Chief Steward may hear a driver-to-driver protest provided the protest is written and there is evidence submitted with the protest (in-car tape is one example of evidence). You have 30 minutes after the checker to present the protest and evidence to either the Race Director or the Series Chief Steward at the Star Mazda Series trailer.

Per IMSA rules there is no protest allowed against the Race Director for action or inaction.

Per IMSA rules there is no protest allowed against the Series Chief Steward for action, inaction, or his decision of a driver-to-driver protest.

## **Mechanical Issues**

Impound is mandatory – if you are not sure you need to go – GO and let an Official tell you ‘You’re released’.

If your car is found non-compliant, the Chief Steward shall issue a penalty.

## **Pit Lane**

Four- (4) pit crew may attend a car – after it has come to a complete stop. If you have a multi-car team – make sure you comply with the Star Mazda rule regarding signaling and working on a car. Read the rule.

Equipment and tires may be placed on the wall, but not over the wall until the car has come to a complete stop (both the wheels and the roll bar have stopped).

Crew member(s) signaling at ‘the wall’ are included as part of the pit crew unless there is a ‘positive barrier’ (wall) between the signaling area and the pit lane.

## **Pit Lane Speed**

The pit lane speed limit is 60kph or 37 mph.

## **Blocking**

‘Adjusting your line in reaction to the direction taken by the car behind you.’ ‘Moving your car to prevent a competitor from overtaking you.’ ‘Reacting to the car behind you.’ All of the above are similar to the wording in the IMSA rules – read the IMSA rule.

If an official determines a ‘block occurred’ the ‘blocker’ may receive a ‘Stop-and-Go’ penalty from the Race Director. The Series Chief Steward may hear a protest regarding an alleged block provided such protest is in writing (with evidence) and presented within 30 minutes of the checker flag of the session.

## **Contact**

I will be keeping track of all contacts this season. Penalties will increase in severity due to multiple contacts.

If you are judged responsible for contact with another car and take it out, plan on finishing behind the driver you took out!

