



**CANADIAN AUTOMOBILE SPORT CLUBS-ONTARIO REGION
STEWARDS' RACE EVENT REPORT**

Event name	CASC ICE RACES	Event dates	FEB 15-16, 2020
Location	MINDEN	Organizing club	TLMC
CASC permit #	20-IR-05		

DOCUMENTS ATTACHED TO REPORT: - (Use checkmarks where appropriate)

List of Officials	<input checked="" type="checkbox"/>	RFA's	<input type="checkbox"/>	Clerk's Log	<input checked="" type="checkbox"/>
Protests	<input type="checkbox"/>	Medical Report copies	<input type="checkbox"/>	Other (specify	Clerk's race record - excel spreadsheet
ASN Incident reports	<input checked="" type="checkbox"/>	Enquiries	<input type="checkbox"/>	Other (specify	Record of Street Stud check
Results	<input type="checkbox"/>	Fines/fees \$'s	<input type="checkbox"/>	Other (specify	

SAFETY: - (attach details of incidents as required)

Location of fire/safety vehicle(s)	Pit Exit
# of fire/safety vehicle interventions	1
# of ambulance calls	0

PROTESTS, APPEALS AND FINES: -

Protests	None
Appeal Notices	None
Fines	None

SUMMARY OF PENALTIES: - (Identify 2nd or 3rd offences & Clerk's penalties)

<u>Name</u>	<u>Infringement</u>	<u>Penalty</u>
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No penalties assessed. The clerk spoke to a number of drivers about avoidable contact, driving, and failing to recognize the checkered flag, all as detailed in the attached clerk's log. In each case, the clerk issued verbal warnings, and received sufficient acknowledgement from the drivers that no RFA was made to the Steward.

COMMENTS: - (Include requests for further action, rule clarifications, schedule changes, safety matters)

No RFA's received.
Approval given to shorten Sunday's races to 12 laps in order to get the day done in daylight.

The entry of Jake Wenzel (car 70) who attempted to register for the event using a paper entry form was refused by TLMC. TAC officials have been warned to do the same should this occur for the weekend of Feb 22/23.

Car 16 was struck in the passenger side doors by the rear passenger side quarter of car 155. At the time, car 16 was stationary in the snowbank, and had been there for several laps. All drivers knew it was there, visibility was clear, and the yellow had been withdrawn in accordance with 6.2.1. Driver error by car 155 was the clear cause of the contact. Car 155 continued and Car 16 remained stationary after contact between the two cars. The extent of the damage to car 16 could not be seen due to the positioning of car 16, as the passenger side faced away from race control and from the start finish line flagstand. The clerk later expressed concern that had he been able to see or know about the damage to car 16 (side doors pushed in sufficiently far for them to contact the side of the passenger seat; glass broken in both doors, B pillar kinked) and known that the occupants were a bit shaken up, he would have dispatched the medic sooner than was the case. (Medic was dispatched after the race ended and the recovery truck had arrived) The clerk thinks, and I agree, that there is a need to discuss ways in which we can better understand incidents where visibility of the situation is not available to race control.

STEWARD(S) OF THE EVENT

Gary Vernon
George McCulloch for issues related to Class 2

Chair of Stewards N/A