



## Driving Standards Policy

The Board of Directors of The Monoposto Racing Club Ltd (the club) are the Championship Organisers of the Monoposto Championship, the Tiedeman Trophy Mono Championship and also of other non-championship events. This policy will apply to all events organised by the club.

There are two primary reasons for this policy. The discipline of single seater racing requires a great deal of respect for fellow competitors on the track. Consequences from incidents between open wheel racing cars can be severe and the first reason is the protection of drivers and vehicles from harm and damage. The other reason is to protect the reputation of the club and the championships.

The Motorsport UK National Competition Rules (NCR) 2.1.1.13 states “Driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent Driver” is a breach of regulations and will lead to disciplinary action being taken.

The club interprets this to mean that competitors should not be blocking, weaving, squeezing, making contact and generally driving in a manner which causes avoidable damage. We are all aware of track limits, deliberate driving outside of these limits is also considered to not be compatible with expected driving standards.

Nothing in this policy is intended to undermine, replace, alter or amend any official action taken by the Clerk of the Course, the Stewards or Motorsport UK and no action will be taken that could in anyway undermine the official judicial process.

This is a Monoposto Racing Club Policy and does not form part of any official event procedures or sanctions. Only post event penalties can be applied by the club.

As a competing member of the Monoposto Racing Club you agree to be governed by this policy as detailed in the championship regulations. You must accept that, if penalised, there is no higher authority to which you can appeal. These regulations will be enforced for the benefit of all of the drivers competing in the championship.

A primary aim of this policy is to highlight acceptable driving standards so that the occurrence of incidents is as low as possible. The club have not historically had significant issues with driving standards, but there have been some.

We have very close and competitive racing and reality dictates that sometimes there may be contact. Whilst this should be avoided, incidences of contact should never be viewed as acceptable.

It is not envisaged that this policy will need to be implemented any more frequently than the previous driver complaint procedure it replaces.



## Driving Standards Team

The Driving Standards Team (DST) will consist of the Class Representatives and the Championship Coordinator. Other persons may, as seen fit by the DST, be co-opted to the DST for individual investigations or on a more permanent basis.

To maintain impartiality, no member of the DST who is in the same class shall form part of the DST on any driving standards investigation or decision about an incident involving a driver in their class or an incident in a session they competed in, apart from as a witness or if involved in an incident.

Where our events have our classes split over two or more grids, then no member of the DST who is in the same class, practice or race session (i.e. part of the same grid) shall form part of the DST on any driving standards investigation or decision about an incident involving a driver in their class or an incident in a session they competed in, apart from as a witness or if involved in an incident.

## Instigating an Investigation

This policy can be implemented following:

- Incidents on track that are officially recorded and dealt with by the official means (Clerk of the Course) and where official sanctions are taken.
- Incidents on track that are officially recorded and dealt with by the official means (Clerk of the Course) and where no official sanction of further official action is taken.
- Incidents on track reported by drivers that are not officially observed or reported.
- Generally we do not consider simply observed Track Limit violations would fall under this policy unless there were excessive repeated infringements or poor behaviour when rejoining the circuit.
- Incident that are reported by our own observers or by respected unofficial observers.

The DST may decide to start an investigation based on any evidence that comes to its attention, which may be at the request of others.

We do not feel that the club has a significant current issue with driving standards and serious consideration will be given before the formal instigation of this policy is implemented.

A driver who feels that an incident warrants investigation should report the incident to the Championship Coordinator at the earliest opportunity, using the Driving Standards Complaint Form, available on the club website. The Championship Coordinator will then inform the Club Secretary or Executive who will appoint personnel to the DST. We expect any incident to be reported to the Championship Coordinator as soon as possible and would generally consider that would be shortly following the track session. Consideration may be given to later reports depending on the reason for the delay. Reports after the event should be emailed to the Club Secretary.

Please note that if you want to make an official protest to the Clerk of the Course this must be done directly with the Clerk of the Course following the NCR procedure, taking account of the official time limits. Reporting to the Championship Coordinator under the Monoposto Driving Standards Policy does not instigate or form any part of any official protest.



## Procedure for Incident Investigation

Every competitor is required to assist with any investigation if requested to do so. We also expect unhindered access to any video evidence.

Due to a wide range of circumstances and incidents, investigation will follow reports, statements and evidence provided to the DST.

The driver or drivers directly involved will be asked for a statement about the incident. Other drivers and spectators who may have observed the incident may also be asked for comments or statements.

We may also ask the Clerk of the Course and the official observers for any observations.

Once the DST feel that they have sufficient information they will discuss the incident and make a decision. This decision may not be immediate, it will depend on the timing of the incident and availability of the DST members. If the decision is not made on the day, it is expected that it will be made before the next event, unless more serious consideration of board involvement is required.

A decision will take account of the nature of the incident, any actual consequences, any consequences that could have reasonably occurred (near misses), any mechanical issues and weather conditions as well as any other factors that are considered relevant.

No decision will be published by the DST until any official investigation by the Clerk of the Course has been completed. Under no circumstances is any decision by the DST to be introduced in to any official process, the Monoposto Driving Standards Policy is not intended to be robust enough to form part of any official judicial process.

## Recording Information

The nature and seriousness of the incident will determine how details will be recorded and how formal any recording will be. Statements may initially be verbal to be followed up with written statements if considered necessary.

Sanctions will be recorded to enable any trends to be identified.

## Types of Infringement

Please be aware that an incident does not mean that there has to be contact with another car or safety barrier, it can also include what may be considered careless, reckless or dangerous driving even where no contact is made.



## Sanctions

Sanctions applied will be decided by the DST based on their judgement of the incident. Sanction may be applied to more than one driver, and different levels of sanctions may be used for a single event.

Validity of sanctions will be for periods defined as “race events” which is regardless of the number of days or track sessions for each race meeting.

Sanctions available to the DST are:

### *Verbal Warning*

Intended to act as a less formal reminder to the driver(s) of the standard of driving expected from them. Valid for 3 race meetings. This will escalate to a written warning for a second incident.

### *Written Warning*

For driving in a manner considered careless a written warning will be issued. A written warning may be issued in the first instance. Two written warnings issued in 2 race meetings will escalate to a yellow card. Written warnings will remain valid for 3 race meetings.

### *Yellow Card*

For driving in a manner considered reckless a yellow card will be issued. A yellow card may be issued in the first instance. Two yellow cards issued in 2 race meetings will escalate to a red card. Yellow cards will remain valid for 3 race meetings.

### *Red Card*

For driving in a manner considered dangerous a red card will be issued. A red card may be issued in the first instance. Refusal to cooperate with a DST investigation will normally lead to a red card being issued.

A breach of track limits which when the driver re-joins the track causes another competitor to need to take avoiding action will normally result in the issue of a yellow card.

A breach of track limits which when the driver re-joins the track causes contact with, or consequential contact with other competitors will normally result in the issue of a yellow card.

If you leave the track limits under any circumstances, you are obligated to return in a controlled and safe manner with absolute regard and respect for those who are still on the racing surface. You are NOT entitled to try and maintain the position you previously held.

The issue of a red card will cause the immediate suspension of competition membership of the Monoposto Racing Club which will extend to the end of the next championship race weekend of the same championship. Any events missed will count as a point's scoring rounds with a zero point score.

Following a red card suspension, a yellow card will remain in place (be issued for penalty timescale purposes) for the next allowable race weekend. If this weekend is incident free, then the driver will revert to a penalty situation in line with the scale detailed above until each penalty expires. Any period of suspension from the club will not be included in any penalty timescale calculations. If any driver is issued with two red cards in one season, then this will result in suspension of their competition membership of the club for the remainder of the season.



## Appeals

An appeal on any decision can be made to the Board of Directors of the club, being the Championship Organisers, whose decision shall be final.

The above applies to decisions where a penalty is applied and also when no penalty is applied.

## Track Regulations

Attention is drawn to Motorsport UK National Competition Rules Chapter 12, Appendix 7 on Track Regulations.

End.