



## RACING HONDAS DRIVING STANDARDS 2024

The RACING HONDAS Driving Standards guide is designed to help ensure that drivers can enjoy their motorsport as safely and as fairly as possible whilst understanding the rules and regulations of the sport

This guide will talk you through the regulations, show you examples and explain what the RACING HONDAS expects from you as a championship driver in 2024

The document focuses on Driving Standards only and is not a substitute to other important MSUK/Championship Regulations

RND	DATE / SHOW	VENUE
1/2 3/4	20TH APRIL / 21ST APRIL	ANGLESEY (COASTAL/INTERNATIONAL)
5/6	6TH MAY MODIFIED LIVE	CADWELL PARK (FULL)
7/8	16TH JUNE TUNERFEST SOUTH	BRANDS HATCH (INDY)
9/10	20TH JULY TUNERFEST NORTH	OULTON PARK (ISLAND)
11/12	18TH AUGUST TUNERFEST MIDLANDS	DONINGTON PARK (NATIONAL)
13/14	8TH SEPTEMBER GO JAPAN!	BRANDS HATCH (INDY)
15/16	20TH OCTOBER MODIFIED LIVE	SNETTERTON (200)



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Chapter 1  
"Motorsport UK Yearbook"

This chapter identifies the most common MSUK regulations used for Driving Standards

**1.1 - C 1.1.5** *Driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent Driver"*

**1.2 - Q12.21.1** *Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended their position off-line should leave at least one cars width between their own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction are strictly prohibited.*

**1.3 – Q12.21.2** *Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:*

*(a) The white lines defining the track edges are considered to be part of the track.*

*(b) A driver will be judged to have left the track if any part of the contact patch of the tyre goes beyond either the outer edge of any kerb or the white line where there is no kerb.*

**1.4 - Q12.21.3** *Re-Joining the circuit "Should a car leave the track for any reason and without prejudice of 12.21.4 the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage."*

**1.5 - Q12.21.4** *Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track)*

**1.6 - C2.3** *to have obtained an unfair advantage (whether inadvertently or not)*

**1.7 - Q12.24.3 (e)** *Yellow Signal – Waved/Solid Flashing: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.*

*(f) Yellow Signal – Double Waved/Alternate Half Panel Flashing: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.*



### **1.8 - (Section Q Appendix 3) Safety Car Regulations – Key Points**

- Under Safety Car conditions If you find yourself passing accidentally, or being passed accidentally, the same guidance applies in that it is only right to give the place back at the earliest opportunity but only when safe to do so.
- This can be done before the control line at the start of the Safety Car Period. However, absolutely no overtaking is permitted during the Safety Car Period from the point you cross the control line at the beginning of the Safety Car Period to the point at which you cross the control line at the presentation of the green flag.
- If you haven't been able to give a place back safely prior to the control line at the start of the Safety Car Period, then you must do so after the green flag and when safe to do so, otherwise you will be susceptible to a penalty
- During a Safety Car Period, once you have caught the train of cars, you should never be more than 5 car lengths behind the car ahead and you should maintain a constant speed as much as possible to avoid a dangerous concertina effect behind.
- When the Safety Car lights go off, and the Safety Car accelerates away, it is the leader's responsibility to dictate the pace. The leader should maintain a constant speed until deciding to accelerate. Having accelerated, the leader must continue at racing speed and must not unpredictably slow again.
- No overtaking or overlapping is permitted until the green signal is passed at the control line.
- You could receive a penalty under this regulation or other regulations if – you overtake OR overlap before the control line under safety car conditions

### **1.9 - The list below gives various examples of poor driving or behaviour that will result in a penalty. Please note that the following is not an exhaustive list.**

- Avoidable contact
- Consistent track limits violations
- Not slowing sufficiently for yellow flags
- Overtaking under yellow flags
- Ignoring or disobeying other flag or light signals
- Not following safety car regulations
- Aggressive change of direction
- Lack of spatial awareness
- Blocking or squeezing another car
- Weaving to break the tow
- Unsafe re-join
- Driving without due care and attention, or driving unsafely in the pits, paddock, collecting area or parc fermé
- Physical violence or threatening behaviour during a race weekend
- Consistent lack of respect for others





## Chapter 2 "Championship Regulations"

This Chapter highlights some important Driving Standards regulations in your Championship Regulations

**2.1 – 2.7.5** Excessive weaving to warm-up tyres using more than 50% of the track width and falling back or stopping in order to accelerate and perform practice starts is prohibited

**2.2 – 2.8.3** If, in the opinion of the Clerk of the Course, a stoppage during any official qualifying is caused by deliberately or by driving in a manner not compatible with general safety, then the driver concerned may have all their times from that session cancelled

**2.3 – 2.9.2** The outer pitlane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on drivers to take care and respect the pitlane speed limit

**2.4 – 2.11.3** Parc Ferme is a secure area, therefore, supporters, family or members of the public are not permitted to enter, unless authorised by the Eligibility Scrutineer or their deputy

**2.5 – 4.2.1** For offences under Motorsport UK regulations C1.1.5, C1.1.6 and Q12.21.4, the Clerk of the Course, at their discretion, may additionally impose a championship penalty (see championship regulations for the prevailing circumstances)

**2.6 – 4.2.2** The Clerk of the Course shall have the right to disqualify a competitor whose driving is considered unsatisfactory as per MSUK Q12.4.3

**2.7 – 4.2.4** In order to emphasise the importance of driving standards, if a competitor receives a penalty that includes an allocation of penalty points on their licence, then a championship points penalty will also be incurred. The number of licence penalty points applied will be multiplied by three (3) and that number of championship points will be deducted from the total after drop scores have been removed at the end of the season.

**2.8 – 4.2.5** Any competitor who is penalised under the Championship Regulations or MSUK General Regulations during a championship event and receives an allocation of penalty points on their racer licence in accordance with MSUK will receive a grid place penalty at the next round in which they compete, equal to the number of penalty points that were allocated & 4.2.6 The penalty will mean that a competitor will be moved back grid places from their position (e.g if a competitor with a three grid place penalty had a qualifying time that was good enough for pole position then the competitor will start fourth on the grid)



### Chapter 3 "Race Officials"

This Chapter will give you an insight into three departments who will deal with  
Driving Standards

#### **3.1 - The Clerk of the Course** *(G.5 MSUK General Regulations)*

- The Clerk of the Course has several responsibilities at a race event.
- One of the main roles is to conduct judicial hearings when there has been a report of contact or an incident has been noted from race control, via a protest or via other means.
- When conducting a judicial hearing the main objective for the Clerk of the Course is to see if someone can be held accountable for the incident and therefore a penalty be issued.
- MSUK expect the Clerk of the Course to investigate to see if a driver is "wholly or predominately responsible" for an incident.
- If the Clerk of the Course is able to find someone "wholly or predominately responsible" they must issue a penalty for the offence.
- If the Clerk of the Course is unable to find any driver "wholly or predominately responsible" then they will issue a No Further Action decision.
- The decision of the Clerk of the Course is always appealable to the stewards of the meeting with the exception of technical appeals which go to National Court
- It's important to remember the Clerk of the Course does not decide on the number of penalty points issued for each offence, the number of points go with the penalty applied and can be found in the Yearbook
- The Clerk of the Course will decide if someone is guilty of breaching a regulation and if so, will decide what the breach is.
- Once this has been established the Clerk of the Course will then decide the appropriate penalty to be applied – this could be a formal reprimand, place penalty, time penalty, grid place penalty, disqualification from the race or disqualification from the meeting.
- The penalty will then be issued verbally to the competitor and a judicial form will be completed.
- Once the event is complete, MSUK then apply the penalty points to the specific licence appropriate for the penalty issued.



### **3.2 - The MSUK Stewards (G.2 MSUK General Regulations)**

- A Motorsport UK steward will be appointed at every race meeting you take part in.
- The Motorsport UK steward must be present at the meeting before any on track action commences
- The Motorsport UK steward has ultimate control of the meeting in relation to safety matters
- The Motorsport UK steward will be assigned two event stewards who will be present at the meeting and must remain impartial to the on-track activity
- The panel of stewards will make sure they are satisfied with the track licence and event permits before the event commences.
- The stewards will deal with any matter referred to them by the Clerk of the Course under the powers of 5.3 (MSUK Year Book), and if the offence is considered sufficiently serious impose further penalties under additional MSUK regulations.
- The stewards will hear an appeal from a competitor on a decision of the Clerk of the Course – If you the driver believe a decision of the Clerk of the Course is incorrect, to harsh or unjust you may appeal the decision and have it heard by the stewards.

### **3.3 – The National Court (C.7 MSUK General Regulations)**

- A right of Appeal against a decision of the Stewards of the Meeting, or Championship Stewards
- The National Court. exercises regulatory responsibilities and judicial powers in connection with the National Competition Rules (and where appropriate International Competition Rules) and the rules governing the National Court. The National Court is further the National Court of Appeal.
- The National Court constitutes for holders of Motorsport UK Licences the final Court of Judgment empowered to settle any dispute which may have arisen between its own Licence holders on its territory in connection with National Motor Sport. The exercise of these judicial powers and functions shall be final and not subject to review
- Should a competitor receive twelve penalty points within a period of twelve calendar months, it will result in referral of that Competitor to the National Court for consideration of further penalty.
- If the Stewards of the Meeting, after holding an enquiry, are satisfied that a contravention of C1.1.5 was of a serious nature, and the maximum penalty of 30 days is imposed, the matter may also be referred by Motorsport UK to the National Court, who may impose a further penalty



## Chapter 4 "Protests/Appeals/Right to Review/Driver Enquiry System"

This Chapter will give you an insight into the different processes that are available to a competitor if they feel they want an incident to be reviewed

### **4.1 - Protest** *(C.5.1 MSUK General Regulations)*

- All competitors have the right to submit an official protest if they believe a driving standard regulation has been breached
- A formal complaint, lodged within specified time limits by an entrant or Competitor, about an act or omission by another Competitor
- Every protest, which must be in writing, must include the grounds for the protest, must be signed by the party making the protest, and accompanied by the payment laid down in Part 3, Appendix 1. 13
- A single protest lodged by more than one competitor, or a single protest against more than one competitor, will not be accepted but more than one individual protest may be accepted on the same grounds.
- A Protest against another Competitor must be made within 30 minutes of the first publication of the provisional results of the competition
- Any protest shall be adjudicated upon by the Clerk of the Course, subject to the rights of appeal

### **4.2 - Appeal** *(C.6 MSUK General Regulations)*

- Any Entrant or Competitor shall have the Right of Appeal to the Stewards of the Meeting against any penalty or decision given by the Clerk of the Course
- A Right of Appeal does not exist for third parties in respect of a published decision of the Clerk of the Course arising out of Disciplinary or Protest Hearings, i.e. a Right of Appeal against such decisions exists only for the parties in those proceedings.
- Appeals must be submitted in writing stating the grounds for the appeal, must be signed by the party making the appeal, and accompanied by the fees laid down in Part 3, Appendix 1.
- Time Limit for Appeals is listed in the General Regulations under 6.3
- The Stewards of the Meeting shall hear any appeal as soon as practicable. All parties shall be given notice of the hearing. They shall be entitled to call witnesses, but shall state their case in person. Advocates may not be present at any hearing of the Stewards. Parties, and their witnesses, shall be given the opportunity to be heard. In the absence of any of the parties or their witnesses, the Stewards may make a decision providing that the Stewards are satisfied that any party concerned is aware of the time and place of the hearing or has left the event



#### **4.3 - Right to Review** *(C.14 MSUK General Regulations)*

- A party has the right to request the review of a decision if, a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned.
- The Clerk of the Course or the Stewards who have given the ruling may decide to re-examine their decision following a written request for review by any one of the parties concerned or the Regulatory Counsel of and on behalf of MSUK.
- The Clerk of the Course or Stewards have the right, of their own volition, to instigate such a review if they themselves discover a significant and relevant new element which was unavailable at the time of the decision.
- The review body shall have the sole discretion to determine if a significant and relevant new element exists and, if so, to determine if the original decision including any penalty shall stand or be set aside or varied.
- The decision of the review body as to whether or not such an element exists is not subject to appeal before any further judicial body.
- If the review body determines that a significant and relevant new element does exist and therefore progresses to a re-examination of their original decision, the subsequent decision of the review body as to whether the original decision shall stand or be set aside or varied may be appealed.
- The period during which a request for a review may be brought expires seven calendar days after the of the competition concerned and will require a fee to be paid
- If you want to submit a right to review you will need to satisfy all 4 of the following criteria for the right to review to succeed.
  1. Is the evidence you are relying on new
  2. Is the evidence you are relying on relevant to the decision
  3. Is the evidence significant
  4. Was the evidence not available at the time the decision was made

#### **4.4 – Driver Enquiry System** *(Bespoke system available via the Championship)*

- See chapter 9





## Chapter 5 "Avoiding the Racing Accident"

This Chapter briefly covers the so-called Racing Accident

### **5.1 - Avoiding the "Racing Accident"**

We want to always try and eliminate the desperate "diving-up-the-inside" overtaking manoeuvres that are normally dismissed as "racing accidents". There is no more predictable or more common incident that happens on a race circuit, but there is a common feeling of blamelessness on the part of those involved.

THINK of these 3 steps, if you can answer YES to all three, then it should be safe to overtake, if you answer NO to just one of the following questions – DO NOT OVERTAKE!


















1. Has the driver in front seen me?
2. Can I slow my car sufficiently?
3. Do I have the correct overlap?
4. Can I make the corner?

"Contact incidents" happen when two drivers both attempt to put their car in the same place at the same time. Such incidents can be avoided by either one of the drivers anticipating what the other might do and choosing not to put their car in the same place. It is usually the following driver who has the best view of what is happening and who is thus best placed to take avoiding action.

Chapter 6  
 “Light Panels”

This Chapter shows you examples of the light panel messages that will be displayed to you on circuit

- As technology evolves the Light Panel system improves.
- The Light Panels are now being used at almost every racing circuit in the country.
- It essential as a racing driver to understand what the light panels are displaying.
- As a MSUK Licence holder you will already understand the flags, below is an example of every signal you will see on the light panel boards.

FLAG TYPE	LIGHT PANEL DESIGN	
Yellow Flag		
Double Yellow Flag		
White Flag		
Green Flag		
Blue Flag		
Red Flag		
Slippery surface Flag		
Safety Car Flag		
Pit Entry Flag		
Pit Entry Closed Flag		
Mechanical Problem Flag		
Unsportsmanlike behaviour Flag / Warning Flag		
Black Flag		



## Chapter 7 "Overlap"

This Chapter talks through the overlap which, plays a vital part in Motorsport

### **7.1 - Overlap**

Different championships will define the word overlap in different ways and it is always good practice to agree what overlap approach the championship is taking at the start of the season.

**Racing Hondas will adopt the *Controlled Overlap* in terms of overtaking and the *Any Overlap* in terms of defending**

### **7.2 - Different options for an overlap**

1. *Controlled Overlap* - The overtaking car must have its front axle inline or past the rear axle of the car being overtaken in the braking zone
2. *Any Overlap* - The overtaking car must have its front bumper inline or past the rear bumper of the of the car being overtaken in the braking zone
3. *Side to Side Overlap* – The overtaking car must be fully alongside the car it is planning to overtake; this means front and rear axles must be in line with each other in the braking zone

### **7.3 - Criteria for an overlap to be valid**

- Based on point 1 (*Controlled Overlap*) being achieved the bonnet of the overtaking car will be alongside the driver or passenger door of the car being overtaken in the braking zone
- The overtaking car must be in full control of the car and be slowing for the corner
- The overtaking car must be able to get somewhere close to the 'normal apex' of the corner
- The overtaking car must allow space for the car being overtaken to continue on the circuit and not have to take avoiding action.
- The braking zone will be reviewed in any specific situation; however, the overall view is taken from other laps where there is no overtaking taking place.
- An overlap can be created late into the braking zone as long as the overtaking car is in full control and the car being overtaken is leaving sufficient room



#### **7.4 - When will an overlap not be accepted**

1. The overtaking car creates an overlap at the 'normal turn' in point for a corner meaning it's too late for the car being overtaken to respond
2. The overlap is created by the overtaking car not slowing for the corner
3. The overlap is created when the overtaking car is not in control of the car
4. The overlap is created and results in the overtaking car having to use the full width of the circuit which leaves no room for other cars
5. The overlap is created and results in the overtaking car leaving the circuit during the corner.

**7.5** - Ultimately the Clerk of the Course will determine whether or not the criteria's have been met for the overlap to be valid. If the Clerk of the Course reviews an incident and deems that all criteria were met, yet there was still contact, the car being overtaken will be responsible for avoidable contact. Alternatively, if the Clerk of the Course deems that one of the criteria has not been met and there is contact, the overtaking car is likely to be responsible for avoidable contact.

If both cars in the overtaking zone work with the overlap agreement, car to car contact will be avoidable.

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## Chapter 8 "Scenarios"

This Chapter shows a selection of different scenarios. Each scenario has a short introduction followed by a visual image of the on-track action, below the image is a short narrative conclusion

The scenarios have been taken from real incidents at circuits around the UK

As the seasons progresses, new scenarios will be added to this document

If you would like to create a scenario from a past experience, please use the current format and submit it for approval. If the scenario is approved it may be added to the Driving Standards Document

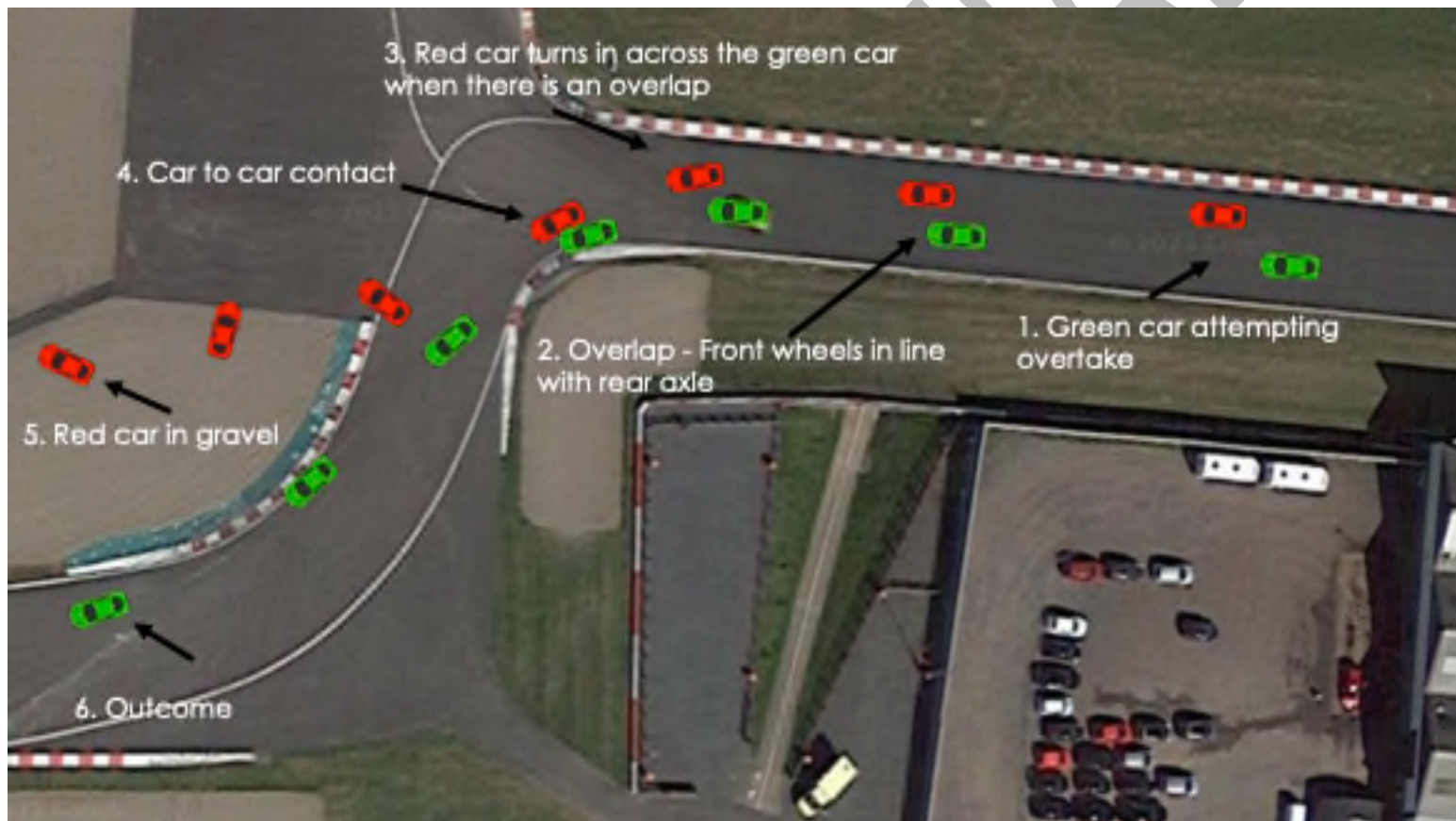
Now move to the next page for scenario 1

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### 8.1 - Chicane Scenario 1

- This scenario shows two cars approaching a chicane corner at Donnington GP
- The overtaking car (green car) has an accepted overlap on the car on the outside (red car)
- The green car demonstrates that it's fully in control and has slowed for the corner
- At the point of turn in, the red car turns across the front of the green car causing car to car contact
- The red car ends up in the gravel and the green car continues



In this scenario there could be two outcomes in the judicial hearing

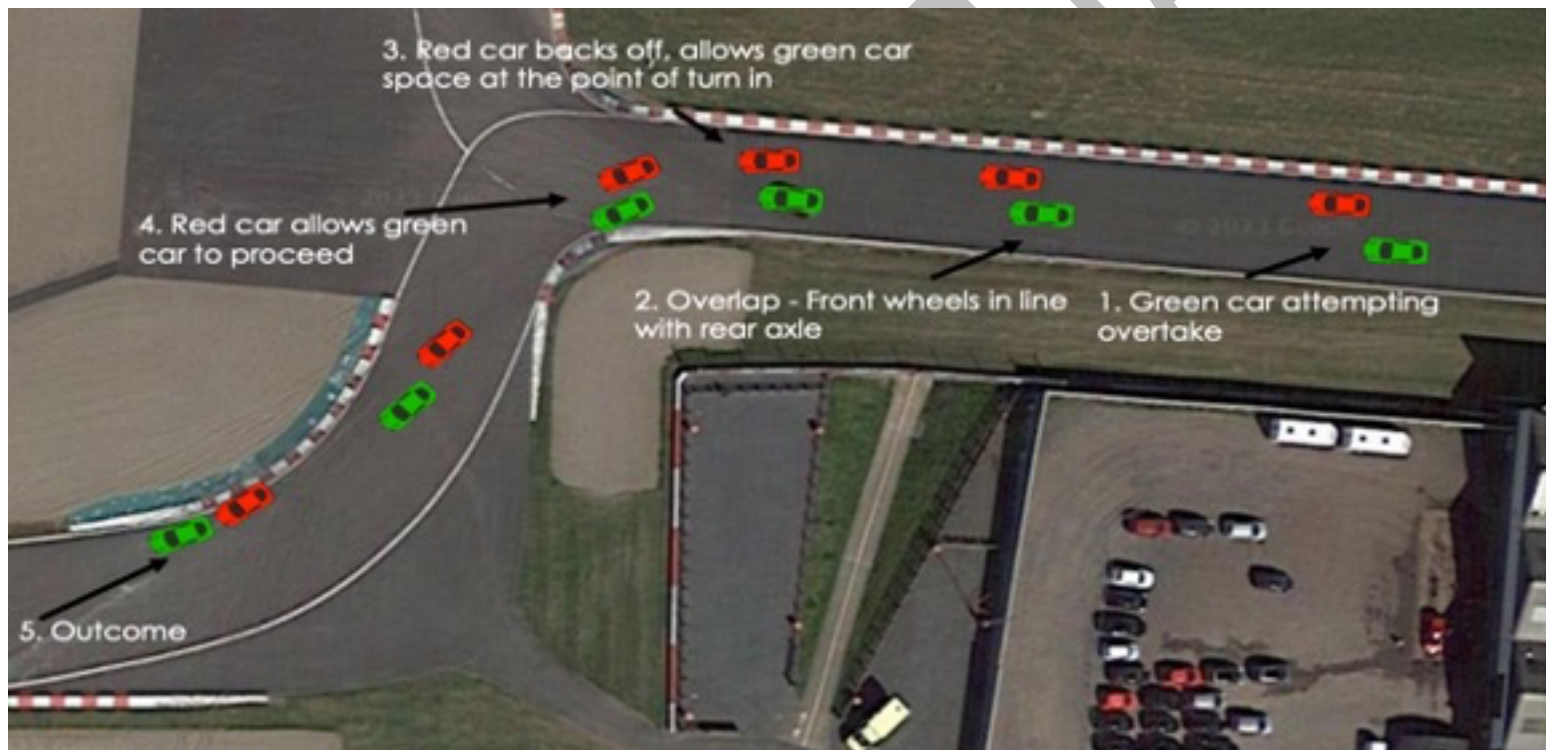
1. No Further Action

OR

2. The Red car could receive a penalty

### 8.2 - Chicane Scenario 2

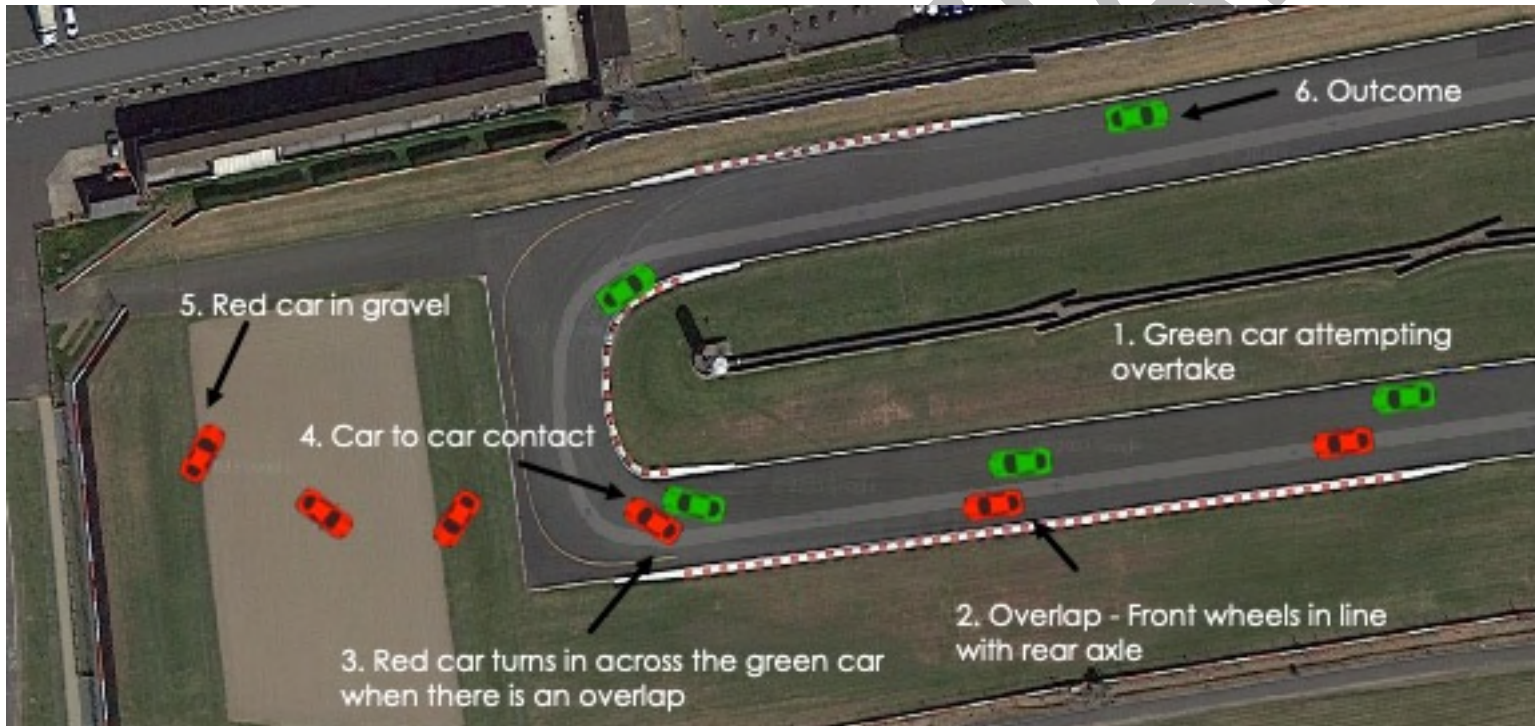
- This scenario shows two cars approaching a chicane corner
- The overtaking car (green car) has an accepted overlap on the car on the outside (red car)
- The green car demonstrates that it's fully in control and has slowed for the corner
- At the point of turn in the red car uses spatial awareness and allows the green car to proceed on the inside
- The red car allows the green car through and drops in behind



In this scenario – There is no investigation

### 8.3 - Hairpin Scenario 1

- This scenario shows two cars approaching a Hairpin corner
- The overtaking car (green car) has an accepted overlap on the car on the outside (red car)
- The green car demonstrates that it's fully in control and has slowed for the corner
- At the point of turn in the red car turns in across the front of the green car causing car to car contact
- The red car ends up in the gravel and the green car continues



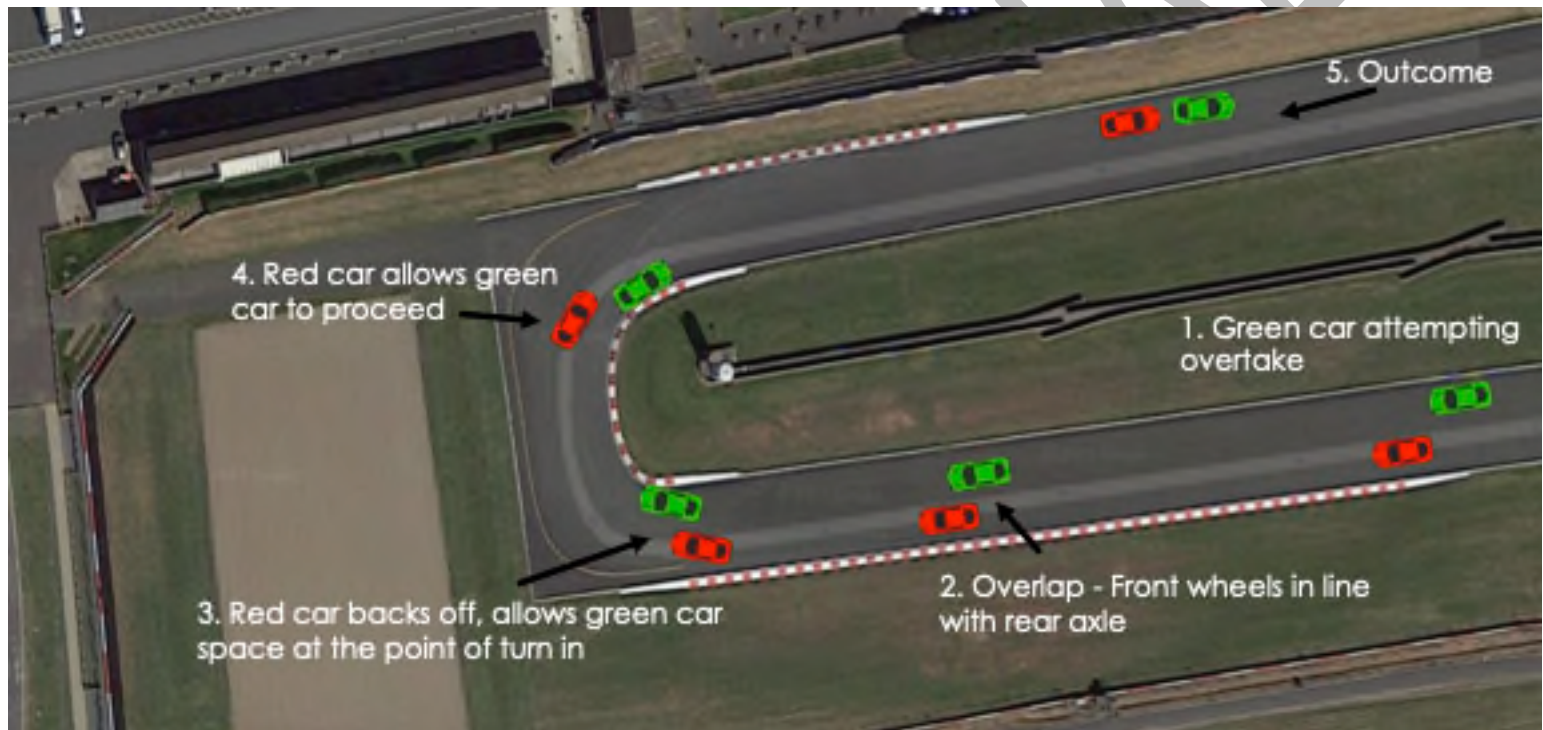
In this scenario there could be two outcomes in the judicial hearing

1. No Further Action
- OR
2. The Red car could receive a penalty



#### 8.4 - Hairpin Scenario 2

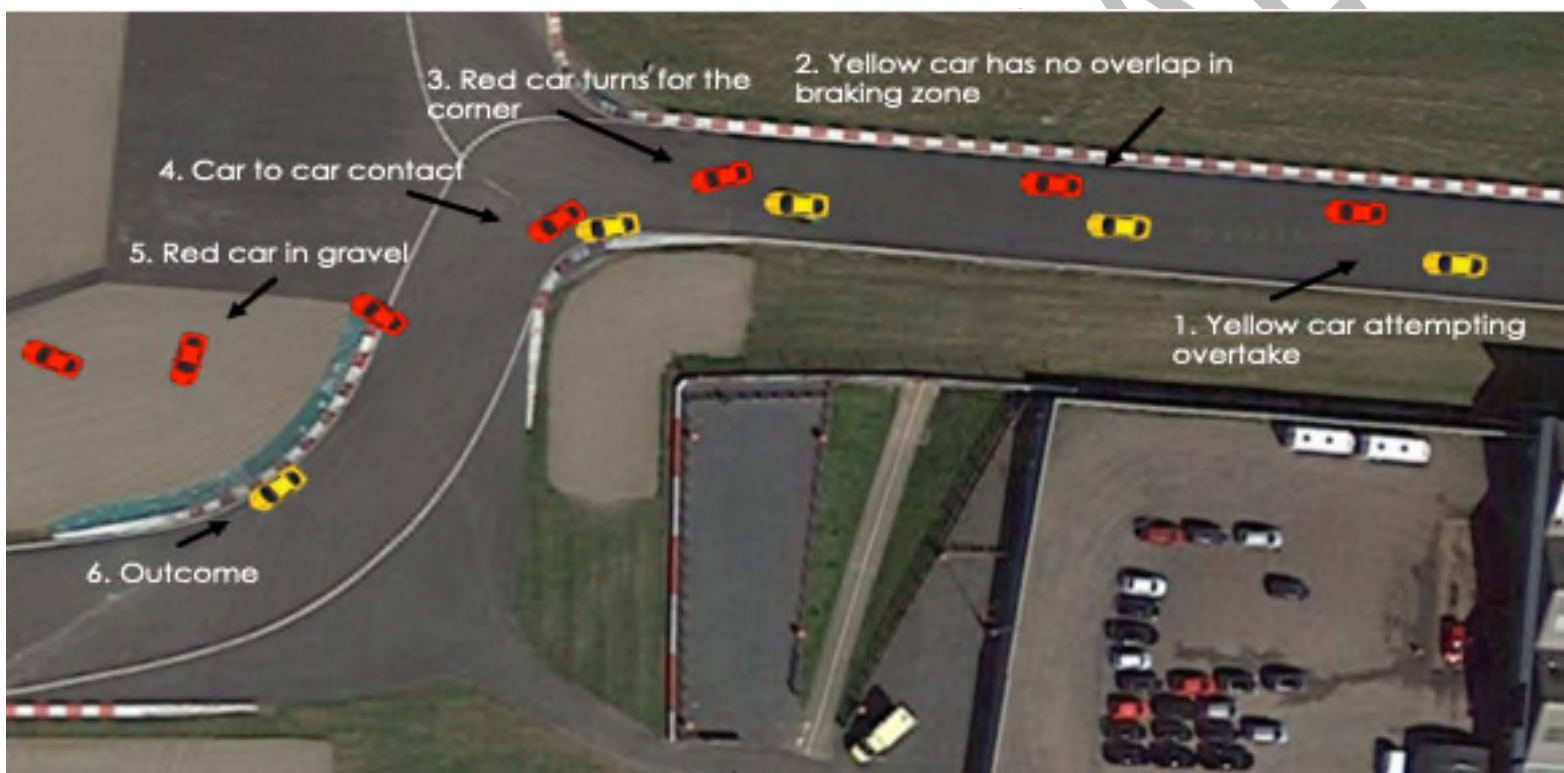
- This scenario shows two cars approaching a Hairpin corner
- The overtaking car (green car) has an accepted overlap on the car on the outside (red car)
- The green car proves that it's fully in control and has slowed for the corner
- At the point of turn in the red car uses spatial awareness and allows the green car to proceed on the inside
- The red car allows the green car through and drops in behind



In this scenario – There is no investigation

### 8.5 - Chicane Scenario 3

- This scenario shows two cars approaching a chicane corner
- The overtaking car (Yellow car) does not have an accepted overlap on the car on the outside (red car)
- The yellow car continues to try and overtake
- At the point of turn in the red car turns for the corner and the yellow car makes contact with the red car causing the red car to end up in the gravel
- The yellow car proceeds round the corner and gains a position

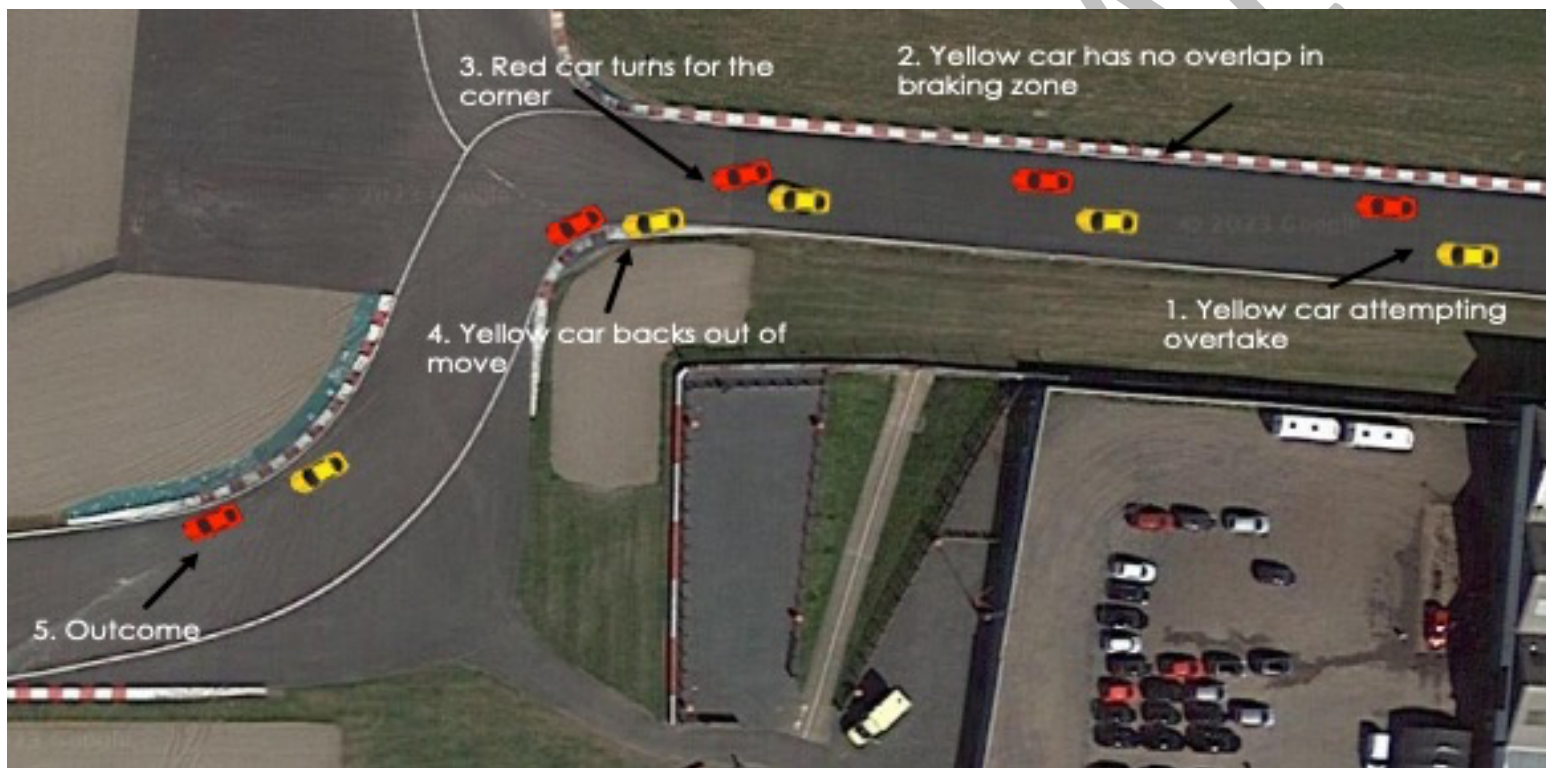


In this scenario – A penalty will be issued to the Yellow car



8.6 - Chicane Scenario 4

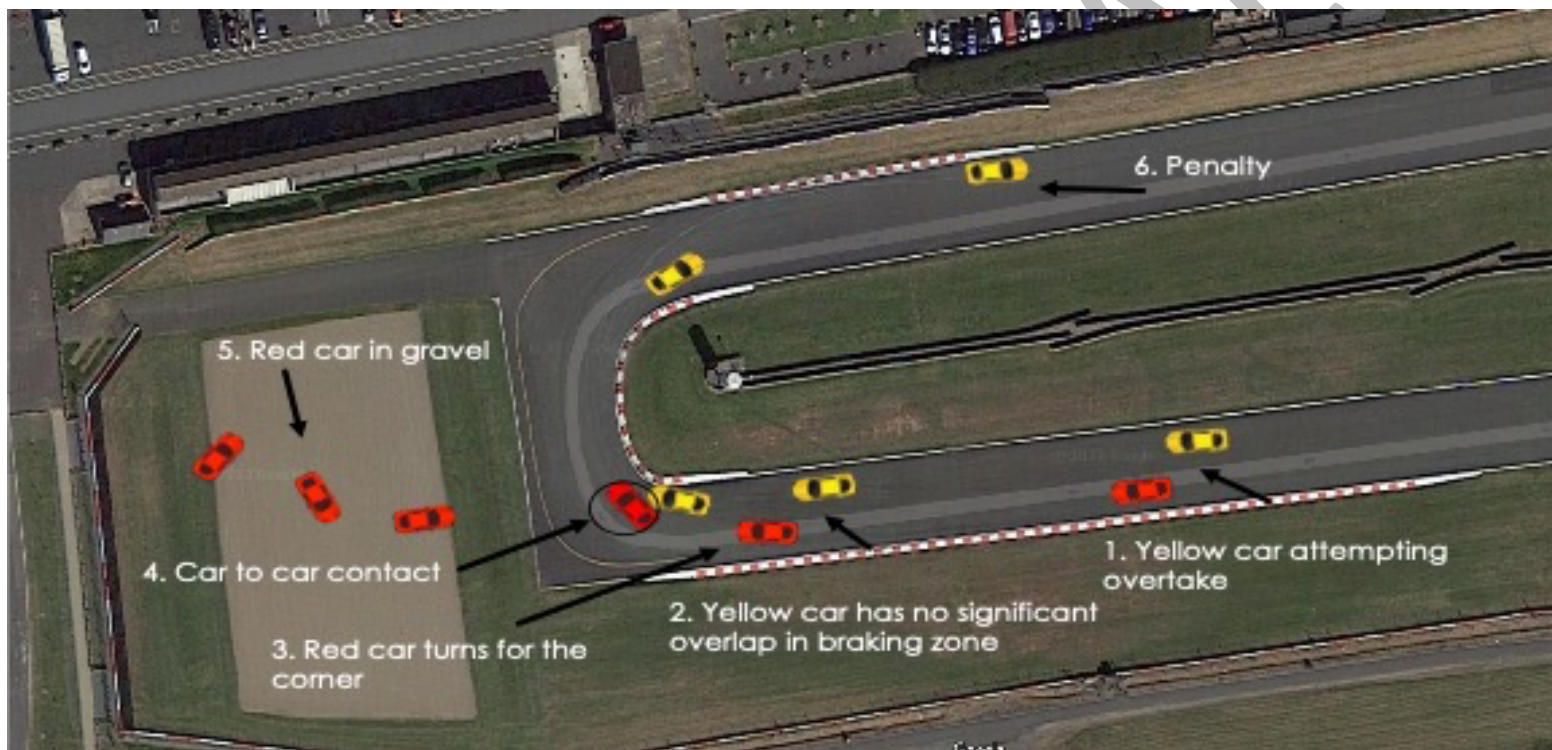
- This scenario shows two cars approaching a chicane corner
- The overtaking car (Yellow car) does not have an accepted overlap on the car on the outside (red car)
- The yellow car proves that it's fully in control and has slowed for the corner
- At the point of turn in the yellow car knows there is not an accepted overlap and pulls out of the overtake
- The red car turns for the corner and the yellow car slots in behind



In this scenario – There is no investigation

8.7 - Hairpin Scenario 3

- This scenario shows two cars approaching a Hairpin corner
- The overtaking car (Yellow car) does not have an accepted overlap on the car on the outside (red car)
- The yellow car continues to try and overtake
- At the point of turn in the red car turns for the corner and the yellow car makes contact with the red car causing the red car to end up in the gravel
- The yellow car proceeds round the corner and gains a position

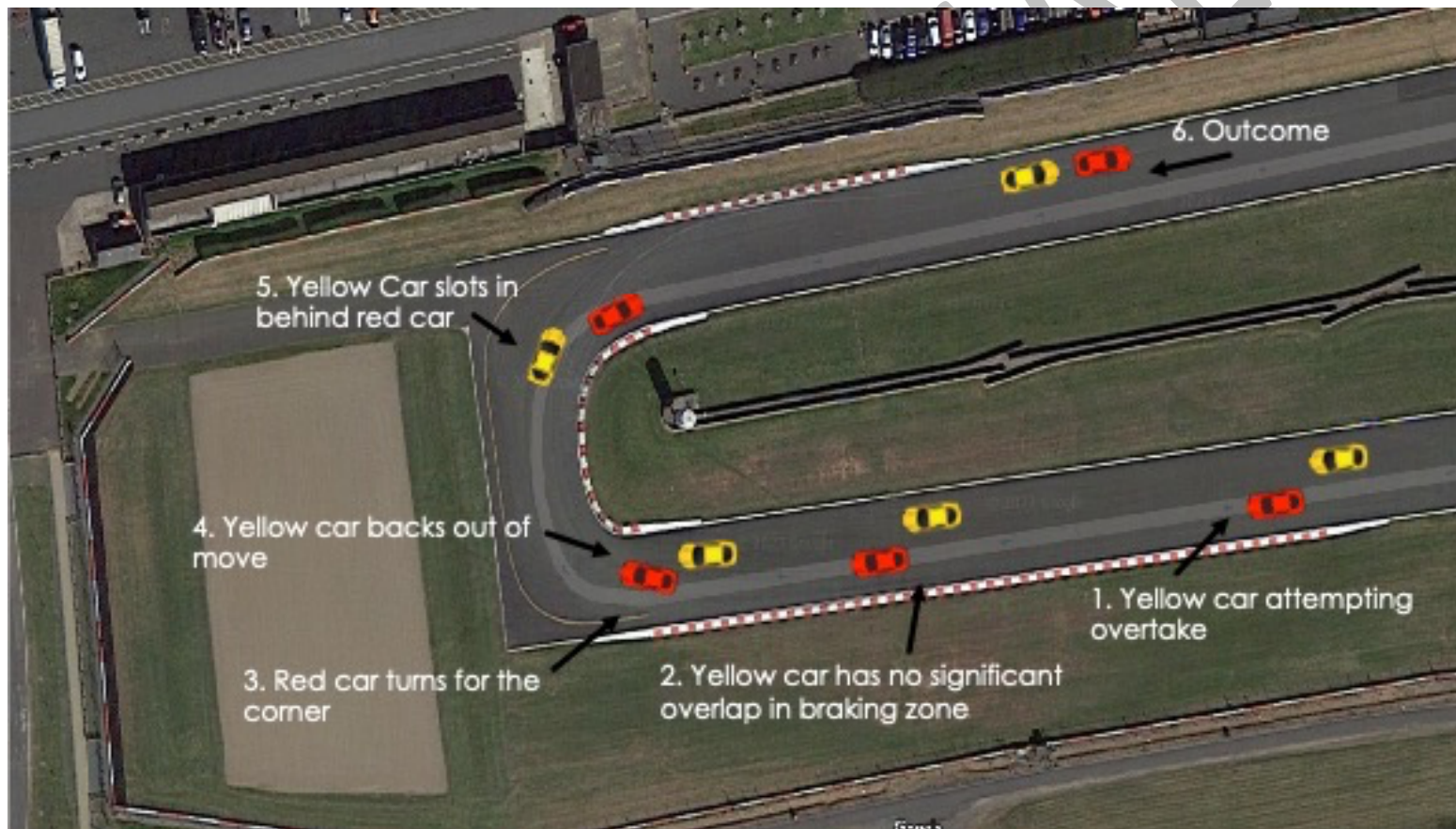


In this scenario – A penalty will be issued to the Yellow car



8.8 - Hairpin Scenario 4

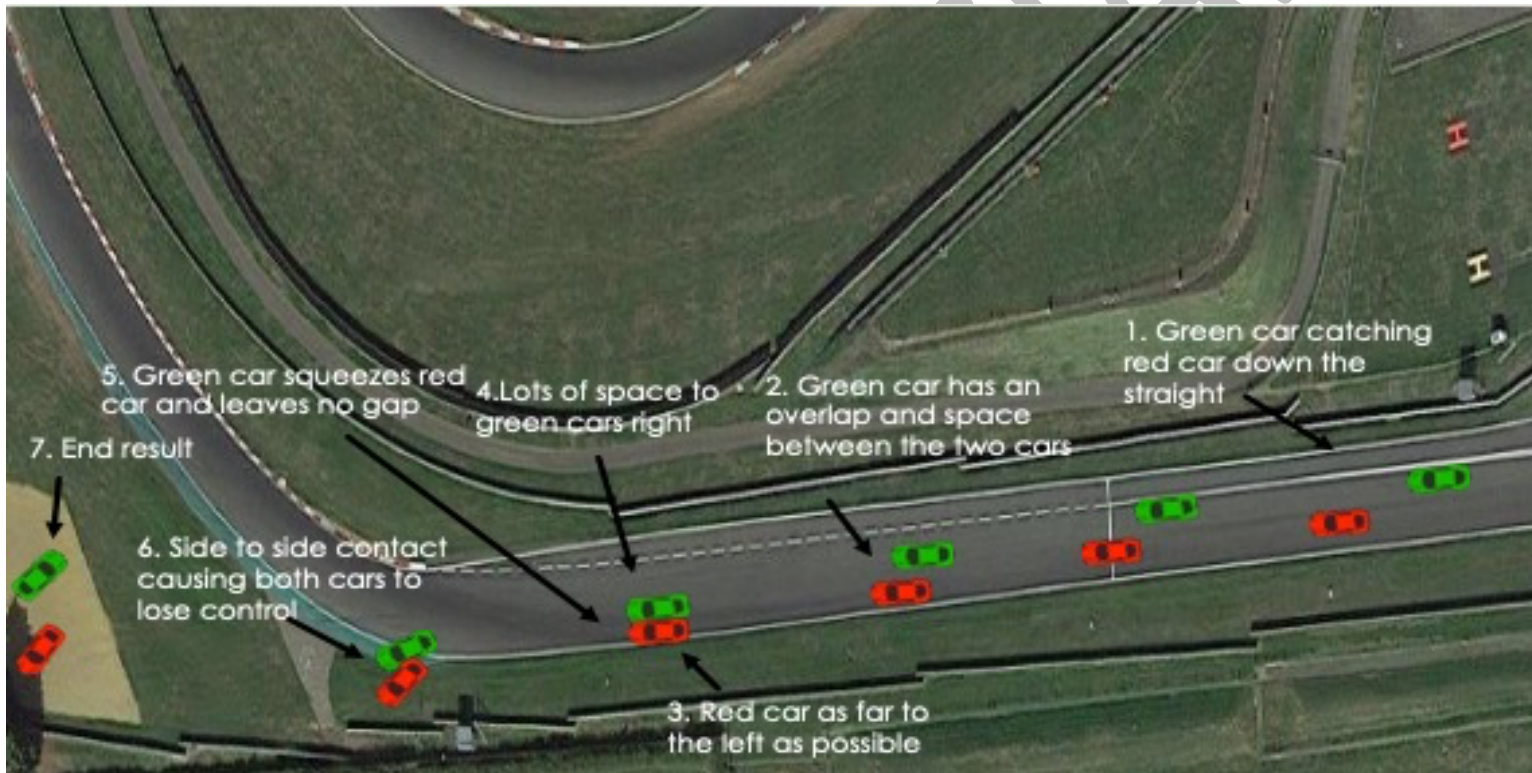
- This scenario shows two cars approaching a Hairpin corner
- The overtaking car (Yellow car) does not have an accepted overlap on the car on the outside (red car)
- The yellow car demonstrates that it's fully in control and has slowed for the corner
- At the point of turn in the yellow car knows there is no significant overlap and pulls out of the overtake
- The red car turns for the corner and the yellow car slots in behind



In this scenario – There is no investigation

8.9 - Overtaking down a straight Scenario 1

- This scenario shows a quicker car approaching a slower car on a straight
- The overtaking car (Green car) is travelling a lot faster than the Red Car
- As the Green car gets alongside the Red car it begins to move to the left to open up the approach to the turn which goes right
- The Red car is running along the white line on the left which is the circuit edge
- The Green car has lots of space to the right
- The Green car runs so close to the Red car that car to car contact is made
- Both cars lose control and end up in the gravel

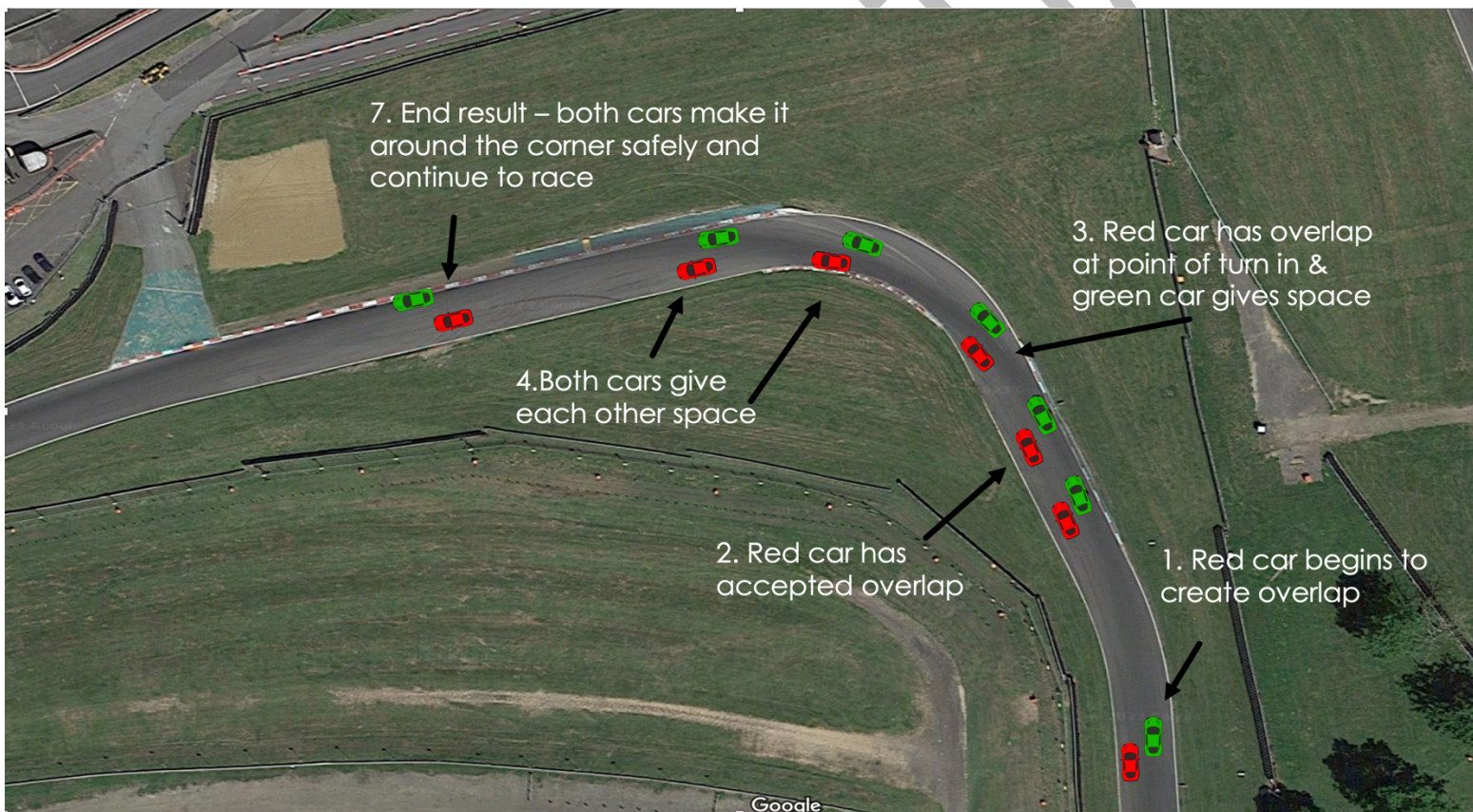


In this scenario – A penalty will be issued to the Green car



**8.10 - Respectable Racing Scenario 1**

- This scenario shows two cars having a close race
- The Red car gets a better exit from the previous corner and begins to create an overlap
- The point of turn in the Red car has an accepted overlap and the Green car gives space on the inside
- The Green car decides to run round the outside of the corner leaving sufficient room on the inside for the Red car
- At the exit of the corner the Red car allows space for the Green car to remain on the circuit
- Both cars get a good exit and continue the battle into the next corner



In this scenario – There is no investigation





## Chapter 9 “Driving Standards Driver Enquiry System”

The RHDS for the 2024 season will operate a ‘Driver Enquiry System’

**9.1** – The RHDS Driver Enquiry will allow drivers in a RACING HONDAS event to report poor or unacceptable Driving Standards to the Clerk of the Course and/or the Driving Standards Advisor for review.

### **9.2 - What do you need to know –**

- Drivers who have signed up for the Championship will receive 3 (three) Driver Enquiries for the 2024 season
- Guest Drivers are not entitled to submit a Driver Enquiry
- Entrants are not entitled to submit a Driver Enquiry
- You will be notified in the briefing notes at any particular event if the Driver Enquiry System is active
- To submit a Driver Enquiry, you must complete the RHDS Driver Enquiry Report Form within 30 minutes of the published results and send to the Clerk of the Course and/or Driving Standards Advisor
- Your report must be completed in full and will have the following requests
  - Your name, date, event number and car number
  - The car number involved in your grievance
  - The lap number and location of the incident in question
  - A brief description of the incident & any additional information that may help with the investigation
- Once a Driver Enquiry has been received and accepted a notification of a judicial hearing will be sent to both competitors and entrants
- A judicial hearing will take place
- If your grievance is successful (a penalty is applied to the other driver) you will not lose the Driver Enquiry
- If your grievance fails (No Further Action) you will lose the Driver Enquiry
- A live document will be used to monitor the Driver Enquiry used/remaining



- Your Driver Enquiry must be car & corner specific and cannot include more than one car or multiple corners
- A Driver Enquiry can only be submitted for Driving Standards (Technical is not included)
- At the last event of the season, only one Driver Enquiry can be submitted per driver per race
- Your Driver Enquiry may be declined and returned to you at any time, this will be based on event timings which, will not allow sufficient time to complete the process, you will be notified of this in writing.
- **The Driver Enquiry will be heard on a first come first serve basis, however, marshal reports and protests take priority in the order of proceedings**
- **If you feel you want a situation to be dealt with before the next race/event it is suggested to use the official MSUK protest route rather than the Driver Enquiry system**

### 9.3 - DRIVING STANDARDS BRIEFINGS

Before any driver takes part in the championship whether it be as a championship driver or as a guest driver, they are required to attend a Driving Standards briefing, this is irrespective of whether the driver is a novice or an experienced racer. The initial briefing normally, but not always, takes place at the first race weekend of the year. However, if you join during the season, you must attend a briefing. Please note the above is in addition to any "new driver's" briefing that may be called relating to first time drivers

The RHDS may hold "all competitor" briefings during the season.

The RHDS will be available before and during the event to assist with the following

- Assistance with any clarification on the RHDS guidance
- Help clarify any rules/regulations where there is confusion
- Help competitors understand any incident on track that they are involved in
- Log any incidents to build a full picture of Driving Standards
- If you would like an objective view of an incident or to understand an incident.



### 9.4 – Driving Standards Driver Enquiry Report Form

This section is to be completed by the competitor submitting the Enquiry Report Form **ONLY**

Name	
Entrant (if applicable)	
Date	
Event Number	
Track	
Car Number	
Car Number Involved	
Lap Number & Track Location	
Live Feed Information	
Description	

This section is to be completed by the Clerk of the Course **ONLY**

Accepted/Declined	
Reason for Decline	
Judicial Decision	
Additional Information	
Name/Signed (Clerk of Course)	

AS THE COMPETITOR, I UNDERSTAND THAT THIS IS NOT A PROTEST AND THE DRIVER ENQUIRY FORM MAY BE DISSOLVED IF TIMINGS DO NOT ALLOW FOR THIS SUBMISSION TO BE HEARD

SIGNED \_\_\_\_\_ Name \_\_\_\_\_