

DRIVING STANDARDS & DISCIPLINE

With an emphasis on enjoyment and a friendly atmosphere at all events, the 7 Race Series is aware that 'driving standards' do have the opportunity to affect both driver safety and enjoyment of their racing, therefore this document seeks to clarify what is expected from everyone involved with the Series. Whilst safety is undoubtedly the number one priority, it is always important to remember that racing is generally a hobby (for officials as well as competitors!) and fair play on track is as important as fair treatment off it.

Drivers may have experienced good and bad driving standards in their past and whilst we all have an interpretation of what is perceived acceptable, it is often the grey areas that give an opportunity for confusion and disagreement. Hopefully, by reminding drivers of the basics the aim is to minimise incidents and ultimately maintain a friendly, relaxed and sociable paddock. Whilst the events will always be competitive, no one wants to go home with a damaged car, damaged pride or worst of all damage to themselves and drivers are reminded of the 7 Race Series ethos and the basic principles of the 3C's;

...no crashing, no complaining & no cheating...

The 7 Race Series expects very high driving standards and behaviour from all its members, both on and off the track, however it is perhaps the track that gives rise to the greatest opportunity for incident and drivers are perhaps best to consider some basic principles;

Qualifying

- Benefitting from a tow from the car in front is usually key to a quick laptime... fighting in bends rarely is
- Getting a tow, but not giving a tow (whilst annoying for the other party)... is potentially a good strategy
- If you find your car is the 'tow car', raising your hand and carefully lifting is not 'against the rules'

Bends, from a defence perspective;

- If you have left a gap wide enough for a car, then don't be surprised to find it filled by... a car...!!!
- If you have left a gap, don't close it when there is another car there... you are too late, learn from it
- If you left a gap, expecting to use it to turn in, then someone may be there when you want to... turn in
- If you don't want a driver in that gap alongside you... defend it, don't leave it open
- It is acceptable to go around bends slightly slower than you might usually do... to 'back people up'
- If you do 'back people up' then the risk of 'nudges in the rear' greatly increases...

Bends, from an attack perspective;

- If you want to use a gap, make it obvious and 'present yourself'... don't try and sneak in unsighted
- Smoking tyres and locked wheels going into the bend... will severely affect exit speed
- Nobody likes desperate lunges, its purely opportunist... and confirms your lack of ability
- If you find you can't fit a car beside your competitor and the white line or kerb, then brake... very firmly
- Nudging back panels is extremely discourteous... brake testing 'nudgers' is equally impolite

Exiting bends;

- Whilst you may wish to 'exit wide' the driver alongside you is under no obligation to move over
- The driver on the outside will want to hold you in tight... to reduce your exit speed
- Dicing in bends slows you both down... the cars behind catch up, the cars in front get away...

Video Evidence;

- All cars must have video recording facility fitted to their cars... it helps to clarify ambiguity afterwards
- Video generally records what actually happened... in addition to the opinions of 'driver 1' & 'driver 2'

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As all drivers are, hopefully, aware all MSA events are overseen by the Clerk of the Course and, whilst some of you in the past may have already met a Clerk it is important to understand the rules and regulations, to which they are duty bound to adhere. What drivers may not appreciate is that there is a document; '*Guidelines to MSA Officials, Judicial Procedures*' to which all Clerks work to and it contains a very useful tabled summary of incidents, datum penalties and considerations, the following two examples are taken from it;

OFFENCE	- failing to attend a drivers briefing
DATUM PENALTY	- £185 fine (max 2017 rate)

OFFENCE	- making a competitor lose control of otherwise causing an avoidable accident
DATUM PENALTY	- disqualification

The latter of the above may come as a surprise as, during the course of your previous racing history, you may have been involved in an 'avoidable accident' and not been disqualified. Therefore, you now know that if you have been involved in an incident that has caused an avoidable accident, then you might approach the Clerk in the anticipation of exclusion... unless you have genuine mitigating circumstances.

The very nature of a single make series with near-identical specifications does produce very close racing, however whilst the MSA 'Blue Book' does not say that motorsport is a non-contact sport it equally does not say that it is. Contact is usually avoidable and on track the 7 Race Series aims to be a non-contact sport. However, if you find that the driving standards of your competitors is below the standard expected of a competent racing driver then the following options for recourse are available;

MSA Procedure

If you feel that a competitor is careless, reckless or dangerous then you have the right to protest... within 30mins of the result, fill in the form at race control, hand over your cash (£54-£375 depending on event level) the Clerk will investigate and then publish his conclusion. If you head off running in the direction of the Clerk asking them to 'review' your video then please do not be offended if they ask for your money first... If you are still not satisfied then you can always appeal against the Clerk's decision via the Stewards, however it can become very costly... or as an alternative...

7 Race Series Preferred Procedure

If you feel that your fellow competitor is not abiding by the rules and ethos of the Series, or their approach to driving affects the friendly 7 Race Series atmosphere, then the following courses of action are available to members...

Speak to the driver directly, in a professional and courteous manner, however if there is the risk of threatening behaviour then please do not add to it and/or escalate the problem... as this is seriously frowned upon by the MSA and can lead to meeting exclusion and hefty fines, alternatively walk away, review your video and please ask for a third opinion at the circuit.

If you still feel aggrieved and for whatever your reasons you did not raise it at the event, then please raise it either via a phone call or email to the 7 Race Series coordinator. All complaints are taken seriously and the matter will be reviewed (with Clerk of the Course input if required) and appropriate course of action taken. This action may be a discussion with either/both parties to help to clarify the rules.

All members are reminded that poor driving standards will not be tolerated and the 7 Race Series reserve the right to refuse or withdraw entries entirely at their discretion, without reason and any membership fees or race entry costs that have been paid may not be reimbursed.