

APPENDIX A: DRIVING STANDARDS

INTRODUCTION TO APPENDIX A

Objective: to provide a structure for Drivers and Race Control together with the Clerk Of The Course, Race Director, Driving Standards Observer, and Stewards for race driving discipline and conduct at MSF Series events.

A.1 Clarification, Examples, and Penalties.

The purpose of this section is to review and clarify the rules of the road as applied to MSF Series. *THE FOLLOWING ARE EXCERPTS FROM PARAGRAPH 36 DRIVING CONDUCT.*

Third party video MAY BE considered as evidence during investigation for Dangerous Driving and / or circuit misbehaviour / misdemeanours.

EXTRACT:

Referring to 36.10.1.2 Rough, Careless, and Irresponsible Driving

Any driver, deemed by the COC, displaying rough driving may be penalised. The COC shall determine the course of action.

Referring to 36.10.1.3 Punting

The term “punting” is defined as nose to tail (or side-of-the-nose to side- of- the-tail) contact, where the leading car is significantly knocked off of the racing line. Once the trailing car has its nose next to the driver of the other, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough “racing room.” In most cases, “racing room” is defined as “at least three quarters of one car width.” If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered “side -to-side.” In most cases, incidental side-to-side contact is considered to be “just a racing incident.” If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered “a racing incident.” [Note: The whole intent of the “nose next to the driver” rule is to make sure that the overtaken driver sees the overtaking car.]

EXPLANATION:

These two rules are the basis by which the COC will determine fault when two (2) or more cars are involved in an on-track incident. The rules described in the Sporting Regulations ASR section #16.1.3 are intended to help drivers determine when they should attempt a pass, and who may be at fault should there be an incident. The main purpose of the “¾ car width” rule is not to allow one driver to “squeeze” the other driver. The main purpose and intent is to alert the mind of the driver that is contemplating a pass that he/she may be “forced” to go two (2) wheels off- course to avoid a collision. Basically, this means that the overtaking driver must be certain that he / she can attempt the pass with room to spare, and must be prepared to take evasive action if necessary.

Note to drivers: Remember that, even though you have the “right of way” it may not be smart to insist upon it. You may be involved in a collision that was not your fault, but you may end up crashing your car, sustain damage, get hurt, or at the very least be punted out of the race. The other



driver may get penalties, but that will not help you fix your car, get your position back, or get you out of the hospital any faster.

DESCRIPTION OF ON-TRACK INCIDENTS:

Figure 1

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 2. At the point of contact Car B does not have its front wheel next to the driver of Car A, and therefore does not have a right to be there. Therefore the fault is placed on Car B.

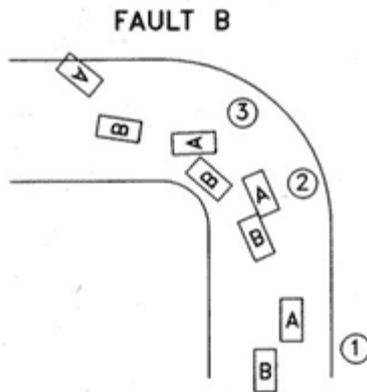


FIGURE 1

Figure 2

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B more than enough room to make the pass. Car B has an obligation to make the pass without contact. Therefore the fault is placed on Car B.

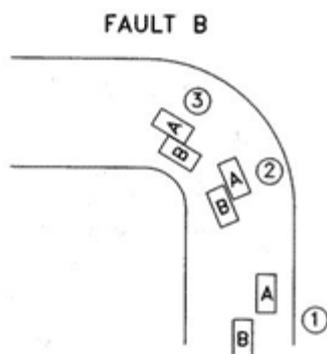


FIGURE 2

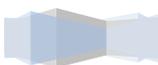
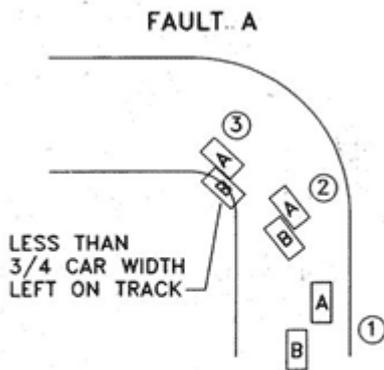


Figure 3

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A does not leave Car B more than enough room to make the pass. In this case, “more than enough room” is defined as “at least $\frac{3}{4}$ of one car width.” Therefore the fault is placed on Car A.

**FIGURE 3****Figure 4**

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B less than one car width but more than $\frac{3}{4}$ of one car width. The driver of Car B should not have attempted to make that pass if he/she was not willing to drive into the dirt to avoid collision. The driver of Car B is at fault, however he/she should report the incident to the COC. The COC should talk to the driver of Car A for not watching his/her mirrors, as well as the driver of Car B for being at fault in the incident.

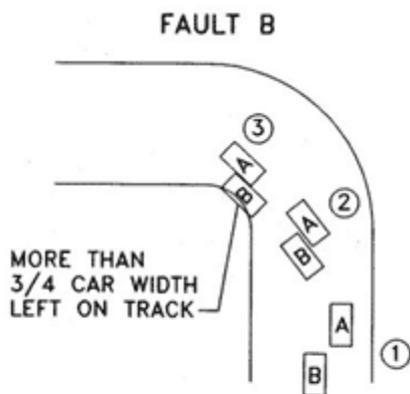
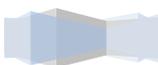
**FIGURE 4**

Figure 5

This is the same incident that occurred in Figure 4, however Car A is at fault for not leaving enough racing room. In most cases, $\frac{3}{4}$ of one car width would be considered barely adequate racing room. However, in this case there is "K-wall" to the inside of the corner. Common sense would tell the driver of Car A that there would definitely be a collision if less than one full car width were left for Car B.

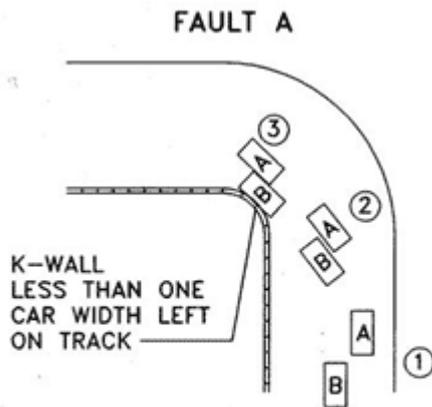


FIGURE 5

Figure 6

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B attempts a last minute pass (dive bomb) and ends up locking up all four wheels and sliding into the side of Car A. This is a collision resulting from poor judgment and overly-aggressive driving on the part of the driver of Car B.

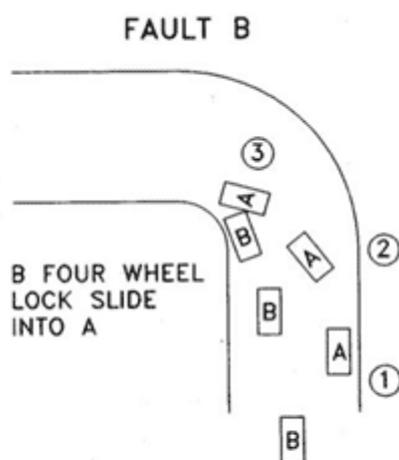


FIGURE 6

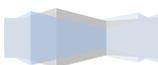


Figure 7

Car A is attempting a pass on a long straight leading to a left-hand turn. At point 2, Car A pulls alongside Car B and has a right to be there. However, by point 3 Car A falls back, where his/her front wheel is no longer alongside the driver of Car B. At point 3, Car B begins to move to the right and Car A refuses to relinquish the attempted pass. There is contact at point 4. Car A is at fault even though technically Car B hit Car A. Car A did not have his/her front wheels up even with the driver of Car B, and thus did not have a right to be there. Car B has the right to choose the line, and Car A must back out of it. Note: Car B may not be at fault in this situation, and the driver of Car A may be penalised, but Car B is still knocked out of the race. Remember that, even though you have the “right of way” it may not be smart to insist upon it.

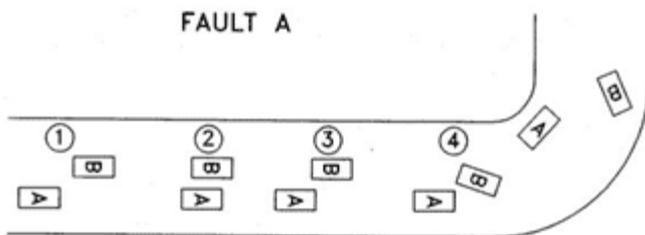


FIGURE 7

Figure 8

This is the opposite situation from Figure 7. Although the outcome is the same, the fault is reversed. Car B is attempting to make a pass. After point 4, one might assume that Car B has the right to choose his/her line as per the rules and that would mean that Car A must back out of it. However, the fault still lies with Car B. This is where things get tricky. There are two different rules that govern this situation, and it is up to the COC to make a determination. The first rule states that Car B has a right to choose any line because Car A no longer has a wheel next to the driver of Car B. Therefore, Car A must relinquish the lead. However, there is another rule that says that the driver that is attempting to make a pass has the responsibility to complete that pass safely. In this case the overriding rule would be the latter. That is why Car B would be at fault. Car B failed to complete a safe pass. The whole intent of the “wheel next to the door” rule is to make sure that the overtaken driver sees the overtaking car. Well in this case, the driver of Car B clearly knew that Car A was there because he/she was the one making the pass.

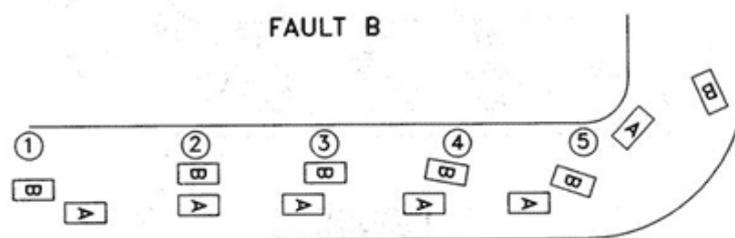
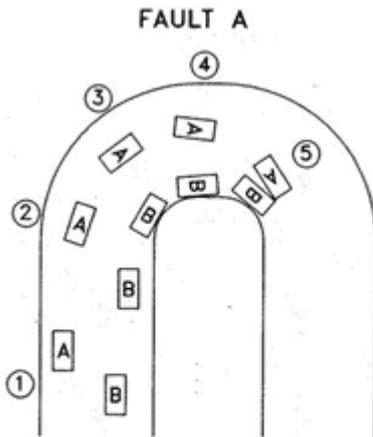


FIGURE 8

Figure 9

Car B is attempting to pass Car A on the inside of a right hand 180-degree turn. At points 3 & 4, Car B has pulled alongside Car A and clearly has a right to be there. There is no excuse for the driver of Car A not to see Car B. Therefore fault is assigned to Car A.

**FIGURE 9****Figure 10**

This is a similar situation to Figure 9, however Car A regains the lead and control of the line after point 6. Car B makes contact with the side-of-the-nose of his/her car to the side-of-the-tail of Car A, thus spinning Car A. This is clearly illegal contact as described by under section 16 On Course Conduct of the Sporting Regulations. Therefore fault is assigned to Car B.

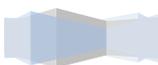
**FIGURE 10**

Figure 11

Car B attempts to make a pass on Car A. At Point 2, Car B now has a right to occupy that space and Car A must leave Car B racing room. Both drivers leave adequate racing room for each other. However, at Point 3 the driver of Car B loses control of the rear of his/her car. The rear of Car B makes contact with the side of Car A. This is not an uncommon occurrence, and in some circles this may be considered a racing incident. However, MSF considers the driver of Car B to be at fault for failing to properly control his/her vehicle.

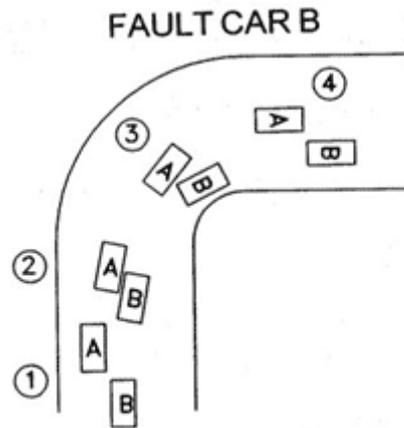


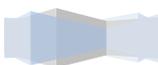
FIGURE 11

Figure 12

Car B attempts an inside pass. Car B misses the turn-in point and continues straight. The driver of Car A is expecting the pass and allows the driver of Car B plenty of room. Car A makes the assumption that Car B will turn in at the normal turn-in point. Car B does not turn in at the normal point, but Car A does, and thus Car A makes contact with Car B at Point 3. This is not an uncommon situation. Car B may have entered the turn too fast, or perhaps he/she chose not to turn in at the normal point. The turn-in point is up to each driver. The driver of Car A must not make assumptions and realize that the driver of Car B may turn in late, or may never turn in at all and simply drive straight off the track. Therefore the driver of Car A is at fault.



FIGURE 12



A.2 Body Contact and Incident Review Guidelines

A.2.1. Purpose and Intent

The purpose and intent of this section is to give the Stewards, Race Director, COC, DSO, and competitors some guidance and understanding in determining fault in an on-track incident.

A.2.2. Format

Race Stewards to make final decisions, supported by the Race Director, COC, and if required, the attending DSO.

A.2.3. Data Collection

To fill up a Report Form.

A.2.4. Definitions

Body Contact

Body Contact is defined as any part of a car making physical contact with another car significant enough to cause one (1) of the cars to sustain body damage or to be significantly knocked off of the racing line. Any driver involved in body contact must go directly to impound and fill out a contact report form.

Damage

Damage from an incident is limited to the following definition: Any sheet metal, fiberglass, or other body material, deformity significant enough to cause the MSF RACING Officials to enforce the “50/50 rule,” thus requiring repairs. Damage to suspension or other mechanical components are not included in this definition. Damage to plastic or vinyl bumper covers, trim pieces, splitters, marker lights; and marks from tire rubs, are not considered damage for the purposes of this section.

Course Deviation

Course deviation is defined as: when a driver is forced to significantly deviate from the “normal” racing line as a direct result of body contact from another car. Voluntary deviation to avoid another incident is not considered “deviation” for the purposes of assessing fault.

A.2.5. Decision Making Process:

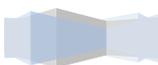
The following are guidelines to help the COC swiftly deal with the cases that are presented:

Did an incident occur?

Sometimes drivers will report a spin because they think that someone may have hit them. Or they may report something that they thought that they saw (i.e. pass under yellow). If there was no incident, the reports can be discarded.

Was there actual contact?

If not, the reports can be discarded. If so, then find out if there was any damage as defined by these guidelines. If there was not damage as defined by these guidelines then the matter may be discarded, or penalties may apply as per these guidelines.



Was a car forced to significantly deviate from the racing line?

Did one car punt another car off of the track? Did one car bump another car causing them to significantly deviate thus causing a loss of track position?

A.2.6. Evidence

It is up to the competitors to provide all of the evidence in presenting their case. All evidence, including witness testimony and videos must be presented to the COC. In most cases, written testimonies from the offending parties or witness testimonies will be submitted in impound in writing. The COC shall make his or her decision based on the evidence submitted, or may choose to delay the matter until more evidence can be collected.

A.2.7. Finding Fault

COC should make use of Section 16.2 to help establish fault. COC should be cautioned about relying on their “racer’s instinct” to decide cases. If a driver is technically at fault, then they are at fault. The COC has the power to deviate from the body contact rules, however it is very important that the COC remain consistent when finding fault and issuing penalties. If there are mitigating circumstances that cause the COC to deviate from the precedence, guidelines, and rules listed in the Sporting Regulations, then the COC should include the details of these circumstances in their explanation to the competitors. Common situations are listed below:

A.2.8. ‘The Melee’

Whenever a ‘melee’ occurs, or there is a case involving more than two drivers, try to assess the situation based on the actions of the driver that started it. When penalties are issued to the offending driver that started the melee, they should only count the original incident. The other cars that were involved are considered to be collateral damage.

A.2.9. The Collection

When a driver spins or otherwise loses control over his/ her vehicle, and the car(s) following that person hits the spinning car, fault can be hard to determine. In most cases, this is considered to be a racing incident. The normal highway “following too closely” law does not apply to the racetrack. Whenever a car spins out of control, it is up to the reactions and instincts of the following drivers to brake, accelerate, or swerve in order to miss the spinning car. In most cases, the following driver that fails to avoid a spinning car and/or causes more cars to become involved, should not be held liable. About the only time that any penalties are issued in this type of situation is to the driver that spun, should this driver be on probation at the time of the spin.

A.2.10. The Punt

Whenever a driver makes nose-to-tail (or side-of-the -nose to side-of-the tail) contact that causes the lead car to spin, or otherwise leave the course, it is considered that the trailing car “punted” the leading car. In almost all cases the trailing car is at fault and is usually disqualified. There may be some argument, in some cases, that the contact was only a light tap, and the leading driver did not have enough experience to control the slight deviation of the back end of his car. While this may be a valid argument, this is not a valid excuse. Drivers should be reminded that even the slightest tap on the bumper of a car driven by a rookie might result in a crash.

The Punt (exceptions)

There can be exceptions to the punt rule. If the offending driver can prove that he/she was hit and forced into the car in front, then this may be grounds for dismissal. If it can be proven that the leading car purposely or inadvertently used his/her brakes in an area that is not a normal braking zone, this may be grounds for dismissal. However, if a driver brakes a little early going into a braking





zone and there is contact and a punt results, this is not grounds for dismissal. The trailing driver should be aware that following too closely when approaching a brake area might result in contact.

A.2.11. Issuing Penalties

The Stewards may choose to issue any penalty for any infraction. However, it is highly recommended that he or she follow closely with what is published in the rulebook. Any deviation from what is published without due proof of mitigating circumstance may be grounds for appeal. Please refer to ParagaThe following is a list of suggested penalties for the listed infraction:

Note:

If time penalties exceed average laptime, then it will be considered a deduction of 1 lap. EXAMPLE: If average laptime for your category in Sepang Full Circuit is 2m 55s, if your time penalties are more than 2m 55s then 1 lap will be deducted.

Driver(s) involved in any on track incidents, will be required to meet the Clerk of Course and / or Event Director to explain the incidents. Failure to meet CoC may result in disqualification.

Penalty fees will be paid to the Promoter or Organising Club, and an Official Receipt must be provided by the Promoter / Organising Club.

These are general guidelines for standard penalties. They may be additive or multiplicative depending on the situation and the person's past record. The COC may invoke more severe penalties for repeated violations.

A list of offenders will be published on the MSF Racing website after the Race for clarity and transparency.

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