



THE MONOPOSTO RACING CLUB

DRIVERS COMPLAINT FORM - PROCEDURE

Introduction

The Monoposto Racing Club (MRC) introduced a Driver Complaint Procedure during 2007 in order to promote good, safe driving standards. A Drivers Complaint Form (DCF) allows a driver concerned about or involved in any driving incidents, to register a complaint against another driver or drivers.

The DCF will in no way undermine or supersede any action undertaken by either the Clerk of the Course or the MSA. The Monoposto Racing Club is providing this form because, in the past, when incidents have occurred, at times neither the Clerk of the Course nor the MSA Stewards have been aware of these incidents nor taken any action..

On these occasions it was felt that a DCF would allow a driver to state a case for what he/she considered was an unsporting, dangerous or illegal racing incident and which he/she felt should be brought to the attention of the Monoposto Board of Management.

Procedure to be followed

- On completion of a qualifying session or a race in which a driver felt an incident had occurred, he/she would obtain a Driver Complaint Form from the Monoposto Paddock Coordinator. .
- He/she would complete the form with the particulars of the incident, including the names and car numbers of the driver(s) he/she felt had caused the incident. Once completed, the form should be returned to the Coordinator who will then pass it to the MRC Secretary. If this is not completed on the day at the race circuit it should be mailed within a week of the incident to the MRC Secretary.
- The secretary will thus be notified that a DCF has been completed and an agenda item to report the incident should be allocated for the next board meeting.
- The Secretary will appoint a suitably impartial Board Member to set up an investigation and prepare material to be forwarded to Board members. It is difficult to account for all cases but in general the following procedure should prevail:
 - Other drivers mentioned in the DCF should be notified of the complaint by the Secretary.
 - A statement about the incident should be sought from them for transmission to the appointed Board Member.
 - The appointed member should circulate all paperwork to Board members and an online or telephone discussion should decide whether action is merited.
 - If the incident is clearly identifiable to a driver being reckless, the driver should be warned that his driving is under investigation
 - If it is a repeat offensive, stronger action is required, governed by what can be implemented by the MRC under MSA regulations. This may include a written statement to the Clerk of the Course at the next race meeting, inviting special observation.
 - Other action may be taken, as deemed necessary by the MRC Board of Management to preserve its name and reputation which, may in the extreme include disqualification from membership.
 - The outcome and process will be reviewed at the next available Board meeting and a formal record made.

Conclusion

It is not the intention of the MRC to introduce a complex procedure for handling driver's grievances or, as stated earlier, to undermine or supersede any action by the Clerk of the Course or the MSA.

The main objective of this procedure is to provide the Monoposto Driver with a facility to record what he/she considers to be an unsporting, dangerous or illegal racing incident with another driver. It should not be used for any incident covered by MSA regulations, e.g. being overtaken under a yellow flag etc.