

Drivers briefing

Donington Park GP – 25<sup>th</sup> - 26<sup>th</sup> September 2021

Clerks of the Course



# General

- Please remember to read the Final Instructions and any other instructions for your championship or series
- We will be running to timetable and so please be ready and listen to announcements in the paddock
- Park sensibly in the paddock
- When you are out on track please make sure all your personal belongings are secure in the paddock!
- This race meeting will be held on the full GP circuit at Donington; 2.49 miles in length.
- Unless actually on the circuit, a speed limit of 10 mph applies at the venue. Internal or service roads may not be used to test race cars. The speed limit in the pit lane is 60 kph.
- Prior to qualifying, get to the Assembly Area (near the paddock entrance) in good time for noise testing. Once released, join the circuit onto the GP loop.
- Leaving the circuit - after seeing the chequered flag, continue for one full lap then exit the circuit into the pit lane and thence into parc fermé. Passing the chequered flag more than once may result in a penalty, and wastes valuable track time.



# Scrutineering (self declaration with spot checks)

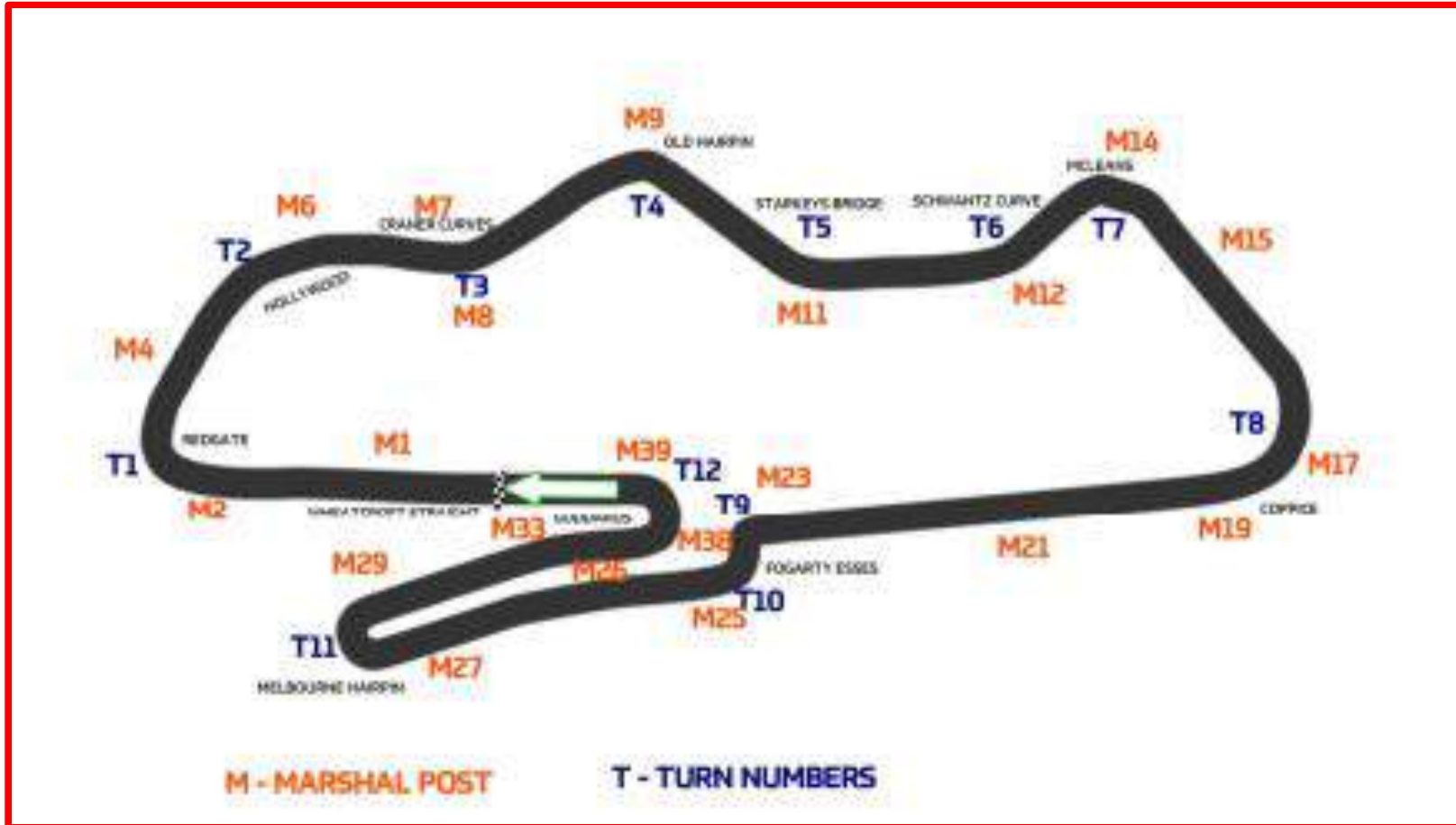
Please ensure:

- Car is empty of anything non race related (bags, shoes, jerry cans etc)
- Make sure NOTHING is loose and that could roll around inside.
- Check fire extinguisher PIN is armed
- Ensure transponder subscription is up to date and on
- Check seat belts are untwisted
- Rain light works (and you know which switch it is)
- Video camera charged and focused on the right image, and working!

**NO MOBILE PHONES (in the car / your pockets)**



# Track layout



# Pit lane

- During the start of a race, no personnel are allowed on the Pit Wall until all the cars are clear of the grid.
- Pit Lane Speed Limit - The speed limit in the pit lane is 60 kph.



# Qualifying

- Please be ready in the Assembly Area twenty minutes before your session
- All cars will be noise tested prior to their first session on the circuit entry to the Assembly Area
- Once released, join the circuit onto the GP loop
- Each driver **MUST** get three timed laps completed
- If we have to RED flag in qualifying we will need you to return to the PIT LANE
- End of the track session, please complete a slowing down lap, exit the circuit at the pit entry and proceed straight through the pit lane to parc ferme

Note: Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final. Each driver must complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. Motorsport UK regulations (Q12.4). The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per Motorsport UK Regulation Q12.4.3.



# Pit Lane exit



Please observe the blend line when exiting the pit lane

Observe speed limit until after you pass the pit exit lane

Pit lane speed limit is 60 km/h..



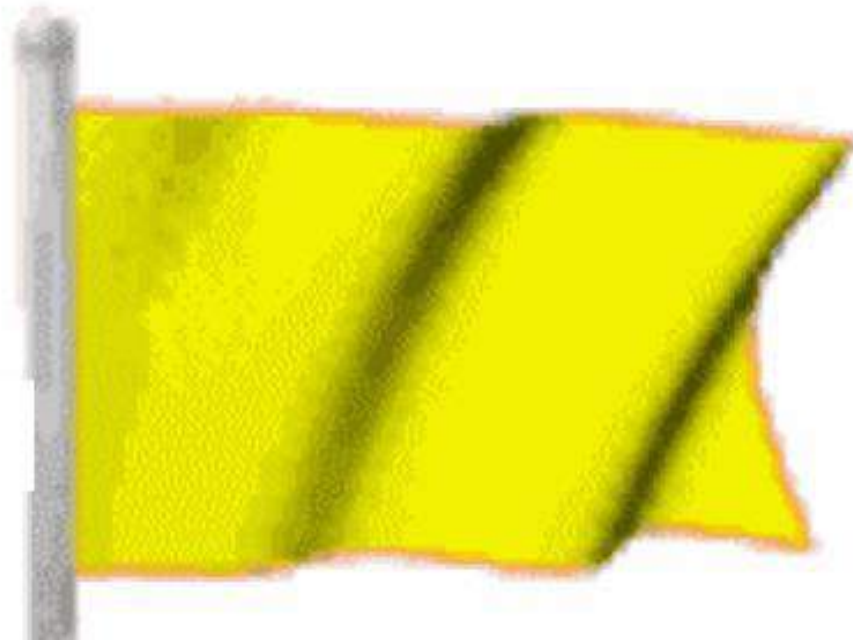
# Pit lane entry





# Yellow Flag:

- Yellow flags / lights are used to warn you of a hazard or danger ahead and are there primarily for the protection of the marshals handling the incident. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car (Q12.24.5.).
- Danger
- No overtaking
- MUST BE OBSERVED
- No overtaking until after the Green Flag at the next post
- NOT SEEING IS NO EXCUSE
- PENALTY possible DISQUALIFICATION



# Red Flag:

- Red Flags / Lights - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in the race return to the grid unless indicated otherwise. Again, overtaking is forbidden (Q12.24.3(j)).
- Stop racing
- No overtaking
- Qualifying: Return to Pit Lane
- Race: Return to Start Line
- Or as directed by Marshals

Note: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars must not enter the pits unless directed to do so (Race) and all cars in the pit lane during a red flag period must take any restart from the pit exit.



# Signaling area

On the start-line the following flags may be shown

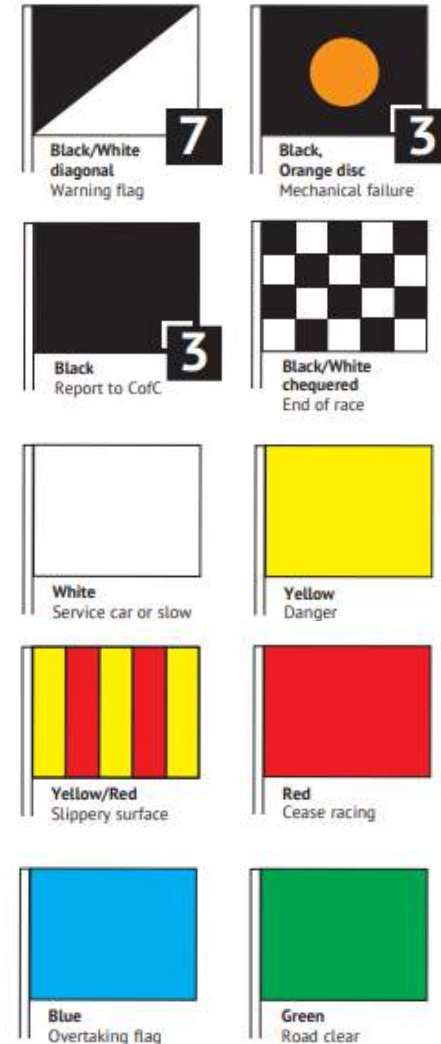


The Black and White, the Black and Orange and Drive Through board will also be displayed with a car number – please obey this instruction if shown for you car.



Officials' Signals will be conveyed to drivers by the following flag signals which may be displayed by an appropriately coloured panel to which the competitor number may be attached:

- Blue flag – Stationary: Another competitor is following close behind.
- Blue flag – Waved: Another competitor is trying to overtake.
- White flag: A service car or slow moving car is on the circuit. The white flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.
- Yellow flag – Waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
- Yellow flag – Double Waved: 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. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)
- Yellow flag with Red Stripes – Stationary: Slippery surface ahead.
- Yellow flag with Red Stripes – Waved: Slippery surface imminent.
- Green flag – Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during each formation lap.
- Red flag: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions and being prepared to stop should the track be blocked.
- Black flag with Orange disc displayed with the competitor's number: Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must call at its pit for repairs on the next lap.
- Black and White Rectangular flag split diagonally and displayed with the competitor's number: A warning, to the driver that his behaviour is suspect and that he may be Black-flagged on further reports.
- Black flag displayed with the competitor's number: The driver must stop at his pit on the next lap of receiving the signal and report to the Clerk of the Course. A penalty of disqualification may be enforced by display of the Black flag.
- Black and White Chequered flag: End of Race or Practice



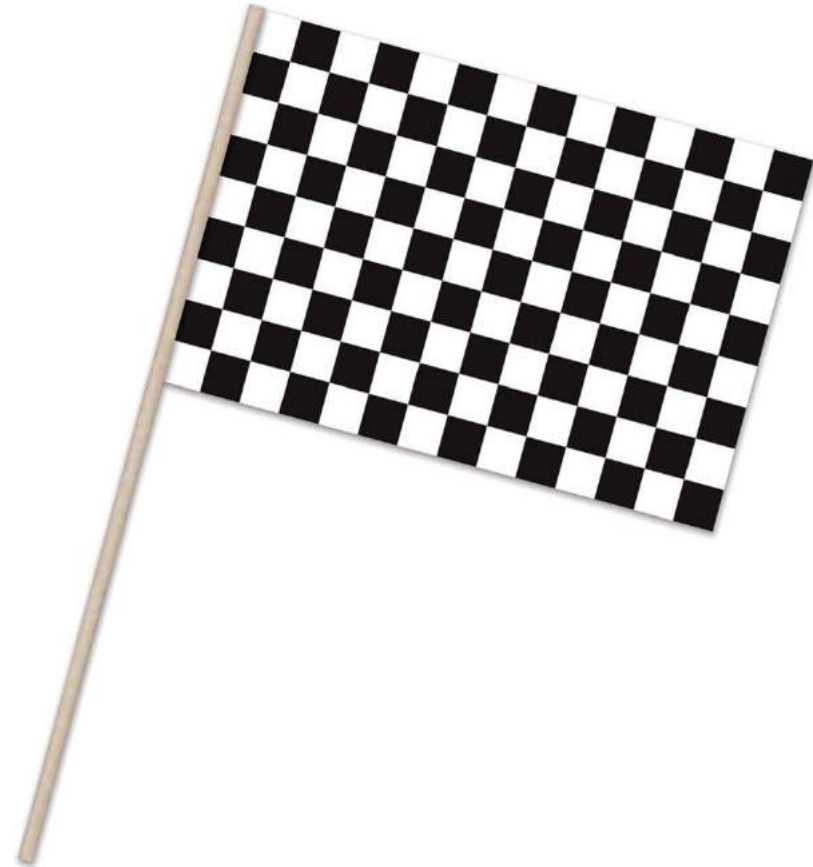
# Chequered flag

At the end of each session the chequered flag will be shown on the Control Line – PLEASE DO NOT MISS THIS FLAG.

After the chequered flag, immediately SLOW DOWN, and return to pit lane

Note: After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down.
- II. remain behind any competitors ahead of them,
- III. return to the pit lane/paddock entrance as instructed,
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or moving in the pit lane.



# Race (standing start)

- All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- The start will be via a standing start.
- The minimum countdown procedures/audible warning sequence shall be:
  1. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
  2. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
  3. A five second board will be used to indicate that the grid is complete after the green flag lap.
  4. The red lights will be switched on five seconds after the board is withdrawn.
  5. The red lights will be displayed, at some time between 2-7secs the red lights will switch off – signalling the start of the race
- Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later
- In the case of starting lights failure, the Union flag will be used instead. No team personnel are allowed on the pit wall for the start of the race
- Green Flag Lap - Note that during green flag laps, practice starts [Q12.12] and excessive weaving (more than 50% circuit width) are specifically forbidden. Additionally, on green flag laps if you stall or spin off and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. Unnecessarily slow green flag laps may result in the race duration being reduced.





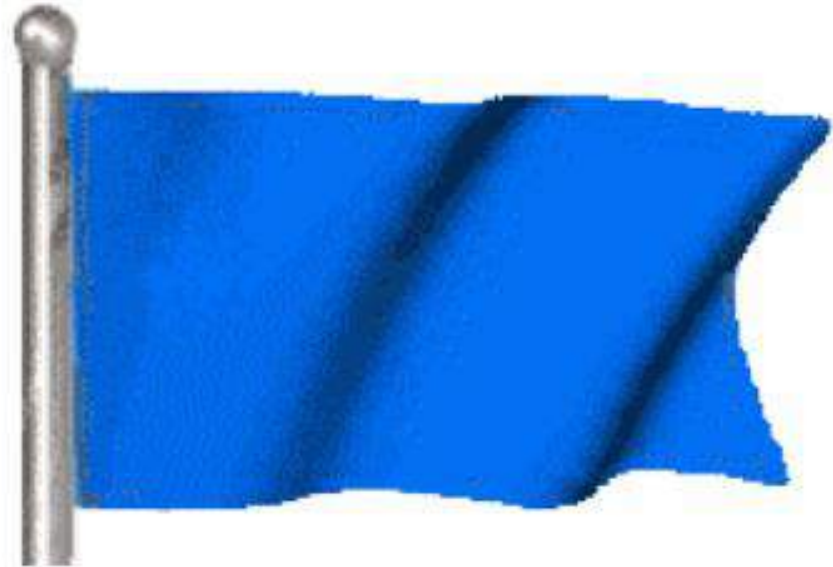
# Race (rolling start)

- Green flag to commence from Assembly
- Cars to be in formation as specified on the grid sheet
  
- The start will be a rolling start
  
- 1 minute to start of Green Flag Lap, Start engines
- 30 Seconds +Visible and audible warning for start of Green flag/pace lap
  
- The cars will be collected by the lead car from the assembly area
  
- Towards the end of the formation lap the lead car will leave the circuit having extinguishing its roof lights indicating a start is imminent
- The grid will continue at a similar speed on the approach to the start line, the race starts when the red lights are extinguished. In the event that the starting light fails the starter will revert to the national flag.
  
- If the start is aborted for any reason prior to the lead car pulling off the lead car will not extinguish his roof lights and continue to lead the field around the circuit for an additional formation lap and a new start will be attempted in accordance with the above.
  
- If the race is aborted after the lead car has left the circuit the signal to start will not be given and the start lights will remain red. When this signal is given cars should exercise extreme caution and continue slowly round the circuit maintaining their original grid position and stopping on the grid.



# Blue Flag

- Blue flag – Stationary: Another competitor is following close behind
- Blue flag – Waved: Another competitor is trying to overtake
- Any driver not observing blue flags will be reported and may be penalised



# Start line



# Track limits

Track limits will be monitored and penalties issued for exceeding track limits for qualifying and race sessions

Track Limits - are monitored at Donington by both sensors with cameras, and by Judges of Fact. The sensors are at the exits of Turns 1, 4 and 7. Tyre Stacks have been placed at Turn 9 and Turn 10 to dissuade corner cutting - crossing these kerbs or hitting the Tyre Stack will also count as exceeding track limits.

✓ ACCEPTABLE ✓ NOT ACCEPTABLE ✗



# Parc Ferme

- Remember with PARC FERME you are on your own, no adjustments to the car, tyres etc, no family, team or friends (and please remain in your car in parc ferme, but you can remove your helmets and balaclavas)
- There will be more stringent eligibility checks to ensure that we maintaining a fair and level playing field
- **Remember No work on the car may take place of any kind, including reviewing camera footage. No team personnel, except the driver, may enter the area.**

Note: At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules. It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver. Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy. No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé. Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the request of the eligibility scrutineer or their deputy



# Safety Car

- As soon as the Safety Car boards and flags are displayed immediately stop racing and slow down and no overtaking!
- The Safety Car itself may not have been deployed when the boards and flags are displayed but cease racing
- The safety car will join the track from the pit lane exit
- Please join the crocodile behind the safety car and maintain a pace with all other cars, allowing us to clear the circuit
- In the event of an incident at the start of the race the safety car may be deployed from the pit lane entry
- Ensure that you bunch up as rapidly as possible, giving the marshals more time to sort out any on-track problems.
- On restart the lights will be extinguished and the car will return to pitlane. The leader will set the pace and you cannot pass another car until you have passed the GREEN flag on the start line
- **remember that during the restart, overtaking is prohibited until the GREEN FLAG at the start/finish line is crossed - this is extremely easy for us to check.**





# Safety on Track

- If you find that you need to retire your car due to a mechanical fault or another reason, please do your best to pull off in a safe place, ideally near a gap the barrier. These are identified by large markings on the barriers.
- If the car is in a safe place, get out of the car and over the barrier and to a place of safety
- If you remain in the car give the thumbs up to marshals if you are okay
- Cars stopped in dangerous positions/hard to reach places could result in a red flag and loss of a session.



# Driving standards

- Remember this is a **NON CONTACT** sport
- You need to be aware of all other cars around you at all times
- Make sure the overtake can be completed without contact
- Contact is expensive and potentially dangerous
- Reported incidents will be investigated and judicial action may be taken
- You may **Only Change Direction Once** in front of the pursuing car, that is to say you can only move left or right in front of the car, not both
- **Pushing or Squeezing** competitors off the track is strictly forbidden i.e. reducing the available track width to less than a car's width
- Unpredictable moves causes incidents!



# Judicial

- You may lodge a protest with the secretary of the meeting contactable on the race telephone number published in the final instructions. Drivers wishing to protest other competitor's actions must do so officially in accordance with C5.1.
- If you are reported for a race incident then the Championship co-ordinators will collect your SD card and seal it into an envelope
- If you are then requested to attend a race investigation with the clerk please come to the Clerks Office on the first floor of the Race Control building (or this maybe carried out by telephone). Please ensure you comply with social distancing at all times and wear a face mask if attending the race clerks office
- Any SD cards will be returned to you via the Championship co-ordinator once the video incident has been reviewed



# Enjoy

- At the end of your races, please wave to thank all of the marshals; remember that they are all volunteers and give up their time freely and without remuneration.
- Official Notice Board- The official notice board can be found online at <https://brscc.co.uk>
- Timing- There will be no grid sheets or results produced on paper at the event and you are advised that these can be found on the TSL website at <https://www.tsl-timing.com>. Please make sure that you are aware of your grid position before going to the assembly area.
- Have an enjoyable and successful weekend of racing.
- If you have any questions during the day please contact one of your co-ordinators or get in touch with race control by phone
- Thank you!

Clerks of the Course

