

750 Motor Club Season Starter Track Day - Donington Park

24th February 2018 (Final Instructions)

Please ensure that you bring your road driving licence, and in order to speed up the signing on process please complete the attached Trackday Registration Form and bring it with you to sign on.

All Passengers & Additional Drivers are also required to complete the Registration Form.

Signing on will take place from 07:30 in the media centre on the 1st floor of the race control building, which we use as sign on at our race meetings at Donington Park.

There will be two compulsory drivers' briefings the first is scheduled at 08:00, and for those arriving later it will be repeated at 08:30.

Timetable:

GROUP 1
GROUP 2
GROUP 3

SIGNING ON FROM:		07:30
DRIVERS BRIEFING (repeated at 08:30)		08:00
SESSION	GROUP	TIME
1	GROUP 1	09:00
2	GROUP 2	09:35
3	GROUP 3	10:10
4	GROUP 1	10:45
5	GROUP 2	11:20
6	GROUP 3	11:55
LUNCHBREAK 12:30 to 13:30		
7	GROUP 1	13:30
8	GROUP 2	14:05
9	GROUP 3	14:40
10	GROUP 1	15:15
11	GROUP 2	15:50
12	GROUP 3	16:25

The Garage Allocation and list of Drivers & Groups can be found on the following page.

A scrutineer will be present, based in Garage #1 for those wishing to have their cars checked over before the start of the season.

Garage Allocation:

Race Control	Driver (Booker)
1	750MC (Scrutineer)
2	William Cowley-Kirk
3	Martin Depper
4	Michael Williams
5	Rory Melia
6	Keith Malpus
7	Scott Leach
8	Wayne Parker
9	Daniel Scrase
10	Alex Tait
11	Mac Dr Evil Macarthy
12	Jason Wood
13	Richard Rowlands
14	Michael Storey
15	Andrew Tibbs
16	Patrick Fletcher
17	Martin Buckland
18	Olly Samways
19	Mark de Spong
20	John Moore
21	Martin Webb
22	RGB Feature Cars
23	
24	
25	Michael Winkworth
26	Adrian Williams
27	Lee Torrie
28	Richard Stables
29	Gary Paterson
30	David Palmer
31	Carl Shield
32	Graham Crowhurst
33	Nigel Ralphson
34	Nick Williamson
35	Dave Whitmore
36	Luke Sedzikowski
37	750MC (Dyno)
38	750MC (Dyno)

Drivers & Groups:

Group	Driver (Booker)	Group	Driver (Booker)	Group	Driver (Booker)
1	Daniel Scrase	2	Alex Tait	3	Adrian Williams
1	David Jones	2	Alex Knight	3	Ben Coles
1	Gregan Thruston	2	Andrew Tibbs	3	Colin Chapman
1	Ian Ingram	2	Andy Chapman	3	Dan Larner
1	Jason Wood	2	Carl Shield	3	Dave Wallis
1	Jon Earp	2	Chris Freeman	3	David Palmer
1	Keith Malpus	2	Daniel Pestana	3	Edward Lowndes
1	Mark De Spong	2	Dave Whitmore	3	Gary Paterson
1	Martin Buckland	2	Dawn Boyd	3	Joe Stables
1	Martin Depper	2	Don De Graaff	3	John Moore (1)
1	Martin Rodgers	2	Graham Crowhurst	3	John Moore (2)
1	Matthew Hadden	2	John Brown	3	Lee Torrie
1	Olly Samways	2	Julian McBride	3	Mark Dunham
1	Paul Maguire	2	Louis Tunmore	3	Mark Egan
1	Pete Morgan	2	Luke Sedzikowski	3	Michael Williams
1	Phil Morris	2	Mac Dr Evil Macarthy	3	Oliver Hewitt
1	Pip Hammond	2	Martin Reynolds	3	Peter Belsey
1	Rob Phillips	2	Martin Webb	3	Richard Hardie
1	Scott Leach	2	Michael Storey	3	Richard Stables
1	Steven Cooper	2	Michael Winkworth	3	Rory Melia
1	Trefor Slatter	2	Mike Watson	3	Spire Sportscars
1	William Hornsey	2	Nick Williamson	3	Steve Ough
1	Wayne Parker	2	Nigel Ralphson	3	Tim Hoverd
1	Scott Hughes	2	Patrick Fletcher		
1	Sam Harper	2	Phil Wright		
		2	Richard Rowlands		
		2	Rob Horsfield		
		2	Russell Clarke		
		2	Ryan Hollis		
		2	Sam Yates		

Regulations and Health and Safety Instructions:

Please take the time to read the following guidelines from Donington Park, that cover both Health and Safety, Noise Regulations & Track Limits.

Rules of the Circuit - Track Days

1. No smoking is permitted in the Pit Lane, Pit Garages, Race Control or Paddock Suite.
2. Under 16's are not permitted in the pit lane or on the pit wall.
3. **There must be complete engine silence in all areas until 9am.**
4. Observe the instructions of security and DP staff at all times.
5. Vehicles may not be parked so as to cause any obstruction to the roads, car parks, paths or passages at the premises.
6. Transporters or vans may not be parked up against Pit Garage doors.
7. The roadways within the Paddock area and the fire lane immediately behind the Pit Garages must be kept clear of vehicles at all times. Any vehicle causing an obstruction may be towed away.
8. No marking of the Circuit or Paddock surface is permitted without prior written consent (non-permanent markings only).
9. It is forbidden to hammer pegs or stakes into any tarmac surface at the premises or the main Paddock area. The costs for any such damage will be payable by the client to the Company on written demand.
10. Vehicles may not be washed on the premises so as to cause a nuisance or partial flooding of the Circuit or Paddock or public areas.
11. Persons are not permitted to live or reside temporarily or otherwise or to sleep overnight on the premises unless they have prior written authorisation.
12. Organisers will be permitted entry to the circuit the night before anyone other than organisers will not be permitted entry until 7am on the day of the event.
13. Persons are not allowed to cook in the Pit Lane garages.
14. The premises and Paddock area will be locked from 6.30pm to 7.00am on a track day or 9pm until 7.00am following an evening.
15. Other than in an emergency the grass trackside run-off areas of the Race Circuit must not be utilised or vehicles or service vehicles be parked in the same area.
16. No oil or other fluid shall be emptied on the Circuit, the Pit Lane or the Paddock and if oil or any other substance likely to cause danger to others using the Circuit is deposited in these areas steps must be taken by the client to notify track staff as soon as possible.
17. No off-road activity is permitted at the premises unless prior written authorisation has been obtained.
18. Persons must drive about the premises safely and adhere to the site speed limits 10mph in the paddocks and 20mph outside the paddocks.

19. The Circuit will be used by all vehicles in a clockwise direction only and, unless the TDO specifies differently, the continental rule (drive on the right, overtake on the left) will be observed at all times.
20. Any cables in use across walkways in public areas must be covered by cable protectors.
21. The Company reserves the right to suspend or cancel the use of the Circuit by the Client at any time if in the opinion of the Company it is unsafe for use of the Circuit by the Client to continue whether for the safety of the Client or for the safety of others using the Circuit or if the Client or any of the persons in his charge commits a breach of these conditions.
22. Any vehicle using the Circuit must be in a safe and roadworthy condition and all drivers/ riders must hold the correct licence.
- 23. All drivers / Riders must attend the safety briefing and be issued with wristbands which should be worn on the person and not on the clothing.**
24. No alcohol or substances shall be consumed by users of the Circuit.
25. Intoxicating liquor or foodstuffs may not be brought onto the premises.
26. If the Client wishes to permit passengers to be taken around the Circuit prior approval must be obtained from the Company and the Client is at all time wholly responsible for such passengers with regard to public liability indemnities and insurance.
27. All rules and regulations of East Midlands Airport in relation to height restriction upon the premises (currently 22.8 metres), firework and aerial display and helicopter movements must be strictly observed and it is prohibited to display any kind of advertising/promotion balloon even if tethered.
- 28. No Drones are to be used anywhere on the site.**
29. No radios should be used on site without prior permission from East Midlands Airport. All frequencies must be submitted to andy.hicklin@donington-park.co.uk 28 days prior to the event for EMA approval.
30. Should the Client have any person attending the booking by helicopter prior notification must be given to the Company and consent must be obtained in writing in advance through the Company. The helicopter pilot must at all times adhere to the conditions of East Midlands Airport Traffic Control. The helicopter may only land at the Premises on the designated site.
31. No animals are permitted on the premises. Except Guide or Assistance Dogs.
32. Circuit users are responsible for the behaviour of their guests at all times.
33. Use of Mini-bikes is strictly prohibited and Quads must only be used with prior authorisation.
34. Any person breaching the above rules may be removed from the premises by the Company or be required to cease participation in the relevant activity or event arranged by the Client.

Should you have any questions please contact Rob Patterson on 01332 819525
or Andy Hicklin on 01332 819510.

**Quiet Use Day Noise Information for Drivers, Riders and
Track Day Organisers**

Thank you for coming to Donington Park today. We hope you will enjoy this magnificent circuit.

Today is a 'Quiet Use' Day (or Quiet Use Evening) as defined by our Noise Management Plan. Each car/bike will be tested as it passes the noise microphones placed at track-side. The drive-by noise **must not exceed 98 decibels**. Failure of this test as shown on our recording equipment will lead to a black flag, and a first 'stop and warning'.

You will be allowed to make modifications to your car/motorbike for inspection in paddock or pit-lane by our marshals, who will ask what work you have undertaken. Should your vehicle once again later fail the drive-by test, you will not be permitted to re-enter the track that day.

1. Note that there may also be **static noise testing** in the paddock at any time during the day, and should your vehicle fail that test, you may also be excluded from any further participation.
2. Also please note that in the event of any noise test failure, leading to your exclusion from any further participation in the day, there is **no refund** from Donington Park of your track/test fee paid.

3. Your **Track Day organiser shares your responsibility** to manage your day's noise output. Should the number of breeches of our noise regulations become frequent, the entire event may be red-flagged for the rest of the day.
4. In joining this Track/Test day, and in signing the Sign-On Waiver sheets, you are also accepting that **the decision** of the Circuit Manager, the **Noise Control Officer** or other officers employed by Donington Park **is final**, and that he/she has the sole right to decide on the acceptability or otherwise of your vehicle's noise at drive-by test, and to decide to terminate, without recompense, the whole event.

Thank you for your cooperation and understanding.

Without the required **compliance and co-operation** of every driver and rider working within these local noise regulations, Donington Park faces the prospect of enforcement action by the local authority and the possible end of all such track days.

We therefore require the complete co-operation of every participant and event organiser, thank you.

Donington Park.
December 2017.

Track margin limits and rules for MSV circuit track and test days



You are hopefully aware of the MSA regulation on track limits. You are permitted to drive on the track asphalt up to and including the white line, and on the full extent of any kerbs (marked red/white). However you are not permitted to put a wheel beyond the white lines or kerbs.

All trackdays and test days at MSV circuits are run in accordance with these regulations. If anyone does not comply, the following actions will be taken by the circuit:

1st infringement	Black/white driving standards flag warning
2nd infringement	Black flag, report to control tower, final warning without penalty
3rd infringement	Black flag, 20 minute track time exclusion
Further infringements	Black flag, 20 minute track time exclusion

In the interest of practicality and expediency, decisions by MSV circuit staff will be final and there will be no right of appeal against any penalty or right to review evidence.

Furthermore if track limits regulations are abused, especially in a repeated and/or deliberate manner, then MSV reserves the right to exclude both the car and driver individually and MSV will make no refund or compensation.

Hopefully you will appreciate the sense of the MSA regulations. The Association of Motor Racing Circuit Owners (AMRCO) agreed these for a number of reasons:

- Grass and earth beyond the kerbs was previously permitted to be driven over, and was continually getting rutted and muddy, creating a safety hazard
- Circuits have an obligation to maintain the safety of any surface that can legitimately be used
- Circuits were having to frequently repair damaged track margins with tons of replacement soil
- To avoid the increase in competitor costs that would result if circuits had to spend huge sums replacing earth beyond kerbs with concrete, to withstand continual driving over
- Many competitors do not want to be pressured into driving beyond kerbs and risking damaging their cars on rutted earth and mud in order to try and set a fractionally better time
- Continual use of grass and earth beyond kerbs has been hazardous because earth, mud and stone debris have been dragged back on the asphalt and caused damage to cars.

Policing the rules is obviously very important, but the reality is that it has to happen in a similar way wherever the track limits regulation is defined. In fact, it is a lot less difficult for a marshal or observer to see if an outside wheel has gone beyond the kerb than if an inside wheel is over the white line, as the previous regulation was.

Simply having big kerbs as a deterrent is not possible now. Our circuits are used for a lot of motorcycle activity as well as 4-wheel, and in order to maximise safety, in recent years kerbs have been made very mild, so that if a rider comes off he is less likely to get injured.

We have reviewed kerb layouts and extended them in various areas. We have repaired the damaged track margins and put down a great deal of new turf, and added some grasscrete in some areas too. The circuits also look much better – and we want them to stay that way.

We are very committed to helping trackday customers, the MSA, and competitors, with fair consistent policing of the circuit regulations. MSV circuits are equipped with a CCTV monitoring system that uses pressure sensors to detect when a car goes off beyond exit kerbs and mark video footage from a high resolution camera. Two images are obtained - a zoomed in image to show wheel proximity to the kerb and a wide image to show the context – e.g. if the car was pushed wide by another car. These images are then displayed on a bank of dedicated screens in race control.