

# Briefing Notes

## Donington National



Please ensure that you read all these Briefing Notes, even if you have raced at the venue before. They are split into two sections; firstly, notes specific to the circuit and the venue, and secondly general notes that apply to all events. These notes supplement the 2021 Motorsport UK Yearbook (Blue Book) and Championship Regulations. Any regulations quoted from the Motorsport UK Yearbook are shown in [square brackets].

### **SPECIFIC CIRCUIT NOTES**

This race meeting will be held on the National circuit at Donington Park; 1.979 miles in length.

Unless on the circuit, a speed limit of 10 mph applies at the venue [Q12.25.8]. Internal or service roads may not be used to test cars e.g., bed in brakes.

Prior to qualifying, get to the Assembly Area in good time for noise testing; access to the assembly area is toward the circuit exit gates on the left-hand side. Take care for pedestrians and non-competitor vehicles. (The assembly area uses part of the Melbourne Loop).

Leaving the circuit - after seeing the chequered flag, continue for one full lap then exit the circuit into the pit lane and into parc fermé which is at the end of the pit lane (via scrutineering bay); follow marshals' instructions. Passing the chequered flag more than once may result in a penalty and wastes valuable track time.

Prior to racing, cars will be released straight onto the grid from the assembly area in grid order. Ensure that you are aware of the Start Procedure for your race!

If your Championship had a Green Flag Lap - Note that during the green flag lap, practice starts [Q12.12] and excessive weaving (more than 50% circuit width) are specifically forbidden. 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.

Start Lights - these are located on a gantry above the grid. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the lights going out. In the case of light failure, the Union flag will be used instead. No team personnel are allowed on the pit wall for the start of the race.

Safety Car – If safety car used in qualifying and racing; it will be released from the pit lane exit. It will leave the circuit into the pit lane.

Live Recoveries - are permitted at Donington, which means that if a stranded car needs to be recovered, that may take place under 'local' yellow flags / lights - negating the need for a Safety Car period. Note that if your car is recovered by mechanical means (i.e., a tractor), you cannot re-join the session.

Light Panels - are used at Donington to supplement messages and flag signals at the start line and flag signals around the circuit; they carry the same authority and jurisdiction as flag signals. At the start/finish line they can also display Black & White or Black flag signals with car numbers.

Track Limits - are monitored at Donington by Judges of Fact. See overleaf for greater detail about exceeding track limits.

Pit Lane Speed Limit - The speed limit in the pit lane is 60 kph.

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### GENERAL NOTES

#### Return to Racing – 2021

We return to racing with similar restrictions relating to Covid-19 that applied at the end of 2020. Specifically, this places requirements for face coverings and social distancing to be followed; it is the responsibility of the entrant / driver to make sure these are followed for themselves and all people with them. Failure to follow these may be reported to the Clerk of the Course and sanctions will be applied.

With limited opportunity for track days or testing car preparation will be even more important to make sure everything is working, charged, plugged in before you get to the circuit. Remember that a minimum of three (3) laps are needed to qualify so take it easy for those first laps.

Motor sport is a non-contact sport. All reports of contact will be investigated, using video evidence if necessary. Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the Course.

Track behaviour - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated; [Q12.21].

Track limits regulations [Q12.21.12, Q12.22.1] are summarised here:

(a) In qualifying, running beyond track limits is likely to result in the loss of that lap time (note that a black & white flag signal need not be shown). This will occur on each occasion.

(b) In racing, running beyond track limits is likely to result in the following penalties: 2nd occurrence: Black & white warning flag shown; 3rd occurrence: 5 sec time penalty added; 4th occurrence: 10 sec time penalty added; 5th occurrence: Drive-through penalty; 6th occurrence: Black flag & race exclusion.

Yellow Flags / Lights - Yellow flags / lights are used to warn you of a hazard or danger ahead and are there primarily for the protection of my marshals. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [Q12.24.3, Q12.24.4].

Red Flags / Lights - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in races return to the grid unless indicated otherwise. Again, overtaking is forbidden [Q12.24.3.j]. *Pay attention as emergency (blue light) vehicles may join circuit.*

Blue Flag signals - With the speed differential of some cars please respect the blue flags and give other competitors room. However, to be as predictable as possible, slower cars are both entitled and encouraged to always take the racing line.

Safety Car - the procedures are detailed in [Q App 3]; please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving marshals time to sort out any on-track problems. Also note that during the restart, overtaking is prohibited until the start/finish line is crossed - this is quite easy to check.

Parc Fermé - after qualifying and/or racing, competing cars may be directed into the parc fermé (including retired cars). Whilst in parc fermé, the following applies:

- (a) No work on the car may take place of any kind, including reviewing camera footage
- (b) No team personnel, except the currently competing driver, may enter the area

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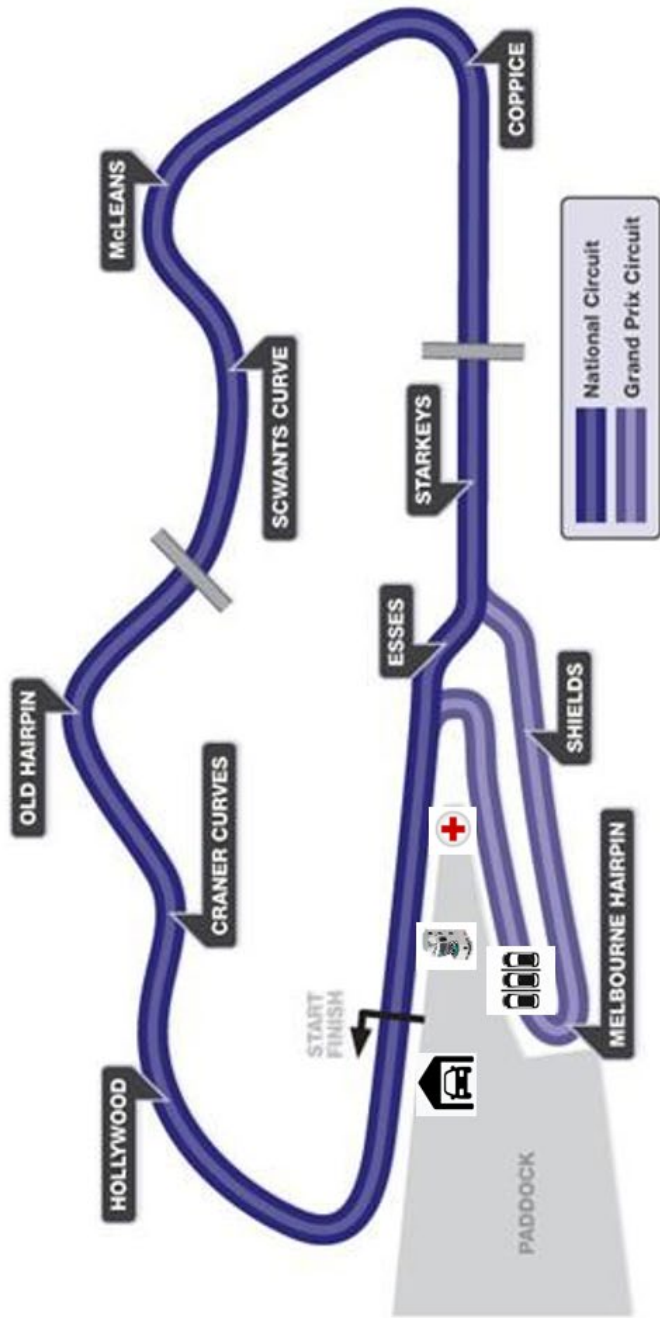


Only footage from in car cameras requested by the Clerk of Course will be viewed. Drivers wishing to protest other competitor's actions must do so officially in accordance with [C5.1].

At the end of your races, please wave to thank all the marshals; remember that they (we) are all volunteers and give up their time freely and without remuneration.

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-  Scrutineering
-  Assembly Area
-  Race Control
-  Medical Centre