

Briefing Notes

Donington National



As you know much has changed in recent months, and you will continue to see changes in the way we operate. Motorsport UK, the 750 Motor Club, Meeting Officials and Volunteers have all done a huge amount of work to make this event happen and now you must play your part in making weekend a success.

You will already know that you must “sign-on” electronically and that you must confirm that your car and personal race equipment meet general Motorsport UK requirements and your Championship/Series regulations.

Please ensure you bring enough PPE (masks, gloves etc) with you for both yourself and any helpers to last the duration of the event.

When you arrive in the paddock park in the correct area according to the paddock plan on the Final Instructions. Please make sure you always observe social distancing rules, a COVID 19 officer will be on site and checking rules are being adhered to.

As there is no signing-on or scrutineering your first activity will be to go to the assembly area before your qualifying session. There WILL still be noise testing so be sure to be there in good time and follow the instructions of the scrutineer conducting the test.

Once in the Assembly Area we recommend that you stay in your car.

If you do have to stop during qualifying (or the race) please, try to get your car to a safe place.

Once stationary you will be approached by a marshal if you are OK give him a clear THUMBS UP. If you do not do this it will be assumed, you need assistance, and the session or race will be interrupted to send emergency assistance.

After giving the THUMBS UP signal, promptly do as the marshal asks.

To assist with this, we will have a safety car available for ALL practice/qualifying sessions and races so make yourself familiar with the procedures for this in the Motorsport UK yearbook.

Particularly remember that when a safety car period ends you must NOT overtake until you cross the timing line.

Please see CIRCUIT SPECIFIC & GENERAL NOTES for further information on Qualifying and Race

After the race there will be no podium/award ceremony due to the current restrictions.

All results (both qualifying & race) will be posted on the club website, there will be no paper copies available. Race Control will be closed to visitors as will the Timekeepers Office and Medical Centre (bring a First Aid Kit with you to deal with minor issues.)

If you are called to see the Clerk of Course please bring with you your own PPE, and your race footage (if you have any). Judicial interviews will be carried out adhering to social distancing guidelines or maybe done by phone. Any decisions by the Clerk of Course will be given to you verbally and followed up via email. **Please ensure the club has your correct email address on file.**

Licence upgrade cards will not be signed. Upgrades may be obtained by submitting your results to Motorsport UK.

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Please ensure that you read all 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 current 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 actually on the circuit, a speed limit of 10 mph applies at the venue [Q14.1]. Internal or service roads may not be used to test race cars.

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. The countdown will begin at 1 minute, before being given the signal to commence the green flag lap.

Green Flag Lap - Note that during green flag laps, practice starts [Q12.14] and excessive weaving (more than 50% circuit width) are specifically forbidden. Green flag laps will start directly from assembly area and at the end of the lap you will be guided to start grid by marshals. 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 National to supplement messages and flag signals at the start line and flag signals around the circuit; they carry exactly 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 National 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

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; [Q14.4.1].

Track limits regulations [Q14.4.2, Q12.6.1] are summarised here:

- (a) In qualifying, running beyond track limits is likely to result in the loss of that particular 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 [Q15.1, Q15.1.1].

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 [Q15.1.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 slower cars are both entitled and encouraged to take the racing line at all times, so as to be as predictable as possible.

Safety Car - the procedures are detailed in [Q App 2]; please ensure that you understand this fully before competing. In particular 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 very 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:

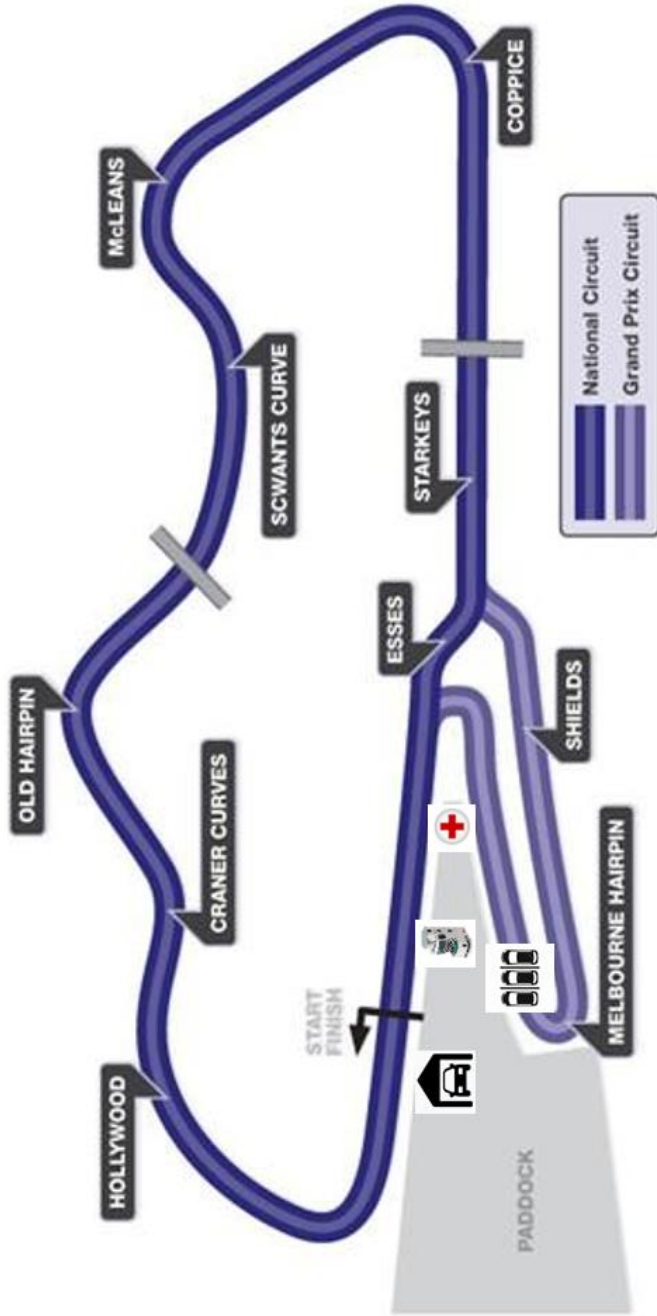
- (a) No work on the car may take place of any kind, including reviewing camera footage
- (b) No team personnel, except the currently competing driver, may enter the area

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 of 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