

# First Time At Circuit Briefing Notes

## Locations

Make sure that you know where the following are located before you need them, at the current time ensure that you are using the **correct PPE and observe Social Distancing** as appropriate to the area before entering

- Race Admin
- Race Control
- Scrutineering
- Assembly – including Noise Testing
- Parc Ferme
- Med Centre

## Practice

- Assembly area – get there in plenty of time as your car will need to be noise tested and there will be more than just you waiting to be tested. The session start will not wait for you.
- When joining the Circuit pay attention to the blend line and do not cross it.
- Note the location of flag points / lights, these are Race Controls method of communication with you whilst you are on track.
- Learn from others
- Make sure that you get in 3 laps, if not speak to the Clerks as soon as possible after Practice finishes.
- Track limits – the white lines define the edge of the circuit; without good reason no wheels should cross these; repeated excursions across the white line may lead to penalties being applied.
- If you leave the circuit (i.e. spin out) ensure that you take a moment to become aware of what is around you. It is your responsibility to re-join the circuit safely without impeding other competitors. If you are unable to restart, then your car will be approached by marshals it is vital that you respond to them with a **“THUMBS UP”** if you are OK. Failure to do so may be taken as a sign that you need external i.e. medical assistance which could result in a Safety Car or Red Flag so that the appropriate assistance can be deployed.
- At the end of the session leave the circuit as directed by the marshals.
- Pit lane speed limit – observe this at all time as it is a live working area.

## Race

- Get to the Assembly area in plenty of time, marshals will help you get into the correct position before you join the circuit to compete.
- Be aware of if there is a Green Flag Lap, or not, as per Final Instructions.
- Start Procedures as per Final Instructions.
- Safety Car – ensure that you are aware of Safety Car operating procedures – especially as and when a Safety Car period ends.
- When racing watch out for speed differentials when coming up behind another competing car, or if another car is coming up behind you to lap you.
- The same point regarding Track Limits and/or leaving the circuit is made.
- If you are re-joining the circuit after being in the Pit Lane pay attention to the blend line and do not cross it.

## Post Session

Post Session – be it Practice or Race if you are advised to go to Race Control please ensure that you do so as promptly as possible and if your car has a camera fitted please ensure that you bring it and its SD card with you.

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### Flags – RESPECT THEM and ensure that you know what they (and the others) mean

- Blue – another competitor is behind you
- Single Waved Yellow – danger, slow down, have full control of your car and no overtaking
- Double Waved Yellow – great danger, slow down considerably, have full control of your car, be prepared to stop, and/or take evasive action and no overtaking
- Green – all clear
- Red – depending on if the session is Practice or Race.
  - Follow the directions of the marshals.
  - Practice – return to Pit Lane.
  - Race – stay on track unless directed to do otherwise. Depending on the amount of time already spent racing it could be a restart with the original or new grid or if more than 75% of the race has been run a Chequered Flag.
  - At all times Do not stamp on brakes as we do not want you to become a secondary incident to the one, we are already dealing with.
- For all other flags refer to section Q 15.1 in the current yearbook.

### General

After event stay at least 30 minutes from the time the results are published. Please always follow the directions of Officials and marshals.

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.

### Circuit Specific Notes

There are several Gravel traps at Donington some of which are quite deep

Due to circuits location near the airport the track can be extra slippery when wet

Elevation changes between the start/finish straight and the Old Hairpin

At some posts there is a significant distance between posts and track make sure you know where the flag points are