



Classic Touring Car Racing Club Drivers' Briefing Notes **Donington Park (National) - 22/23 March 2025**

Event: BARC HQ01

Date: 22/23 March 2025

Venue: Donington Park (National)

Senior Clerk of the Course: Peter Roberts

CTCRC Clerk of the Course: Andrew Outterside

Clerk of the Course: Ian Watson

MANDATORY Face-to-Face Briefings: There are briefings on Saturday morning **for all drivers.**

Briefing Location: Briefing Room in Garage 39 (at the rear of the restaurant area)

Briefing Times:

08:30 - Pre-66

09:30 - Pre 83 / Pre-93 / Pre-03 / Super Tourers

10:45 - Thunder / Historic Thunder / BOSS

Anyone competing in more than one grid need only attend one of the briefings; however, they should make themselves known to the Clerk at the briefing they attend.

Any novice drivers or drivers who have **not raced the Donington Park National layout before must make themselves known to the CTCRC Clerk of the Course at their briefing.**

A fine may be applied for any driver failing to attend a briefing. **If you cannot make the briefing, please ensure you advise the CTCRC coordinator or Clerk before the briefing** to arrange for attendance at another briefing or a separate briefing.

Final Instructions and this Briefing

This briefing note is in addition to the **Final Instructions** – it does not replace them. If you need to access the **Final Instructions**, they are published on the BARC Event Information page for the meeting via this link:-

<https://www.barc.net/event/barc-race-meeting-donington-park-national-march-22-23/>

This page also includes Timing, Timetable, and the Online Noticeboard links. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.

What's New for 2025

Motorsport UK National Competition Rules (NCR)

- replace the old "Blue Book" / Yearbook – overall similar in effect with a change of vocabulary
- arranged in Chapters, Appendices, and Articles
- online only – currently on v.8 (will be updated throughout the season)



- available in the Motorsport UK Resource Centre
<https://www.motorsportuk.org/resource-centre/>
- **Chapter 12 specifically relates to “Race”**
- Other relevant Chapters of a general nature are:-
 - Chapter 2 - Judicial
 - Chapter 6 - Licensing
 - Chapter 7 - Competitor Vehicles and Vehicle Safety Equipment
 - Chapter 8 - Permitted Fuels and Tyres and Testing
 - Chapter 9 - Competitor Personal Safety Equipment

CTCRC 2025 Regulations

- Lots of changes to wording / references due to new NCR (Ronnie has done an excellent job)
- Changes to:-
 - Entry Fee and Refund Terms and Conditions
 - Provision for Pre-2013 Touring Car Championship
 - Some minor technical changes – check your class regulations

CIRCUIT INFORMATION

Circuit Length: 1.98 miles.

Circuit Direction: Clockwise.

Pole Position Rolling Start: On the RIGHT.

Pole Position Standing Start: On the RIGHT.

Assembly Area: On the GP loop.

Start Line: Just before the light gantry.

Finish Line/Control Line: Just after the bridge.

Start Lights: Located on the gantry above the track to drivers left.

Warning Flags/Signals: Will be shown at the finish/control line.

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.

Penalty Box: Located in the pit lane adjacent to the Race Control building.

Parc Fermé: On the left at the end of the pit lane (Super Tourers in pit garage).

Medical Centre: At the top of the paddock beyond the Race Control building.

Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated.

When exiting the pit lane, **you must keep to the LEFT of the SOLID WHITE LINE / HATCHED AREA**. You may join the circuit by crossing the broken white blend line after the end of the solid white line. Cars joining the circuit must be aware of faster cars on the straight and braking for Turn 1, and similarly, cars on track should be aware that cars may emerge from the pit lane.

Pit lane entry: On the driver's left following the exit from Turn 10. Please keep left when exiting Roberts and give a clear signal to warn any cars behind you that you intend to enter the pit lane.

QUALIFYING

For qualifying procedures see details in the **Final Instructions**.

It's going to be busy so find space to get your laps in.

BOSS with qualify with Thunder and Historic Thunder but will have their own race grids.



If you wish to travel slowly to get a clear lap in qualifying, this **MUST** be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.

PRACTISING OUT OF SESSION

Any driver sharing a car that needs to practice out of session should be declared to BARC before the meeting. They should report to the Clerk to make arrangements to join another qualifying session.

Competitors practising out of session will be limited to a maximum of three laps and must not impede the qualifying cars.

END OF QUALIFYING

ALL CARS EXCEPT SUPER TOURERS - after taking the chequered flag, slow down, leave the circuit via the pit lane (entrance after Turn 10), and proceed to Parc Fermé. All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

SUPER TOURERS - after taking the chequered flag, slow down, leave the circuit via the pit lane (entrance after Turn 10), cars will proceed to **Parc Fermé in their pit garage**. The cars will be pushed back into their pit garage and will be held under Parc Fermé conditions until released by the Scrutineers. After being pushed back into the garage, the driver and all team personnel will not carry any work to the car and will stand at least 1m clear of the vehicle.

The fastest time set in qualifying will set the grid for the first race. The result of the first race will set the grid for the second race. Competitors who do not finish the first race may start the second from the rear of the grid in reverse order of retirement.

Any competitor unable to complete three full laps in their qualifying sessions must report to the Clerk of the Course as soon as possible. We will try to make arrangements for you to practice out of session.

RACING - START PROCEDURE - see details in the **Final Instructions**

Standing Start

- Pre-66

Rolling Start

- Super Tourers / Pre-83 / Pre-93 / Pre-03 – a two-part grid / start with Super Tourers first, and then a gap to the second part of the grid comprising the Pre-83 / Pre-93 / Pre-03 cars.
- Thunder and Historic Thunder
- BOSS



Applicable to Rolling Starts

- If there are no incidents on the formation lap the lights on the Safety Car will be extinguished to indicate that the race is due to start. The Safety Car will depart and enter the pit lane.
- Following the Safety Car departing, the driver of the car in pole position becomes responsible for maintaining the original pace of the Safety Car, and all competitors will remain in close 2 x 2 formation as the cars approach the start line.
- The signal to start will be the red lights going out on the start line. In the event of a light failure, the signal to start will be given by the downward motion of the national flag. You may move out of position and overtake once the start of the race has been signalled.
- In the case of a two-part grid the lead car of the second part of the grid, will, on formation lap, establish and maintain an approximate 10 second gap to the car at the rear of the first part of the grid.
- The start of the race for the second part of the grid will be signalled by the downward motion of the national flag.
- You may only move out of position and overtake once the start of the race has been signalled.
- If the Safety Car stays out and/or the red lights stay on, the start will have been aborted. The cars will proceed around the circuit and reattempt the start. If the Safety Car has exited the circuit the lead car will perform the role of the Safety Car and lead the pack round to reattempt the start.

Applicable to both Standing and Rolling Starts:

- Any driver unable to start the formation lap or the race must indicate their situation by raising an arm vertically or opening a door.
- It is not permitted to use more than 50% of the track to warm tyres on the formation lap.
- Any car removed from the grid or driven into the pits on the formation lap(s) shall be held in the pit lane and may start the race after the last car to take the start grid has passed the start line or pit lane exit, whichever is later.
- Any driver unable to maintain their grid position on the formation lap, to the extent that all other cars are ahead of them, may complete the formation lap but must remain at the rear of the last row of the grid.
- In the event of a start lights failure, the starter will revert to using the national flag. The race will start on the downward motion of the national flag.
- In the case of standing starts, it is not permitted to carry out practice starts on the formation lap.

False Start

Any car considered to be out of position will be subject to a race time penalty of 10 seconds.

Standing Start – a false start is defined as:-

- in an incorrect position on the grid
- forward from the prescribed position
- moving at the time that the red lights are extinguished

Rolling Start – a false start is defined as:-

- failure to maintain the correct station (moving out of formation)
- accelerating away early or unevenly



END OF RACE

ALL CARS EXCEPT SUPER TOURERS - after taking the chequered flag, slow down and exit the circuit via the pit lane (entrance after Turn 10) and proceed to Parc Fermé. All cars will be held in Parc Fermé until released by the scrutineers. The same restrictions as per qualifying (see above) apply to access to the Parc Fermé area.

SUPER TOURERS - after taking the chequered flag, slow down, leave the circuit via the pit lane (entrance after Turn 10), cars will proceed to **Parc Fermé in their pit garage**. The cars will be pushed back into their pit garage and will be held under Parc Fermé conditions until released by the Scrutineers. After being pushed back into the garage, the driver and all team personnel will not carry any work to the car and will stand at least 1m clear of the vehicle.

LIGHTS / FLAGS

Light signals will take priority and may be supplemented with flags.

PLEASE NOTE - Red Flashing Light / Waved Red Flag:

- **IN QUALIFYING - return to the pit lane**, following the marshals' directions at all times.
- **IN THE RACE - return to the grid**, stopping short to enable the formation of any revised grid, following the marshals' directions at all times.

A full set of light signals along with explanations can be found in the **Final Instructions**.

DIGI BOARD

A digital board is located above the track on drivers left adjacent to the start line and may be used to display messages. These messages will be in addition to any conventional flags and boards shown.

LIVE SNATCH

May be used at the discretion of the Clerk of the Course. Competitors are reminded that where a snatch vehicle is being used, they should exercise extreme caution.

SAFETY CAR PROCEDURE

Yellow signals and "SC" boards will be displayed around the circuit. All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart, except for the leader, who will leave a sufficient gap to any car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit (on driver's left) from the pit lane**. It will endeavour to pick up the leader; however, in some instances, it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so.



When the Safety Car is due to be withdrawn, the lights on the Safety Car will be switched off, normally between Turns 8 and 9. The Safety Car will then exit the circuit into the pit lane. Following the lights on the Safety Car being switched off, it is the leader's responsibility to dictate the pace of traffic before the restart. This must not involve erratic acceleration, braking, or any other manoeuvre that will endanger other drivers or impede the restart.

***There is No Overtaking or Overlapping
until you have passed the green flag at the control line***

TRACK LIMITS

Judges of Fact, with the assistance of cameras and sensors, will monitor various corners. The applicable penalties in qualifying and racing are set out in the **Final Instructions**.

MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2025 Classic Touring Car Racing Club Championship Regulations.**

Cameras provide a very useful addition decision making where there are racing incidents. It is often the case the most useful footage comes from the car behind that is not involved in the incident.

Competitors should check the following before the race weekend.

- The SD card is cleared of old race footage, so the card only relates to the meeting.
- The correct date and time are set on the camera.
- The camera is set to record the right way up.

If you are called to see the Clerk about an incident you were involved with, or may have witnessed, or wish to make an informal report, please bring your SD video card and, if possible, a device (laptop/tablet) to display relevant footage.

Failure to have a forward-facing working camera is a breach of Championship Regulations and may result in a penalty being applied. **PLEASE NOTE - the lack of video evidence may impact on the ability of the Clerk or Stewards to make a decision.**

HELMET CAMERAS / MOBILE PHONES / TABLETS

The fitting of video cameras to helmets is strictly forbidden. The only exception is for specific purpose-built FIA-approved helmets with cameras. The technical scrutineers shall have the sole authority to accept or reject a helmet. Please note that mobile phones or tablet devices are prohibited from being carried in a competing vehicle whilst on the circuit. Anyone observed acting contrary to this may be subject to judicial action.

MECHANICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location, preferably near a marshal post. **DO NOT continue around the circuit** with the risk of leaving oil on the track, as this will affect other races.



Exit the vehicle, if safe to do so, and unless told otherwise by a marshal, move to a safe place away from the vehicle, i.e., behind a barrier. A "thumbs up" signal to an approaching marshal is useful for sending a message that you are ok. If you are involved in a heavy accident and feel unable to get out of the car unaided, stay in your vehicle, and await the arrival of assistance.

PADDOCK SAFETY

The **paddock is a dangerous area for you, your support crew, your family, and guests**. All vehicles must respect the speed limit and always move slowly and carefully. Competitors are reminded that they are responsible for the actions of people associated with their entry, so please ensure everyone follows the regulations in force.

There is a total ban on using E-Scooters, Scooters and E-bikes in all areas within the Circuit. The use of bicycles and the like is strongly discouraged, particularly when ridden by children.

To ensure the safety of children, a responsible adult must always supervise them.

RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to making motorsport an inclusive and safe sport for everyone. The Respect Code applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to respect our fellow participants and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action.

By participating in a Motorsport UK event in any capacity, you are agreeing to follow the values of the governing body's Respect Code:-

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

Further details are available here:- <https://www.motorsportuk.org/racewithrespect/>

PLEASE NOTE your Championship Regulations at 3.6.1 state:-

“Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.”

WITHDRAWAL FROM THE MEETING

You are reminded that it is the competitor's responsibility to advise the Secretary of the Meeting if the decide to withdraw.



PROTESTS AND APPEALS

Where possible, paperwork will be handled electronically. Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the CTCRC Clerk of the Course, using the electronic form, which is available from the Secretary, Anita Joy - ajoy.barc@gmail.com

You are advised to bring a suitable laptop or tablet to enable the submission of protests or appeals. Please note time limits apply.

ANY QUESTIONS / QUERIES / ISSUES

Please speak to the Secretary of the Meeting, located on the first floor of race control, or alternatively Ian Watson or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting,

We wish you an enjoyable weekend racing.

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21.03.2025 v4