

## DRIVERS BRIEFING

### Donington Park National – 22<sup>nd</sup> & 23<sup>rd</sup> March 2025

Please find below some essential guidelines and rules of etiquette to help ensure we all have an enjoyable season.

Please ensure you read and understand the following, any questions please ask prior to the first track activity on Saturday.

#### 1. Donington Park - Circuit Specific Notes:

1.1 Track limits will be monitored by sensors (or Judge of Fact) at the following locations:

- T1 (Redgate),
- T4 (Old Hairpin),
- T7 (McCleans),
- T10 (Esses Out).

1.2 There is Live Recovery available at Donington Park, this will be carried out under local yellow lights / Flags.

1.3 The Pit Lane Speed Limit is 30mph (48kph) - note that there are penalties for speeding in the pit lane.

1.4 Light panels are installed around the circuit and replace the flag signals, for 2025 the light panels are the primary method of signalling to the drivers, however, should the lights fail then traditional flag signals will be used.

#### 2. Generic Requirements applicable at all rounds:

##### Track activity

2.1 For Qualifying you will assemble in the pit lane and must only move from your pit garages under the direction of a marshal. At the end of qualifying, competitors will take the chequered flag, complete a slowing down lap, enter the pit lane, and make your way to the garages, which will also be Parc Fermé.

2.2 For the Race Cars will be released from the pit lane during the “start procedure” to complete a lap of the circuit, proceeding to the grid where they will then take their grid positions and will be given the countdown. After receiving the “countdown” and following display of the green “flag”, competitors will then commence the green lap. At the end of the green lap, competitors will take up their grid positions, the 5 second board will be displayed, thereafter the start lights will come on and when extinguished, the race will commence.

2.3 At the end of qualifying and the races cars will take the chequered flag, slowing down and completing the lap before pulling into the pit entry and returning to the garages where you will be under Parc Fermé conditions.

2.4 Please ensure that you are ready in your car for your sessions, keep abreast of the timetable as sessions could be brought forward or delayed.

2.5 For races during the no practice starts may be executed during the course of the formation laps and the green lap.

2.6 Any Driver unable start or complete the green lap may start the race from the pit lane after the last car to take the start has passed the Pit Lane exit on the first lap, but shall only do so under the instructions of the Marshals of the Pit Lane.

2.7 For the race start a five-second board will be shown to indicate that the grid is complete after the Green Signal Lap(s) and the start light sequence is imminent. The red lights will be switched off to signal the start of the Race not less than two seconds, or more than seven seconds, after the red lights have been shown.

2.8 False Starts are deemed as:

- Moving at the time that the red light is extinguished
- Out of grid box markings i.e. the whole of the car is to be behind the painted grid box markings, no part of the car should be in front of, or to the side of the line.

The Penalty is a 10 second race time penalty

2.9 At the end of the session, Competitors will take the chequered flag and return to Parc Fermé, helmets and seat belts must be kept on until you are in Parc Fermé. Please remember to replace your steering wheel after vacating the vehicle.

### Track Limits

2.10 Track limits are to be respected at all times, they will be monitored by Track Sensors or Judge of Fact. All reports from the Judges of Fact are treated as fact and will be acted upon by the Clerk of the Course and penalties will be applied.

2.11 For the avoidance of doubt and if guidance on specific corners has not been given:

- The white line or back edge of a kerb signify the track limit.
- If part of the contact patch of the tyre goes beyond either the white line or a kerb, then this will be deemed as breaching track limits.
- All times set on a lap where a track limit infringement occurred will be deleted.

2.12 If Track Limits occur in a Race, the following penalties will be applied:

- 1<sup>st</sup> occurrence - Noted
- 2<sup>nd</sup> occurrence – black and white warning flag.
- 3<sup>rd</sup> occurrence – A 5 second time penalty will be applied.
- 4<sup>th</sup> occurrence – A 10 second time penalty will be applied.
- 5<sup>th</sup> occurrence – A Drive-Through penalty will be issued.
- 6<sup>th</sup> occurrence – a black flag will be shown (race exclusion).

2.13 Penalties will be shown via the signalling boards at the Start/Finish line and where available, the startline Digiflags.

### Racing Incidents

2.14 Racing is a non-contact sport and all incidents will be investigated by the Clerk of Course, and are done so using any of the below:

- Interviews with drivers.
- On-board cameras.
- Post Chief reports (if available).

2.15 Drivers are not permitted to leave the circuit until the protest period has ended and if involved in an incident permission from the clerk of the course must be sought.

2.16 Drivers have 30 minutes after a session to report an incident to the Clerk of Course for investigation.

### Breakdowns

2.17 If you stop trackside please follow two simple instructions; a) park your car as close to the marshals post and as close to the barrier as possible and b) you will be approached by a marshal who will be looking for a “thumbs up” signal from you to indicate that you are OK. Once you have given the signal when safe to do so get out of your car and quickly get yourself to a place of greater safety.

2.18 If you receive mechanical assistance during Qualifying or Races, you cannot take any further part in that session (this includes Red Signalled sessions).

2.19 If you have broken down, and are being towed back, then you must keep your helmet on and your seat belts secured.

### **Circuit Lights**

For Clarity, drivers may continue racing until passing a yellow signal, Overtaking or not slowing down is an offence from the point of passing the Yellow Signal(s) until the Green Signal is passed. However for a red Signal please stop racing immediately

### **Yellow**

- 2.20 Competitors are reminded that flashing yellow lights are a warning of danger and may mean that there is a car stopped beside or partly on the track.
- 2.21 A double waved yellow means that there is car on or partly blocking the track or marshals working trackside.

**When either of the above is shown, drivers must slow down.**

### **Blue**

- 2.22 A blue light in the race will normally only be shown to a car about to be lapped. The slower car must give way at the earliest opportunity.

### **RED**

- 2.23 If red flags/lights are shown in qualifying, return to the Pit Lane, follow the directions of the marshals at all times during the races, return to the Grid, stopping short to enable formation of any revised grid. Follow the directions of the marshals at all times.

### **Cameras**

- 2.24 Where a circuit has full camera coverage, these images will be used to monitor driving standards during the qualifying session & races.

### **Safety Car**

- 2.25 When the Safety Car is to be deployed “waved” yellow Signals with stationary ‘SC’ boards will be displayed around the circuit. All cars must slow down immediately upon reaching the flags and boards. The Safety Car will then pick up the leader and all cars must remain within five metres of the car in front.
- 2.26 Prior to the resumption of racing the Safety Car lights will be switched off approximately 2/3rds of the way round the circuit, and, unless specified in the “Circuit Specific” Instructions, when leaving the circuit the Safety Car for the restart will enter the pit lane.
- 2.27 Following the Safety Car extinguishing its lights and prior to passing the green Signal the Race leader will dictate the pace and if necessary fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits from the point at which the lights on the Vehicle are extinguished Drivers must proceed at a pace which will not lead to the Safety Car being overtaken before it has entered the pit road, involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other Drivers or impede the restart

### **Off-Track**

- 2.28 The paddock is an area of danger and a 10mph speed limit is in place at all times. Competitors are responsible for the actions of people associated with their entry so please ensure everyone is following the rules and regulations which are in force at this time, including any one-way signage. Do not use more paddock space than is essential.

### **Timing**

- 2.29 There will be no grid sheets or results produced on paper at the event and you are advised that these can be found on the TSL website at [www.tsl-timing.com](http://www.tsl-timing.com). You should make sure that you are aware of your grid position before going to the assembly area.
- 2.30 Because all of the timing is done automatically you must have a working transponder fitted or you will not be able to be timed, the timekeepers are at liberty to refuse to time your laps if you have a

non-functioning transponder. If your transponder is not working it is your responsibility to get it repaired/replaced in time for the next session.

#### **Judicial Process**

- 2.31 The judicial rules and regulations are exactly as described within the Motorsport UK NCR's. Therefore if you are involved in a judicial hearing, a decision will be announced to you and then sent by email or posted on the Official Noticeboard. The Appeal period, where applicable, begins whichever is the earliest time of issue. NCR 2.3. 1.16 & NCR 2.4.1.17
- 2.32 Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the Clerk of the Course using the electronic form which is available from the Secretary.

#### **Health & Safety**

- 2.33 You should follow the BARC Health & Safety Guidelines, which can be found on the BARC website within each of the championship pages, along with any regulations issued by the venue.

#### **RACE WITH RESPECT**

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator, or any other participant in the Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. We therefore ask everyone to pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions.
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status.
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Respect the rules, regulations and authority of the officials and Motorsport UK.

Thank you in advance for following these guidelines and we all hope that you have an enjoyable event and year.

**Colin Oakley, Clerk of the Course.**

coakley.barc@gmail.com