



Race-Specific Briefing Notes Track Day Championship/Trophy

Donington 20th/21st April 2024 Clerk of the Course: Ian Denyer

Welcome to this MSVR race meeting at Donington Park.

1. For all sessions you will be required to go to the assembly area, which is situated at the far end of the GP Paddock. Please arrive early for noise testing in qualifying and placing in grid order for the race

Qualifying

You will be released directly onto the track to start your qualifying session. Any late arrivals will be directed to the pit lane to join the session. At the end of qualifying, you are required to progressively slow and return to the pit lane and Parc Ferme. Parc Ferme is located on drivers left at the far end of the pit lane. All cars must go directly to Parc Ferme without stopping in the pit lane. Any cars in the pitlane at the end of the session will need to be taken to parc ferme.

Race start procedure: You will be directed from the assembly area to the grid, please follow the marshals' directions. Please approach the grid at a reduce speed, respecting the fact that there will be officials on track. Anyone who comes down the pit lane will become a pit lane starter.

The Grid for the race will be based on qualifying times; the race will be a standing start. The countdown will be shown on the gantry light/message panel, drivers' left at the front of the grid. After completing one green flag lap, and the grid is formed, the 5 second board will be shown. The red lights will be turned on and the race will start when the red lights are switched off at the start line (if there is a failure of the lights the starter will use the national flag, the start is indicated by the lowering of the flag).

2. **End of race:** After taking the flag, please progressively slow down and return to the pit lane and **proceed directly to Parc Ferme**
3. **Track Limits:** You are required to maintain all wheel/tyres within the white lines, or, if present, within the back edge of any painted curbs. If any part of the contact area of the tyre exceeds these limits, then this is a breach of the updated track limit regulations and you will be subject to the minimum of loss of times in qualifying and increasing penalties from a 5 second time penalty up to and including disqualification from the race.
4. **Pit Exit:** Any car on track which crosses the line indicating the edge of the track and enters the pit exit to change their approach to turn one and is subsequently involved in contact with a car exiting the pit lane at the same time will be judged to be responsible for the contact. It is therefore strongly recommended to avoid this manoeuvre.
5. **Pit stops:** All cars to stop parked nose in at 45°. At the end of any pit stop, the car must be pushed back. To clarify, it is not permitted to stop in such a way that you can re-join the session without being pushed back, regardless of there being the space enabling you to do so.



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6. **Cameras:** these must work for both qualifying and the race. Can you please make sure you clear down your camera card before each session. Tough penalties will be applied to anyone who fails to have a working camera or whose card is a full before the end of the session.
7. If possible, vehicles that end up off track will be assisted by marshals or recovered using live snatch and local yellow lights/flags. Drivers need to respond accordingly. Failure to respect lights/flags during a live snatch will result in the safety car being used for any further live snatches, along with penalties being issued to those drivers failing to comply.
8. **Light/Flag signals:** As per the latest edition of the Blue book, light signals take precedence over flag signals where present. Both light signals and flag signals have the same meaning and requirements. We will not accept a driver claiming not to have seen a light or flag signal as an excuse for not applying the relevant penalty.

9. Messages, such as black/white flag and time penalties may be displayed from the pit wall and/or the gantry nest to the start lights.

Blue lights/flags – another, faster, competitor is trying to pass you – so please keep to the accepted racing line and allow the faster competitor to pass you. Do not go out of your way to prevent a competitor that is lapping you, or you know is faster than you, from passing you. Do not move off line to allow the faster car past, this causes confusion and can lead to accidents!

10. Further to blue lights/flags mentioned above; if you are racing someone, and you want to get past them, don't expect them to jump out of your way or disappear – so no lunges up the inside. If you are not alongside at the turn in point, then the other driver has the right to the line through the corner.
11. **Safety Car:** If the Safety Car boards and light boards/ yellow flags have been displayed, and you are the leader – slow down and create a space between you and the car in front for the safety car to pull into. This will save the need to run extra laps in order to have the lead car at the front for the restart. Everyone else, close up to the car in front, at a reduced speed, and maintain an approximate 5 car length gap to the car in front.
12. **Safety Car restarts:** All drivers need to be aware of where the restart line is. It is **not necessarily** where you lined up for the start of the race. It **is** the control line used by the time keepers for timing, it **is** the finish line, it **is** the line used for issuing flag signals. If you overtake before the line, then it's a stop/go penalty. So, if you or your drivers are unsure of which line is the control line – ask before the race.



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- 13. Contact:** Should we receive reports of contact, and we are able to verify this via any means available, then, in race penalties may be applied. Additionally, we may require vehicles involved to be brought in to the pit lane to be inspected to ensure they are safe to continue.

- 14. Pit Exit:** Do not exit the pit lane if the red lights are showing. Use caution when joining the track as you will be pulling straight on to the racing line.

- 15.** Can you please check with myself, Stuart or Dan before leaving , to make sure you are not required for any judicial matter, particularly if you have been involved in contact with another competitor

- 16.** Finally, if you want to know what goes on in race control, ask and I will try and spend some time with you.

Have a good days' racing!

Ian Denyer, Clerk of the Course