

Woodcote Trophy & Stirling Moss Trophy Drivers Briefing Donington Park (National Circuit) 4th May 2024

1. **Procedure for Qualifying** – cars will proceed to the Assembly Area at Redgate 20 minutes before your qualifying (entry by scrutineering bay). The qualifying starts when the Green Flag is shown in the Assembly Area.
2. **Procedure for Racing** – proceed to the Assembly Area 20 minutes before your race. Assemble in the correct order as instructed by the marshals.

The start is a Rolling Start.

The start countdown in the Assembly Area will commence at the 1 minute signal followed by 30 seconds. Then the Green Flag will be displayed for the start of **one Pace lap**. Remember, if you have a problem on this lap and fall to the back you cannot take your grid position and must stay at the back.

The Pace Car will extinguish it's lights at around the exit of Coppice prior to pulling off into the Pit Lane. Please maintain a tidy 2 x 2 formation passing over the grid boxes. The start is given when the Red Lights on the gantry are extinguished. Racing is permitted when the start is given.

3. Race duration will be **60** minutes.
4. Each race will feature a **compulsory pit stop** and, where relevant, driver change. The car must be at rest for a minimum of 60 seconds during the pit stop. Any car failing to remain stationary for the minimum duration will incur a Stop-and-Go penalty of 10 seconds plus the duration by which the stop was short. Any car failing to make a pit stop will be excluded from the results. A solo driver can remain in the car during the pit stop. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.
5. **Track limits:** Be aware of the MSUK track limit regulations and comply with them. There are sensors at Redgate, Old Hairpin, Macleans and Roberts, as well as Judges of Fact.

6. **Flag signals:**
Motorsport UK Regulation Q12.24

12.24. Signals shall be in accordance with the following. At venues where light panels are operational these light signals will take priority and may be supplemented with flags. In the event of a failure of a light panel or panels posts affected will revert to flag signals.

Yellow – For the safety of my marshals, please respect them. A SINGLE Waved Yellow means 'danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

A **Double Yellow** means 'great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.

Overtaking or not slowing down is an offence from the point of passing the Yellow signal(s) until the Green signal is passed. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed where a Yellow Flag is displayed. **Individual sector times &/or onboard data/video may be analysed for proof of a sufficient reduction in pace.**

RED Flag: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

7. **Blue:** Please watch for Blue signals. The onus is on the faster car to pass safely and the slower car should not suddenly change direction. Please be aware of cars on a 'hot lap' during qualifying.

8. **Contact:** Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

9. **Excessive and aggressive defending** will not be tolerated. The Motorsport UK Regulations state "*In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner*". Q12.21.1 goes on

to state: 'However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course.'

10. Control Flags: Control flags (Black/White, Black/Orange etc) with car numbers will be shown at the finish line on drivers **LEFT**. The same messages may be shown as well as or instead of on the electronic panels adjacent to the start lights.

11. Safety Car: The Safety Car will join the circuit at the Pit Exit. All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) **will reduce speed** and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. At the end of a Safety Car period its lights will be extinguished at around the exit of Coppice. There may be occasions where they will be turned out later. Remember, you can't overtake or overlap another car until you pass the Green Flag **AT THE CONTROL LINE** (the finish line). **All laps under the Safety Car count and the race distance/duration will remain unchanged.**

12. End of sessions. After taking the Chequered Flag after all sessions cars will complete a full lap and enter Parc Ferme by the pit lane entry. In qualifying Take great care when driving in the paddock being aware of quad bikes, people and tail lifts etc.

13. AT ALL TIMES drive within the limit of your capability and that of the car. Be **AWARE** of what is happening around you. Give each other racing room as required by the regulations. There is only one 'racing line' and that is when yours is the only car on track. Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.

14. Please adhere to the Motorsport UK **#RaceWithRespect** policy. **RESPECT** each other, **RESPECT** the marshals, **RESPECT** the officials.

Have a good and safe event.

David Scott
Clerk of the Course
Donington 4 May 2024