



PICKUP TRUCK RACING CHAMPIONSHIP

DONINGTON MEETING NOTES

I would like to welcome everybody to the reinstated Driver, Spotter, Crew Chief meeting. I will cover the initial points relating to this event before detailing my views and opinions regarding Mallory Park.

For those who have been to Donington before you know the procedure. Barbara and Sarah will only call you once twenty-five minutes before release time for going to the grid.

Your holding area for this event is the Melbourne Loop. There will be staff to position you in your grid order. The pace car will then take you to the grid whereby you will stop and Barbara and Sarah will check the grid from the pit wall which should take about 30 seconds. Lights on, on the pace car and you will be released on to your green flag lap.

You will be permitted to warm up your tyres up to the point you enter Coppice and at that point, lights out you will then get into grid order preparing for the start.

There are bundles of tyres as you enter the chicane to bring you onto the start finish line (Wheatcroft Straight). You are not allowed to overtake or change position until you personally have gone under the bridge. (Regulation 3.6.9.4) At this point there are observers. The decision made is judge of fact decision, you know the procedure, you know the penalty.

The races are 15 laps and every lap counts therefore there is no need for anybody to have an accident or incident at Redgate on lap one. You need to respect one another and other competitors vehicles. For some reason there seems to be a loss of respect. To remind you we are at Donington Park not Birmingham Wheels on a Saturday night and not short oval racing.

Some of you have the financial resources to keep putting new panels on each meeting, most of the grid do not.

You want to be a bully, drive with no regard for anybody else have no respect then go race somewhere else because it is not going to be in Pickup Trucks.

At the chicane coming on to the start line there are several tyre bundles that are put in place to identify the parameter of the circuit and to stop drivers short cutting the circuit. While out qualifying you will be able to take time to review their position and how to avoid them. It is quite easy, do not try to cut the corner. What has been done has been sanctioned by Motorsport UK and signed off by the Circuit and Steward of the meeting.

There will be further discussions regarding tyre barriers in the second element of the meeting. For this part I am required to make you aware that tyre bundles are being used to define track limits.

Exceeding Track Limits have been detailed many times before to remind you.

Qualifying exceed track limits you lose that lap.



Races

1 st Time	A mistake
2 nd Time	Noted
3 rd Time	Radio message/Warning Flag
4 th Time	Penalty imposed
5 th Time	Additional Penalty
6 th Time	Excluded

Our races are by laps, if I get time, I will give the spotters a countdown to forward to your drivers.

End of race you take one single chequered flag then start slowing down lap returning to pit lane.

1st, 2nd and 3rd stop at top of pit lane below race control where Barbara will organise the presentation, photo call and interviews with the commentators.

Everybody else goes straight to Parc Fermé. No stopping in pit lane, to warn you drive in the middle of the pit lane moving away from ramps outside the garages.

We appreciate its not long between races. Chris and Mike will do just minimum for race one but race two will be a different story.

Race two is the same procedure to race one.

To go back to qualifying you will go to collecting area to be released to the circuit. Go down pit lane and wait at the end of pit lane for the green light/green flag. Qualifying is same as normal 10 minutes Union Flag 10 minutes. To change clocks, it will take approximately 45 seconds. The split timing is the decision of timekeepers. The grid and qualifying points will be as documented by Barbara and Sarah.

With only limited time between races if you have a problem you need to talk to Barbara and Sarah.

We have passed half distance of the 2021 season and it will now be time that eligibility will be showing real interest in the top ten contenders.

Certificates of Conformity have been issued for damaged Trucks from Mallory, seals should have been issued and Eligibility/Safety signed off for all repaired Pickup Trucks.

Spotters – Donington Park has always created problems for our radios. Autotel our radio partners have confirmed all licences have correct frequency and have been accepted by licencing authorities but we still suggest you check out radios at least one hour before qualifying and the same before both races and if you have a problem you need to talk to Chris but do not leave it until 5 minutes before you go on track.

As stated at Mallory Park we are using the radio system for 2021 but it is under current review based on Mallory's use of the oval in the future.

Reminders

Exceeding track limits penalties will be imposed

Contact no matter who it is between

Whether you have made up a story before coming top Race Control decisions will be made on reports and circuit camera footage.



First Corner Redgate cold tyres/slippy circuit and Big Trucks leaving lots of rubber on track, even wet conditions we have heard it all before. We are not having another Mallory because I am not making visits to the Stewards to defend the actions of a few drivers.

Listen for the calls from Barbara and Sarah.

Finally, Spotters pass on every message from Race Control to drivers.

Questions

Second element Sonny Howard is to explain outcome of Mallory and to detail the format of oval racing including the benefits the Championship has by going oval racing.