



Classic Touring Car Racing Club Drivers' Briefing Notes **Donington Park (GP) - 14/15 October 2023**

Event: BARC HQ19
Date: 14/15 October 2023
Venue: Donington Park (GP)
Senior Clerk of the Course: Vickie MacClinton
CTCRC Clerk of the Course: Andrew Outterside
Clerk of the Course: Steve Hill
Assistant Clerk of the Course: Josh Mendelsohn

MANDATORY Face-to-Face Briefings: There are mandatory briefings on Saturday morning for all drivers racing over the weekend.

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.

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

Briefing Times:

07:45 - Pre-03 / Pre-93 / BOSS

08:45 - Pre 83

10:30 - Pre-66

10:50 - Thunder / Jaguars

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

PLEASE NOTE – MSUK Regulation G 5.3.8 states – a fine may be imposed ".....on any Competitor who fails to attend, or who reports late at, a scheduled Drivers' briefing, or on any Driver who has not raced at the circuit before and who fails to report for a pre-practice briefing."

WELCOME and INTRODUCTIONS

On behalf of the BARC, welcome to Donington, CTCRC's last meeting of the season. My name is Andrew Outterside, and I am your Championship Clerk of the Course. I will be joined this weekend by fellow BARC Clerk Steve Hill and Assistant Clerk Josh Mendelsohn.

This briefing assumes you have read 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-gp-3/>



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

REVIEW OF THE LAST MEETING

Before going through some key operational points for this meeting, I set out below a review of our last meeting at Snetterton in September.

1. Observations of Driving Standards

Overall very good, with few yellow flag infringements and contact incidents.

There were limited track limits infringements, notwithstanding the application of the new regulations.

2. Summary of Judicial Action

Below is a summary of the judicial action taken over the weekend. I am pleased that minimal judicial action was required; well done.

CTCRC Judicial Summary - Snetterton		
Incident	Action Taken	Licence Points
Eligibility - Post-Qualifying Scrutineering - Weight	Qualifying Times Disallowed	0
Eligibility – Post-Race Scrutineering - Weight	Disqualified Race	0
Eligibility – Post-Race Scrutineering - Non-standard part	Disqualified Race	0
Gaining an unfair advantage - Passing under a yellow flag	Addition to race time	0
Causing a Collision - Avoidable contact	Verbal Warning	0

3. Scrutineering

Three non-compliance reports were received, two related to below minimum weight and the other a non-compliant component (radiator).

4. Mandatory Cameras

Good compliance, and in the limited instances where evidence was required, the footage was available. Competitors should continue to 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.

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



5. Rolling Starts

The first split rolling start of the Thunder / Jaguar grid was not as tidy as it should have been (cars not bunched up). The second start was better.

6. Thunder / Jaguar Qualifying

Two red flag incidents resulted in the session being terminated. This happened before enough data had been collected to set a qualifying order. In consultation with the Stewards, it was decided that an additional short qualifying session should take place. BARC apologises for this error.

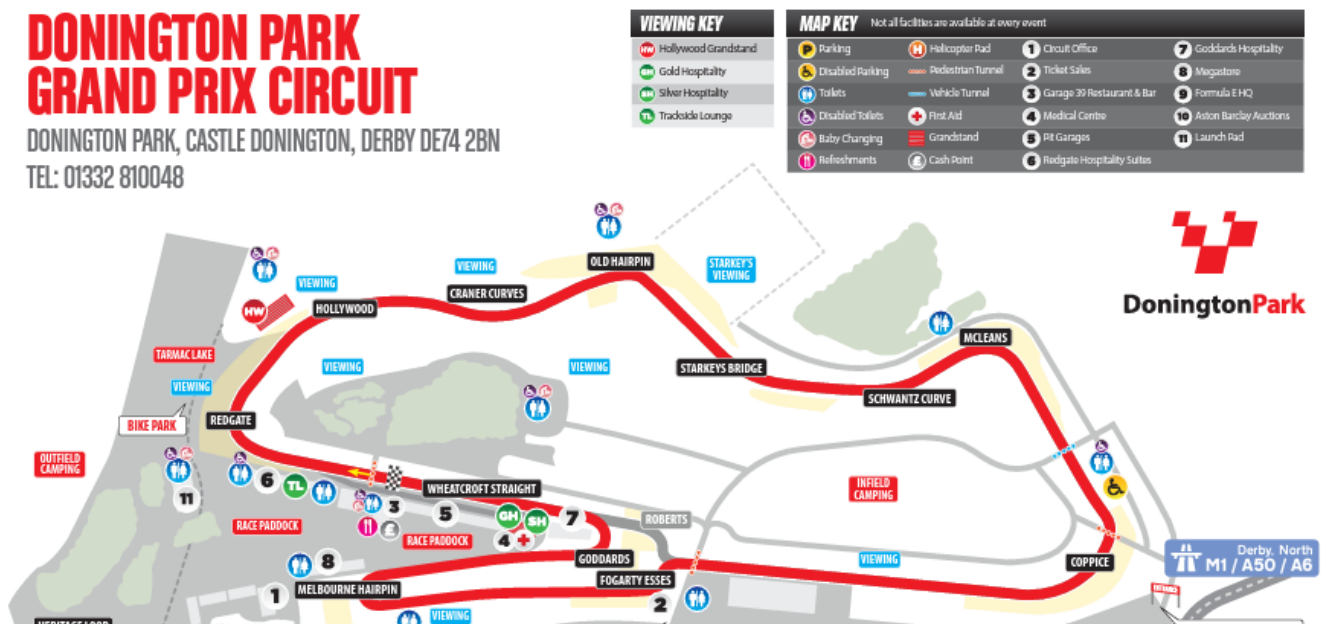
7. Withdrawal from the Meeting

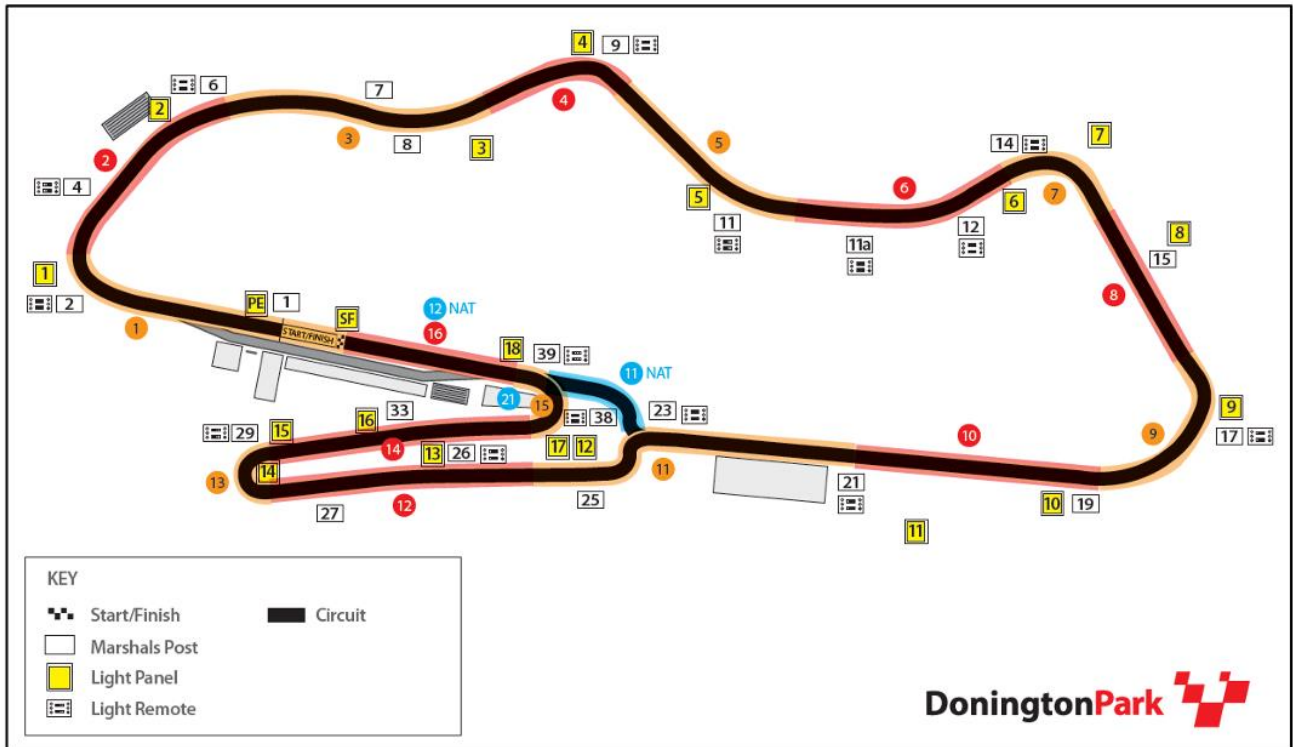
Notice by competitors of withdrawal from the meeting was significantly improved; thank you.

CIRCUIT INFORMATION

Circuit Length: 2.49 miles (4.02 km).

Circuit Direction: Clockwise.





Pole Position: Rolling Start – on the RIGHT
Standing Start – on the RIGHT

Assembly Area: On the left on entry to the main paddock.

Start Line: Just before the light gantry.

Finish Line/Control Line: On the left, just after the bridge before the light gantry.

Start Lights: Located on the gantry above the track.

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.

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 (Redgate), 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 the Goddards. Please keep left when exiting Goddards and give a clear signal to warn any cars behind you that you intend to enter the pit lane.



GRIDS AND TIMETABLE

We have five grids, and the composition is as follows:-

- Pre-03 / Pre-93 / BOSS
- Pre-83
- Pre-66
- Thunder
- Jaguar

Whilst Thunder and Jaguars will share a qualifying session, they will have separate races.

All qualifying sessions and races are 15 minutes. The current timetable is available on the BARC website link here:-

<https://www.barc.net/event/barc-race-meeting-donington-park-gp-3/>

Please ensure you are ready to be called to the Assembly Area at least 20 minutes before your session. We cannot wait for late arrivals.

QUALIFYING

All cars will proceed to the assembly area, where noise testing will be carried out. Competitors will be taken from the assembly area to the pit lane to start their qualifying session. If you do not make it to the assembly area in time, you may be permitted to join the track via the pit lane.

If you wish to travel slowly to get a clear lap, 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

After taking the chequered flag, slow down, leave the circuit via the pit lane (entrance after Goddards), 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.

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.

PLEASE NOTE – the Pre-03 / Pre-93 / BOSS grid will comprise mixed classes.

RACING - START PROCEDURE

The Thunder grid will be a rolling start, and the Pre-66 / Pre-83 / Jaguar and Pre-03 / Pre-93 / BOSS grids will be standing starts. The procedures applicable to each are set out below:-

▪ **ROLLING START – Thunder**

- There will be a **single green flag lap** unless conditions dictate otherwise.
- Access to the circuit will be via the assembly area.
- Cars will be released to the circuit and take their position on the grid in a 2 x 2 formation – please be aware of which side of the grid your position is located.
- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- Cars will follow the Safety Car, maintaining a tight formation (do not fall back from the car ahead).
- Please note using more than 50% of the track to warm tyres is not permitted.
- If we are happy with the formation and there are no incidents, 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 of the Thunder grid 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.
- 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 with the lead Thunder car performing, if appropriate, the role of the Safety Car.

Any car considered out of position, i.e., not in a close grid formation and/or not maintaining the appropriate gap to the car in front, will be subject to a race time penalty of 10 seconds.

Any driver unable to start the green flag lap must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag 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 green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid.

▪ **STANDING START – Pre-66 / Pre-83 / Jaguar and Pre-03 / Pre-93 / BOSS**

- There will be a **single green flag lap** unless conditions dictate otherwise.
- Access to the circuit will be via the assembly area.
- Cars will be released to the circuit and take their position on the grid – please be aware of which side of the grid your position is located.



- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag.
- The cars will proceed on their green flag lap at good speed; please note using more than 50% of the track to warm tyres is not permitted.
- The cars will form up on the grid at the end of the green flag lap.
- Once the grid is complete, the 5-second board will be shown.
- The red lights will be switched on 5 seconds after the board is withdrawn.
- The race will start when the red lights are extinguished between 2 and 7 seconds later.
- 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.
- Any car considered to be out of position on the grid will be subject to a race time penalty of 10 seconds.

Any driver unable to start the green flag lap or the race must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

END OF RACE

After taking the chequered flag, slow down and **exit the circuit via the pit lane, as per qualifying**. 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.

FLAGS / LIGHTS

Light panels supplement flags at this circuit and have the same meaning.

Red flag/lights:

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

Yellow flags/lights:

- You are reminded that yellow flags are a warning of danger; slow down and be prepared to take avoiding action or stop.



Black and Black + Orange flag/lights:

- You must come into the pits on the next lap.

DIGI BOARD

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

LIVE SNATCH

At the sole discretion of the Clerk of the Course, a car may be recovered to a place of safety under local yellow flags. Please note the likely presence of recovery vehicles.

SAFETY CAR PROCEDURE

Waved yellow flags 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 after the end of the Bentley Straight. 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.

REMEMBER

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

Should you inadvertently pass another competitor whilst the safety car is deployed, please give back the position as soon as possible when safe to do so.

TRACK LIMITS

Judges of Fact, with the assistance of cameras and sensors, will monitor various corners.

PLEASE NOTE - New MSUK track limits regulations became effective on 1 June – see here:-

https://www.motorsportuk.org/wp-content/uploads/2023/05/TrackLimits_Competitors.pdf

A driver will be judged to have left the track **if any part of the tyre's contact patch goes beyond either the outer edge of any kerb or the white line where there is no kerb. See examples below:-**



In **QUALIFYING**, any breach of the track limit regulations will result in the lap time on which the breach occurred being disallowed for the purposes of establishing grid order for the relevant race. It will still count towards the minimum number of laps required to qualify for the relevant race.

In **RACES**, a first breach will be noted. A second breach may, if possible, result in the driver being shown the black and white flag. A third breach will result in the driver receiving a 5-second time penalty. A fourth breach will result in a further 10-second penalty. A fifth breach will result in a drive-through penalty and the preceding time penalties. A sixth breach will result in a black flag.

MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2023 Classic Touring Car Racing Club Championship Regulations.**

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.

HELMET CAMERAS

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.

MOBILE PHONES / TABLETS

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, stay in your vehicle and await the arrival of assistance.

DRIVING CONDUCT

Yellow Flags – they mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until you pass the green flag. **WHEN YELLOW FLAGS (INCLUDING SAFETY CAR BOARDS) ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN, DRIVERS MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the onus of each driver to prove that they have slowed down; the best way to do this is by not setting a meaningful lap time.

Gravel Traps - any driver entering a gravel trap and re-joining must avoid bringing gravel onto the racing line. Any driver ignoring this instruction may be penalised. **In Qualifying**, any vehicle that drives through and out of a gravel trap must go directly to the pits to be checked before continuing the session. **In the Racing**, any vehicle that drives through and out of a gravel trap must re-enter the track off the racing line and avoid depositing gravel on the racing line.

Blue Flags – a stationary flag indicates a car is following closely, and if waved, a car is attempting to overtake. The onus is on the driver trying to overtake to execute the overtake safely. It is recommended that the driver of the vehicle being overtaken does not deviate from their usual racing line.

Incidents / Behaviour - incidents reported by officials and marshals will be investigated. If you wish to report an incident, evidence of poor driving, or behaviour, please see one of the BARC clerks. If you are called to see the Clerk about an incident you were involved with or wish to make an informal report of an incident, please bring your SD video card and a device (laptop/tablet) to display relevant footage. **If you are involved in an incident, DO NOT leave the circuit before checking in with a CTCRC Clerk.**

Respect - please show respect to your fellow competitors whilst driving on track, in parc fermé and the paddock. Cases of poor driving or unacceptable behaviour will be investigated and may result in the imposition of penalties and/or be reported to the Championship Stewards.

DRIVING STANDARDS

Below are general guidelines of what is expected; however, each incident will be considered on its own merits.

- **Overtaking** - the onus is on the overtaking car to pass safely – the driver should not expect the vehicle in front to give way if the car attempting to overtake has not gained (without contact and whilst under control) sufficient overlap. Sufficient overlap will usually be deemed to be that the vehicle attempting to overtake is **at least 50% alongside the car being overtaken**. If the two cars are overlapped or side by side when entering a corner, each competitor must give racing room so both can take the corner without contact. The overtaking vehicle must be completely clear of the overtaken car before attempting to move back in front. Allowances should be made for less experienced drivers, and less experienced drivers should use their mirrors to be fully aware of a faster vehicle approaching and making a pass.



- **Contact** – is not acceptable - "**rubbing**" is not racing (at least not in UK motorsport). A high standard of driving is expected. Any contact brought to the attention of the Clerk (via Race Control or a Competitor) will be investigated. Be aware of cars around you by the use of your mirrors. If a competitor gains an unfair advantage through contact caused by them, they should surrender that advantage before the end of the lap.
- **Defence of a position** - weaving, using the full width of the track, is not permitted. In a race, more than one change of direction to defend a position against another car is not permitted. Any driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one car width between their vehicle and the white line at the edge of the track. Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted.
- **Gaining an Advantage (Under Yellow Flags)** – should a driver inadvertently overtake another vehicle or vehicles in a yellow flag zone, the place(s) gained should be surrendered once the yellow flag zone has ended and when safe to do so. If a driver inadvertently overtakes another vehicle or vehicles under Safety Car conditions, the place(s) gained should be surrendered at the earliest opportunity and when safe to do so.

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, they must always be supervised by a responsible adult.

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



Motorsport UK ask all members 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.

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 Clerk of the Course, using the electronic form, which is available from the Secretary, Julie Hill – Julie.hill@barc.net

You are advised to bring a suitable laptop computer to enable the submission of protests or appeals. Please note time limits apply, and the recent amendment to (C) 5.2.1. the MSUK Yearbook states, ***"A Protest against another Competitor must be made within 30 minutes of the finish of the competition"***.

ANY QUESTIONS / QUERIES / ISSUES

Please see Steve or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting, located on the first floor of race control.

We wish you an enjoyable weekend.

Andrew Outterside
CTCRC Clerk of the Course

Steve Hill
Clerk of the Course

Josh Mendelsohn
Assistant Clerk

12.10.2023 v1.4