



Classic Touring Car Racing Club Drivers' Briefing Notes **Donington Park (GP) - 29/30 March 2024**

Event: BARC HQ01

Date: 29/30 March 2024

Venue: Donington Park (GP)

Senior Clerk of the Course: Steve Hill

CTCRC Clerk of the Course: Andrew Outterside

Deputy Clerk of the Course: Stacy Lawday

MANDATORY Face-to-Face Briefings: There are briefings on Friday morning for all drivers.

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

Briefing Times:

08:00 - Pre-66

09:00 - Pre 83 / Pre-93 / BOSS / Super Tourers

10:00 - Thunder / Pre-03

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.

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.**

A fine may be applied for any driver failing to attend a briefing. **If you cannot make the briefing, please ensure you advise the CTCRC coordinator or Clerk before the briefing** to arrange for attendance at another briefing or a separate briefing.

Final Instructions and this Briefing

This briefing is in addition to 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-march-29-30/>

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

What's New for 2024

CTCRC 2024 Regulations

- **“2.3.3** In the case that a **Qualifying session cannot take place**, for any reason, or that a Qualifying session is stopped before times can be set, then **the grid will be determined by championship order** (Q.12.9.2.(e).”



- “3.3 **A driver may only race the car in which they set a Qualifying time, no replacement cars are permitted. In exceptional circumstances**, following a written request from the competitor, **a replacement car may be authorised by the Stewards of the Meeting**, however if this occurs the competitor will be moved into the Guest category and the race(s) will not count for points.”
- Technical - lots (any queries ask your Championship Scrutineers).

MSUK Regulations:-

- Q12.15 and 16 - Race Stoppages and Two Part races – clarification
- Q12.24 - Light Panels now have priority over flags
- Q12.25.9 - Pit Regulations – now apply to all (not just endurance racing)

MSUK position on:-

- Contact – however minor is not acceptable – consequences sometimes significant
- Concussion - tougher position to safeguard from further injury – licence removal 3 weeks
- Safety – position of belts, appropriate HANDS device, suitable seat and mountings
- Competitors Knowledge / Understanding – driver survey proves that improvements are required

CIRCUIT INFORMATION

Circuit Length: 2.49 miles (4.02 km).

Circuit Direction: Clockwise.

Pole Position Rolling Start – on the RIGHT

Pole Position 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

See Event Noticeboard for timetable:-

<https://www.barc.net/event/barc-race-meeting-donington-park-gp-march-29-30/>

BOSS and Pre-93 have separate qualifying sessions with others on Friday but will race together. Both races are on Saturday.

QUALIFYING

It's going to be busy find space and get your laps in.

See details in final instructions:-

<https://www.barc.net/event/barc-race-meeting-donington-park-gp-march-29-30/>

If you wish to travel slowly to get a clear lap in qualifying, 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.



RACING - START PROCEDURE

See details in final instructions:-

<https://www.barc.net/event/barc-race-meeting-donington-park-gp-march-29-30/>

Standing Start

- Pre-66
- BOSS and Pre-03 (two part BOSS first then 10-20 second delay prior to Pre-03 start)

Rolling Start

- Super Tourers / Pre-93 / Pre-83 (two part Super Tourers first, then delay to Pre-93/83 start)
- Thunder

Applicable to Rolling Starts

- If there are no incidents on the green flag lap and the formation is acceptable, 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 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. You may move out of position and overtake once the start of the race has been signalled.
- In the case of a two-part grid the lead car of the second part of the grid, will, on green flag lap, leave a minimum of a 10 second gap to the car at the rear of the first part of the grid.
- The start of the race for the second part of the grid will be signalled by the downward motion of the national flag. You may move out of position and overtake once the start of the race has been signalled.
- 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 under car performing, if appropriate, the role of the Safety Car.

Applicable to both Standing and Rolling Starts:

- 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.
- It is not permitted to use more than 50% of the track to warm tyres on the green flag lap.
- 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.
- 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.



False Start

Any car considered to be out of position will be subject to a race time penalty of 10 seconds.

Standing Start – a false start is defined as:-

- in an incorrect position on the grid
- forward from the prescribed position
- moving at the time that the red lights are extinguished

Rolling Start – a false start is defined as:-

- failure to maintain the correct station, or accelerates away early or unevenly

END OF RACE

After taking the chequered flag, slow down and exit 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. The same restrictions as per qualifying (see above) apply to access to the Parc Fermé area.

LIGHTS / FLAGS

PLEASE NOTE THE CHANGE TO THE RECENTLY AMENDED Q.12.24:- “At venues where light panels are operational these light signals will take priority and may be supplemented with flags.”

Red flashing light / waved flag:

- 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.

A full set of light signals along with explanations can be found in the final instructions.

DIGI BOARD

A digital board is located above the track adjacent to the start 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 lights / 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 2023 – see

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

MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2024 Classic Touring Car Racing Club Championship Regulations.**

Very useful addition for drivers and decision making where there are racing incidents. It is often the case the most useful footage comes from the car behind that is not involved in the incident.

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.

Failure to have a forward-facing working camera is a breach of Championship Regulations and may result in a penalty being applied. **PLEASE NOTE - the lack of video evidence may impact on the ability of the Clerk or Stewards to make a decision.**



HELMET CAMERAS / MOBILE PHONES / TABLETS

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. 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.

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, a responsible adult must always supervise them.

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



Further details are available here:- <https://www.motorsportuk.org/racewithrespect/>

WITHDRAWAL FROM THE MEETING

You are reminded that it is the competitor's responsibility to advise the Secretary of the Meeting if they decide to withdraw.

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. With regard to protests (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 speak to the Secretary of the Meeting, located on the first floor of race control, or alternatively Stacy or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting,

We wish you an enjoyable couple of days racing.

Andrew Outterside Stacy Lawday
CTCRC Clerk of the Course Deputy Clerk of the Course

27.03.2024 FINAL