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## Donington Park GP – 22<sup>nd</sup> March 2026

### DRIVERS BRIEFING NOTES

**Senior Clerk of the Course:** Steve Hill

**Clerk of the Course:** Kieron Salmons

V.1 – 19<sup>th</sup> March 2026

Please find below some essential guidelines and rules of etiquette to help ensure that we all have an enjoyable season.

Please also ensure you read and understand the following, any questions, please ask prior to your first activity on Saturday.

#### 1. Regulations:

The Motorsport UK National Competition Rules (NCR) together with the MG Owners Club Championship Regulations, have been updated for 2026 and contain some important changes which will affect you. Competitors must ensure that they have read the regulations and understand them.

These briefing notes will be deemed official instructions as per NCR Ch.3 App.10 Art.1.c

#### 2. Start line / Control Line / Finish Line Positioning

- 2.1 Please note that the start line & finish line are in different positions, the start line is further down the pit straight with the gantry located above it. The Finish / Control Line is where the marshals flags box is on the drivers left hand side.

#### 3. Track Activity – Qualifying

- 3.1 You will assemble in the Assembly Area and must only move from here under marshals instructions. Please ensure that you arrive at least 20 minutes before your timetabled session, as we may be running early, this will also ensure that you can be noise tested in good time prior to your session, so you don't lose valuable track time. Do not leave the Assembly Area until you have been noise tested.
- 3.2 Once you are released from the Assembly Area, please enter the circuit and come straight into the Pit Lane, you will be released from the Pit Lane when we are ready to start the session, please always follow marshals instructions.
- 3.3 During your Qualifying session, please ensure that you are respectful of each other, you all want to set a competitive lap time, so allow each other the room to do so.
- 3.4 At the end of Qualifying, you will take the Chequered Flag, complete another full lap, enter the Pit Lane and then into Parc Ferme, no work on the car may take place of any kind, including removing or reviewing camera footage, no team personnel, except the driver may enter the area.
- 3.5 Please ensure that you complete three full laps in your Qualifying session, please take it easy, otherwise you may not be able to race.
- 3.6 In the instance of Red Signal / Flag during Qualifying, please return to the pit lane, ensuring that you follow the marshals instructions at all times.

#### 4. Track Activity – Racing

- 4.1 You need to ensure that you are ready in the Assembly Area, at least 20 minutes before your timetabled sessions, when you are released, please make your way around onto the grid, where you will be positioned by the marshals. Please ensure that you have an idea of where you are on the grid before you leave the Assembly Area. Anybody who is not ready on released will be directed into the Pit Lane and will be deemed a Pit Lane starter on the first racing lap.
- 4.2 When Race Control are ready, the countdown will begin from the 1 minute board which will be shown on the gantry at the start line. When the Green Flag is shown this is the start of your formation lap, please complete this at a brisk but safe pace. If any longer than 3 minutes we reserve the right to start your race clock.
- 4.3 No excessive weaving during your formation lap
- 4.4 No falling back in order to accelerate and / or undertake a practice start
- 4.5 Should you be unable to start, you may start from the Pit Lane on the first racing lap, but only leave the Pit Lane under marshals instructions.
- 4.6 If you are delayed leaving the grid to the point where all other cars have passed you, then please stay at the back of the grid and DO NOT take up your original position. A gap on the grid should be left.
- 4.7 Once you return to the grid, and everybody is in place, the 5 second board will be displayed, the red lights will then be turned on, and 2 – 7 seconds later be extinguished, at this point your race starts.
- 4.8 Should we have an issue with the start lights, we will revert to the National Flag
- 4.9 If we must go Start Delayed, then we will more than likely send you around on another formation lap.
- 4.10 Anybody who has an issue on the grid, please make yourself known as per Ch12. App 6. Art 6.11
- 4.11 At the end of your races, you will take the Chequered Flag and complete a full lap of the circuit, entering the Pit Lane and then Parc Ferme. Helmets and Seatbelts must be kept on and done up, until you are in Parc Ferme and stopped.
- 4.12 In the instance of a red signal / flag during your races, you are to proceed to the grid and NOT the Pit Lane, please follow marshals instructions, if you enter the Pit Lane, then you will be deemed a Pit Lane starter should we restart.

#### 5. False Starts

- 5.1 False starts are deemed as:
  - a) Moving prior to the red lights being extinguished
  - b) Out of grid markings i.e. the whole of the car is to be behind the painted grid box markings, no part of the car should be in front of, or to the side of the line.

The penalty is a 10 second race time penalty.

## 6. Pit Lane

- 6.1 Pit Lane speed limit is 60kph
- 6.2 When entering or exiting the Pit Lane, please respect the blend lines or you may receive a penalty. No part of your car may cross the white line, this includes your first lap in Qualifying
- 6.3 The Pit Lane exit traffic lights are positioned on drivers right, do not exit when on RED
- 6.4 When leaving the Pit Lane please be mindful of cars that are approaching Turn 1

## 7. Track Behaviour

- 7.1 Cameras are installed around the circuit
- 7.2 Motorsport is a non-contact sport, so please be respectful to each other and give room
- 7.3 No aggressive 'closing the door' or 'late lunges'
- 7.4 Only one move to defend your position (you can take the racing line for a corner, but check that there isn't someone there, and if there is please give them a full cars width)
- 7.5 Please ensure that your onboard cameras are in good working order and turned on / operational, and that the camera card is clear of data that isn't related to the event.
- 7.6 Remember – the camera is there to help explain to all parties what has happened

## 8. Track Limits

- 8.1 Instances of drivers exceeding Track Limits will be reported by an appointed Judge of Fact
- 8.2 Track Limits are to always be respected; they will be monitored by Track Sensors or a Judge of Fact. All reports from the Judges of Fact are treated as that, and will be acted upon and penalties will be applied in a consistent manner.
- 8.3 For the avoidance of doubt:
  - a) The white line or back edge of a kerb signify the track limit
  - b) If the contact patch of the tyre goes beyond the white line or kerb, then this will be deemed as breaching Track Limits
  - c) In qualifying all times set on a lap where a track limit breach has occurred will be deleted.
- 8.4 If Track Limits occur during racing, the following penalties will be applied:
  - a) 1<sup>st</sup> occurrence – Noted
  - b) 2<sup>nd</sup> occurrence – Black / White warning flag / signal
  - c) 3<sup>rd</sup> occurrence – a 5 second time penalty
  - d) 4<sup>th</sup> occurrence – an additional 10 second time penalty
  - e) 5<sup>th</sup> occurrence – a Drive-Through penalty
  - f) 6<sup>th</sup> occurrence – a Black Flag will be shown (race disqualification)
- 8.5 Penalties will be shown via the signalling boards at the control line and where available on the digital panel above the start line.



## 9. Racing Incidents

- 9.1 Racing is a non-contact sport, and all incidents will be investigated.
- 9.2 Drivers are no permitted to leave the circuit until the protest period has ended and if involved in an incident, then please gain permission from the Clerk of the Course prior to leaving, as you may be required.
- 9.3 Drivers have 30 minutes after a session to report an incident to the Clerk of the Course for investigation.

## 10. Breakdown

- 10.1 If you stop trackside, please follow two simple instructions
  - a) Park your car as close to the marshals post / or Orange Armco section and as close to the barrier as possible.
  - b) You will be approached by a marshal, who will be looking for a 'thumbs up' signal from you to indicate that you are OK. Once you have given the signal when safe to do so, please exit your car and quickly get yourself to a place of greater safety.

- 10.2 If you receive mechanical assistance during your Qualifying or Race sessions then you cannot take any further part in that session (this includes a session that is stopped with a Red Signal / Flag)
- 10.3 If you have broken down, and are being towed back, then you must keep your helmet on and your seatbelts secured
- 10.4 Be as helpful as you can be to the recovery crews.

#### **11. Circuit Lights**

- 11.1 The circuit light panels are extremely bright, some are positioned a fair distance from the circuit, however they can still be seen, so there are no excuses for not responding to a light or a flag when shown.
- 11.2 Respect yellow lights / flags, they are there for your safety and those around you.
- 11.3 Please wait until you pass into the green signal / flag zone before you overtake.
- 11.4 Lapping cars, its for you to get around the slower car safely.
- 11.5 In the instance of a red flag, please cease racing, slow down and do not overtake.

#### **12. Control Flags**

- 12.1 These flags (Black, Black & White, Black & Orange etc) will be shown from the Control Line, Pit Wall on drivers left. Where possible I will also show these on the digital panel above the gantry.
- 12.2 These flags will be accompanied by your race number – know your number.

#### **13. Stop & Go Penalty Location**

- 13.1 This area is in the Pit Lane, towards the Pit Exit, drivers left. Follow marshals instructions.

#### **14. Safety Car**

- 14.1 The Safety Car may only be used in racing.
- 14.2 When the SC is shown on the light panels, cease racing, slow down & maintain the same order
- 14.3 Catch the Safety Car quickly but safely
- 14.4 Form up into one line at a reduced speed, max 5 car lengths apart, the leader to be no more than 5 car lengths from the Safety Car.
- 14.5 The Safety Car will join and leave the circuit via the Pit Lane. If the Safety Car enters the Pit Lane with its lights ON, follow it down the Pit Lane.
- 14.6 No weaving when behind the Safety Car when passing an incident
- 14.7 Please remember you are not allowed to overtake or overlap until you have passed the control line following a Safety Car period.

#### **15. Off-Track**

- 15.1 The paddock is an area of danger and a 10mph speed limit is always in place. Competitors are responsible for the actions of people associated with their entry so please ensure everyone is following the rules and regulations which are in force, including any one-way signage.

#### **16. Timing**

- 16.1 There will be no grid sheets or results produced on paper at the event, and you are advised that these can be found on the TSL website [tsl-timing.com](http://tsl-timing.com). You should make sure that you are aware of your grid position before going to the Assembly Area.
- 16.2 Because the timing is done automatically, you must have a working transponder fitted or you will not be able to be timed, the timekeepers are at liberty to refuse to time your laps if you have a non-functioning transponder. If your transponder is not working, it is your responsibility to get it repaired / replaced in time for your next session.

#### **17. Judicial Process**

- 17.1 The judicial rules and regulations are exactly as described within the Motorsport UK NCR's. Therefore, if you are involved in a judicial hearing, a decision will be announced to you and then sent by email and posted on the Official Noticeboard. The appeal period, where applicable, begins whichever is the earliest time of issue. NCR 2.3.1.16 & NCR 2.4.1.17
- 17.2 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.
- 17.3 Any judicial hearings will be carried out in one of the offices near Race Control, if you are asked to come and see the Clerk of the Course, please head up to me with your camera card, if you have it, and a means to play any footage. Please ensure you come up as soon as possible, any delays please do let me know through your co-ordinator.

#### **18. Race with Respect**

- 18.1 Whether you are a competitor, parent, official, marshal, team manager, mechanic, spectator or any other participant in the event, it is incumbent on us all to respect our fellow participant and to 'call out' poor standards of behaviour.
- 18.2 We therefore ask everyone to pledge to #RaceWithRespect and:
  - a) Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
  - b) Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
  - c) Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status
  - d) 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.
  - e) Respect the rules, regulations and authority of the officials and Motorsport UK.

#### **Questions:**

If you have any questions, you can either ask me, the Secretaries who are located upstairs in the office on the left hand side, just prior to Race Control or the Senior Clerk of the Course, Steve Hill.

Any questions from the briefing?

Have a lovely day and enjoy your racing.