

GB4 Entrants and Drivers Briefing Donington GP, 7/8 September 2024

1. Procedure for Qualifying – cars will proceed to the Assembly Area when instructed and assemble in the correct order. On instruction from the marshals proceed directly on circuit. The qualifying starts when the Green Flag is shown in the Assembly Area. You don't need to enter the pit lane but can if you wish.

2. Procedure for Racing – proceed to the Assembly Area when instructed to do so by the coordinator. Assemble in the correct order as instructed by the marshals.

On instruction from the marshals proceed **directly to the grid**. Once all cars are in position on the grid the start countdown will commence at the 1 minute signal followed by 30 seconds. Then the Green Flag will be displayed for the start of **one Green Flag lap** of the full Grand Prix Circuit. Please complete this full lap of the circuit at a sensible speed – approx. 3 minutes. 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. No team personnel are permitted on the grid.

3. On returning to the grid, when all cars are in position, the 5 second board will be shown. 5 seconds later the Red Lights will ALL be switched on. When the Red Lights are extinguished the start is given. The start lights are mounted on the gantry.

Please pay particular attention to ensure that your car is correctly positioned in the start box and comply with the start procedure.

4. Race duration will be **18** minutes.

5. Practice starts can only be carried out at the pit lane exit. Don't be caught out by a car stopped in that location carrying out a practice start. **Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably, marshals.**

6. Track limits: Be aware of the track limit regulations and comply with them in particular at Turn 1 (**Redgate**), Turn 4 Exit (**Old Hairpin**) and Turn 7 (**Mcleans**) where there are sensors. There are raised kerbs on the left and right hand apex of the Esses as well as a tyre stack on the left apex with the layout unchanged from testing. At the right hand apex at T10 any wheel touching the **BLUE** painted raised kerb will be considered as having exceeded track limits and may be reported by the Judge of Fact. The Blue painted kerbs are more severe than the Yellow ones. The left hand apex at T9 will not be monitored. After Qualifying we may take the fastest six video cards as well as at six at random to establish whether track limits have been exceeded at the right apex of The Esses.

Turn 9/10



This is right on the limit but if you touch the **BLUE** kerb you risk a penalty.

7. 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.

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 Light/Flag is displayed. **Individual sector times &/or onboard data/video may be analysed for proof of a sufficient reduction in pace.**

RED Light/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.

8. **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.

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

10. **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.*'

11. **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.**

12. **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 lights/flag signals & "SC" boards) **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. For race start, the Safety Car may be positioned so that it can be deployed directly onto circuit if required, if necessary taking cars through the pit lane (with its lights on), in the event of a start line incident. At the end of a Safety Car period when cars are at the exit of the Melbourne Hairpin (Turn 11) drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart. **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 duration will remain unchanged.

13. **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 ALL cars should proceed through the pits and proceed to their Team Awning unless signalled to stop. The first three cars in each race will stop as instructed for podium procedures. The remainder should proceed through Parc Ferme to awnings where Parc Ferme conditions will apply in Race Awnings unless instructed to stop. Take great care when driving in the paddock being aware of quad bikes, people and tail lifts etc.

14. **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.

15. Only an official protest, correctly lodged, will be considered. Unless advised do not assume that Race Control are aware of 'your' issue.

16. The Driving Standards Advisor to the Clerk of the Course is Rob Barff.

17. 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 GP 7/8 September 2024