



Motorsport

MG Car Club  
20<sup>th</sup>/21<sup>st</sup> July 2019

## Donington Park Final Instructions

This meeting is organised by The MG Car Club and is governed by the general Competition Rules of Motorsport UK. Incorporating the provisions of the international Sporting Code of the FIA, additional supplementary regulations and any written instructions the organisers issue for the event. These Final Instructions should be read in conjunction with the MGCC Standing Race Regulations (copy on [www.mgcc.co.uk](http://www.mgcc.co.uk) or from MGCC Office) and any further instructions or bulletins issued by the organisers. The Meeting will be run under Motorsport UK Permit Nos. 111290 Clubmans and 111291 National B and will be inscribed for foreign driver participation.

### 1. TICKETS

**E-Tickets for this event will be sent directly to the competitors Email address before the event.**

**It is the responsibility of the competitor to print these off and bring with them to the event.**

Car passes are not required. Additional tickets can be purchased from MSV at a reduced price prior to the event.

### 2. PADDOCK

Please find a paddock plan with this paper work attached to the E-mail. **Paddock 1 is for Equipe Three Hour Relay and Sprint Race competitors only.** The organisers urge you to park in the area allocated for your championship or race. We request that you minimise the presence of all non-essential vehicles (road cars, trailers, caravans, motorhomes etc).

**THERE WILL BE NO REFUELLING ALLOWED IN THE GARAGES.**

### 3. SIGNING ON

Signing On will take place in the media centre with access via stairs between garages 14 & 15. From 14.00 to 17.50 on Friday 19th and 07:15 on Saturday and Sunday. Please sign on at least 15 mins prior to your scrutineering time. Competitors who are subsequently unable to take part in any of their races should complete an official withdrawal form, available from signing on or the meeting secretaries' office.

### 4. SCRUTINEERING

Scrutineering will be available for any race in the scrutineering bay from 14.00 to 17.50 on Friday 19th and from 07.30 on Saturday & Sunday - please see timetable for your race.

There will be NO scrutineering in the pit garages.

Competitors who arrive too early will be turned away. Please refer to the timetable for your correct time slot.

### 5. RACE ENGINES - NOISE

Race Engines Must **NOT** be run before **09.00** a.m. or after **19.00**. The driver of an offending car will be disqualified from the meeting. A static noise test will be carried out on all race cars in the assembly area prior to qualifying. The Max Limit is 105 dba for all grids except Sports 2000, who will run to 108 dba.

### 6. DRIVERS' BRIEFINGS

There will be a Mandatory Drivers Briefing for the following grids at the times stated:

#### **Saturday**

**Equipe Relay Team Managers Only 09.30 – Equipe Race Centre**

**All MG Trophy Competitors – 10.50 – MGCC Welcome Centre**

**All Equipe Relay Competitors – 13.45 – Equipe Race Centre**

If any other briefings are required then you will be notified by paddock tannoy and bulletin.

### 7. NOVICE DRIVERS & THOSE NEW TO CIRCUIT

Drivers taking part in their **first race** **AND** those who have **not raced at this circuit in its current configuration before** **must** attend one of the Novice Briefings, **before** they are allowed to practice. These will take place in the room off Race Administration (where you signed on) situated on the first floor of the Race Control at 08.00 & 09.30 on both Saturday and Sunday.

### 8. QUALIFYING & RACE

Please familiarise yourself with the layout of the Paddock and Assembly Areas. You must form up in the Assembly Area at least 15 minutes before the start of your Qualifying and Race (listen for the PA announcements). At the conclusion of Qualifying and Racing you should leave the circuit via the pit lane - and Parc Fermé as instructed - check speed and observe the marshals instructions. The Club reserves the right to run continuous

qualifying - Please refer to MGCC's *Standing Race Regulations* for an explanation.

### 9. AMENDMENTS TO SUPPLEMENTARY REGS.

Currently there are no amendments.

### 10. AWARDS AND GARLANDS

Trophies and garlands for all MGCC Races will be presented 30 minutes after the race, or second race for double headers, in The Club's 'Welcome Centre' situated in Race Admin Room with access via stairs between garages 14 & 15.

### 11. ENTRY LIST

Entry lists for each MGCC race are available for download via a 'Quick Link' on the home page of the Club's web site.

### 12. OFFICIALS

Motorsport UK Steward: John Arnold

Club Stewards: Geoff St John Mitchell, Howard Gosling

Senior Clerk of the Course: Peter Ritchie

Clerks of the Course: Andy Green, John Hopkinson,

Simon Staveley, Glynn Lee (Sports 2000)

Chief Medical Officer: TBA

Chief Scrutineer: Chris Mount

Chief Marshal/Chief Observer: Paul Stilling

Chief Timekeeper: Sarah Evans

Secretary of the Meeting: John Hutchison

### 13. IN CAR CAMERAS

Any cameras **MUST** be in place for scrutineering.

### 14. RADIO COMMUNICATION

The use of verbal communication by Radio or telephones between drivers and team members is prohibited in all races.

### 15. RACE LENGTHS

All races at this meeting will be determined by time - see enclosed timetable.

### 16. TRANSPONDERS

Competitors are reminded that their car must be fitted with a Red AMB Transponder and its number must be advised to the organisers before the meeting. A limited number may be available for hire at the circuit.

### 17. START PROCEDURE & FINISH

Will be in accordance with MGCC's 2019 *Standing Race Regulations*, the grid for the second race of a double header will be based upon a drivers 2nd fastest time in qualifying unless the Championship/Series regulations specify otherwise. All races will have a Standing Start and all cars **MUST** form up in the assembly area prior to the start.

### 18. PRE RACE TESTING & WITHDRAWALS

Drivers wishing to test their cars prior to the meeting should contact MSV direct. Please note, there are **NO** refunds for entries cancelled after midday on Thursday 18<sup>th</sup> July.

### 19. OPERATION OF SAFETY CAR

A safety car will be on standby during both qualifying & racing. It will be deployed from the Pit Lane upon the sole decision of the Clerk of the Course [Q 4.9.1]. It is the driver's responsibility to familiarise themselves with the operation of this and the **latest version** of the instructions, which are available on the Motorsport UK web site and MGCC Website on the Race Competitor Information Page.

### 20. RACE STOPS

Competitor's attention is drawn to the procedure operated by the Club in the event of any race being stopped. This is set out in full in the Club's 2019 *Standing Race Regulations*, which are available for download on the web site. A copy will also be available in the signing on office.

### 21. SAFETY GUIDANCE

Guidance notes on safety at the circuit are also available for download on the web site and will be available at signing on. Please study these and comply with them at all times.

Continued Overleaf

## **22. PIT STOP RACE REGULATIONS – EQUIPE Classic Racing 40 minute Race for 1 or 2 Drivers – Race 11**

Race 11 is a Pit Stop race and there will be some cars, with driver changes. Second drivers will still qualify in their normal 20-minute session and so NOT "out of session!" The starting grid will be based upon each car/driver fastest lap in the entire qualifying session. The pit window will open at 15mins and will close at 30 mins, Single drivers must stay stationary for 30 seconds. 2 driver teams can change as quickly as they can and safely resume the race as soon as they changed. Engines do not need to be turned off. The pit lane speed will be 60 KPH. Pit stop timing is the responsibility of the driver. The pit window will stay closed should a safety car be on track prior to the pit window opening. During the pit stop races there will be a 1-minute penalty (ref C 2.3 b) for any single driver that does not stay stationary for the mandatory 30 second stop, that misses the pit window or does not stop at all. Speeding in the pit lane and unsafe release will also attract the same penalty for single or two driver cars. Penalties may be cumulative. The timing delta from pit in to pit out is Pit in to Pit out is 256m which is 15.3 Seconds at 60KPH, for single driver cars if the total pit time is under 45.3 secs then the pit regulations have been infringed and the 1-minute penalty will apply.

### **Standing Start Procedure for All Grids (Except Race 6)**

All standing start race countdowns will commence in the assembly area with a 1 minute & 30 sec board being shown. Cars will complete a green flag lap behind the Safety Car commencing immediately on leaving the assembly area. On completion of this lap the safety car will peel off into the pits and cars will line up on the grid, in order. Once all cars are stationary they will be given a 5 second board, prior to the race start. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds; they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race. Should it be necessary to have two green flag laps, drivers will be advised before leaving the assembly area. In that instance the race may be reduced to compensate for the time taken for the second green flag lap.

### **Standing Start Procedure for Race 6**

Cars will be released onto the circuit in qualification grid order AND MUST STOP ON THE GRID as directed by the start line officials. (Q 12.11.3)

**Cars are then under Parc Ferme conditions, however tyre pressures can be adjusted. But wheels/tyres cannot be changed.**

There will then be a 30 minute (or less) break for a grid walkabout.

After the grid has been cleared of spectators etc, and the drivers ready in their cars, there will be a one minute countdown; 30 second board and then the cars will be flagged away for the Green Flag lap behind the Safety Car.

All competitors must maintain grid position on this lap as failure to do so may result in them being penalised.

Once this lap is completed, "each competitor should return to his/her grid position to be ready for the start. When the grid is reformed" the 5 second board will be shown and the red lights will be displayed. At some time between 2 and 7 seconds the red lights will switch off - signalling the start of the race.

### **Circuit Entry and Exit**

Circuit entry will be via the Assembly Area.

Circuit exit will be as directed by the Pit Lane Marshals to one of the following.

Exit E1 – Parc Ferme

Exit E2 – Paddock

Exit E3 – Equipe Classic Racing Grid and 3Hr Relay Competitors Only.

### **Please Note**

The Pit Lane Speed limit is 60kph.

### **Equipe 3 Hour Classic Relay – Race 6**

This race will run to the Equipe 3 hour Classic Relay Additional Supplementary Regulations, as available on the Equipe website, with the Entry Form.

### **Equipe 3 Hour Classic Relay – Race 6 Qualifying**

Continuous Qualifying for One Hour will be used where ONE car per team will be on track at a time to complete their minimum 3 laps. It will be the job of the team manager to make sure all cars in their team have been on circuit to complete their 3 laps within the allotted One Hour Qualifying.

All cars will enter the circuit via the pit lane and will be noise tested at the pit exit before being released onto the circuit. It is the duty of the team to ensure each car is marked so as to allow timekeepers to monitor each car.

For the Race the starting car only from each team should go to the assembly area by 15.30.

The starting grid of one car per team will then be released to the circuit at approx. 15.35 just prior to the afternoon tea break.

### **Garages**

The garages for this event are for the sole use of Equipe Classic Racing who are organising the Equipe 3hr Classic Relay on Saturday and Equipe race on Sunday.

No vehicle access to Paddock 1 (See Paddock Plan) behind the garages will be available on either day for non Equipe Classic Racing competitors.

### **MSV Notices to Competitors**

#### **Tail lifts**

Where vehicles with tail lifts are being used at the Venue, the operator must ensure that the tail lift is never left down, including in the halfway position, other than when loading / unloading is being undertaken, as this may present a serious risk of injury to drivers or pedestrians.

#### **Permitted Filming/Photography**

Other than the taking of still photographs for personal, non-commercial and non-promotional use by Teams, Competitors or their guests, the production and/or reproduction of any audio, visual (still and/or moving) and/or audio-visual coverage of any of the MSV Venues or any part of any Event in any media whether now known or invented is not permitted without obtaining MSV's prior written consent. MSV may charge a reasonable fee for the production of such coverage. Following any requests from Teams or Competitors to produce coverage, Clubs shall require the Team/Competitor to complete MSV's Authorisation Form which should be available in advance from the MSV Press and PR Department, who will give consent if deemed appropriate and provide details of any applicable fee. Where MSV provides its consent to the production of coverage and the relevant Team/Competitor has paid any applicable fee, any and all on-board video equipment carried in or on any vehicle must be safely and securely installed in accordance with any applicable Governing Body regulations, and a Club representative must inspect such equipment accordingly before the relevant vehicle takes part in any on-circuit activity.

**Drones are not permitted on site without MSV written authorisation, following confirmation of CAA requirements, Insurance and Risk Assessments by the Pilot.**

John Hutchison – Secretary of the Meeting