



Motorsport

MG Car Club
11th/12th July 2020

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 or from MGCC Office) and any further instructions or bulletins issued by the organisers, as well as the Motorsport UK COVID-19 Guidelines. The Meeting will be run under Motorsport UK Permit No. 117848.

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 may be able to be purchased from MSV at a reduced price prior to the event, depending on the latest Government Guidelines on gatherings and events.

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 advance as per current guidelines. There will be no provision to sign on at the event. All Competitors must have pre-registered by 8th July. Competitors who are subsequently unable to take part in any of their races should complete an official withdrawal form electronically, available by e-mailing motorsport@mgcc.co.uk

4. SCRUTINEERING

Scrutineering will be in advance by way of the Motorsport UK pre-declaration. There will be NO scrutineering in the scrutineering bay or pit garages. Some visual spot checks may take place in the paddock or in Parc Ferme. Social distancing will be observed for this.

5. RACE ENGINES - NOISE

Race Engines Must **NOT** be run before **09.00** a.m. or after **19.30**. 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.

6. DRIVERS' BRIEFINGS

There will be a Mandatory Drivers Briefing for all drivers in advance by video conference. Exact timings of these will be released shortly.

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 the Novice Briefing which will be by video conference in advance, **before** they are allowed to practice.

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 (**DO NOT RELY** on 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. Qualifying results will be visible on the TSL website and will be e-mailed to Championship Co-Ordinators or equivalent. There will be no paper copies.

9. AMENDMENTS TO SUPPLEMENTARY REGS.

Currently there are no amendments. NOTE: The supplementary regs were re-issued in June and sent to all Competitors as part of the Entry Form for this event. They include regs specific to the COVID-19 guidelines.

10. AWARDS AND GARLANDS

Trophies and garlands for all MGCC Races will be provided to Championship Co-Ordinators after being disinfected. These will be placed on Competitors vehicles. The Club's 'Welcome Centre' will NOT operate at this meeting.

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: Douglas Ellwood, Ken Potter
Chief Medical Officer: TBA
Chief Scrutineer: Chris Mount
Chief Marshal/Chief Observer: Paul Stilling
Chief Timekeeper: TBA
Secretary of the Meeting: Mark Baulch

13. IN CAR CAMERAS

Any cameras **MUST** be in place for spot check visual 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. Arrangements have been made for those that need to hire these to do so in advance, but please note that transponders **WILL NOT** be available for hire at the circuit. It is also the Competitors responsibility to ensure that their transponder is working and registered, **BEFORE** the meeting, as any problems may not be able to be resolved at the venue.

17. START PROCEDURE & FINISH

Will be in accordance with MGCC's 2020 ***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.

For this meeting, cars will be sent from assembly on to their green flag lap, **WITHOUT** stopping on the grid. Minimum numbers of marshals will mean that it is the Competitors responsibility to maintain their grid position on the green flag lap and take their place on the grid correctly.

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 9th 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 2020 ***Standing Race Regulations***, which are available for download on the web site.

21. INCIDENTS

Any driver involved in an incident must indicate that they are OK by signalling with a "thumbs up" at the front windscreen at the earliest opportunity and to the approaching marshal. Failure to do so will result in mobilisation of medical personnel. If a competitor can safely exit the vehicle, they should do so, then stand in a suitable location and respect social distancing.

22. SAFETY GUIDANCE

Guidance notes on safety at the circuit are also available for download on the web site.

Continued Overleaf

23. COVID-19 OFFICERS

Note that COVID-19 Officers, clearly identifiable in red tabards, will be patrolling the paddock to ensure that all Motorsport-UK and UK Government guidelines are adhered to. These Officers will be judges of fact and will report any concerns to the Clerk of the Course. Breaches of guidelines may result in disqualification and the Competitor(s) being asked to leave the venue.

24. PIT LANE RACE REGULATIONS

The pit lane speed will be 60 KPH. Pit stop timing is the responsibility of the driver. Speeding in the pit lane and unsafe release will attract a penalty. The timing delta from pit in to pit out is 256m which is 15.3 Seconds at 60 KPH, if the total pit time is under this then the pit regulations have been infringed and the 1-minute penalty will apply.

25. RESULTS

As with qualifying, results will be visible on the TSL website and will be e-mailed to Championship Co-Ordinators or equivalent. There will be no paper copies.

Standing Start Procedure for All Grids

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. Minimum numbers of marshals will mean that it is the Competitors responsibility to maintain their grid position on the green flag lap and take their place on the grid correctly. 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.

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

You are reminded that drivers must not remove helmet, gloves etc while in transit along the pit lane having come in from the circuit, or indeed at any point with the car in motion in the pit lane. Furthermore, under COVID-19 guidelines, these should not be removed until you are back in your pit area.

Please Note

The Pit Lane Speed limit is 60kph.

Equipe 3 Hour Classic Relay – Race 7

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 7 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.

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 races 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.

Mark Baulch – Secretary of the Meeting