

MILWAUKEE KING OF DONINGTON – 20.21.22 MAY 2022 – BULLETIN 2 – RACE DIRECTION INFO

1. **TRACK LIMITS**

GREEN painted areas = out of track limits (* see note below regarding TURN 9/10). Standard penalties for exceeding track limits are; **during practice/qualifying**: Cancellation of the lap time that the transgression occurred. **During racing**: Race Direction will impose a time or position penalty if it is judged that any advantage has been gained – special attention will be applied to track limits on the last lap of a race.

2. **COURSE CUTTING**

You are reminded that any track section that can be short-cut will be identified with timekeeping loops and monitored. The short cut sector for Donington National is defined between I3 – I1, refer to the diagram here. **The principle is that a rider making a mistake and short-cutting the track should lose time compared to staying on track.**

Riders cutting the track in practice and qualifying will have the lap time cancelled. Riders cutting the track in the race must be at least 1 second slower a than their average normal time for that sector ("normal" = not the first lap, or any other irregular lap eg. due to changing conditions or an incident).

If the rider is not at least 1 second slower, a Long Lap equivalent time penalty will be imposed (2 seconds).

Any time penalties will be published on the timing monitor and to the track on the startline LED display.

Any position gained by short-cutting the track must be given back immediately.

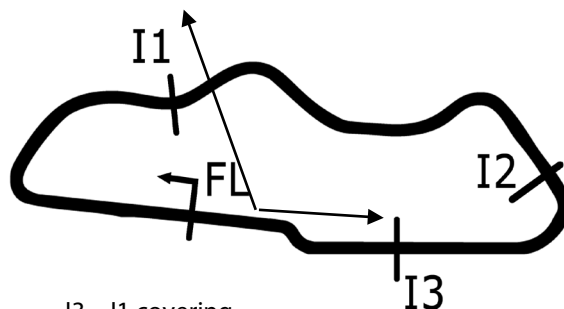
If a rider is forced off track by another rider then only advantage gained (position or time gained) will be considered.

COURSE CUT AT T9-10 ON FINAL LAP OF THE RACE

The time penalty for a Course Cut at T9/10 on the last lap of the race will be 0.5 seconds based on the final timing sector of the track (I3 – Finish Line).

That is; a rider cutting the course at T9/10 on the last lap of the race must lose at least 0.5 seconds compared to their average normal final sector time. If the rider does not lose at least 0.5 seconds, a time penalty of 1 second will be imposed.

The usual rules apply for a rider forced off track by another rider, only time or position gained will be considered in any penalty.



I3 – I1 covering cut at T9 - T10
(except last lap of race which is I3 - FL)



* COURSE CUT CLARIFICATION TURN 9-10

Further to the points above regarding the Course Cut timing loops covering the final chicane (Turn 9/10), you are reminded of separate Course Cut and Track Limits penalties.

The yellow painted strip on the inside of T10 will be considered as Track Limits, the green area further inside that will be considered as a Course Cut.

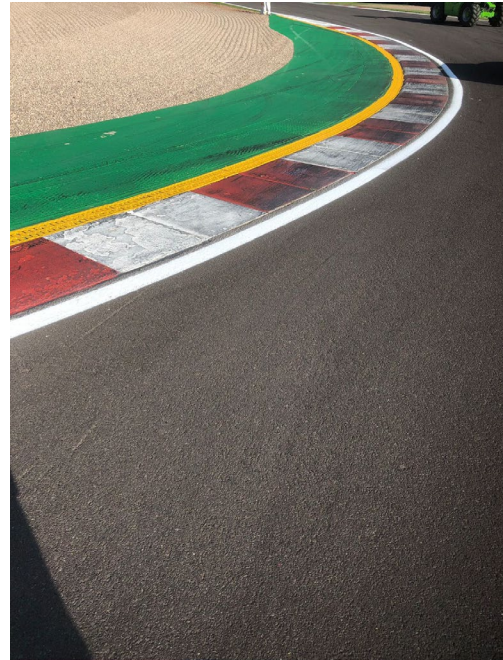
Note also that riders will be penalized for deliberately cutting the course to gain a better drive onto the straight. For example in qualifying, a deliberate course cut in the final chicane followed by an improved Sector 1 (FL – I1) time will result in both laps being cancelled.

TURN 10

GREEN AREA – COURSE CUT

YELLOW AREA – TRACK LIMITS

KERB – NO PENALTY



3. PRACTICE START ZONE

- 1) After the chequered flag: After Turn 8 (Coppice), riders RIGHT

This area will be indicated with the trackside boards "PRACTICE START" on riders right.

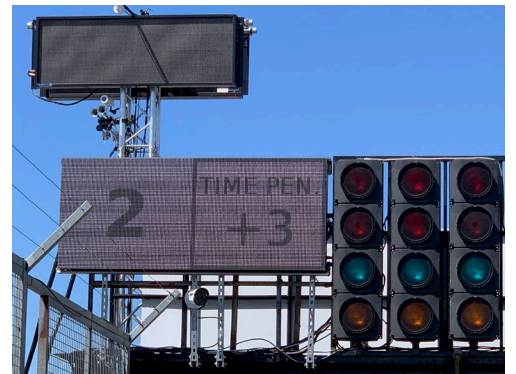
4. RIDE THROUGH EQUIVALENT TIME PENALTY: 18 SECONDS

5. LONG LAP EQUIVALENT TIME PENALTY: 2 SECONDS

Long Lap Penalty - The penalty may be used to correct situations where an advantage has been gained, eg an overtake under yellow flag or safety car flag conditions that's not corrected, repeated track limits, course cut, or any other unfair maneuver. The advantages are a "real time" penalty that can be easily understood and to replace the current in race "change position" penalty which is difficult to communicate and manage within a race with many variables.

NOTE: AT THIS CIRCUIT THERE IS NOT A LONG LAP PENALTY ROUTE – INSTEAD THE LONG LAP EQUIVALENT TIME PENALTY WILL BE IMPOSED TO THE RIDERS TOTAL RACE TIME.

Notification to the team will be on the timing monitor and to the rider on the startline LED display



Thank you for your attention.

RACE DIRECTION

Issued 16.05.2022