

FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP

DRIVERS BRIEFING: DONINGTON PARK NATIONAL (GBR)

18-19 JULY 2020

Lap (clockwise)	3.185 km	Start line offset	61 m <u>after</u> Finish (Control) Line
Pit In to Pit Out	256 m	Minimum time for 60 km/h	15.3 seconds
Pole position	Right	Dummy grid line up	In front of the start line
Start	Rolling	Grid position	Exit of T8 - Coppice
Yellow Start	Single file through T1 (Redgate)	Yellow Start End	MP4 – LHS Redgate exit
Race director signalling	LHS at Finish (Control) line	Safety Openings on track	Orange markings
Exiting pit lane, respect	Light and flag - No blend	Entering pit lane, respect	No blend line

Pit lane procedures

- 1) At all the times the red/green lights at pit exit must be respected, you can access the track only when the pit exit light is green. It is the drivers' responsibility to enter the track safely – respect the blue flag at Pit Exit.
- 2) Maximum speed in the pit lane: to be respected from the 60 km/h speed restriction board at Pit-In until reaching Pit-Out at the 60 Km/h restriction ends board. There is a white transversal line across the pit-lane to locate each of these boards.
- 3) All stops in the pit lane should be undertaken in the safest manner possible. This means that no car may stop in either the Fast (outside) or Blend (middle) lanes. In addition, no pit stop can take place side-by-side with another competing car. Please respect your fellow competitors to allow them enough space to complete any pit stop in a safe manner.

Race control

- 4) There is no access permitted to Race Control at this event due to Covid-19. If anybody needs to talk with me, in or out of session, in the first instance please call me on +44 7932 110915.

Driving standards & incident procedures (refer to the Appendix L Chapter IV - International Sporting Code)

- 5) Drivers must respect all other drivers across all classes.
- 6) Blue flag: a faster car is behind. Slower cars, when being overtaken should keep to the usual racing line. Sudden changes of direction can lead to hazardous situations and accidents.
- 7) Single waved yellow flag: hazard beside or partially on track - reduce speed & do not overtake.
- 8) Double waved yellow flag: hazard wholly or partially blocking track and/or marshals on the track or trackside - significantly reduce speed & do not overtake.
- 9) Red flag: cease racing and reduce your speed immediately. Do not overtake.
Qualifying: return to pit lane. **Race:** return to Finish (Control) line.
- 10) In case of an accident it is especially important that you signal to the marshals that you are OK. A 'thumbs up' will be the OK that is understood.
- 11) If it rains, painted areas and Astroturf adjacent to the track will always have less grip than the asphalt, kerbs included. Track verges always take longer to dry than the track surface.
- 12) Drivers must use the track at all times. For avoidance of doubt, the white lines defining the track edges are considered to be part of the track, but the kerbs are not. Furthermore, a driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may re-join, however this may only be done when it is safe to do so and without gaining any advantage. A driver should give back the whole of any advantage gained by leaving the track.
- 13) Drivers consistently crossing the white line defining the edge of the track, with or without gaining an advantage may receive a penalty.
- 14) If a driver is subject to a Stop/Go penalty, the penalty box is at left at the end of the pit-lane.
- 15) If you enter a gravel/run off area and you can manage to re-join, please make 1-2 brake-tests / zig-zags with your car OFF THE TRACK before re-joining, to ensure that all the gravel has fallen from your car off track. Please stay out of the racing line to avoid dropping gravel/dirt on the line.

- 16) If you get stuck in a gravel bed, we will do our best to remove you on the condition the driver is buckled inside the car. If we hoist you and take you to a safe place to re-join, we do ask you to make 1-2 brake-tests / zig-zags with your car OFF THE TRACK before re-joining, to ensure that all the gravel has fallen from your car off track. Please stay out of the racing line to avoid dropping gravel/dirt on the line.

End of Qualifying

- 17) Enter the pit-lane after a full slowing-down lap and pass down the whole of the pit-lane to enter Parc Ferme at the Scrutineering bay situated on the left at Pit Lane Exit.

Race Start : 2 x 2 Rolling

- 18) Green flag: start of pace lap behind the BMW Safety Car acting as a Pace Car.
19) Pace Car will slow from T8 (Coppice) to allow the grid to set a 2x2 formation.
20) Competitors must maintain no more than **five** car lengths from the car in front of them once they have reached T8 (Coppice).
21) Pace Car will pull into the Pit lane to the left at exit of T10A (Roberts).
22) Head towards the Start line maintaining your speed, formation, and position.
23) Start of race will be signalled by red lights out from the gantry above the pit wall on the left - cars may accelerate as soon as the start signal is given but may not overtake.

Yellow Start Procedure

- 24) Commences as soon as the Start Line is crossed by the pole position car with the second-place car falling-in behind the first-place car in SINGLE FILE and each following car accordingly doing the same. At the exit of T1 (Redgate) on MP4 (left of track) a green flag will be shown at which point you may start overtaking. A competing car must remain in single file until arriving perpendicular to MP4.

Mandatory Pit Stop

PLEASE NOTE in respect of Covid-19:

- As mandated by Motorsport UK, 2-driver entries must sanitise the driving environment between each driver rotation;
 - To compensate for this mandated requirement at this Competition, all cars must remain stationary (Art 4.4.5 of the 2020 Championship Sporting Regulations) for AN ADDITIONAL 30 (THIRTY) SECONDS DURATION during the Mandatory Pit Stop.
- 25) Mandatory Pit Stop duration timed from the Pit IN timing line until the Pit OUT timing line.
26) Minimum total time for the Mandatory Pit Stop, **including 90-seconds stationary**, is **105.3 seconds**.
27) Mandatory Pit Stop duration timed from the Pit IN timing line until the Pit OUT timing line.
28) Pit Stop must be carried out by passing the Pit IN timing line **between 25.0 and 35.0 minutes** of the Race time (i.e. not before 25m 00secs.000 and not after 34m59secs.999).
29) REMEMBER: you must notify a Masters Team member of the starting driver at least 90 minutes before the race.

Safety Car (refer to the Appendix H 2.10 - International Sporting Code)

- 30) The SC (a BMW) will be deployed at pit exit and all cars must form up behind it no more than 5 car lengths apart – no overtaking.
31) If the SC has to bring the field by the pit lane with yellow lights on, all cars must follow – no overtaking.
32) The green light will be used by the SC to signal to any cars between it and the race leader that they should pass.
33) These cars and any other cars not in the line of cars behind the SC will continue at reduced speed and without overtaking until they join the line of cars behind the SC.
34) At the end of the procedure the SC will turn off the yellow lights at T7-T8 and will exit the track by the pit entry.
35) Be reminded that at the restart, overtaking is strictly forbidden until you cross the Finish Line.

End of Race

- 36) Enter the pit-lane after a full slowing-down lap and pass down the whole of the pit-lane to enter Parc Ferme at the Scrutineering bay situated on the left at Pit Lane Exit. There are no Podium ceremonies at this event due to Covid-19.

Circuit Map

- 37) A map of Donington Park National circuit follows on the next page.
38) The Turn (T) numbers are on a blue background, the Marshal Posts (MP) an orange background.

DONINGTON PARK CIRCUIT

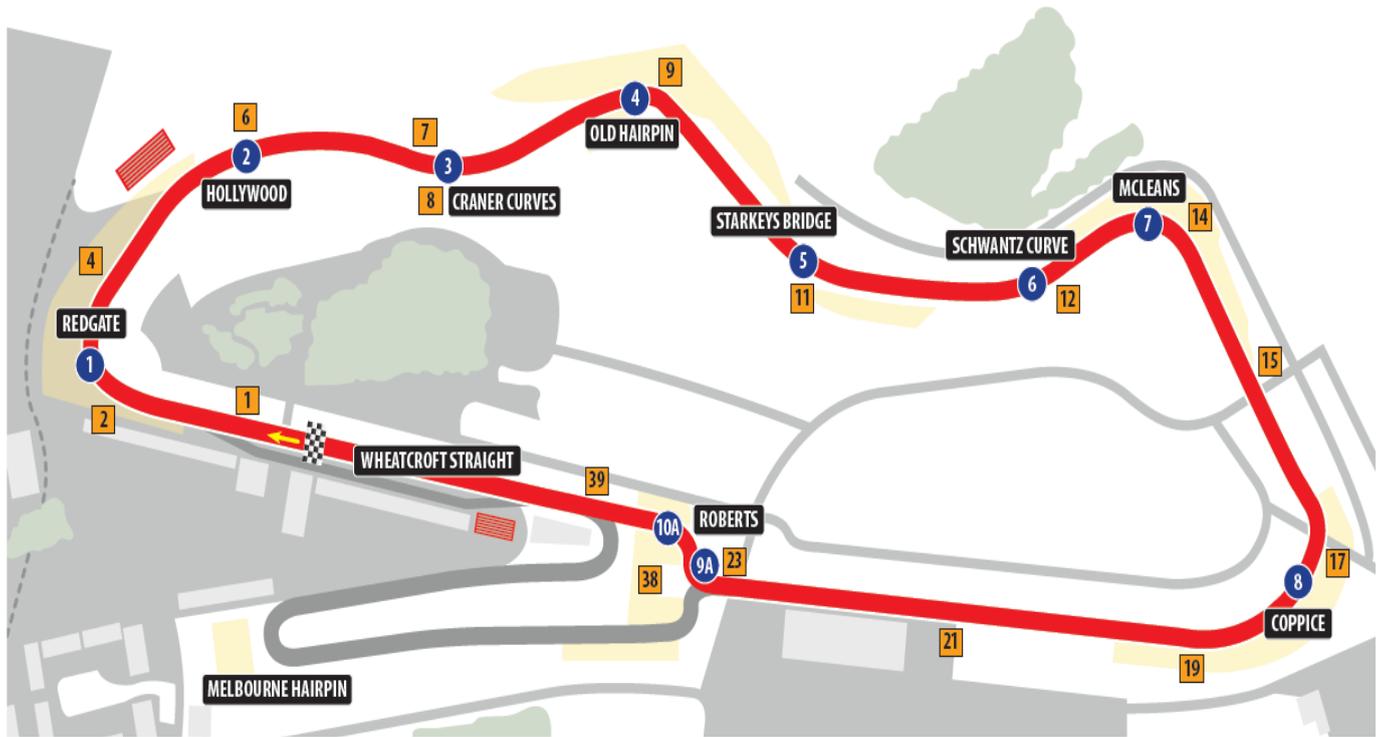
NATIONAL CIRCUIT

= Turn Number

= Marshal Post Number



DoningtonPark



Richard Cuene-Grandidier
FIA Race Director
17/07/2020