



DONINGTON GP – CLUB ENDURO OFFICIAL BULLETIN

Access / Sign-On:

For those of you not competing in Saturday's Roadsports race, access to the pit garages will be from approximately 6.00pm on Saturday the 23rd of September. Signing On needs to be done electronically in advance of the meeting, please refer to the event Final Instructions for full details on completing the signing on process.

Garages:

Garages have been allocated according to the plan at the end of this document. Please do not bring non-essential vehicles into the area behind the garages. **Note: The allocation has changed since the Final Instructions were published.**

Scrutineering:

This will be done by means of an electronic self-declaration in advance of the meeting. Please refer to the event Final Instructions for full details on how to complete this process.

Qualifying:

Qualifying will be a **30-minute session**; ALL drivers must complete a minimum of 3 laps in this session.

Briefing:

Please read this document carefully and any other relevant briefing notes that are placed on the online event noticeboard. There will also be a MANDATORY physical drivers briefing which will take place at 1.15pm on Sunday in the Grand Prix Suite on the 1st Floor of Race Control, please inform a member of the 750MC Team of your starting driver at the briefing.

Weights:

All cars will need to display a minimum weight decal. These will be placed on cars by members of the 750MC team, with the minimum weight figure having been derived from the known/given power of the vehicle and the class entered. This must be displayed in both qualifying and the race. Failing to adhere to the weight can result in disqualification.



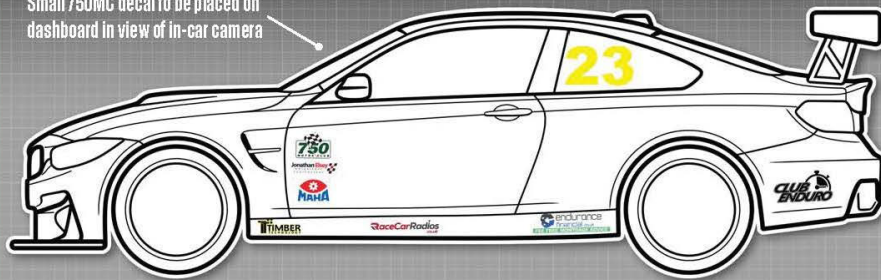
Decals:

In addition to the Minimum Weight decals (see above) all cars must have the following:

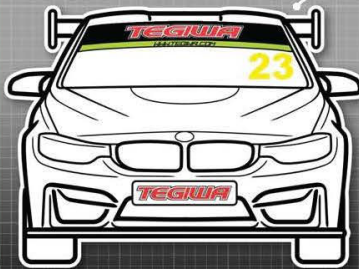
TEGIWA

Club Enduro Championship

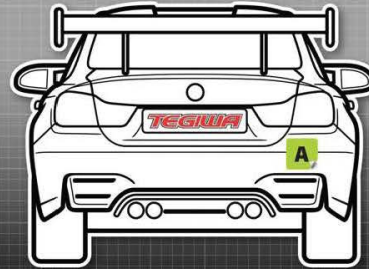
Small 750MC decal to be placed on dashboard in view of in-car camera



Coloured windscreen strip dependent on class (see below)



■ Sunstrip and numberplate positioning MUST take priority over any other personal sponsor decals



MANDATORY DECALS 2023

Front / Rear	1 x Class identification (rear)	2 x Club Enduro	2 x Maha
1 x Tegiwa sunstrip	SIDE	2 x Endurance Financial	2 x Race Car Radios
2 x Tegiwa numberplate	2 x 750 Motor Club	2 x Timber Technology	2 x Jon Elsey Photography

Please ensure graphics are clearly visible and follow the plan as closely as possible.

■ Sunstrip exception will only be given to cars racing in another 750MC formula on the same race weekend.



Key for Club Enduro class colour coding



These will be available to collect from Race Admin and will be checked at scrutineering and in parc ferme, cars not displaying the correct stickers after qualifying will be placed at the back of the grid.

Race Start:

The race will be a rolling start. The procedure as shown in the Final Instructions is as follows:

Cars will be pre-gridded in the Assembly area then released to the grid, there will then be a 1m / 30s countdown followed by the start of the Pace lap behind a Lead Car. Once the Lead Car has returned to the pits the red lights will switch off – signalling the start of the race. Please note that should there be a deterioration of weather conditions from that in qualifying, there will be two laps behind the Lead Car.

Whilst on the Rolling Lap the Lead Car Driver or Observer or a Judge of Fact will assess the grid and if they are not satisfied that the formation is correct, they may elect to do a further Rolling Lap prior to the start to allow drivers to regain their correct positions. If after the Lead Car has pulled into the Pit Lane, the Clerk of the Course judges that the grid is not in good formation as it approaches the Startline, he may leave the Start Lights at Red. In these circumstances, all cars should proceed slowly round the circuit and stop back in position on the grid. The Start procedure will be recommenced at the 1 minute signal. It is the driver's responsibility to insure they are fully aware of the full start procedures in section 2.6 of their Championship Regulations.

Pitstops:

ALL Teams must make at least **ONE** mandatory 3 minute pitstop during the race.

Teams may not make their mandatory pitstop in either the first 30 minutes of the race or the final 15 minutes, nor may they be taken under Safety Car Conditions. If a vehicle is already in the pitlane when Safety Car Boards and Flags are deployed, it will be permitted to complete its pitstop but WILL be held at the end of the pitlane until the Safety Car and associated "train" of cars has passed the start/finish line prior to being released back onto the track. Teams may follow the Safety Car into pitlane and make their mandatory pitstop immediately after a period of Safety Car activity concludes.

Any additional pitstops involving refuelling will require a minimum of 3 mins stationary, irrespective of whether or not the mandatory 3 mins stop has already been completed. Other additional stops i.e. for minor maintenance, checks need not be 3mins in duration.

DUE TO THE NUMBER OF ENTRIES AND THE RESTRICTED NATURE OF THE DONINGTON PITLANE ALL CARS MUST PARK AT A 45 DEGREE ANGLE WITH THE FRONT OF THE CAR FACING TOWARDS THE PIT GARAGES. THIS APPLIES TO ALL PIT STOPS. ONCE A STOP IS COMPLETE THE CAR MUST BE PUSHED BACK BY TEAM MEMBERS EXERCISING AN APPROPRIATE LEVEL OF CAUTION. DURING THE RACE FAILURE TO ADHERE TO THIS WILL RESULT IN A 1 MINUTE STOP & GO PENALTY FOR EACH OFFENCE.

The speed limit for the Pits is 50kph (31mph)and we do have a Speed Gun!

Contravention of these speed limits will lead to Stop/Go penalties (see Club Enduro regulation 4.2). Any team re-offending may incur further penalties up to and including disqualification from the event. It is not permitted for a car to reverse in the pit lane under its own power. Should any need arise to reverse then the car must be pushed into position. Reversing a car under its own power is considered dangerous and penalties will reflect that.

Pit signalling on the pit wall is limited to two team personnel ONLY. The pit wall is the only place where signalling to drivers is permitted.

Refuelling: ALL TEAMS

The maximum amount of fuel which can be stored in any pit garage is 50 litres and must be stored in AAOil Tuff Jugs (or similar) or FIA Dry Break Refuelling dump churns, in accordance with MOTORSPORT UK Regulation [Q 13.1.3 and Q 13.1.4].

The Team shall ensure that throughout the filling of the Tuff Jugs / Dump Churns, one person shall stand with a fire extinguisher at the ready. Any personnel filling the Tuff Jugs or on standby with a fire extinguisher must wear a safety suit in accordance with MOTORSPORT UK Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations.

For teams competing in relay format refuelling in the pit lane is not permitted. For those competing with a single car, all refuelling must be done by means of a Tuff Jug fitted with a dry break coupling or an FIA dry break refuelling system (no rotary hand pumps or electric pumps)

Refuelling: SINGLE CAR TEAMS

All refuelling in the pitlane must be done in accordance with MOTORSPORT UK Regulations [Q 12]

- a) The driver must be out of the car and the engine must be stopped
- b) No work may be carried out on the car whilst refuelling is taking place
- c) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g brakes, to cool before refuelling takes place.
- d) It is recommended that the end of the exhaust and the rear wheel/brake assembly is covered by something fire retardant, especially if it is on the same side or in close proximity to the fuel filler.
- e) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.
- f) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with MOTORSPORT UK Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations. Note: This may be one or more of the drivers of the car (outgoing driver preferably) & we recommend that the refuellers eyes are protected with goggles, safety glasses or a helmet with visor. For the avoidance of doubt team members that are handling fuel churns during the pitstop, including passing them from the pit garage to the refueller will be deemed to be part of the refuelling process and MUST be correctly attired (see above.)
- g) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.
- h) Each car may only take on a maximum of 50 litres of fuel at each pit stop (2.5 x Tuff Jugs) or (2 x ATL FIA Fuel Churns)



Penalties: As follows:

Offence	Qualifying	Race
Excess speed in pitlane	Black Flag	Stop & Go, 2 seconds for each kph over the limit, subject to a maximum time as per c.2.3(b)
Overtaking under a yellow flag	Black Flag	Stop & Go for 1 minute
Overtaking under Safety Car conditions	Black Flag	Stop & Go for 1 minute
False start		Stop & Go
Failure to respect starting positions		Stop & Go
Wrong direction in pitlane	Disqualification of Driver	Disqualification of Driver
More than 3 laps under black flag without stopping	Disqualification of Driver	Disqualification of Driver, 5 lap deduction applied to the team at the end of the race
Refuelling in a manner incompatible with general safety, i.e. with a driver still in the car		2 lap deduction to be applied to the team at the end of the race.
Making a mandatory pitstop of less than 3 minutes (plus success penalties where applicable) in duration.		3 lap deduction applied at the end of the race.
Not making a mandatory pitstop in accordance with the regulations of the event.		5 lap deduction applied at the end of the race.
Not stopping in the pits at 45 degrees and being pushed back when the stop is complete	Black Flag	Stop & Go for 1 minute
"Pro Driver" stop & go penalty of 30 seconds not being taken.		2 lap deduction to be applied to the team at the end of the race.
Relay teams having two cars on track at the same time.	Black Flag	For each lap where two cars are circulating the team will be docked 2 laps
Exceeding track limits	Black Flag after third report	Second report: Black & White warning flag Third Report: Five second time penalty Fourth report: Ten second time penalty Fifth Report: Drive Through Penalty Sixth Report: Disqualification of Driver enforced by Black Flag

Success Penalties:

#1 R. Baker / B. Burns + 30secs, #27 M. Grice / W. Beech + 20secs, #89 Scott Parkin + 30secs, #95 L. Schlewitz / K. Glover, #91 C. Plaskett + 10secs, #66 J. Hayes / P. Subbiani + 30secs, #10 R. Fenwick / A. Shepherd + 20secs, #333 T. Steadman / M. Hooper + 10secs.

Pro-Driver Penalties:

As per Championship Regulation 3.6 the following teams must serve an additional 30 second "Stop & Go" penalty, this may not be taken under Safety Car Conditions.

N/A

Pit to Car Radio:

For teams using pit to car radio, licences must be in place as per MOTORSPORT UK regulation Q11.3, mobile phones and tablets are not permitted to be carried in car.

Safety Car:

The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. On the order from the Clerk of the Course, the Safety Car will join the circuit from the pit lane with its flashing lights on, regardless of where the race leader is. When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved

yellow flag and "SC" board. Flashing yellow lights may also be used at the startline and at other points around the circuit.

All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. Cars must not overtake until they have passed the start / finish line.

Awards:

Trophies will be awarded to 1st/2nd & 3rd in each class plus 1st, 2nd and 3rd to competitors eligible for the Clubman Cup.

There will be a prize giving at the podium (weather permitting) approximately 45 minutes after the end of the race..

Garage Allocation:

PITLANE - 50 KM/H MAX SPEED

	SATURDAY	SUNDAY
1	A. Livesley / M. Gadsby	A. Livesley / M. Gadsby
2	S. Hobson / D. Cogswell	M. Stockford
3	M. Downie / I. Mairs	M. Downie / I. Mairs
4	P. Knibb	P. Knibb
5	D. Silvester / J. Lawton	M. Patel
6	S. Parkin / R. Parkin	S. Parkin / R. Parkin
7	M. Jones / G. Whitehouse	J. Hadley
8	R. Fenwick / M. Fayers	R. Fenwick
9	J. Alford / S. Dennis	N. Grove / J. Hayes
10	M. Creed / J. Birch	E. Christie / S. Glenn
11	M. Nash / S. Pywell	M. Bawtree / V. Pipiras
12	S. Redropp / S. Sothisrihari	J. Williams
12A	J. Mawdsley	W. Beech
14	J. Madoc-Jones / D. Griffiths	C. Gillespie / B. Williams
15	L. Chafer / S. Kilroy	D. Ausano
16	J. Weston-Taylor / M. Gambling	C. Cassidy
17	J. Johnson	L. Schlewitz
18	J. Munday / W. Hunt	T. Steadman / M. Simmonite
19	M. Rayner / B. Macauley	D. Irving / M. Sparrow
20	P. Browes	P. Browes
21	R. Andrade	J. Oswick / K. Keltz
22	M. Radestock / L. Forinton	W. Lynch
23	G. Tilley / C. Jackson	B. Short / I. Thornton
24	G. Kirk	J. Collins
25	M. Tidmarsh / D. Aspden	M. Tidmarsh
26	J. Wright	W. Stacey / P. Mansfield
27	G. Crowhurst / O. Faller	D. Lawrence
28	R. Baker	R. Baker / C. Plaskett
29	ALFA ROMEO	ALFA ROMEO
30	ALFA ROMEO	ALFA ROMEO
31	ALFA ROMEO	ALFA ROMEO
32	ALFA ROMEO	ALFA ROMEO
33	ALFA ROMEO	ALFA ROMEO
34	ALFA ROMEO	ALFA ROMEO
35	ALFA ROMEO	ALFA ROMEO
36	ALFA ROMEO	ALFA ROMEO
37	750MC	750MC
38	750MC	750MC

