



Race Organising Club:
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Donington Historic Festival

Race Meeting

Friday 28th April/ Saturday 29th April/ Sunday 30th April 2017

Competitors' Final Instructions

Thank you very much for your entry. This Meeting will run on the Donington Park National Circuit, Castle Donington Derby DE74 2RP, length 1.9573 miles. These Final Instructions carry the same force as the ASR's. Overleaf is a Competitors' timetable which shows your signing-on & scrutineering times. Provisional entry lists are available by contacting your Race Co-ordinators.

This is a multiple permit race meeting, MSA Permit No.100562 International, 100547 National B The Meeting has been inscribed with the FIA as a National Competition with Authorised Foreign Participation.

MSA Steward International and National B: David Simons. Race Director: Grahame White. Clerks of the Course: Julian Floyd, Ian Danaher, John Hopkinson, Deputy Clerk of the Course: Andy Dee-Crowne, HRDC Race Clerk: TBA, Rally Clerk: Tim Foster. Chief Scrutineer: Dallas Smith, Rally Scrutineer Rob Harris, Chief Timekeeper: Nick Palmer Startline Judges: Rob Lyall, Terry Harrison, Peter Farley, Chris Towler.

01. **Tickets will be sent to all Competitors by their respective Race Group Co-ordinators.** The allocation for each entry is as follows:-
FJHRA Formula Junior, HSCC Historic Formula 2, HSCC Super Touring Car Trophy, : 4 x Entrants' Passes; 1 x Paddock Vehicle Pass; 1 x Support Car Park Pass.
Woodcote Trophy, Stirling Moss Trophy, Historic Touring Car Challenge, Mad Jack Pre War Sports Cars, GT & Sports Car Cup, U2TC, 1000km for 1964-1971 World Sports Championship Sports, Touring and GT Cars, HSCC Jaguar Classic Challenge, HRDC Touring Greats for Pre'60 Touring Cars, HRDC Coys Trophy for Pre'66 Touring Cars, : 6 x Entrants' Passes; 1 Paddock Vehicle Pass; 2 x Support Car Park Passes.
02. **Paddock Access:** Paddock 2 will be open from 14.00 hours on Thursday 27th April and Paddock 1 will be open from 6.30pm on Thursday and both paddocks will be open from 07.00 hours on Friday 28th April. Any Paddock 1 Competitor arriving on Thursday prior to 6.30pm will be directed to Paddock 3 until the circuit grants access to paddock 1. On Thursday only the Paddock gate will close at 9.00pm on all other days the Paddock Gate will close at 7.00pm each day. Teams arriving after this time will be required to wait until 07.00 hours the following morning. Motorhomes longer than 6m will have a dedicated motor home park in Paddock 3. Please note there is no power or water connections for motor homes.
03. **Paddock Layout:** Race teams will be parked in accordance with the Paddock Plan. Please note the layout of Paddock 2 has changed this year. Please try to park in the allotted area for your race. To help you please follow the directions of our paddock marshals at all times.
04. **Signing on and Scrutineering.** Signing on and safety checking will be available from 14.30 hours until 19.00 hours on Thursday 28th April. Safety checking will on Thursday be in the Scrutineering Bay only. On Thursday only competitors will be dealt with on a first come first serve basis. On Friday scrutineering will either be in your designated Paddock Area or allocated Pit Garage. **The Signing-on Office will be located in the Paddock Suite and will be open from 14.00 on Thursday.**
05. **Assembly Area:** Please refer to accompanying Paddock Plan for the location of the Assembly Area and its entry and exit. There will be signs erected so please take the time to examine the route prior to your practice.
06. **Practice.** All groups (with the exception of Historic Formula 2 and Super Touring Cars which will be released on to the circuit from the pit lane) will start practice by joining the circuit from the Assembly Area. Cars should proceed to the Assembly Area 15 minutes before their published practice session time. After the chequered flag, drivers should slow down and return to their allocated Paddock area via the Pit Lane. Competitors must practice in the relevant session for every race entered. Drivers wishing to practice out of session must obtain written permission from the Clerk of the Course and will start from the back of the grid. Practice times and results will be available from the foot of Race Control and the Paddock Suite. **N.B.** Sessions may begin before the published time so please be ready and listen for Paddock announcements.

Designated Groups (Historic Formula 2 and Super Touring Cars) will start practice and pre-race assembly directly from the Pit Lane.
07. **Qualification.** All Drivers entered for a race must complete three laps in the official practice session to qualify. For all Competitors the fastest time set by each car will determine their grid position. **Reserves:** Subject to qualification, reserves will be admitted to the races, if spaces are available, in the order published in the entry list. 20% more cars than are allowed to race may practice.
08. **Grid Formation.** Will be 1 x 1 Standing Start for Historic Formula 2, & FJHRA. Will be 2 x 2 Standing Start for HRDC Celebration of the BTCC and HRDC Touring Greats, Mad Jack Pre War Sports Cars, Jaguar Classic Challenge. All other races will be a 2 x 2 Rolling Start.
09. **Race Starting Procedure.**
Rolling Start Procedure for Historic Touring Car Challenge, Super Touring Cars, 1000Km, GT & SCC, Stirling Moss Trophy, U2TC Woodcote Trophy: All cars should proceed to the Assembly Area 15 mins (in the Case Super Tourers the designated assembly area being the Pit Lane) before the scheduled start of their race for pre-gridding and the one minute and 30 second countdown will take place in the Assembly Area and Drivers will then be released onto the circuit behind a Pace Car for one Pace Lap. Cars must stay in 2 x 2 line astern formation maintaining the speed set by the Pace Car. When the Pace Car pulls into the Pit Lane the pole position car will control the field maintaining the pace of the Pace Car until the start of the race. As the cars approach the Start Line the red light will be illuminated and the race start will be given when the red light is extinguished. Cars may not overtake until they have crossed the Start Line.

Historic Formula 2, FJHRA Historic Formula Junior, Jaguar Heritage Challenge, , HRDC Celebration of the BTCC, HRDC Touring Greats, Mad Jack Pre War, Standing Start: All Cars should proceed to the Assembly Area (in the case of Historic Formula 2 the designated assembly area being the pit lane) 15 mins before the scheduled start of their race for pre-gridding. Drivers will then be released onto the circuit and will proceed directly to the Grid. No personnel will be allowed onto the Grid and engines should remain running. When the Grid is complete the 1 minute and 30 second countdown will take place and the green flag will be shown. Drivers will then do one complete lap which will constitute the 'green flag' lap. Upon arrival at the Starting Grid, Drivers should take up their grid positions as quickly as possible and, as soon as the last car is in position, the 5 second board will be displayed before the red lights are shown, followed between 3 and 5 seconds later by the red lights being extinguished to denote the start of the race.

10. **Practice Start/ Weaving:** Drivers indulging in practice starts i.e. starting with car stationary, or excessive weaving i.e. using more of their half of the track, during the warm up/green flag laps, will render themselves liable to exclusion from the results of that race, as both actions are expressly forbidden.
11. **Race Stops:** Should any race be 'red flagged', notwithstanding the provisions of MSA Q5.4, it may be restarted at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance. Only cars running at competitive racing speed when the red flag is displayed, will be allowed to take part in the restarted race and 'Parc Fermé' conditions will apply between the red flag being shown and the start of the restarted race. The grid for the restarted race will be the order in which the cars passed the Finish Line at the end of the lap preceding the lap on which the red flag was shown and the result of the race will be the order in which the cars cross the Finish Line when the chequered flag is shown at the conclusion of the restarted race. If a red flag is used twice in the same race, the restart will be put to the end of the normal timetable and will run if time allows.
12. **Documentation.** Drivers are reminded that FIA HTP or VIF's for all cars (if applicable) must be available for inspection at scrutineering.
13. **Engines/Silencing.** No racing engines can be run on Thursday 27th April. All Cars must comply with their normal Championship or Series Regulations.
THERE MUST BE COMPLETE RACE ENGINE SILENCE EVERY DAY IN ALL AREAS UNTIL 9.00AM. This is a circuit requirement and is non-negotiable.
14. **Decals.** Competitors are reminded that race sponsor's decals, if supplied, must be prominently displayed on competing vehicles. It will be mandatory to display the special DHF Scrutineering stickers. Failure to display decals may result in exclusion.
15. **Races** may start earlier than published so please be aware of the race scheduled before yours and be ready in plenty of time for your race. Please listen out for any PA messages advising races to go to the Assembly Area.
16. **Safety Car.** All Races and Practice Sessions, if necessary, may be neutralised by the use of a Safety Car. Please ensure that you read the Safety Car Regulations, which are available on the HSCC website and at signing on and will be referred to in the Drivers' Briefing Notes.
17. **Pit Garage Allocation.** Garages 1-13: Historic Formula 2; Garages 14-28: Historic Formula Junior; Garages 29 -36: HSCC Super Touring Cars.
Garages 37 – 38 1000km
18. **Pit Wall & Pit Garages & Grid Safety.** No personnel will be admitted to the Pit Lane without a wrist band as issued to the teams when signing-on. Please could drivers ensure their personnel are only on the Pit Wall for their race(s) and advise all personnel to follow Pit Marshals' instructions without argument. The Pit Wall must be clear of all personnel for all race starts. The rear doors to Pit Garages must be kept closed at all times. No personnel will be allowed on the Grid.
19. **Awards.** Race winners' trophies plus second and third overall will be presented on the podium immediately following each race.
20. **Non-UK Competitors** must be in possession of an appropriate licence and medical certificate issued by their ASN, as per MSA Yearbook. Competitors intending to race with a competition licence which is **NOT** issued by the Motor Sports Association regardless of their licence status must have a proof of permission from their ASN (National Governing body) to compete in a National Meeting with Approved Foreign Participation FIA ISC 18. For some countries this approval is printed on the Competitors licence (e.g. Germany and Denmark) but for remaining countries this should come in the form of a letter. **Warning: It is the Competitors' responsibility to have the correct permission or they will not be allowed to compete.**
21. **Compulsory Drivers Briefings: As per the Competitors' Timetable Para 32 of these instructions. Unless otherwise stated briefings will be held in the rear of the Paddock Club.**

Special Notes:

22. **Starting Grids** Competitors are reminded that for Standing Start races **it is the responsibility of the Driver to place their car in the correct position on the Starting Grid.** It is strongly recommended that Competitors visit the Grid prior to their race to acquaint themselves with the markings and other features of the Grid as starting in the incorrect position may result in a 10-second penalty.
23. **Fuel:** There is a petrol station inside the Paddock which may be open all day on all four days. Sunoco (Anglo American Oil Company Ltd) will also be attending this Meeting and they will be situated within the Paddock. To order fuel contact them on 01929 551557.
24. **Tyres:** Dunlop Tyres and Avon (BMTR) will be supporting this Meeting.
25. **Pit Stop Races.**

All Races: The maximum speed in Pit Lane is 60kph (37.2mph) – a speed gun will be in operation.

Stirling Moss Trophy, RAC Woodcote Trophy and Historic Touring Car Challenge: Races will feature a mandatory pit stop and, where relevant, driver change, between the 20th and 40th minutes. All cars must be at rest for a minimum of **60 seconds** during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

Mad Jack Pre War Sports Cars: Will feature a mandatory pit stop and driver change in both races where relevant, between the 15th and 30th minutes. All cars must be at rest for a minimum of **15 seconds** during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

GT & SCC: This is a two driver race but it is permitted to have a third driver or drive solo. For a two driver car the owner of the race must drive for at least 50% of the racing time. If there are three drivers the owner must drive for at least 33% of the racing time. No single driver can stay behind the wheel for over 50 minutes at a time. A driver competing on his/her own will have to respect these stops (two) and remain stationary for one minute during each stop. In the event of a double stint, a driver will have to stop and remain stationary for one minute during each stop. For a pit stop where a driver change takes place there is no minimum time. Disrespect of the regulations may result in penalty of between 10 seconds and 5 minutes and/or of 1 to 3 laps. It may also result in an exclusion. No refuelling will be allowed. Car doors, seat belts/ harnesses must not be undone until the car is stationary. There is no pit window for this race, teams can elect when to make their stops but on a full race distance of 120 minutes this will require each team to have made two stops to adhere to the race regulations.

Jaguar Classic Challenge: There will be a mandatory pit stop at which a driver change may occur. The car must remain stationary for a full one minute regardless of whether the driver changes or not. The driver does not have to get out of the car or stop the engine if there is no driver change. The Pit Lane will only be open for driver changes between the 10th and 30th minute and all cars, even those not changing drivers, must make a minimum one minute stop in this window. All drivers must practice and the starting driver must be notified to Race Administration at least one hour prior to the start of the race. No refuelling will be allowed. Car doors, seat belts/ harnesses must not be undone until the car is stationary. **If the car does not remain stationary for one full minute there may be a penalty of one extra minute added to its race time or the car could be called in for a drive through penalty.** It is the team's responsibility to time the stop but it will be monitored and checked by race officials. If a car does not stop within the allocated time window there will be a 30 second penalty. There will be an additional time penalty of 1 minute added to the race time for anyone exceeding the pit lane speed limit which will be added to any other time penalties incurred. Failure to take the mandatory pit stop will result in exclusion from the results

HRDC Celebration of the BTCC and HRDC Touring Greats: There will be a mandatory pit stop between the 15th and 30th Minute. There will be no restriction for the time of the stop if double driven, however if single driven the driver must get out of the car close the door, then stand away, before returning to the car to continue with the race. All engines must be switched off during the pit-stop procedure. Any car not pitting within the pit window will be excluded from the result.

U2TC: Will have two 40 minute races. A driver change or mandatory pitstop must take place after the 14th minute and before the 31st minute of the race. For all cars (one or two drivers) the minimum duration of the stop will be one minute + the necessary time to drive through the pitlane at 60kph. The driver does not have to get out of the car or stop the engine. Car doors, seat belts/ harnesses must not be undone until the car is stationary. Penalties: Pit stop out of the target window (1 to 15 seconds) = 1 minute added to the final race time. More than 15 seconds = 2 laps to the final race time. A stop shorter than the mandated pit stop time (1 second to 15 seconds) = +1 minute added to the final race time. Stop shorter than the mandated pit stop time (16 seconds to 60 seconds) = 2 lap penalty. Failure to take a mandatory stop will result in exclusion. It is the team's responsibility to time the stop but timekeepers will record the total time in the pits between the entry line and exit line of the pits. The minimum time will be announced at the drivers' briefing.

1000kms: There will be two mandatory pit stops for driver change and/or refuelling. A car that stops for fuel must be stationary a minimum of 3 minutes at its pit regardless of the amount of fuel needed. It is the team's responsibility to time the stop but it will be monitored and checked by race officials. Infringement of the 3 minute rule will result in a time penalty of three minutes being added to the race time.

Cars that stop without taking on fuel may make their driver change as quickly as possible (no minimum time). If there is no driver change, the driver must exit the car run around it before getting back in to continue. Car doors, seat belts/harnesses must not be undone until the car is stationary. Failure to comply will result in a stop-go or a 30 second time penalty. There is no pit stop window, but any car that takes the Chequered Flag at full race distance without having made two pit stops will be excluded from the results. See standing race regulations in the event of the race being shortened, or a car not taking the flag.

All nominated drivers must take part in practice and the race and must complete at least one lap in both. Starting drivers must be nominated to the officials at least two hours before the start of the race. Drivers who do not nominate a starting driver within this time maybe penalised and must start the first driver mentioned on the entry form.

Refuelling: Refuelling will be in the pit lane outside your allocated pit garage as per MSA Yearbook 2017 page 283, Q13.1 - 13.3. Each competitor will be responsible for supplying their own fuel and all refuelling equipment (strictly non-pressurised). Fuel dispensing must be by sealed fuel bottles fitted with breathers (Tuff Jug). No dry break systems with NASCAR style churns are allowed. For the avoidance of doubt jerry can type fuel containers will not be accepted. Refuelling equipment must be presented to the scrutineers at the same time the car is presented.

26. **Grid Positions for Second Races:** The grid for the second race of HSCC Historic Formula 2, HSCC Super Touring Cars and U2TC will be determined by the finishing order of race one. For Historic Formula Junior Front and Rear Engine, the qualifying times, will determine the grid position for both races.
27. **Pit Stop Penalties:** Any contravention of pit stop regulations may result in a time penalty of one minute unless Championship/ Series Regulations specify a different penalty.
28. **Rolling Start Penalties:** Any Competitor deemed to have taken unfair advantage of the Rolling Start procedure will have a time penalty of up to one minute added to his/ her race time.
29. **Red Flag Race Stoppage in Endurance Races.** In the event of a Red Flag being used to halt a race. The race will have been deemed to have been suspended and any deficit laps incurred by a competitor will be carried forward into the restart.'
30. **Result Classification:** All cars taking the start in a race will be classified as finishers.
31. **On each day of the event there will be a Pit Lane Walkabout for Spectators at Lunch Time. Competitors in Garages are requested to close the rear Garage Doors and open Front Doors, for that period. Your co-operation is much appreciated.**

32. **Competitor Timetable:** Please refer to the enclosed timetable. However, the Sign-on, Scrutineering and New Drivers Briefing times are as follows:

Race	Sign-on		Scrutineering		New to Circuit Drivers Briefing Race Admin		Compulsory Drivers Briefings	
All Races	Thurs	14:30-18:00	Thur	14:30-18:00				
Mad Jack Pre War	Fri	07:30	Fri	07:30	Fri	08.15	Fri	10.15
Historic Touring Car Challenge	Fri	08:00	Fri	08.10	Fri	08.15	Fri	12.15
U2 TC	Fri	08.30	Fri	08.50	Fri	08.15	Fri	11.30
Stirling Moss Trophy	Fri	09.00	Fri	09.20	Fri	10.15	Fri	12.15
1000 km	Fri	09.30	Fri	10.00	Fri	10.15	Fri	12.45
HSCC Jaguar Classic Challenge	Fri	10.00	Fri	10.40	Fri	10.15	Fri	13.20
HRDC Touring Greats	Fri	10.45	Fri	11.15	Fri	13.30	Fri	15.00
HSCC FIA International Historic Formula 2	Fri	11.15	Fri	11.45	Fri	13.30	Fri	15.30
Woodcote Trophy	Fri	11.45	Fri	12.30	Fri	13.30	Fri	16.00
HSCC Super Touring Cars	Fri	12.15	Fri	13.15	Fri	13.30	Fri	16.30
FJHRA Formula Junior Front Engine	Fri	12.45	Fri	14.00	Fri	14.45	Fri	17.00
GTSCC	Fri	13.15	Fri	14.30	Fri	14.00(with compulsory briefing)	Fri	14.00
HRDC BTCC Celebration	Fri	13.45	Fri	15.00	Fri	14.45	Fri	15.00
FJHRA Formula Junior Rear Engine	Fri	14.15	Fri	15.30	Fri	14.45	Fri	17.00