



Porsche Club & Boxster Drivers Briefing Donington GP, 20/21 September 2025

1. Procedure for Qualifying – cars will proceed to the Assembly Area at the bottom of the Melbourne Loop 20 minutes prior to the session. Listen out for tannoy calls. On instruction from the marshals proceed directly on circuit. The qualifying starts when the Green Flag is shown in the Assembly Area. You don't need to enter the pit lane but can if you wish.

2. Procedure for Racing – proceed to the Assembly Area 20 minutes before your race or when called. Assemble in the correct order as instructed by the marshals.

On instruction from the marshals proceed **onto circuit**. The countdown will take place in the assembly area with competitors being shown the start boards from here. At the end of the countdown the green flag will be waved to signal the start of the green flag lap. All cars will proceed directly to the track. Cars will NOT stop on the grid on the first time they cross it.

When approaching the grid for the second time, marshals will be in position to show them to their starting location. When all cars are in position, the 5 second board will be shown. 5 seconds later the Red Lights will ALL be switched on. When the Red Lights are extinguished, the start is given. The start lights are mounted on the gantry.

Please pay particular attention to ensure that your car is correctly positioned in the start box and comply with the start procedure.

Race duration will be **25 minutes**.

3. Practice starts can only be carried out at the pit lane exit. Don't be caught out by a car stopped in that location carrying out a practice start. **Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably, marshals.**

4. Track limits: Be aware of the track limit regulations and comply with them in particular at Turn 1 (**Redgate**), Turn 4 Exit (**Old Hairpin**) and Turn 7 (**McLeans**) where there are sensors. **At the right hand apex at T10 (the Esses) there is a new Track Limit sensor.**

In qualifying a Track Limit infringement may result in the loss of the lap. In a race, according to circumstances 6 infringements could lead to disqualification. The remedy is in your hands.

To remind you, no part of the contact patch of the tyre can go beyond the outer edge of the Red & White kerb.

5. Flag signals:
Motorsport UK Regulation NCR Chapter 12, Appendix 8, Art 12

Signals shall be in accordance with the following. At venues where light panels are operational these light signals will take priority and may be supplemented with flags.

Yellow – For the safety of my marshals, please respect them. A SINGLE Waved Yellow means 'danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

A Double Yellow means 'great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.

A Double Yellow requires your full attention.

Overtaking or not slowing down is an offence from the point of passing the Yellow signal(s) until the Green signal is passed. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed where a Yellow Flag is displayed.

RED Flag: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

6. Contact: Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

7. Excessive and aggressive defending will not be tolerated. The Motorsport UK Regulations state "In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner". The Regulations go on to state: 'However, manoeuvres liable to hinder other



drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course.'

8. Control Flags: Control flags (Black/White, Black/Orange etc) with car numbers will be shown at the finish line on drivers **LEFT**. The same messages may be shown as well as or instead of on the electronic panels adjacent to the start lights.

9. Safety Car: The Safety Car will join the circuit at the Pit Exit. All competing cars, when notified of the Safety Car intervention (by the lights/flag signals & "SC" boards) **will reduce speed** and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. At the end of a Safety Car period its lights will be extinguished at around the exit of Coppice. There may be occasions where they will be turned out later. For race start, the Safety Car may be positioned so that it can be deployed directly onto circuit if required, if necessary taking cars through the pit lane (with its lights on), in the event of a start line incident. **At the end of a Safety Car period when cars are at the exit of the Melbourne Hairpin (Turn 11) drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.**

Remember, you can't overtake or overlap another car until you pass the Green Flag **AT THE CONTROL LINE**.



All laps under the Safety Car count and the race duration will remain unchanged.

10. End of sessions. After taking the Chequered Flag after all sessions cars will complete a full lap and enter Parc Ferme by the pit lane entry. In qualifying ALL cars should proceed through the pits and enter Parc Ferme unless signalled to stop. Can the winning Championship, AM Championship and Boxster Cup cars stopped after each race at the top of the pitlane for interviews. The remainder should proceed to Parc Ferme at the end of the Pit Lane. Take great care when driving in the paddock being aware of quad bikes, people and tail lifts etc.

11. RADIOS – the clerk to car radio will be used for Safety information. The Turn numbers below will be used when passing information.

12. AT ALL TIMES drive within the limit of your capability and that of the car. Be AWARE of what is happening around you. Give each other racing room as required by the regulations. There is only one 'racing line' and that is when yours is the only car on track. Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.

13. Please adhere to the Motorsport UK #RaceWithRespect policy. RESPECT each other, RESPECT the marshals, RESPECT the officials.

Have a good and safe event.

David Scott Clerk of the Course - Donington GP 20/21 September 2025

