

Donington Derby Race Meeting

Final Instructions (Issued 19/03/26)



1. **The Classic Sports Car Club** will organise and promote a Race Meeting at Donington Park National Circuit on **Saturday 28th March** and **Sunday 29th March 2026**.
2. This meeting will be held under the National Competition Rules of Motorsport UK Edition 2 (incorporating the provisions of the International Sporting Code of the FIA) and the event Supplementary Regulations. These Final Instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.
3. Motorsport UK Permit number: 205905 (Interclub).
The following Championship races will also take place:
Lackford Engineering Midget & Sprite Challenge: Permit No: CH2026/R076 (C)
Ramair BMW Championship: Permit No: CH2026/R077 (C)
Alpha Lexis Law Firm Jaguar Championship: Permit No: CH2026/R078 (C)
The Morgan Challenge: Permit No: CH2026/R079 (C)

4. **SIGNING ON and RACE LICENCE:**

Signing on **MUST** be done in advance, from Thursday 19th March 2026. There is no signing on at the meeting. Any competitor not digitally signed on by 17:30 on Wednesday 25th March could be issued with a Motorsport UK fine and may not be allowed to compete.

Competitors will sign on via their ProSolve account [Login \(prosolvehosting.co.uk\)](https://login.prosolvehosting.co.uk). If this is the first time you have used this system, you log in with your email address and click on 'Set up or change your password' to set a password of your choice (there is no need to contact the office).

Any driver who has NOT yet sent us a copy of their 2026 race licence, must email a copy of their licence by 17:30 on Wednesday 25th March to info@classicsportscarclub.co.uk. You will not be allowed to compete until we have received a copy of your race licence. If you've already sent us a copy of your 2026 licence, please do not send this again. With driver briefings moved until after qualifying we have no way of seeing you until you line up for assembly, by which time it may be too late, so please follow these instructions.

5. **ACCESS:**

Please forward these final instructions, separate paddock plan and e-tickets to any team members, before the event so they know when/when not to access the venue and where they must park.

Access to the venue for competitors is by e-tickets. Please check your junk/spam folder and if your e-tickets have not arrived 5 days before the event, please contact us.

Personnel tickets: 1st drivers/single drivers will receive 4 x e-tickets, 2nd drivers will receive 2 x e-tickets.

There are no vehicle passes.

Absolutely no animals allowed at the venue.

Wristbands will no longer be issued for access to the pit-wall, instead, hi vis tops/arm bands are mandatory or recommended, depending on the category: [Regulations page](#)

Event days	Friday	Saturday	Sunday
Not testing on Friday - No access until:	18:00		
Only competing on Sunday? - No access until:		17:00	
No racing engines to be run before:		09:00	09:00
No racing engines to be run after:		20:00	20:00
No excessive noise/generators after:	22:30	22:30	
Paddock to be vacated by:			21:00

6. **PADDOCK PARKING:**

If you are testing on Friday but not competing until Sunday you must move to the area allocated on the Paddock Plan. Please be considerate to your fellow racers, we have very large grids at this event and space in the paddock will be tight.

7. **DRIVER CONTACT NUMBER:**

All drivers must have a working mobile phone at the event so that officials can contact them in the paddock. Please can all CSCC drivers ensure that their mobile number is correct within their ProSolve account and you are ready to take a call anytime you are not competing in your car.

Save the following numbers to your phone, so they don't show up as an unknown number if you are contacted:

CSCC Secretary of the Meeting: 07305 094376 **CSCC Office:** 01225 810655

Please note that the Secretary number above is not used outside of a race meeting.

8. **ENTRY AMENDMENTS:**

During the event, please inform the Secretary of the Meeting as soon as possible, in person at Race Admin (1st Floor of the Race Control building in the Media Centre), by phone on 01225 810655, or by email at info@classicsportscarclub.co.uk, if you will be unable to take part in your race.

This is important as it ensures the race grid is correct. Double check the entry list NOW and then the results at the event, to ensure that every aspect of your entry is correct. Let us know as soon as possible if there are any errors. Is your car in the correct Class? Is your Car number what you expected (we may have changed it if there is a combined race)? Are you listed in all races you think you

have entered? Is your 2nd driver showing in the entry list?

If you need to make a substitution (either car or driver, but not both), or class change, before the start of competition, please speak to the Secretary of the Meeting at the earliest opportunity. (Please refer to NCR Ch. 3 App. 11 Art 1.1L).

We have reserves in a number of qualifying and race sessions, so if you have a problem that forces early retirement please let the Secretary Of The Meeting know at the earliest opportunity (before packing up).

9. **TRANSPONDERS:**

All competitors are required to use an AMB/MyLaps 260, or equivalent MyLaps TR2 or X2 direct-powered or battery transponder. It should be mounted and located as per the manufacturers' instructions. If you need to rent a transponder (for £40), this MUST be done in advance via the TSL website [Single Event Transponder Hire](#). You may not be able to hire a transponder at the circuit. Cars with non-working transponders may be listed as "car XX also competed at this event" and may not be placed, timed or show in the results. Note that those drivers who ignore time-keepers instructions at the bottom of results, risk not being timed during the race, with a subsequent loss of awards/championship points.

10. **BULLETINS and AMENDMENTS:**

Competitors must regularly check the electronic notice board on our website, throughout the event. All results, amendments, official bulletins and important documents will be published here.

www.classicsportscarclub.co.uk/donington

11. **GARAGES:**

Garages are allocated to the following Series/Championships:

Saturday - Garages 1-33: Midland Classic Restorations Ecurie Classic K / **Garages 34-38:** Mike Hawthorn Jaguar Challenge

Sunday - Garages 1-18: Gold Arts Magnificent Sevens / **Garages 19-38:** Verum Builders New Millennium

Sunday competitors will need to share garages in order to fit everybody in. Only those series/championships allocated the garages may use and park behind the garages, leaving the fire-lane clear at all times.

Competitors will exit their garage from the rear, before heading to the assembly area to start each session. You will re-enter the garages through the back at the end of your qualifying or race, unless otherwise directed. Therefore, don't park in such a way that you can't get out for your session, you need to leave lanes to drive through!

The pit lane will be used for pit stops in almost all sessions, so please do not leave equipment, tyres, trolleys etc in the pit lane, except during your sessions, even then, they must be parked as close to the garage doors as possible. Any cables must be covered by matting or proprietary cable covers.

When the garage is unoccupied, such as when your car is on track, or when you leave after competing, you must close either the front or rear garage door, so as to prevent unauthorised vehicle/spectator access to the pit lane.

12. **SCRUTINEERING, VIDEO and RADIO'S:**

Scrutineering will take place in the Scrutineering Bay for the categories listed below. You must have a driver or team member present with your car and race kit at the specified time.

Any car that is either new to the CSCC or is a new-build (from any series/championship) will also be required to have their car scrutineered before driving on the track. All other CSCC cars will receive basic checks as they enter the assembly area.

Saturday: 07:30 - 09:00: Cars new to the CSCC or new builds.

08:30 - 10:00: **Advantage Motorsport Future Classics and SuperPro Modern Classics**

10:00 - 11:15: **The Morgan Challenge**

Sunday: 07:30 - 09:00: Cars new to the CSCC or new builds.

07:30 - 08:45: **Liqui Moly Slicks**

08:45 - 10:15: **Gold Arts Magnificent Sevens**

10:00 - 11:30: **Verum Builders New Millennium**

Ref NCR Ch. 12 App. 4 Art. 4.5 - If a car is included in the list of races to be Scrutineered, it must not be driven on track in any session until inspected, even if the Scrutineering group listed is not the primary race entered.

For those categories where cameras are not mandatory, it is strongly recommend that competitors have working in-car video equipment, which, if used, must be fitted to the vehicle prior to scrutineering and qualifying. Batteries should be charged and memory cards cleared before competition. The CSCC has a number of its own cameras, which will be fitted to certain cars, please don't see this as a reflection of your driving standards, it allows us to view standards of cars around you and may help you in any judicial decision. The Motorsport UK Clerks and CSCC Driver Liaison have the right to request your video footage and you must hand this to an official. The Club/Venue have the right to retain and use this video.

The use of radios, including, pit to car/car to pit, is only permitted at this meeting with express permission and licence from East Midlands Airport. This is a legal matter outside of motorsport regulations. You must have the appropriate licence to be made available for inspection if required, applications for this closed 30 days before the race meeting.

Radios are only permitted in pit-stop races at this meeting (NCR Ch. 12 App. 4 Art. 4.12b), but you must have an appropriate licence as described above.

Please note: NCR Ch. 12 App. 4 Art. 4.17 - Mobile phone or tablet devices are prohibited from being carried in the competing vehicle whilst on the circuit.

13. DRIVERS BRIEFING(S):

Face-to-face drivers briefings will now take place after qualifying and are mandatory for all drivers. **ALL DRIVERS MUST READ THE DRIVER BRIEFING NOTES BEFORE GOING ON TRACK FOR QUALIFYING.** These driver briefing notes will be emailed to you separately from Wednesday 25th March and also posted on the event noticeboard. There may be a question inserted into the notes, to check you have read them, with a chocolate bar related penalty for those who can't answer! Mandatory briefings will be held in the Pit Lane Suite/Briefing Room, at the back of the 'Garage 39' Restaurant. Briefing times can be found on the timetable published on the event page. If a driver is in more than one race, they need only attend one briefing per day, provided (a.) this is before any race session and (b.) that they let the official know which other races they are taking part in, whilst attending the briefing. Briefings will start on time, therefore please arrive early, to allow time to sign-in and (where relevant) to tell us which driver is driving first. CSCC and sponsor stickers will be available to collect from the briefing. If you are late by even a minutes, or miss your briefing, you will be asked to attend the next scheduled briefing before you are allowed to race This could leave you short of time, therefore please arrive early in the first place!

If this is your first ever race, or your first race at this circuit, you must also attend a new to circuit briefing before going on track to qualify, this is in addition to your mandatory briefing. Please see the timetable for briefing times.

If you do not attend a briefing you may be liable for a Motorsport UK Fine of £290 (NCR Ch. 5 Part A App. 5 Art. 2.3h)

14. ASSEMBLY AREA:

Qualifying: As drivers approach the entry to the assembly area (Melbourne Loop) in one orderly queue, before qualifying, they will have their cars noise tested. Competitors are referred to NCR Ch. 7 App. 8 Art. 3.3. The circuit also has drive-by noise meters in operation.

Race: Keep an eye on announcements and TSL live timing. Those parked away from the garages may not be able to hear the tannoy, therefore it is vital that you keep an eye on what is taking place on track vs. the timetable and regularly check the digital notice board on the CSCC event page (not the TSL Timing page). The Clerks will always try to run ahead of schedule (up to 30 minutes ahead) and may shorten the lunch break, to maximise the chances of fitting in all races. Arrive early, if a red flag occurs in the session before yours, we may start your session early. If you are not ready for 'starters orders', you run the risk of becoming a pit lane starter or losing your place to a reserve. Please see 22. Consecutive sessions.

15. LIGHT PANELS/FLAG SIGNALS:

Light panels are operational at Donington and exist at strategic parts of the circuit. These light panels will take priority and may be supplemented with flags.

At the time of publishing these final instructions we are not permitted to use Safety Car or Code 60 in qualifying sessions (only race), increasing the likelihood that you may see a Red Signal. The showing of red signals at all flag marshalling posts signifies that the qualifying or race has been stopped. You must actively look for signals, they are sometimes out of your direct line of sight, or are some distance away.

If a red signal is displayed during a qualifying session, return to the pit lane. In a race, stop on the grid where indicated by Marshals. **DON'T BLINDLY FOLLOW THE PERSON IN FRONT, USE YOUR OWN EYES AND BRAIN.**

Car specific flags/light boards (Black, Black and Orange, Black and White) are displayed to ALL cars, at the start/finish straight only, with a number board showing the car number in question, possibly supplemented by the overhead matrix sign. Look left each time you pass the start/finish position (you will need to look, this position is not straight ahead of you), as this post can display multiple numbers at once.

Donington pit lane exit: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. Do not enter the red painted area or its white solid outline at the pit exit, at any time, this is beyond track limits and is important for safety. (See picture) Be aware that a safety car or competitor may exit the pit lane at any time, make space.



16. STOPPING ON TRACK:

If you see smoke in your mirrors you must pull off the track immediately, fluids spilled are a considerable hazard and likely to require significant time spent clearing up. Should you stop on track it is vital to give a 'thumbs up' signal when approached by a Marshal to indicate you believe you are in good health and can exit the car to a place of safety without their assistance. Then immediately move yourself to a position of safety, do not stop to look at damage or what's fallen off! If you remove your steering wheel to get out, make sure it is securely replaced on the steering boss and do not leave the area of your car unless requested to do so. You will be required to steer the car when being recovered. If you have a disability or impairment that may hamper your ability to exit a vehicle without assistance, please notify the Secretary of the Meeting at the earliest opportunity.

If you stop in the gravel, it is best not to try driving out, if your wheels dig in it could be difficult for Marshals to push you and enhance the chance of damage to your car.

Live Snatch is permitted when the race has been neutralized and by permission of the Clerk of the Course. We have the ability to carry out live snatch under local yellow signals, for sessions where all competing cars are equipped with full roll-cages.

17. PITS/PIT LANE:

Please read and understand the pit stop regulations on the CSCC website for your specific series/championship. [Regulations | csccl \(classicsportscarclub.co.uk\)](https://www.classicsportscarclub.co.uk/regulations)

Donington Derby Race Meeting

Final Instructions

The pit lane speed limit is 60kph. The pit-in timing line is at the same location as the 60kph speed limit board, whilst the pit-out timing line is where the 60kph limit ends (sign with strike-through). For those of you with timed pit-stops, be aware, it is common for drivers to choose the first (wrong) line at Donington, incorrectly starting their timer too early and picking up a penalty. When stopping in the pit lane, cars will remain parallel to the pit lane, as close to the garage front doors as possible. No person under the age of 16 is allowed in the pit lane or the pit garages. No smoking or vaping and no re-fuelling may take place in the pit lane and the riding of all motorcycles/cycles/electric scooters is forbidden.

The penalty box is at the far end of the pit-lane.

- Be safe, above all other considerations. Brief your team where to stand and tell them to take utmost care if moving from the pit wall. If they impede a car or create an unsafe situation, **you** risk a penalty.
- Be flexible where you stop in the pit lane. Ask your mechanics/driver to come to you in an area of space.
- If you are impeded, please report to the Judicial Clerks within 30 minutes of the race end, with video evidence.
- You, the drivers, are responsible for your crews safety, you must warn them of the dangers of the pit lane. The pits should never be used for spectating. **New for 2026:** For team members in pit-stop categories, it is mandatory to wear a high-vis top/tabard when on the pit-wall and in the pit-lane. Any colour high vis with reflective areas, expect solid red, pink, orange or yellow. It is mandatory for drivers in two-driver teams with a pit-stop to wear a pair of high vis armbands of any colour when in the pit-lane or pit-wall (out of car). The exception is in those moments immediately before/during/after a driver change. At this time the armbands may be removed. It is highly recommended for all pit-crew to wear them in the pits/pit wall during sprint (non pit-stop sessions). The CSCC will bring a limited number of tabards for loan on the day, for use in the pits.

Maximum of the three persons on the pit wall per car See NCR Ch. 12 App. 11 Art. 3.1.

Pit Stop Lane

Stop here on the concrete area for your pit stop. Pull well over the white line to ensure your pit crew do not have to stand in the crossing lane with an open door.

Crossing Lane

Only use when crossing to or from the fast lane to carry out your pit stop. Do not undertake another car! NEVER stop here, or you may be asked to move during your pit stop and could risk a penalty.

"Fast" Lane

Use when entering and leaving the pit lane. Most of your time spent moving in the pits should be done so here. Do not drive the length of the pits over the painted hatch markings or in the crossing lane.



18. SAFETY CAR:

A Safety Car may be used in all Race Sessions as per NCR Ch. 12 App. 8 Art. 2. Unless notified otherwise, for 2026 we are not permitted to use the Safety Car (or Code 60) in qualifying.

It will enter the circuit via the pit exit and exit the circuit via the pit entry.

A 'waved' yellow signal and 'SC' board will be displayed at the Start/Finish line. The 'waved' yellow signals and 'SC' boards will be displayed simultaneously around the circuit. **No overtaking, you must maintain a speed to catch up the car in front.**

*NCR Ch. 12 App. 8 Art. 2.8 While the **Safety Car** is in operation competing **Vehicles** may enter the pit lane but may only rejoin the Track when signalled to do so and not when the **Safety Car** and the line of **Vehicles** following it are about to pass or are passing the pit exit. A **Vehicle** re-joining the **Track** must proceed at an appropriate speed until it reaches the end of the line of **Vehicles** behind the **Safety Car**.*

During a race, if you are the leader when the Safety Car signals are displayed, please slow down sensibly and open a large gap to any cars ahead that you may have been about to overtake/lap so that by the time you cross the Control Line there is a large safe gap ahead of you for the Safety Car to enter the circuit directly in front of you. This will certainly be extremely useful to Race Control and will reduce the number of Safety Car laps whilst dealing with any on track incident.

If the leading car is not behind the Safety Car, the Safety Car may wave past a car/cars until the leading car is behind the Safety Car.



As the Safety Car enters the pit lane, the green Signal will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal, yellow signal and 'SC' boards at the signalling posts will be withdrawn and be replaced with a 'waved' green signal for one lap. **No overtaking/overlapping before the control line.**

19. **CODE 60:** All competitors must read and understand this section, particularly if you are new to the CSCC. Judges Of Fact will be issued with calibrated speed guns, with which to monitor Code 60. These can be moved to any part of the circuit as required. Timekeepers will also report speeding offences. Code 60 may be used in all Race Sessions (but not qualifying) as per NCR Ch. 12 App. 8 Art. 3. A Code 60 signal will be waved at the start/finish line and simultaneously at all signalling posts in use around the circuit. The signal will continue to be 'waved' for a minimum of one lap and until all vehicles have visibly slowed down, following which the signal will then be held stationary until the Clerk of the Course withdraws the Code 60. Yellow signals will continue to be waved at the incident, but green signals will not follow. **All competing cars will react immediately**, release the throttle, gently reduce their speed to 60kph and should remain behind the car in front. Note: It is essential that drivers avoid sharp braking when slowing down, keep on the same line and use your mirrors in case drivers behind are unsighted. While the Code 60 is in operation, competing vehicles may enter the pit lane, but must not re-join the track if the pit exit signal is red. When the Clerk of the Course orders withdrawal of the Code 60, all signalling posts will then immediately replace the Code 60 signal with a green signal. The 'waved' green signal will be shown simultaneously at all signalling posts. Racing will resume as soon as the green signal is displayed. Overtaking is strictly forbidden until the green signal is displayed. Any infringements may be penalised by a time penalty, see series/championship regulations for penalties. Each lap or race time covered while the Code 60 is in operation will be counted as race time or racing laps. **WEAVING:** Drivers indulging in excessive weaving (more than the cars width) when the Safety Car/Code 60 is in use, will render themselves liable to a Motorsport UK penalty.

20. **QUALIFYING:** All drivers will be required to bring their cars to the assembly area on the Melbourne Loop, as described in section 14 of these final instructions and the timetable. Those in the garages must leave their garage through the rear door (not via the pit lane). The qualifying session will cease when the chequered flag is shown at the finish line. Competitors should safely and progressively slow their cars after the finish line and proceed around the circuit with no overtaking, exiting the circuit at a slow speed, into the Pit Lane. You will usually be directed through Parc Ferme and back into the paddock. Those in the garages will enter back into the paddock and will re-enter their garage through the rear doors. Speeds must be minimal in the paddock, remember that members of the public will be walking around here. Any non-qualifying reserves or cars qualifying for 3 laps out of session must speak to the Clerk Of The Course for instructions, in good time before the session. They will give you clear instructions about what to do next.

Grid positions are determined by times recorded in official qualifying, except:

Lackford Engineering Midget & Sprite Challenge, Gold Arts Magnificent Sevens, Alpha Lexis Law Firm Jaguar Championship, Ramair BMW Championship and The Morgan Challenge, where the grids will be set as per Series/Championship regulations. Fox Transport Turbo Tin Tops / Trackday Solutions Puma Cup will have a split, two part start as per NCR Ch. 12 App. 6 Art. 6.15. Turbo Tin Tops will start 10 seconds ahead of the Puma Cup cars.

A competitor must either complete three laps, or have raced over the course within the preceding 24 months. (NCR Ch. 12 App. 6 Art. 3.1) If the 3 laps are not completed in the allocated, timetabled session, they may, with the consent of the Clerk of the Course, be completed in a suitable alternative session (if space is available and suitable) but only the times recorded in the proper session will be used to determine grid position. Cars qualifying wholly out of their session will complete 3 laps only, will not be timed and will be required to strike out their number with tape and must start from the back of the grid. (NCR Ch. 12 App. 6 Art. 3.4)

2 car teams only: Only 1 car may be on track at any time, in either qualifying or race.

2 driver and 2 car teams: If a double header takes place, the driver in the second race will take up the grid position of the finishing position of the driver in the first race.

21. **RACE START:** Rolling Starts will be used for all races, except the Lackford Engineering Midget & Sprite Challenge who will have Standing starts. The starting signal for all races, except those listed below, will be given by lights. In the event of starting lights failure, the Starter will revert to use of the National Flag.

Fox Transport Turbo Tin Tops / Trackday Solutions Puma Cup will have a split, two part start as per NCR Ch. 12 App. 6 Art. 6.15. Turbo Tin Tops will start ahead of the Puma Cup cars.

Rolling Start:

Cars will be organised in grid order within the assembly area. The countdown will start in the assembly area, a one-minute board and 30-second board will be shown in the assembly area and then the cars will be released for the rolling lap behind a Pace/Safety Car. For the avoidance of doubt, you will not be stopping on the grid, when you exit the assembly area, you are starting your green flag lap, unless specifically told otherwise. When the last car has passed the start line, the red lights will be switched on. When the Pace/

Safety Car turns off its yellow lights, cars should re-form in a 2x2 grid formation behind the Pace/Safety Car, no more than 1 car length behind the car in front, with the speed set by the Pace/Safety Car (approx. 60KPH).

Once the Pace/Safety Car is clear in the pits, with the cars approaching the Start Line, the red start lights will be switched off, signalling the start of the race.

All cars are free to race when the red lights are switched off. Any car holding back more than 1 car length, or any car accelerating before the red lights being switched off may be penalised.

Trackday Solutions Puma Cup drivers only:

These drivers are starting 2nd, behind Fox Transport Turbo Tin Tops at the split rolling start. The starting instructions above apply to you, with the following differences: The two drivers on the front row of your category need to start creating a gap between yourselves and the cars in front, when the safety car turns off its yellow lights and as you approach Goddards. The aim is to start 10 seconds behind the Turbo Tin Tops, that will have already started when the red lights go out. As you enter the start straight, at a slow speed (approximately 60kph) in a tight 2x2 formation, look ahead and slightly left and up, to the flag position. Your race will begin when the National flag is dropped. You must look for warning lights and flags, in case of an issue with the category that started ahead of you. This is vital for everyone's safety, particularly at the first corner, Redgate, where a competitor may be in need of assistance.

Aborted Rolling Start, all races:

If the start is aborted and the red lights do not go out or the National flag is not displayed, you must maintain your 60kph speed and continue for another lap to attempt a second restart. Do not accelerate and maintain your position within the crocodile. Race time will start when the red start lights go out or as displayed on the Matrix board. If the race start cannot take place, red flags will be shown on all marshal posts and start line. Cars will reduce speed and stop on the grid and wait for further instruction from the Marshals or Officials.

Standing Start: Lackford Engineering Midget & Sprite Challenge

Cars will be organised in grid order within the assembly area. The countdown will start in the assembly area with a one-minute board, 30-second board and then the cars will be released directly onto the grid and the green flag lap will commence behind a Pace/Safety Car (you will not stop on the track at this stage). As you approach the start line at the end of the full green flag lap, you must slow to allow marshals to direct you to the correct grid position. Once all drivers are stationary and in their correct positions, the 5-second board will be shown and then the red lights will be displayed. At some time between 2 and 7 seconds, the red lights will be switched off, signalling the start of the race.

22. SESSION END:

At the end of the session, indicated by a chequered flag, all competitors must progressively and safely slow down, with no overtaking, after taking the chequered flag. This allows any cars ahead, still on their last competitive lap, the opportunity to pull away and create a gap. Competitors should safely and progressively slow their cars after turn 1 and proceed around the circuit, exiting via the pit lane into Parc Ferme. Usually you will be waved through Parc Ferme and back into the Paddock but be prepared to follow Officials or Marshals instructions. Some grids may be stopped in Parc Ferme. If you are in a garage, do not return directly to your garage, you must exit through Parc Ferme and enter the garages via the rear doors. Speeds must be minimal in the paddock, remember that members of the public will be walking around here.

If a race must be stopped and it is not possible to re-run it within its allocated time schedule, it may be transferred to the end of the programme and re-run if time permits. Also, irrespective of NCR Ch. 12 App. 6 Art. 9.1b, the Organisers reserve the right NOT to re-start any race should a race stop become necessary.

Consecutive Sessions

If you are in back-to-back sessions, it is imperative that you are organised and refuel or swap cars near the assembly area. There is a risk that you may become a pit-lane starter if you take too long or you cannot be seen. If you have pit crew, it can be useful for them to communicate to Marshals/Scrutineers in either Parc Ferme, Assembly Area or both, as a reminder that they will have a car racing in the next session.

Please ensure that once you have left the circuit, that you drive slowly but directly to the assembly area, where you may refuel/change tyres. Have your fuel, tyres, a drink and any mechanic support ready for you. Do NOT return to your place in the paddock or garage for this, as the race may well start without you.

23. RESULTS:

Qualifying and Race results will be available to view on the official noticeboard on the CSCC event page.

www.classicsportscarclub.co.uk/donington

The time at which the clock will start for queries or protests to be lodged will be the time that results are published on the official noticeboard. Cars with non-working transponders may be listed as "car XX also competed at this event" and may not be placed, timed or show in the results.

24. JUDICIAL and RACE CONTROL:

Racing with the CSCC is a non-contact sport. **In the first instance and within 30 minutes of that track session ending, please report any on-track driving issues with the CSCC Driver Liaison, located in the Media Room (1st Floor of the Race Control building). Any contact with another car MUST be reported, within 30 minutes.** They can then refer matters to a Judicial Clerk.

Donington Derby Race Meeting

Final Instructions



You can also contact Driver Liaison, Tony Rushforth and Charlotte Rushforth by phoning 07305 041990. Should you be called for a judicial action; we will initially communicate via the Driver Representatives, that particular drivers/entrants will be requested for attendance, along with their onboard camera/memory card.

Should a protest/appeal be required to the Stewards of the meeting, this should first be communicated to the Event Secretary either in person at Race Admin, or by phone on 07305 094376 so the time can be logged. All results of these actions will be provided electronically to applicants and published on the official noticeboard for all drivers to be made aware.

As per NCR Ch. 2 App. 3 Art. 1.8, A Competitor is not permitted to record the Judicial Proceedings. This means the recording of sound and/or via video and covers any Judicial held by a Clerk of the Course or whilst in any Judicial process with the Driver Liaison team and/or a Clerk of the Course.

Competitors are also reminded of the Motorsport UK Social Media policy and must take care that they and their team members adhere to this at all times. The Motorsport UK Social Media Policy can be viewed [here](#).

Reporting incidents at the circuit and the CSCC - All on track incidents involving car-to-car contact, however minor, must be reported to Driver Liaison at the circuit, within 30 minutes of the end of the session, bring onboard video footage if available. If a member has any concern about driving standards, they should speak to their Driver Representative, or the Driver Liaison team at the circuit, not two weeks later to the office. For reasons of time and not always having access to all evidence and witnesses, any incidents only reported once the race meeting has finished, may not be investigated by the CSCC office.

Drivers should be aware that any incident investigated at the circuit may also be independently reviewed by the CSCC Committee and could result in a member receiving one of the level warnings within the [Club Discipline](#) document. It is in a member's interest to make the driver liaison team aware of any circumstances and evidence they have regarding the incident, within 30 minutes of the session ending. Having done this, they may also contact the CSCC office by email, giving their point of view on the events, which may assist the Committee, before they issue a decision.

25. AWARDS CEREMONY:

Prize giving takes place 30 minutes after the race ends and will take place in the Pit Lane Suite/Briefing Room, at the back of the 'Garage 39' Restaurant. Your team/family are welcome. We won't put out a Tannoy announcement, so please attend in good time to collect your award. Awards not collected at the meeting will be recycled for future events. For series/championships that have double headers, the prize giving for both races, will take place 30 minutes after the end of the 2nd race.

26. OTHER INFORMATION:

Due to certain clauses in our contract with the circuit, your attention is drawn to the following:

Any driver failing to comply with a black & orange flag, whose vehicle is confirmed as having dropped fuel, will be responsible for any charges made on the organising club in respect of consequent track repairs. Furthermore, any driver who fails to stop when dropping fuel, will cause the session to be stopped by the use of the red flag.

Persons not in possession of a valid appropriate licence and insurance may not drive motorcycles, or other vehicles within the confines of the circuit. Motorcycles/cycles may not be driven along the pit road at any time during the meeting. **Electric scooters are forbidden in all locations.**

Markings must not be made on floors or any part of the circuit or paddock surface. Pegs/screws/bolts must not be hammered in or inserted into any tarmac or solid surface. In both cases this includes without limitation the circuit surface and the pit and paddock area. This includes damage caused by trailers which must be left sited on blocks, not directly onto the ground as limited weight restrictions apply. Any person who damages any tarmac surface may be excluded from the MSV Venue and, where such person is a Club or Team representative or Competitor, the Club, Team or Competitor shall on demand reimburse MSV for the total cost of rectification of any such damage

The circuit operator is not liable to any club, team or competitor for any damage in the course of removal of any vehicle from the circuit.

Clubs, Teams and Competitors may use the A3 clip frame information boards provided in pit garages (where applicable). Otherwise, placards, banners, advertisements, stickers, decals or leaflets must not be attached, erected, installed or placed anywhere around the MSV Venue, including without limitation on any windows, fascias, hospitality suites or doors, without MSV's express prior written permission. Any cost incurred by MSV to rectify or repair any damage caused by any breach of this provision shall be immediately reimbursed by the relevant Club, Team or Competitor on demand.

The flying of Drones is strictly prohibited.

Should we (Classic Sports Car Club) as organisers of the meeting become liable for any circuit fine (regardless of amount) and the cost of any repair, the offender may be held responsible and in consequence will have to reimburse Classic Sports Car Club for the full amount plus any legal costs that may be incurred. By signing-on for this meeting you are also deemed to be unequivocally agreeing to the arrangement.

27. All competitors and Teams must read the MSV Donington Park Safety Guidance Notes: [Here](#), on the CSCC event page.

28. **OFFICIALS:** Officials will receive separate instructions, with a link to signing-on in advance of the meeting.

Motorsport UK Steward: Trevor Williams

Event Stewards: Paul Stoner, Steve Walters

Clerks of the Course: Terry Scannell (Senior), Philip Dunlop, Lynne Spurr, Simon Staveley, Justine Allwood-Hewitt

Donington Derby Race Meeting Final Instructions



Assistant Clerk of the Course:	Les Conway
Chief Medical Officer:	Saturday - Dr. Van Der Heijden, Sunday - Dr. Kangokar
Chief Timekeeper:	Lisa Sneader
Event Secretary:	Hannah Gardin, Jo Lewkowicz (Deputy)
Chief Scrutineer:	Tony Harman
Chief Marshal:	Terry Mullen
Chief Observer:	Tom Bannister
Chief Flag:	James Parry
Chief Startline:	Karen Kirk
Safeguarding Officer:	David Smitheram

Testing on Friday 27th is available by booking directly with MSV, via their website: testing-v4.msv.com/calendar/donington-park/2026/3/27

MSV Ticket discount for CSCC members. MSV are offering 20% discount on all adult tickets purchased in advance for CSCC events. Please book using the relevant MSV circuit website: www.msv.com and use code **CSCC26** at the checkout.

Tyre support and sales are, as always provided by the Adams & Page team. Please give them a call to pre-book your tyre needs.



Adams and Page Ltd



Opening times

Monday - Friday: 8:00am - 5:30pm
Saturday: 8:00am - 12:30pm
Sunday and Bank Holidays: closed

Call us now

01494 525 971

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