

Thruxton Thriller Race Meeting

Final Instructions (Issued 11/09/25)



1. **The Classic Sports Car Club** will organise and promote a Race Meeting at Thruxton Circuit on **Saturday 20th September** and **Sunday 21st September 2025**.
2. This meeting will be held under the National Competition Rules of Motorsport UK (V10) (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: 204267 (Interclub).
The following Championship races will also take place:
Ramair BMW Championship: Permit CH2025/R074 (C)
Alpha Lexis Law Firm Jaguar Championship with MG Trophy: CH2025/R075 (C)
The Morgan Challenge: Permit CH2025/R076 (C)

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

Signing on **MUST** be done in advance, from Thursday 11th September 2025. There is no e-scrutineering required for 2025, although competitors are signing on to say they comply to all Motorsport UK regulations, including validity and expiry of items such as belts, helmets and extinguishers. There is no signing on at the meeting. Any competitor not digitally signed on by 17:30 on Wednesday 17th September 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 2025 race licence, must email a copy of their licence by 17:30 on Wednesday 17th September 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 2025 licence, please do not send this again.

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. These will arrive from 'Ticketco'. Please check your junk/spam folder if your e-tickets have not arrived at least 5 days before the event.

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.

For all sessions, with the exception of Co-ordSport Tin Tops and Puma Cup:

Coloured, race-specific pit-wall wristbands are required for anyone accessing the pit wall, for the purposes of signalling or timing only (NCR Ch. 12 App. 11 Art. 3.1). If you are a single driver you won't need to wear a wrist band (you can't race and time yourself). If you are a driver in a 2 driver team, you will need to wear a wrist band if you wish to access the pit wall. Each entry will be given a maximum of 3 pit-wall wristbands only, please do not ask for more, this is a safety measure. The Club and Motorsport UK officials reserve the right to further restrict, or remove wristbands at any time. Wrist bands are not required for working team members accessing the pit lane.

CSCC pit-wall wristbands along with mandatory series/championship stickers will be given out before the drivers briefing, held in the Thruxton Centre, before your qualifying session.

No pit-wall wristband, or the wrong colour wristband = no access to the pit wall for any person, sorry.

Co-ordSport Tin Tops and Puma Cup:

For Tin Tops and Puma Cup sessions ONLY, we won't be issuing wristbands, instead, we will be providing extra education to drivers to pass to their team members and making it highly recommended that team members wear either a jacket or tabard in fluorescent (day-glo) orange or green. The CSCC will bring a limited number of tabards for loan on the day, for use in the pits.

Event days	Friday	Saturday	Sunday
No access until:	12:00		
No access to the coned area until (see map):	17:00		
No racing engines to be run before:		08:45 (except for noise testing)	
No racing engines to be run after:		18:30	18:30
No excessive noise/generators after:	22:30	22:30	
Paddock to be vacated by:			21:00

6. **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:

Thruxton Thriller Race Meeting

Final Instructions



CSCC Driver Liaison: 07305 041990 **CSCC Secretary of the Meeting:** 07305 094376 **CSCC Office:** 01225 810655

Please note that the Driver Liaison and Secretary numbers above are not used outside of a race meeting.

7. ENTRY AMENDMENTS:

During the event, please inform the Secretary of the Meeting as soon as possible, in person at Race Admin (ground floor of the Thruxton 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).

8. 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 \(tsl-timing.com\)](http://Single Event Transponder Hire (tsl-timing.com)). You may not be able to hire a transponder at the circuit. 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.

9. 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/thruxton

10. GARAGES:

Garages are allocated to the following Series/Championships:

Saturday: Verum Builders Open and The Morgan Challenge

Sunday: Gold Arts Magnificent Sevens

Competitors may need to share garages. 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 your 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.

11. SCRUTINEERING, VIDEO and RADIO'S:

Scrutineering will take place in the Scrutineering Bay or garages 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 driver who has a new-build car (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: 07:15 - 08:45: **Verum Builders Open** (in the Garages) Any Open series cars not located in a garage, please take your car to the Scrutineering Bay at the allocated time.

08:15 - 09:45: **Ramair BMW Championship**

Sunday: 08:30 - 10:00: **Liqui Moly Slicks**

09:30 - 11:30: **WOSP New Millennium**

10:30 - 12:30: **SuperPro Modern Classics**

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 recommended that competitors have working in-car video equipment, which, if used, must be fitted to the vehicle prior to scrutineering and qualifying. 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, 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 to be made available for inspection if required.

Please note, we had two cars disqualified for having dash-mounted phones at a previous race meeting. The current regulation is: NCR Ch. 12 App. 4 Art. 4.17 - Mobile phone or tablet devices capable of having a SIM card fitted are prohibited from being carried in the competing vehicle whilst on the circuit.

12. DRIVERS BRIEFING(S):

Drivers briefings (before qualifying) are mandatory for all drivers and will be held in the Thruxton Centre. Briefing times can be found on the timetable published on the event page. Every driver, regardless of experience, must attend a briefing before they qualify. If a driver is in more than one race, they need only attend one briefing per day, provided (a.) this is before any qualifying session and (b.) that they let the official know which races they are taking part in, whilst collecting wrist bands. Please arrive early, to allow time to receive wristbands, CSCC and sponsor stickers, a roll call and (where relevant) to tell us which driver is driving first. If you are late, or miss your briefing, you will be asked to attend the next scheduled briefing before you are allowed to qualify. This could leave you short of time, therefore please arrive early in the first place!

If this is your first ever race, the Motorsport UK Clerk will ask you to stay behind for a few more minutes, after your mandatory briefing.

If you do not attend a briefing you may be liable for a Motorsport UK Fine of £280 (NCR Ch. 5 Part A App. 5 Art. 2.3h).

13. ASSEMBLY AREA:

Qualifying: As drivers approach the entry to the assembly area 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.

Race: Keep an eye on announcements and TSL live timing. 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. The Clerks will always try to run ahead of schedule (up to 30 minutes ahead). 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 21. Consecutive sessions.

14. LIGHT BOARD/FLAG SIGNALS:

Signal lights/light boards exist at strategic parts of the circuit, to supplement flag signals. At venues where light panels are operational, these light signals will take priority and may be supplemented with flags.

The showing of red flags and/or red lights at all marshal's posts signifies that the qualifying or race has been stopped. **You must actively look for flags/lights, they are sometimes out of your direct line of sight, or are some distance away.**

If a red flag/light 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. Look right each time you pass the start/finish position, as this post can display multiple numbers at once, whilst light panels can display only one car at a time.

Pit lane exit: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. **Do not cross the solid, white painted line, (driver's left),** when joining the track, at any time.

15. STOPPING ON TRACK:

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.

16. PITS/PIT LANE:

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

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).

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 foot of Race Control, towards 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. It is highly recommended that all pit crew wear high visibility, green or orange tabards.

Maximum of 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 yellow line to ensure your pit crew do not have to stand in the fast lane with an open door.

"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 undertake another car! NEVER stop here, or you may be asked to move during your pit stop and could risk a penalty.



17. SAFETY CAR:

A Safety Car may be used in all Qualifying and Race Sessions as per NCR Ch. 12 App. 8 Art. 2.

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

"SC" boards and waved yellow flags, together with "SC" on the light boards will be displayed on the Start/Finish line and 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 signaled 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 SC Boards/Lights/Flags 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 "SC" boards and yellow flags will be withdrawn and replaced with a green flag on the Start/Finish line and simultaneously around the circuit. **No overtaking/overlapping before the Start line.**

18. CODE 60: All competitors must read and understand this section. 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 Qualifying and Race Sessions as per NCR Ch. 12 App. 8 Art. 3.

A Code 60 light board, supplemented by a Code 60 flag will be waved (agitated) at the start/finish line and simultaneously at all points around the circuit. The lights and flags will continue to be shown for a minimum of one lap and until all cars have visibly slowed down, following which the flag will then be held stationary/the Code 60 lights will continue to be shown, until the Clerk of the Course withdraws the Code 60.

Yellow flags will continue to be waved at the incident, but green flags after the incident will not be shown.

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.

While the Code 60 is in operation, competing cars may enter the pit lane, but must not re-join the track if the pit exit light is red.

When the Clerk of the Course orders withdrawal of the Code 60, all flag/light posts will then simultaneously display a waved green flag/green light. Racing will resume as soon as the green flag/light is displayed.

Overtaking is strictly forbidden until the green flag/light 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.



Thruxton Thriller Race Meeting

Final Instructions



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.

19. **QUALIFYING:**

All drivers will be required to bring their cars to the assembly area, as described in section 13 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 or as directed by Marshals. Some Championships may be held in Parc Ferme, but most series will be directed through Parc Ferme and released back into the paddock. Those in the garages will re-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.

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

Ramair BMW Championship, Gold Arts Magnificent Sevens, Alpha Lexis Law Firm Jaguar Championship, and The Morgan Challenge, where the grids will be set as per Series/Championship regulations.

A competitor must either complete three laps, or have raced over the course within the preceding 2 competition calendar years. (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.

20. **RACE START:**

Standing starts will be used for all races except Liqui Moly Slicks who will have a Rolling start. All races will have a single green flag lap.

The starting signal for all races, will be given by lights. In the event of any starting lights failure, the Starter will revert to use of the National Flag.

Standing Start: All races except Liqui Moly Slicks

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 cars will be released onto the green flag lap. As you approach the start line at the end of the green flag lap, you must slow to allow marshals to direct you to the correct grid position. Once all drivers are stationary, the 5 second board will be shown and red lights will be displayed. At some time between 2 and 7 seconds, the red lights will be switched off, signaling the start of the race

Rolling Start: Liqui Moly Slicks only

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 cars will be released for the rolling lap behind a Pace/Safety Car. For the avoidance of doubt, when you exit the assembly area you are starting your sole green flag lap, unless specifically told otherwise. When the last car has left the assembly area, 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, signaling the start of the race. All cars are free to race when the 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

Aborted Rolling Start:

If the start is aborted and the red lights do not go out, 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 starts 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.

21. **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 the finish line and proceed around the circuit with no overtaking, exiting the circuit at a slow speed, into the Pit Lane or as directed by Marshals. Some Championships may be held in Parc Ferme but most series will be directed through Parc Ferme and released back into the paddock. If you are in a garage, do not return

Thruxton Thriller Race Meeting

Final Instructions



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 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 down the pit lane, through Parc Ferme and back towards the entry 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.

22. RESULTS:

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

www.classicsportscarclub.co.uk/thruxton

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 shown in the results.

23. 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 (single story building near race control). Any contact with another car MUST be reported, within 30 minutes.** Driver Liaison can then refer matters to a Judicial Clerk.

You can also contact Driver Liaison, Tony Rushforth and Susanne Williams, 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 Secretary of the Meeting, 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.

24. AWARDS CEREMONY:

Prize giving takes place 30 minutes after the race ends and will take place in the Briefing Room in the Thruxton Centre. 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.

25. 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/electric scooters may not be driven along the pit road at any time during the meeting. **Elec-**

Thruxton Thriller Race Meeting

Final Instructions



tric 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 venue and, where such person is a Club or Team representative or Competitor, the Club, Team or Competitor shall on demand reimburse the circuit for the total cost of rectification of any such damage.

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

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.

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

Motorsport UK Steward:	Bill Shewan
Event Stewards:	Paul Stoner, Barry Tapping
Clerks of the Course:	Graham Lindley (Senior), Philip Dunlop, Richard Sneader, Simon Staveley,
Assistant Clerk of the Course:	Justine Allwood-Hewitt
Chief Medical Officer:	TBC
Chief Timekeeper:	Lisa Sneader
Secretary of the Meeting:	Hannah Gardin
Chief Scrutineer:	Tony Harman
Chief Marshal:	Alan Osgood
Chief Observer:	Peter Chubb
Safeguarding Officer:	David Smitheram

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

info@adamsandpage.co.uk



**RACE
WITH
RESPECT**

Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour
is expected from everyone within the
motorsport community.

By participating in a Motorsport UK
event, in any capacity, you are agreeing
to follow the values of the governing
body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect
#RaceWithRespect





I pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

motorsportuk.org/racewithrespect

#RaceWithRespect

MEMBER OF

