

Silverstone Spectacular Race Meeting

Final Instructions (Issued 27/08/26)



1. **The Classic Sports Car Club** will organise and promote a Race Meeting at Silverstone GP Circuit (modern F1 configuration) on **Sunday 6th September 2026**.

2. This meeting will be held under the National Competition Rules of Motorsport UK Edition 4 (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: 208445 (Interclub).
The following Championship races will also take place:
Ramair BMW Championship: CH2026/R077 (C)

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

Signing on **MUST** be done in advance, from Thursday 27th August 2026. There is no signing on at the meeting. Any competitor not digitally signed on by 17:30 on Wednesday 2nd 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 2026 race licence, must email a copy of their licence by 17:30 on Wednesday 2nd September to info@classicssportscarclub.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: Silverstone use an app-based ticketing system. Note, this is not something that CSCC has any control of. Access will be via the main gate, after 19:00. We are using the National/Heritage paddock.**

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. Every person accessing Silverstone will need to download a Silverstone Ticket App. If you don't do this in advance of arrival, you risk a frustrating wait at the gate whilst you complete this process! Digital tickets will be scanned at the gate via a Silverstone ticket App. You will receive an email from 'Silverstone Circuit' saying that your tickets are ready. Keep an eye on your inbox for another email from noreply@email.silverstone.co.uk. Click the link in the email to download the appropriate 'Silverstone Tickets' App for your phone. Once you have downloaded the App, you can log in and register, using the same email address you have on the CSCC system. Your digital tickets should appear within the Silverstone App, as we get closer to the event, under 'my tickets', 'upcoming events'.

At the gate you will need to enter the app and show your phone to the security team, for them to scan a code. As a tip, make sure you turn up the brightness and consider removing your phone from any case that covers the screen.

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	Saturday	Sunday
Access:	19:00	
No racing engines to be run before:		08:45
No racing engines to be run after:		18:15
No excessive noise/generators after:	22:30	
Paddock to be vacated by:		19:00

PLEASE NOTE - There is an event taking place on the Saturday, therefore we have no access until this has finished and the paddock is clear. If you arrive early, you will be parked up in an area outside until the paddock is clear.

6. **PADDOCK PARKING:**

Please be considerate to your fellow racers, park in the correct area allocated.

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 Event Secretary as soon as possible, in person at Race Admin (1st floor of the Race Control build-

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ing), by phone on 07305 094376 or by email at info@classicssportscarclub.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 Event Secretary at the earliest opportunity. (Please refer to NCR Ch. 3 App. 11 Art 1.1L).

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](https://www.singleeventtransponderhire.co.uk). 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.classicssportscarclub.co.uk/silverstone

11. GARAGES: Garages are allocated to the following categories: **Please do not use garages 1, 38 and 39.**

Sunday: Garages 2 - 7 Gold Arts Magnificent Sevens (5 cars per garage)

Garages 8 - 19 Liqui Moly Slicks (3 cars per garage)

Garages 20 - 37 Adams & Page Swinging 60's (3 cars per garage)

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

Competitors will enter and exit their garage from the rear only, so please leave yourselves a route through your support vehicles and trailers.

The pit lane will be used for pit stops in many 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.

Sunday: 07:30 - 08:30: Cars new to the CSCC or new builds

08:00 - 09:30: SuperPro Modern Classics/Advantage Motorsport Future Classics

09:30 - 10:45: Midland Classic Restorations Ecurie Classic K

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, 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: 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

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from Wednesday 2nd September and also posted on the event noticeboard. Mandatory briefings will be held in Garage 1. 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 room. If you are late by even a minute, 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 the modern F1 GP layout, you must attend a new to circuit briefing before going on track to qualify. 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 in one early, 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. We are running the sessions concurrently, the moment the previous session finishes we will start the next, so you must be early.

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 losing your place. Please see 22. Consecutive sessions.

15. LIGHT PANELS/FLAG SIGNALS:

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

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 in qualifying, 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 signals (Black, Black and Orange, Black and White) are displayed to ALL cars, at the start line/control line only, with a number board showing the car number in question. Look right each time you pass the start position (you will need to look, this position is not straight ahead of you), as this post can display multiple numbers at once.

Pit lane exit: Competitors must not exit the pit lane when the red lights at the pit exit are illuminated.

Do not cross the solid, white painted blend line, driver's left, when joining the track, at any time.

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 Event Secretary at the earliest opportunity.

Live Snatch is permitted in certain areas, under instruction from Race Control. Exact locations will be confirmed within the Driver Briefing notes.

17. PITS/PIT LANE:

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

The national 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.

No person under the age of 16 is allowed in the pit lane. 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 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 left as close to back of the pit lane as possible.

The penalty box is at the foot of Race Control, near to the pit lane entry, on the right.

- 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.

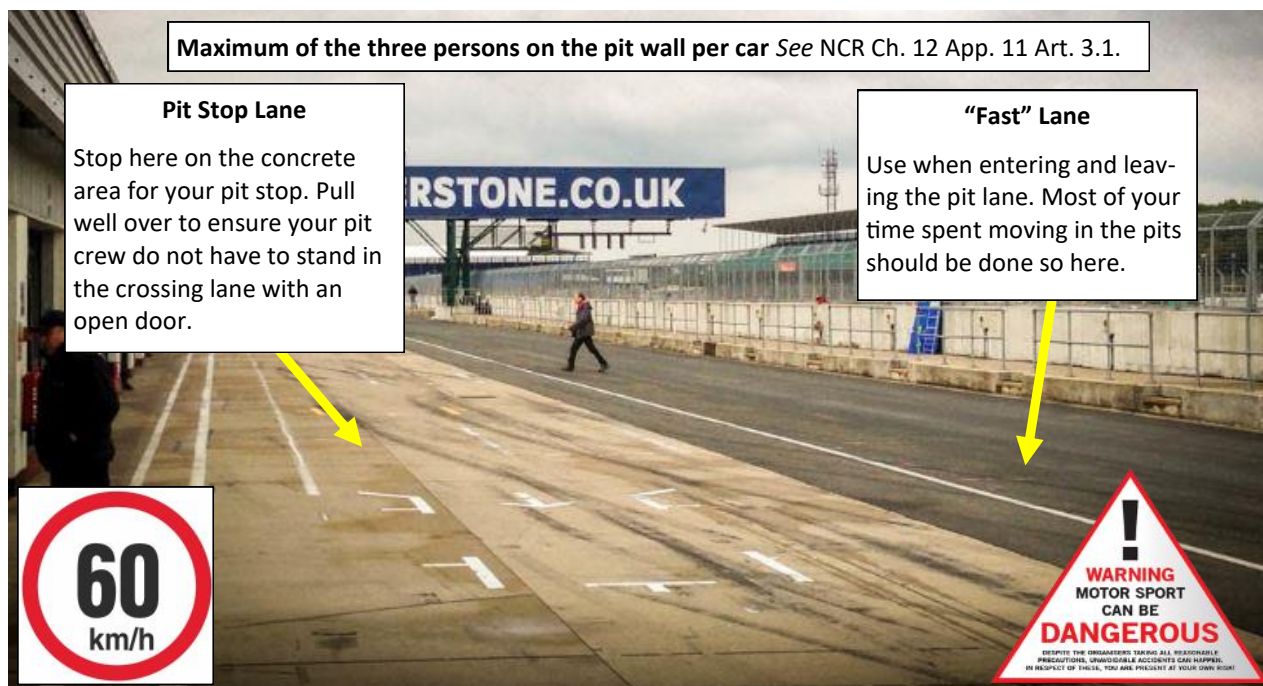
- You, the drivers, are responsible for your crews safety, you must warn them of the dangers of the pit lane. The pits should never be

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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, except 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 high vis 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.



18. SAFETY CAR:

A Safety Car may be used in all Qualifying and Race Sessions as per NCR Ch. 12 App. 8 Art. 2. The CSCC has been granted an exception from Motorsport UK to use the Safety Car in Qualifying sessions. See Bulletin on event page.

The Safety Car 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 Control 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 Control Line and the "SC" board withdrawn. Following this display of the start signal, yellow signals 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.**

Suspension of Race: As per NCR Ch. 12 App. 8 Art 2.16 The Clerk of the Course may suspend a race under Safety Car conditions by bringing the race to a stop and stopping the race duration clock. The restart of the race will be under Safety Car conditions where the race duration clock will be restarted.

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 Control 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



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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, as described in section 14 of these final instructions and the timetable. The Tannoy cannot be used prior to 08:45, therefore it will be the competitors responsibility in the first session to ensure that they are noise checked and in Assembly in ample time. Those in the garages must leave and enter 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, via the Pit-Lane. The moment the circuit is clear the next session will proceed, so you must be ready earlier than usual. Some categories may be held in Parc Ferme after the session, but most categories will be directed through Parc Ferme and back into the paddock. Speeds must be minimal in the paddock, remember that members of the public will be walking around here. Those in the garages will re-enter the garages from the rear doors.

Any 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:

Liqui Moly Slicks/Gold Arts Magnificent Sevens where the grid for the 1st race will be determined by times recorded for the car in official qualifying, the grid for the 2nd race will be set by the finishing positions of the 1st race.

Co-ordSport Tin Tops/Wheeler Property Turbo Tin Tops/Trackday Solutions Puma Cup, Ramair BMW Championship/Verum Builders New Millennium and Liqui Moly Slicks/Gold Arts Magnificent Sevens will have a split, two-part start as per NCR Ch. 12 App. 6 Art. 6.15. Tin Tops/Turbo Tin Tops cars will start 10-20 seconds ahead of the Puma Cup cars, BMW Championship cars will start 10-20 seconds ahead of the New Millennium cars and the Slicks cars will start 10-20 seconds ahead of the Magnificent Sevens 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/or 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:** In a change from the Supplementary Regulations, Rolling Starts will now be used for all races. The starting signal for all races, will be given by lights, with the exception of those having a split two-part start, where the National Flag will be used to start those starting 2nd. In the event of any starting lights failure, the Starter will revert to use of the National Flag.

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 shown in the assembly area and then the cars will be released for the rolling, green flag lap behind a Pace/Safety Car. When the last car has passed the start line, the Red Lights will be switched on. When the Pace/Safety Car turns off it's yellow lights, towards the end of the full rolling lap, 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.

In a change from the Supplementary Regulations, for Races 1 & 5, the Liqui Moly Slicks cars will now start ahead of the Gold Arts Magnificent Sevens cars.

Gold Arts Magnificent Sevens, Trackday Solutions Puma Cup and Verum Builders New Millennium:

These drivers are starting 2nd, behind the Liqui Moly Slicks, Co-ordSport Tin Tops/Wheeler Property Turbo Tin Tops or Ramair BMW Championship cars at the split rolling start. The starting instructions above apply to you, with the following differences: The two driv-

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ers 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 travel down the Wellington Straight, approaching Brooklands. The aim is to start between 10 and 20 seconds behind the Slicks cars, that will have already started when the red lights go out. As you enter the start straight, at a slow speed (approx. 60kph) in a tight 2x2 formation, look ahead and slightly right and up, to the flag position. Your race will begin when the National Flag is dropped. You must look for warning signals, 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, Copse, where a competitor may be in need of assistance.

Aborted Rolling Start:

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. In the event of a second green flag lap, your race time will start from the end of the first green flag lap and not from when the cars pass the start line at the end of their second lap. 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.

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 National Pit-Lane and into Parc Ferme. Some categories may be held in Parc Ferme but most categories will be directed through Parc Ferme and released back into the paddock. Speeds must be minimal in the paddock, remember that members of the public will be walking around here. Those in the garages will re-enter garages via the rear doors only. 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 restart 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 not be allowed to join the grid 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 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/silverstone

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, so please don't ignore any warnings printed at the bottom of the qualifying 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 Race Admin (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.

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

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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 Garage 1. 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 final race for that category.

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 fluids, will cause the session to be stopped by the use of the red signal.

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

Placards, banners, advertisements, stickers, decals or leaflets must not be attached, erected, installed or placed anywhere around the Venue, including without limitation on any windows, fascias, hospitality suites or doors, without the circuit's express prior written permission. Any cost incurred by the circuit 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.

Those entering the paddock or race track do so at their own risk, motorsport is dangerous. The CSCC takes no responsibility for damage to property caused by a third party.

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

Motorsport UK Steward:	Stephen Woodward
Event Stewards:	Paul Stoner, Nigel Price
Clerks of the Course:	Terry Scannell (Senior), Justine Allwood-Hewitt, Lynne Spurr, Simon Staveley, Philip Dunlop
Assistant Clerk of the Course:	Chris Britton
Chief Medical Officer:	TBC
Chief Timekeeper:	Lisa Sneader
Event Secretary:	Hannah Gardin, Jo Lewkowicz (Deputy)
Chief Scrutineer:	Tony Harman
Chief Marshal/Observer:	Fay Crook
Chief Flag:	Alan Crook
Chief Pit Lane:	Nicholas Allison
Safeguarding Officer:	David Smitheram

Testing: Unfortunately, the circuit have no testing available at the circuit prior to our event.

Tyre Support and sales is 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

Silverstone Health and Safety. Silverstone have requested these health and safety operational procedures be added to our final instructions. This is particularly relevant to anyone working on site, including teams, staff and officials and should be considered required reading: <https://updates.ess-consultants.info/Silverstone-site-induction/index.html>