



DRAFT FINAL/JOINING INSTRUCTIONS – Published Version 3

This meeting is organised by the BARC governed by the General Regulations of the Motorsport UK incorporating the provisions of the FIA International Sporting Code, additional Supplementary regulations and any written instructions that the organisers issue for the meeting. These Final Instructions must be read in conjunction with the BARC Standing Regulations and the BARC H&S Guidance, as well as the BARC Post-Lockdown Guidelines v2, issued in 2020 which are available on the BARC website.

PERMIT

National	118484
Interclub	118483
Interclub Endurance	118482

This event is NCAFP inscribed.

OFFICIALS

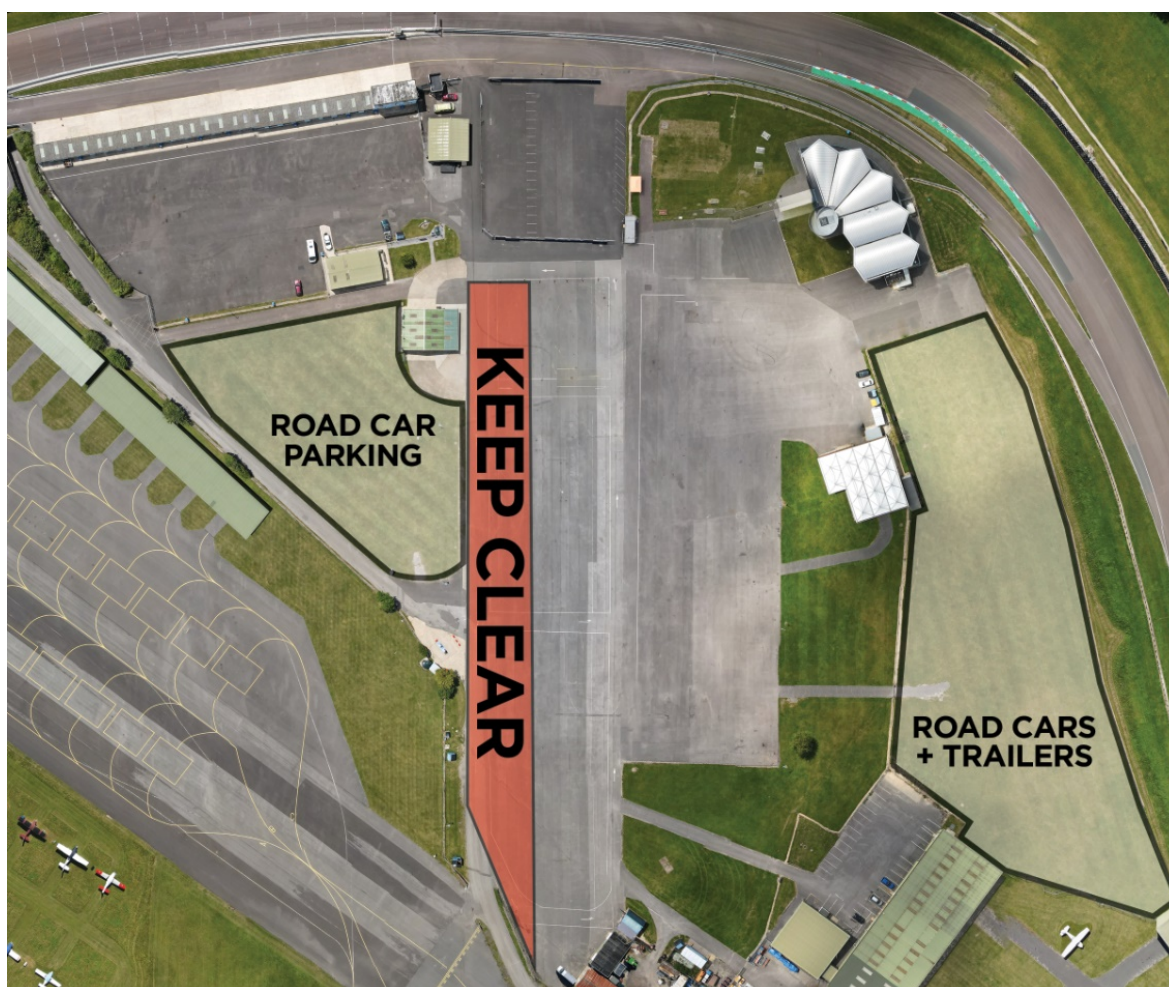
Motorsport UK Steward:	Robert Lentell
Club Stewards:	Trevor Jackson, Richard Sneader
Senior Clerk of the Course:	Dennis Carter
Clerks of the Course:	Dorothy Uwota, Joshua Bennett, Glynn Lee
Secretary of the Meeting:	David Wheadon
Covid-19 Officer:	David Wheadon
Chief Scrutineer:	David Edwards
Chief Marshal:	Nigel Rummey
Chief Incident:	Alec Knyvett
Chief Observer:	Peter Chubb, Trevor Jackson (Dep)
Race Phones:	Karen Coddington
Chief Medical Officer:	Dr Geoff Watson
Chief Start-Line Marshal:	Nick Allison
Chief Assembly Marshal:	Marc Chapman
Chief Timekeeper:	Peter Knight & Timing Solutions Ltd
Commentators:	Bruce Jones, Joe Bradley
Event Officials:	Members of the BARC & other MSA recognised clubs
Rescue Unit:	BARC HQ01 & BARC HQ02
Breakdown Vehicles:	Boarhunt & Thruxton Circuit
Safety Car Driver:	James Goodwin
Safety Car Observer:	Glan Davies

Paddock Access & Ticket Allocation

Access to the circuit will be by Competitor Passes. These passes will be sent to each Entrant by post. Entrants in pit-stop races will receive 6 passes per entry. All other races will receive 4 passes. The meeting will be open to the public, but Paddock access is only open to individuals bearing a competitor pass.

There will be no vehicle passes for this meeting. Road cars are permitted in the paddock, but competitors are asked to park road cars and trailers on the grass areas to keep the main paddock clear.

Paddock Access will be from **14.00** on **Friday**. For Competitors who are to be situated in the paddock area marked "KEEP CLEAR" on the below image, you will not get access until after **17.00** on Friday as the Airfield is live until then. The paddock must be vacated by **20:00** on **Sunday**.



Please park within the allocated area for your grid within the paddock, as indicated on the Paddock Plan.

The garages have been allocated to entrants in the GT & Sports Car Cup.

Camping and Motorhomes are permitted in the paddock. Please note: there is no power in the garages or in the paddock. There are no showers available on site.

COMPETITOR MEMBERSHIP

Competitors must be members of BARC. A Weekend Membership of BARC is free of charge upon receipt of a valid race entry.

MEDICAL AND HEALTH WELL-BEING

The fully staffed medical centre is open throughout the event, primarily in case of any injuries to competitors. Please can all competitors bring their own first aid kits to treat very minor injuries, along with face covering and hand sanitiser. Anyone attending the event with Covid like symptoms must not attend the medical centre; instead they should contact the Secretary of the Meeting by phone, before leaving the venue and contacting their doctor or dialling NHS 111.

Motorsport UK competitor guidance can be read here: <https://www.motorsportuk.org/wp-content/uploads/2020/07/2020-07-08-covid-19-competitor-guidance-v2.pdf> with other Covid documentation and regulations here: <https://www.motorsportuk.org/restart/>

JUDICIAL PROCEDURE

Due to the current problems being experienced with Covid-19 the judicial procedures for this meeting remain unaltered except that all judicial paperwork will be dealt with electronically. That means that any protest or appeal needs to be lodged electronically with the secretary of the meeting in the administration office or the clerk of the course in the race control building, their email details are at the bottom of this document. Judicial hearings will be conducted in the usual way but those attending must bring face masks/covering to any discussion or interview. Once a decision has been made it will be announced verbally and passed by email to those concerned but there will be no need for a signature to acknowledge receipt of any document. The time limits for any protest or appeal remain unaltered. All paperwork issued will be published on the BARC “virtual noticeboard” which is on the BARC website under this event.

Access to Race Control by competitors/teams is prohibited throughout the meeting

SIGNING ON

a) Competitors will not sign-on at the meeting having previously completed a self-declaration form. This is to be done electronically via the following link - <https://forms.gle/VyXWS3yzDACndnUY9> from Saturday 8th August onwards. Upgrade cards will not be filled in at the event but rather anyone needing to upgrade must provide Motorsport UK with appropriate documentation to prove their finishing positions.

b) Officials will not sign-on at the meeting having previously completed the self-declaration form. However all marshals must see the chief marshal who will be located at the BARC Marshals Shop (behind the Grandstand) between the times below to receive their post allocation and items of PPE.

c) There will be no Race Day Programmes produced or issued. Officials are listed above and entry lists will be available on the BARC website.

Personnel	Saturday	Sunday
All officials	From 07:30	From 07:30
On Post	08:30	08:30
Clerks Inspection	08:40	08:40
First Activity	09:00	09:00

The Post-Chiefs briefing will be issued by email in advance of the meeting.

RACE SELECTION PROCEDURE

In events without a class structure, grid will be formed for the fastest:

28 Sports & Sports Racing Cars over 2000cc

36 Sports & Sports Racing Cars up to 2000cc

42 In other categories

In events with classes reserves may be nominated in accordance with H31.1.1 of the current Motorsport UK Yearbook.

SCRUTINEERING AND ELIGIBILITY

Having completed the self-declaration form there will be no pre-event scrutineering although random checks may be undertaken at the scrutineer's discretion. Eligibility may be checked by the appointed Eligibility Scrutineer or by any member of the Motorsport UK Technical Commission as listed within the Motorsport UK Yearbook.

RACE FORMAT

Rolling Starts

GT & Sports Car Cup
MRL Pre '63 GT
MRL Woodcote Trophy & Stirling Moss Trophy
MRL HTCC/TDT & U2TC
MRL Pre-War Sports Cars

Standing Starts

HRDC 'Jack Sears Trophy'
HRDC 'Thermex Allstars'
HRDC 'Classic Alfa Challenge'

NOTICE BOARD

The official noticeboard is found on the BARC website under this event: www.barc.net/event/thruxton-historic/

RESULTS

Results will be available via the TSL live timing website.

BRIEFINGS

Drivers will receive a briefing in advance of the meeting via email. This covers all basic aspects of the event including details that would usually be given out at a new drivers briefing and hence new drivers will not be required to attend any other briefing.

PODIUM PRESENTATIONS

In recognition of Covid 19 restrictions, podium presentations will be made in front of the Thruxton Centre immediately after each race. The top three cars must follow marshals' directions when coming off the track and park as instructed.

PIT LANE PROCEDURES AND PIT STOP REGULATIONS

Pit lane speed limit is 60kph. **Only drivers plus those wearing the orange 'Thruxton Circuit' wristbands will be allowed in the pit lane.** Each entry will be sent 2 orange wristbands along with the circuit passes. Please note these wristbands are for mechanics – NOT for drivers. During any pit stop a maximum of two mechanics may work on the car at any time. Anyone in the pit lane must wear a face mask.

The pit lane at Thruxton is particularly cramped. Only those associated with the current race will be allowed in the pit lane. Please help officials by keeping to this regulation at all times.

Pit garage doors to remain shut at all times outside the GT & Sports Car Cup qualifying and race sessions.

GT & SPORTS CAR CUP

All races require a minimum of two drivers. The owner of the car must drive for at least 50% of the racing time at each event. If the owner would like to drive on his/her own, or does not wish to drive his/her own car at all, this must have been discussed and accepted by the Organizers prior to the event.

During the race, no single driver may stay behind the wheel for over 40 minutes at a time.

A driver competing on his/her own will also have to respect these stops and remain stationary for one minute during each stop. In the event of a double stint, a driver will have to stop and remain stationary for one minute during his/her pit stop. It is permitted to have three drivers sharing a car during a two-stop race, in which case the owner of the car will have to drive for a minimum of 33% of the racing time. Disrespect of the regulations may result in a penalty of between 10 seconds and 5 minutes and/or of 1 to 3 laps. It may also result in an exclusion.

MRL PRE / 63 GT & MRL WOODCOTE TROPHY & STIRLING MOSS TROPHY

The race will feature a compulsory pit stop and, where relevant, driver change between the 20th and 40th minute of the race. The car must be at rest for a minimum of 60 seconds during the pit stop. Any car failing to make a pit stop will be excluded from the results. A solo driver can remain in the car during the pit stop. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

MRL HISTORIC TOURING CAR CHALLENGE, TONY DRON TROPHY & SIXTIES TOURING CAR CHALLENGE WITH U2TC

Each race will feature a compulsory pit stop and, where relevant, driver change between the 15th and 30th minute of the race. The car must be at rest for a minimum of 60 seconds during the pit stop. A solo driver can remain in the car during the pit stop. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

The starting grid for race 1 will be made up according to the best times achieved during qualifying. The starting grid for race 2 will be derived from the finishing results from race 1. Awards will be based on the combined results of both races.

MRL Pre-War Sports Cars

Each race will feature a compulsory pit stop and, where relevant, driver change between the 15th and 30th. All cars must be at rest for a minimum of 15 seconds during the pit stop – regardless of whether a driver change is to take place or not. A solo driver can remain in the car during the pit stop. Any car failing to make a pit stop will be excluded from the results.

HRDC Jack Sears Trophy

The HRDC 'Jack Sears Trophy' race is an optional one or two-driver event. Standing start. This race will feature a compulsory pit-stop and, where relevant, driver change between the 15th and 30th minute. Engines must be switched off during this pit-stop. Single drivers must alight from the car, shut the door and stand away from the car, signalling clearly with a raised arm that they have done so. They may then return to the car, fastening seat belts safely before resuming. Two-driver teams may change drivers without shutting the door. There is no mandatory minimum time limit for pit-stops. Any team failing to make a pit-stop will be excluded from the results. Teams failing to observe the pit-stop window will incur a drive-through penalty.

HRDC 'Thermex Allstars' & HRDC 'Classic Alfa Challenge'

Each race is a single-driver, 30-minute Sprint race with a standing start.

NOISE POLLUTION

Engines must not be run before 08:40 on Saturday, 08:35 on Sunday & after 18:30 on either day

CIRCUIT ACCESS & EGRESS

All vehicles will need to go to the assembly area which is found in the Paddock Area. Noise testing will be carried out on entry to the assembly area.

For practice and qualifying competitors will be released into the pit lane at the start of their session. Cars in the garages will be sound tested in the garage and will be released to the circuit for their qualifying session from the pitlane.

For races with standing starts - After receiving the "countdown" and "green flag", competitors will then be released from the assembly area onto the circuit where competitors will need to complete a lap of the circuit, coming round to the grid for the race start.

For races with rolling starts - After receiving the "countdown" and "green flag", will then be released from the assembly area onto the circuit behind the safety car to complete a rolling green flag lap. Once the safety car lights have been switched off, the Pole Position driver has control of the grid. Once the safety car has come into the pits and the race cars come round to the grid, the lights will be extinguished to start the race. Overtaking is not permitted until you cross the Start/Finish line.

For those in Garages - You will be formed up in grid order in the pit lane and after receiving the "countdown" and "green flag, will then be released behind the safety car to complete a rolling green flag lap. Once the safety car lights have been switched off, the Pole Position driver has control of the grid. Once the safety car has come into the pits and the race cars come round to the grid, the lights will be extinguished to start the race.

At the end of all practice, qualifying and races cars will take the flag, slowing down and completing one lap and pulling into the pit lane. Follow the instructions of officials as to whether cars are required to enter the Parc Fermé.

RED FLAGS

Any category which generates a "Red Flag" may be placed at the end of the schedule subject to time being available.

JUDGES OF FACT

Judges of Fact will be appointed in accordance with G10 and Q18 of the current Motorsport UK Yearbook.

RACE DAY INFORMATION

The organisers will try to run the programme as published however reserve the right to bring forward, delay or abandon event sessions to suit the conditions.

VIDEO EQUIPMENT

Video equipment may be fitted to the car if it is not used for commercial purposes. All equipment must be fitted to the vehicle at scrutineering and failure to do so may mean that the camera will be removed.

CIRCUIT & MEETING NOTES

BARC will not be liable for any damage caused to vehicles being recovered from the track. Competitors, who experience mechanical problems, particularly if that problem is likely to be a hazard to others, must be stopped immediately in a place of safety. The competitor may also be liable for any excessive clean-up costs involved.

Motorsport is a non-contact sport and competitors who make contact with each-other render themselves liable to penalties in accordance with the current Motorsport UK Yearbook. Likewise competitors should remain within the white lines defining the edges of the circuit. Failure to do so will render the competitor liable to penalties up to and including exclusion.

The circuit fuel station will be open during the meeting.

All working areas should be kept clean and tidy and any waste placed in the appropriate container. Waste must not be mixed or waste left around the site. In the event that the BARC is charged for such issues then the charge will be passed on to the championship concerned if the individual cannot be identified.

Any person who is injured or feels unwell should seek help from the circuit medical services. Please contact an official or member of the venue management team.

MARSHAL MATTERS

Marshals may camp in the Marshals Campsite.

Marshals parking will be in the Marshals Car Park

Post allocations will be advised at sign-on.

Please remember you should not use mobile phones or cameras while on duty.

If you are unable to attend please contact Paula Brown and return your passes to the BARC.

SOCIAL MEDIA

Both officials and competitors alike are reminded that they should not make comments upon social media sites which may in any way be deemed as being derogatory, defamatory, obscene or libellous. You should remember that comments made are in a very public arena and can be seen by possibly more than your intended audience.

SAFEGUARDING

A number of officials within the club are appointed as safeguarding officers and they are available to deal with problems which may arise or are brought to their attention. Issues can be raised by talking to the senior clerk of the course at an event or contacting a safeguarding officer. Details can be found on the BARC website.

EVENT OFFICE

The Thruxton Historic promoters' Event Office will be on the ground floor of the Thruxton Centre in the paddock. Entry to this office is via the door on the right-hand side of the building, not the main entrance.

CATERING

The Thruxton Centre will be open during the meeting for take-away food and drink, including the bar throughout the weekend including Friday and Saturday nights". A pre-ordering option is also available over the weekend; please ask for details in the restaurant

BARC CONTACTS

Competitions Administrator:

David Wheadon T: 01264 882209 E: dwheadon@barc.net

Officials Administrator:

Paula Brown T: 01264 882210 E: pbrown@barc.net

Chief Marshal:

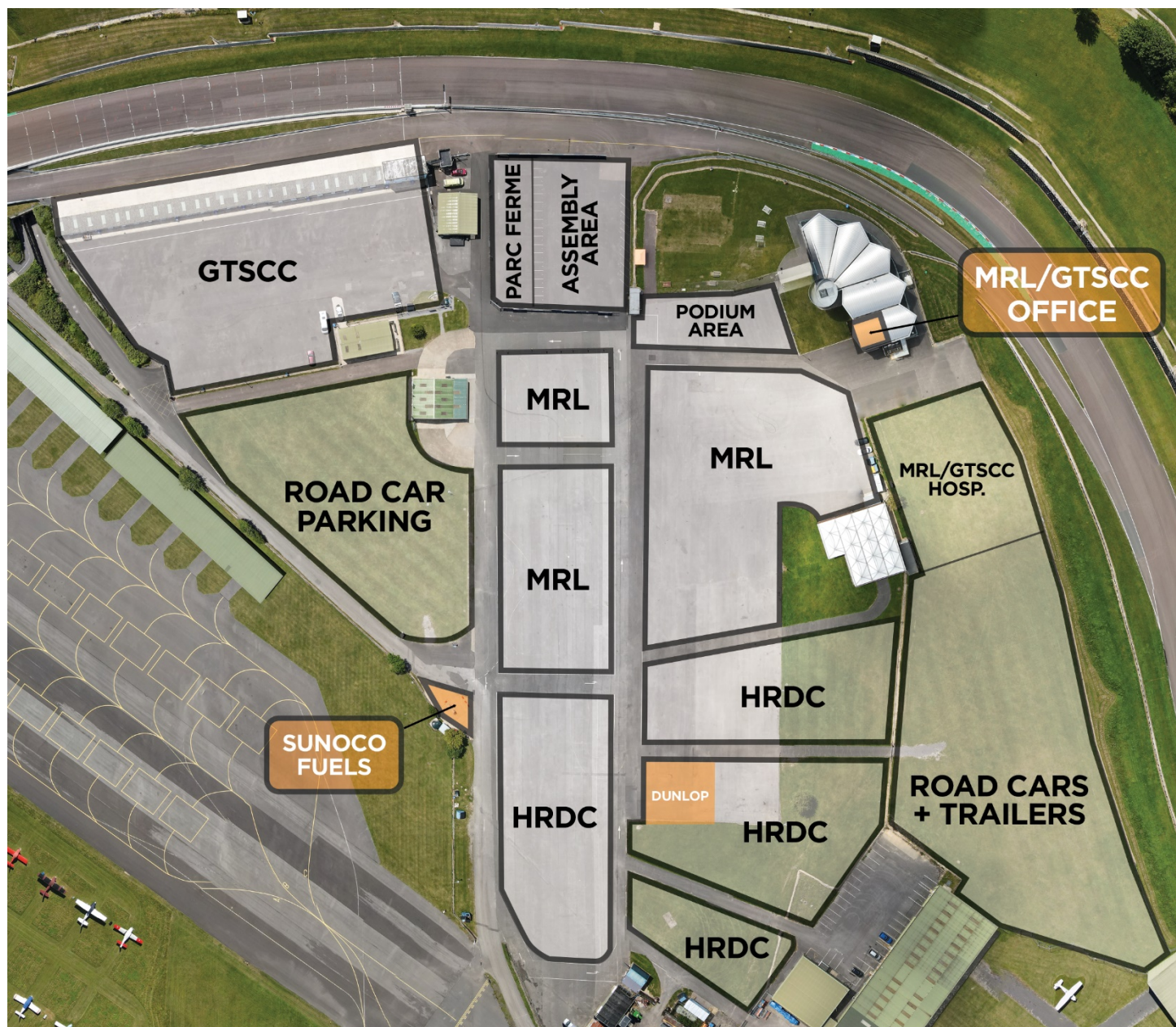
Nigel Rummey T: 07871038582 E: tbotnr@hotmail.com

During the event all electronic communications should be to:

Clerk of the Course: Dennis Carter E: justmotorsport@gmail.com

Secretary of the Meeting: David Wheadon dwheadon.barc@gmail.com

Paddock Plan



Saturday 15 August

09:00	09:30	MRL Pre '63 GT	Qualifying	30 mins
09:40	10:05	HRDC 'Jack Sears Trophy' for Touring Cars 1958 – 1966	Qualifying	25 mins
10:15	10:45	MRL Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy	Qualifying	30 mins
10:55	11:25	GT & Sports Car Cup	Qualifying	30 mins
11:35	12:05	MRL Historic Touring Car Challenge with Tony Dron Trophy; and Sixties Touring Car Challenge with U2TC	Qualifying	30 mins
12:05	13:05	Lunch Break		60 mins
13:05	14:05	MRL Pre '63 GT	Race	60 mins
14:20	15:05	HRDC 'Jack Sears Trophy' for Touring Cars 1958 – 1966	Race	45 mins
15:20	16:20	MRL Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy	Race	60 mins
16:35	17:15	MRL Historic Touring Car Challenge with Tony Dron Trophy; and Sixties Touring Car Challenge with U2TC	Race 1	40 mins

Sunday 16 August

09:00	09:15	HRDC 'Thermex Allstars' for pre-66 Sports, GT and Touring Cars	Qualifying	15 mins
09:20	10:45	Church Break85 mins		
10:45	11:10	MRL Pre-War Sports Cars	Qualifying	25 mins
11:20	11:35	HRDC 'Classic Alfa Challenge' for 750-116 Alfa Romeos	Qualifying	15 mins
11:45	13:15	GT & Sports Car Cup	Race	90 mins
13:15	14:15	Lunch Break60 mins		
14:15	14:55	MRL Historic Touring Car Challenge with Tony Dron Trophy; and Sixties Touring Car Challenge with U2TC	Race 2	40 mins
15:10	15:40	HRDC 'Thermex Allstars' for pre-'66 Sports, GT & Touring Cars	Race	30 mins
15:55	16:35	MRL Pre-War Sports Cars	Race	40 mins
16:50	17:20	HRDC 'Classic Alfa Challenge' for 750-116 Alfa Romeos	Race	30 mins

The programme may be brought forward, or the programme order may be amended. Competitors should listen carefully to the instructions given to them by their Championship Co-ordinator and/or Paddock announcements. It may not be possible to accommodate competitors arriving after the Assembly Area has been cleared. All times are provisional & may be changed without notice. It is the competitors' responsibility to watch the progress of the meeting & to be in the race assembly area no later than 20 minutes prior to the start of the race. Failure to comply may result in space being given to reserves.

VERSION	AMENDMENTS
Version 1	First Issue
Version 2	Added HRDC info & Club Stewards
Version 3	Added info on Rolling starts