



MGOC Competitor Briefing Notes v2.0

Thruxton Retro Race Meeting

Thruxton Circuit

4th July 2026

Please make sure you have read the Final Instructions for this meeting, along with the BARC Standing regulations.

These notes are an official document and at times, will refer to articles that form the National Competition Rules (NCRs)

It is expected that all competitors will have read these notes prior to Qualifying and accept that non-compliance of instructions given herewith in, or breach of NCRs may face judicial proceedings.

Scrutineering

Please remember that Balaclavas are now mandatory

Please make sure your Scrutineering ticket is placed in a visible location

Qualifying

Make yourself familiar with location of the Assembly Area and ensure that you are there in good time. You will be released directly onto the track from here. You must go to Parc Ferme at the conclusion of the session, which is accessed via the pit lane.

Races

You will receive a countdown of 1min, 30 secs and then be shown the Green Flag in the Assembly Area. You will then be released from the Assembly Area in grid order to complete a lap before forming up on the grid.

Once the grid is complete, there will be a 5sec board before the red lights come on. The race starts when the red lights go out.

Remember! All cars are under Parc Ferme conditions at the point when the chequered flag is shown. In Parc Ferme there must be no team personnel. The viewing of onboard video is also not allowed in PF

Safety Car

May be deployed solely at my discretion. When the trackside light panels and flags show SC, you must cease racing, no overtaking or overlapping.

When the SC period is ending, the yellow lights on the SC will be extinguished – the leader now controls the pace. There must be no overtaking/overlapping until you pass the Green Signal on the control line

Red Signal

In qualifying – return at a reduced speed to the pit lane

In racing – return to the grid (Or Just Short Of) at a greatly reduced speed

Race re-starts following a red signal will be behind the SC for one lap

Light Panels/Flag Signals

Light panels will take preference over flags, but flags may be used instead of, or to supplement the light panels. Both have the same meaning.

Yellow Light/Flag

Shown for a valid reason – namely to warn YOU of danger. You must be seen to reduce speed, be prepared to stop whilst in the yellow signal sector. There must be strictly no overtaking. All breaches of yellow signal rules will be investigated and if found guilty, may result in disqualification.

Blue Signal

If you are shown the blue signal, please stick to your racing line and let the quicker competitor find a safe way to pass. However, please try to not impede their progress.

Please familiarise yourself with the other Control Flags which may be shown from the control line.

Incidents

Should there be a need for you to stop your car whilst on track, please make every effort to park as close and as safely to a Marshals post as possible. If able to, give the Marshals a “Thumbs Up” if you’re ok and get yourself to a place of safety – please always follow the instructions of the Marshals.

Any car that receives mechanical assistance following an incident, may not continue in that session.

Motorsport is a non-contact sport and all incidents of such will be investigated.

If you are involved in an incident, please do not leave the circuit until you have seen me.

I shall be based in the Race Control building should you need to see me.

General Conduct

Please respect your fellow competitors, their team personnel and anyone else connected with them. Treat all others as you would like to be treated, this includes the Marshals and Officials.

You are responsible for the conduct and behaviour of everyone in your “Team”

On behalf of the BARC, I wish you a safe, enjoyable and rewarding day.

Any Questions you may have prior to race day, please use the contact details below.

Mark Mitchell

Clerk of the Course

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