

Thruxton, 4-5 July 2026

Drivers' briefing notes for CTCRC (all classes).

These notes are to be read in conjunction with final instructions. The items below are ones the Clerk wishes to emphasise, and the red ones are particularly important.

Signing on

Signing on is entirely online – if you haven't already done it, please do so now. In case of issues with the system, please talk to race admin ASAP. Please also check your registered email address is current as this is where any Judicial paperwork will be sent.

Upgrade cards

Need to be with race admin before your first session – with a photo (of you!) attached.

Timetable

We may run ahead of the advertised times in the program by up to 20 minutes. Please pay attention to paddock announcements and your series coordinator. **Noise testing will be done ahead of your first session, so please arrive at assembly in good time for that.**

Public safety

This event is popular with spectators, and some will be walking around the paddock. They may not be paying attention to traffic: please make appropriate allowances!

Driver & team health

The forecast is very warm – please ensure adequate fluid intake.

Light panels

Thruxton has these. As per NCRs, light panels are the primary signalling method. Please note the location of panels on your out lap / green flag lap. They're generally better located than the old flag points. Please also note the pictures provided in finals – in particular how a waved yellow is represented on the panels. Flags may be used as supplementary signals. If there is a mismatch between panels and flags, the more serious signal applies.

Note: there is no start-line light panel at Thruxton. The light panel at post 2 (on the outside of the track) is used for B&W, B&O etc; flags *may* also be displayed in the usual place at the start line, but the panel is the primary signaling method.

Qualifying

Make sure you complete three laps! Given the timetable, it's unlikely we will be able to find a slot for additional laps later. As many of you won't have been to Thruxton in the last 24 months, this is particularly important.

Watch out for speed differentials and keep a consistent line. It's for the closing car to get around you, but they need you to drive predictably to do that safely.

Race start procedure

As per final instructions, countdown is in the assembly area, and you go straight into your green flag lap when released. Pre 66/83/93/03 will have a conventional grid start at the end of the green flag lap; other classes will be led by the safety car and will take a rolling start after the safety car clears.

Track limits

Please stay on the circuit. We have a number of judges of fact for track limits. Excursions at Thruxton can be expensive given the speed of the circuit and limited grip on the grass.

Pit lane

The speed limit is 60kph between the pit entry and exit lines. Boards will be positioned next to these as reminders. Note that the start-finish line is also marked in the pit lane – please do not accelerate after this line as you will likely trigger a penalty.

Safety car

Will be available for use during races. There is nothing unusual about Safety Car deployment at Thruxton – it goes out from and returns to the pit lane. This is one of the tracks where the start & finish lines are in the same place: no confusion about where you can restart racing after a safety car period. The line is right outside race control, so early overtakes will be obvious to us.

On board camera

Please make sure it is working. If you bring footage to race control it is advisable to have something to play it on, or at least a USB cable to connect your camera to a laptop. The Clerks have laptops, but compatibility with memory cards varies.

Dual Drivers

Please make sure timekeepers and the Clerk are aware of your qualifying plans and driver order.

And finally, please enjoy your event at Thruxton.

In case of questions, there is always someone available at race control.

Richard Ormson & Garry Manning

Clerks of the Course