



Classic Touring Car Racing Club Drivers' Briefing Notes **Thruxton - 21/22 September 2024**

Event: BRSCC 2024 TCR UK THRUXTON RACE WEEKEND

Date: 21/22 September 2024

Venue: Thruxton Circuit

Senior Clerk of the Course: Peter Daly

CTCRC Clerk of the Course: Andrew Outterside

Clerk of the Course: Darren MacClinton

MANDATORY Face-to-Face Briefings: There are mandatory briefings on Saturday morning for all drivers racing over the weekend. Anyone competing in more than one grid need only attend one of the briefings; however, they should make themselves known to the Clerk at the briefing they attend.

PLEASE NOTE – MSUK Regulation G 5.3.8 states – a fine may be imposed ".....on any Competitor who fails to attend, or who reports late at, a scheduled Drivers' briefing, or on any Driver who has not raced at the circuit before and who fails to report for a pre-practice briefing."

Briefing Location: Thruxton Centre Briefing Room

Briefing Times:

08:15 – Thunder / BOSS

09:15 – Pre 66 / Pre 83

10:00 – Pre 93 / Pre 03 / Super Tourers

11:00 – All Comers (if required) for any drivers who are only entering the All-Comers Race

New Drivers: Any novice drivers or drivers who have not raced the Snetterton 300 layout before **must make themselves known to the CTCRC Clerk of the Course at their briefing.**

WELCOME and INTRODUCTIONS

Welcome to Thruxton, the sixth and final Championship round of the season where we are guests of BRSCC. My name is Andrew Outterside, and I am your Championship Clerk of the Course. I will be joined this weekend by fellow BARC Clerk Darren MacClinton.

This briefing assumes you have read BRSCC's Final and Supplementary Instructions – it does not replace them. If you need to access them, they are published on the BRSCC Event Information page for the meeting via this link:-

<https://brscc.co.uk/events/2024-tcr-uk-thruxton-race-weekend/>

This page also includes Timing, Timetable, and the Online Noticeboard links. The Noticeboard displays Briefing Notes, Bulletins, Published Results and Judicial Decisions.



REVIEW OF THE LAST MEETING (Snetterton) – DRIVING STANDARDS

Generally, very good with few incidents.

Limited judicial action was taken regarding eligibility (underweight), lack of camera footage and causing a collision.

CIRCUIT INFORMATION

Circuit Length: 2.35 miles

Circuit Direction: Clockwise.

Pole Position: Rolling Start – on the RIGHT
Standing Start – on the RIGHT

Assembly Area: At the top of the main paddock.

Start line / Finish line / Control Line: Just before the light gantry.

Start lights: Located on the gantry above the track at the end of the pit wall.

Warning flags/signals: Will be shown at the finish/control line.

Pit lane speed limit: 60 km/h (38mph) – please be aware of where the speed limit starts and ends.

Penalty Box: Located in the pit lane adjacent to the race control building.

Parc Fermé: At the end of the pit lane adjacent to the assembly area.

Medical Centre: At the bottom of the paddock.

Exiting the pits: Competitors must not exit the pit lane when the red light at the pit exit is illuminated. Cars joining the circuit must be aware of faster cars approaching, and similarly, cars on track should be aware that cars may emerge from the pit lane.

Pit lane entry: On the driver's right following the exit from the Club Chicane. Please keep right exiting the Chicane and give a clear signal to warn any cars behind you that you intend to enter the pit lane.

Tyre Stacks: Please note that MSUK approved tyre stacks will be installed at the Club Chicane for the weekend.





GRIDS AND TIMETABLE

We have four grids, and the composition is as follows: -

- Thunder / BOSS
- Pre 66 / Pre 83
- Pre 93 / Pre 03 / Super Tourers
- All Comers

All qualifying sessions and races are 15 minutes. The current timetable is available on the BARC website link here:-

<https://brscc.co.uk/events/2024-tcr-uk-thruxton-race-weekend/>

Please ensure you are ready to be called to the Assembly Area at least 20 minutes before your session. We cannot wait for late arrivals.

QUALIFYING

All cars will proceed to the assembly area, where noise testing will be carried out. Competitors will be released from the assembly area to start their qualifying session. If you do not make it to the assembly area in time, you may be permitted to join the track via the pit lane.

If you wish to travel slowly to get a clear lap, this **MUST** be carried out without hindering another competitor. Please make use of your mirrors. Using more than 50% of the track to warm tyres is not permitted.



PRACTISING OUT OF SESSION

Any driver sharing a car that needs to practice out of session should be declared to BARC before the meeting. They should report to the Clerk to make arrangements to join another qualifying session. **Competitors practising out of session will be limited to three laps and must not impede the qualifying cars.**

END OF QUALIFYING

After taking the chequered flag do a complete lap and enter the pit lane and proceed to Parc Fermé.

All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

The fastest time set in qualifying will set the grid for the first race. The result of the first race will set the grid for the second race. Competitors who do not finish the first race may start the second from the rear of the grid (or relevant section of the grid relating to their Championship class) in reverse order of retirement. For drivers who are sharing a car, the grid position of the driver in Race 1 will be determined by their qualifying time. The second driver will start at the back of the grid in Race 2.

Any competitor unable to complete three full laps in their qualifying sessions must report to the Clerk of the Course as soon as possible. We will try to make arrangements for you to practice out of session.

RACING - START PROCEDURE

The Pre-83 / Pre-66 race will be a standing start, and the remaining races will be rolling starts. There is a slight variation to one of the rolling starts as noted below.

Pre-83 / Pre-66 - Standing Start

This is a two-part grid based on qualifying order or first race finish order. The front part of the grid will be Pre-83 followed by Pre-66. There will be a two-row gap between two parts of the grid. The race will start on a single start signal.

- Access to the circuit will be via the assembly area.
- **The green flag lap will commence from the assembly area** with the usual 1 minute and 30 second boards being shown. There will be a single green flag lap unless conditions dictate otherwise.
- Cars will proceed on their green flag lap at good speed; please note using more than 50% of the track to warm tyres is not permitted.
- Cars will take their position on the grid – please be aware of which side of the grid your position is located.
- Once the grid is complete, the 5-second board will be shown.
- The red lights will be switched on 5 seconds after the board is withdrawn.
- The race will start when the red lights are extinguished between 2 and 7 seconds later.
- In the event of any starting lights failure, the starter will revert to the use of the national flag. The race will start on the downward motion of the national flag.

Any car considered to be out of position on the grid will be subject to a race time penalty of 10 seconds.



Any driver unable to start the green flag lap or the race must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

Classic and Historic Thunder / BOSS and All Comers - Rolling Start

These are both single grids based on qualifying order or first race finish order. The race will start on a single start signal.

- Access to the circuit will be via the assembly area.
- Cars will be released to the circuit in convoy and take their position on the grid in a 2 x 2 formation – please be aware of which side of the grid your position is located.
- When all cars are in position, the countdown will commence with 1-minute and 30-second boards, followed by a waved green flag. There will be a single green flag lap unless conditions dictate otherwise.
- Cars will follow the Safety Car, maintaining a tight formation.
- Please note using more than 50% of the track to warm tyres is not permitted.
- If we are happy with the formation and there are no incidents, the lights on the Safety Car will be extinguished to indicate that the race is due to start. The Safety Car will depart and enter the pit lane.
- Following the Safety Car departing, **the driver of the car in pole position becomes responsible for maintaining the original pace of the Safety Car, and all competitors will remain in close 2 x 2 formation as the cars approach the start line.**
- The signal to start will be the red lights going out on the start line. In the event of a light failure, the signal to start will be given by the downward motion of the national flag.
- If the Safety Car stays out and/or the red lights stay on, the start will have been aborted. The cars will proceed around the circuit and reattempt the start with the lead car performing, if appropriate, the role of the Safety Car.

Any car considered out of position, i.e., not in a close grid formation and/or not maintaining the appropriate gap to the car in front, will be subject to a race time penalty of 10 seconds.

Any driver unable to start the green flag lap must indicate their situation by raising an arm vertically or opening a door.

Any car removed from the grid or driven into the pits on the green flag lap(s) shall be held in the pit lane and may start the race after the last car to take the start grid has passed the start line or pit lane exit, whichever is later.

Any driver unable to maintain their grid position on the green flag lap, to the extent that all other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.



Pre-93 / Pre-03 / Super Tourers – Rolling Start

This is a two-part grid based on qualifying order or first race finish order. The front part of the grid will be the Super Tourers followed by Pre-93 / Pre-03. In order to facilitate a two-part start, **the lead car in the Pre-93 / Pre-03 part of the grid will leave a gap of approximately 10 seconds to the last car of the Super Tourers. The Super Tourers will start on the lights and Pre-93 / Pre-03 will start on the fall of the national flag.**

Otherwise, the procedure set out above relating to the rolling starts for the Classic and Historic Thunder / BOSS and All Comers races will apply.

END OF RACE

After taking the chequered flag, slow down, do a complete lap and enter the pit lane and proceed to Parc Fermé. All cars will be held in Parc Fermé until released by the Scrutineers. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.

FLAGS / LIGHTS

Light panels now take priority over flags, although flags may also be shown. The locations on light panels, marshal posts and fire points are shown below.



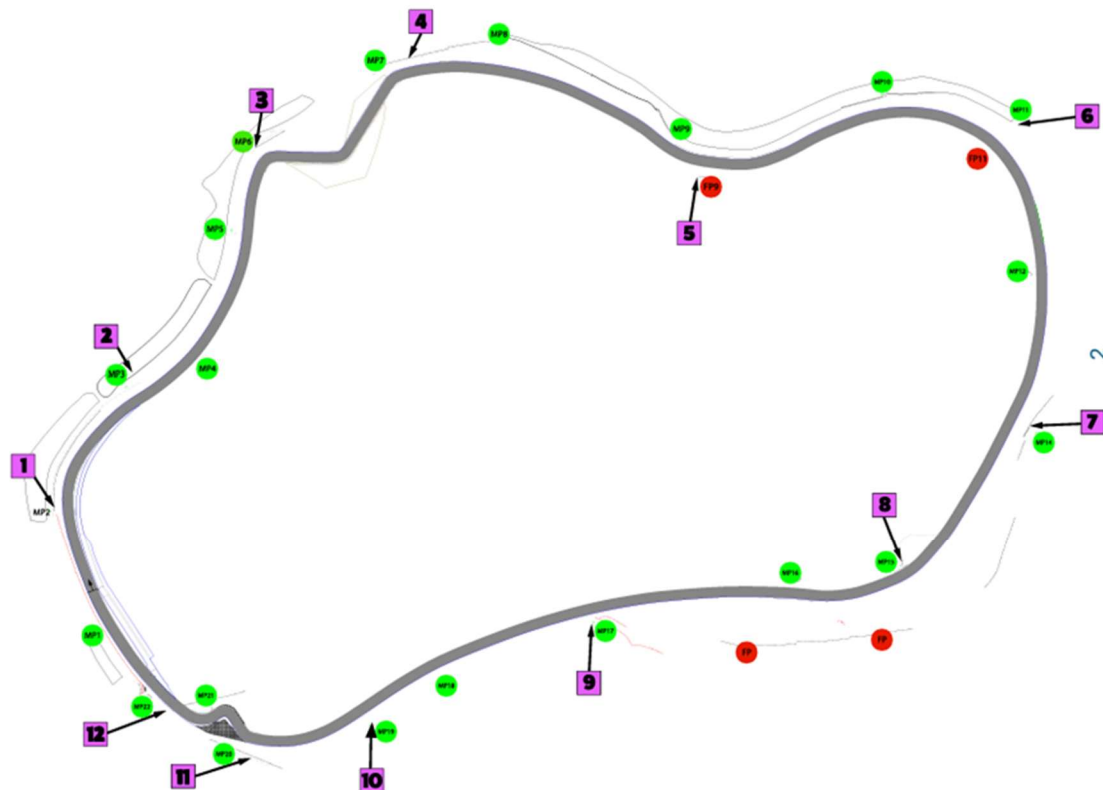
Thruxton Circuit
Main Circuit
Showing light panels and zone lines

Plan Key

- Light Panel
- Marshals Post
- Fire Point

Light Locations:

- 1 Adjacent to MP2
- 2 Adjacent to MP3
- 3 MP6 (LH side of debris fence, in the head on position).
- 4 Approximately 30m downstream of MP7 (behind debris fence in the head on position). Operated from MP7.
- 5 MP9F (to LHS of debris fence)
- 6 MP11 (in head on position)
- 7 MP14 (to LHS of debris fence)
- 8 MP15 (to RHS of debris fence)
- 9 20m prior to MP17. Operated from MP17.
- 10 MP19.
- 11 To LHS of MP20 (behind debris fence in head on position)
- 12 Chicane exit (on tunnel debris fence). Operated from MP22 with control console lead across circuit access road.



In the case of conflicting signals drivers must comply with the requirements of the signal with the highest level of safety. The priority order is Red Flag, Safety Car Flag / Board, Double Yellow Flag, Single Yellow Flag, Green Flag.



Red flag/lights:

- **IN QUALIFYING - return to the pit lane**, following the marshals' directions at all times.
- **IN RACE - return to the grid**, stopping short to enable the formation of any revised grid, following the marshals' directions at all times.

Yellow flags/lights:

- You are reminded that yellow flags are a warning of danger; slow down and be prepared to take avoiding action or stop.

Black and Black + Orange flag/lights:

- You must come into the pits on the next lap.

SAFETY CAR PROCEDURE

Waved yellow flags and "SC" boards will be displayed around the circuit. All cars must reduce speed and form a tightly packed line, with each car no more than five car lengths apart, except for the leader, who will leave a sufficient gap to any car ahead to allow the Safety Car to join the circuit.

The **Safety Car will enter the circuit (on driver's right) from the pit lane**. It will endeavour to pick up the leader; however, in some instances, it may be necessary for the Safety Car observer to wave vehicles past to pick up the leader. You may only pass the Safety Car if directed to do so.

When the Safety Car is due to be withdrawn, the lights on the Safety Car will be switched off, normally after the end of the Bentley Straight. The Safety Car will then exit the circuit into the pit lane. Following the lights on the Safety Car being switched off, it is the leader's responsibility to dictate the pace of traffic before the restart. This must not involve erratic acceleration, braking, or any other manoeuvre that will endanger other drivers or impede the restart.

REMEMBER

There is No Overtaking or Overlapping until you have passed the green flag at the control line

Should you inadvertently pass another competitor whilst the safety car is deployed, please give back the position as soon as possible.

TRACK LIMITS

The penalties associated with breaching track limits are set out at 24.2 in the Final Instructions. Judges of Fact will monitor track limits particularly at Club Chicane and the Campbell, Cobb and Segrave complex. Please note that MSUK approved tyre stacks will be installed at the Club Chicane for the weekend.



MANDATORY CAMERAS

You are reminded that **a working forward-facing camera is MANDATORY per Regulation 2.13 of the 2023 Classic Touring Car Racing Club Championship Regulations.**

If you are called to see the Clerk about an incident you were involved with or may have witnessed or wish to make an informal report, please bring your SD video card and, if possible, a device (laptop/tablet) to display relevant footage.

MECHANICAL PROBLEMS AND INCIDENTS

If you have a mechanical problem, pull off the circuit in a safe location, preferably near a marshal post. **DO NOT continue around the circuit** with the risk of leaving oil on the track, as this will affect other races.

Exit the vehicle, if safe to do so, and unless told otherwise by a marshal, move to a safe place away from the vehicle, i.e., behind a barrier. A "thumbs up" signal to an approaching marshal is useful for sending a message that you are ok. If you are involved in a heavy accident, stay in your vehicle, and await the arrival of assistance.

RACE WITH RESPECT

Motorsport UK's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by MSUK's commitment to making motorsport an inclusive and safe sport for everyone. The Respect Code applies to all participants in an event, competitors, parents, officials, marshals, team managers, mechanics, spectators, or any other participant. It is incumbent on us all to respect our fellow participants and to 'call out' poor standards of behaviour. Breaching the obligations may result in disciplinary action.

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

PROTESTS AND APPEALS

Where possible, paperwork will be handled electronically. Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the Clerk of the Course, using the appropriate electronic form, which is available from the Secretary of the Meeting. The Race Secretary email is midlands@brscc.co.uk

You are advised to bring a suitable laptop computer to enable the submission of protests or appeals. Please note time limits apply and the recent amendment to (C) 5.2.1. the MSUK Yearbook states, ***"A Protest against another Competitor must be made within 30 minutes of the finish of the competition"***.



ANY QUESTIONS / QUERIES / ISSUES

Please see Darren or me. We can be contacted via the CTCRC Coordinators or, alternatively, the Secretary of the Meeting, who will be located in the paddock office adjacent to the scrutineering bay.

We wish you an enjoyable weekend.

Andrew Outterside
CTCRC Clerk of the Course

Darren MacClinton
Clerk of the Course

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