



Pickup Truck Racing Championship
Event Briefing Notes



Venue, Circuit and Date	Thruxton Circuit – 6 th & 7 th July
Drivers Briefing	09:30 Garage – Thruxton Centre (Saturday)
Clerk of the Course	David Cartwright
Motorsport UK Steward	Andy Dee Crowne
Event Stewards	Brian Hemmings, Nigel Price

Circuit Information

Lap length	2.35 miles
Start/Finish line	Located in front of Race Control.
Pole Position	Right side.
Start lights	Gantry on the right above the track at end of pit wall.
Warning flags	Shown at the Start/Finish Line
Pit Lane Speed Limit	60KPH

Event Final Instructions, Season, and Event Drivers Briefing Notes

It your responsibility to have read and comply with them I don't intend to cover all of them here but do want to cover some specifics for the pickup trucks at this meeting.

Official Notice Board

The official notice board is online at: https://www.barc.net/online_noticeboard/2024-thruxton-july-6-7/

Assembly Area

The Assembly Area is located at the far end of the Paddock, adjacent to the Thruxton Centre. (A map can be found in Final Instructions). You need to be in the Assembly Area 20mins before the start of your session/race, so please plan accordingly.

Start Procedure

As per the Championship Regulations 3.6

The location at which overtaking is permitted is: The Start/Finish line.

End of Qualifying and Races

Complete a lap of the circuit, having taken the chequered flag and enter the Pit Lane. Follow the directions of the marshals, to Parc Ferme. All trucks remain under Parc Ferme conditions from the chequered flag until released by Chris Baker.

Driving Conduct

All incidents reported to Race Control will be investigated.

Light Panels

Thruxton is fitted with Light Panels as per the image below. These are the primary means of communications.



Thruxton Circuit

Main Circuit

Showing light panels and zone lines

Plan Key



Light Panel



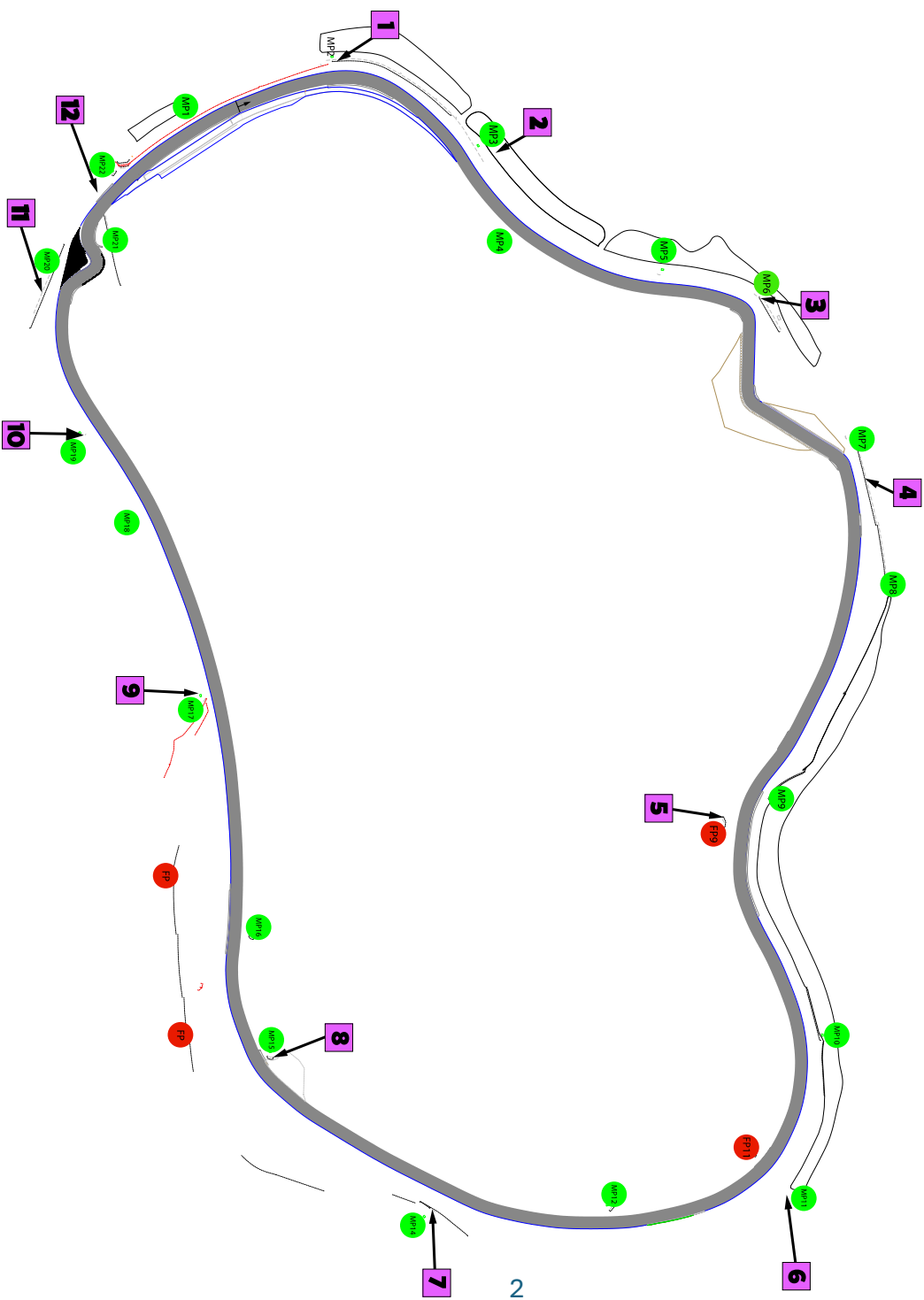
Marshals Post



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.



These will be the primary means of communication as per the Season Briefing notes.

Chicane and Track Limits

As in previous years, tyre bundles will be installed at the chicane.



The kerb and the white line can be used, but no part of the tyre contact patch can be on the green or the sausage kerbs.

Judicial Process

It has come to my attention that several of the drivers don't fully understand the judicial processes, in particular, the appeals process to the Stewards of the Meeting.

The following is a very short re-cap, but please take time to read the appropriate regulations.

- Protests will normally be dealt with by the Clerk of the Course, while Appeals against a Clerk's decision will be heard by the Stewards.
- Protests and appeals must be submitted to either the Clerk or the Secretary of the Meeting within 30 minutes of the decision being issued.
- There are fees for both Protests and Appeals. (A fee will normally be refunded if the Competitor's case is upheld).
- Motorsport UK Officials, such as Clerks and Stewards are told by MSUK not to aid in submitting a protest or appeals.
- MSUK expect competitors to know the correct process and to have followed it.

Full details of the process can be found in the Motorsport UK Yearbook, Protests are covered in Chapter C.5, while Appeals to the Stewards are in Chapter C.6 and Appeals to the National Court are in C.7.

There is also additional outline guidance at <https://www.motorsportuk.org/inside-revolution-appeals-and-protests/>

Other points

- Competitors are reminded that the use of 2 wheeled vehicles including electric scooters is prohibited in all areas of the venue.

- Entrants, Teams, and Competitors must ensure that all vehicles are used in accordance with manufactures instructions and under no circumstances should anyone be allowed to ride or hang on to buggies, roll bars, side pods etc.
- Paddock vehicles with a capacity under 125cc may be driven by a holder of a full UK provisional or equivalent, driving license.
- Paddock vehicles with a capacity over 125cc must be driven by a holder of a full UK, or equivalent, driving license. (BARC Standing Regulations, Section 12).

Questions?

Have an enjoyable meeting.

David Cartwright
Clerk of the Course – Race International 151622
dcartwright.barc@gmail.com
07807 952768