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Classic Silverstone Historic Race Meeting Friday 26th, Saturday 27th, Sunday 28th August 2022

Competitor's Final Instructions V9

Issue 17.08.22

Thank you very much for your entry. This Meeting will run on the Silverstone Grand Prix Circuit with Historic Vale Section 3.639 miles (5.857km) These Final Instructions carry the same force as the ASR's. Overleaf is a Competitors Timetable. Scrutineering at this event will include physical examination of the vehicle and equipment. Your scrutineering times will be advised. Provisional entry lists are available by contacting your Race Co-ordinators. MSUK Permit Nos: 124313 International; 125610 Interclub: (The Meeting has been inscribed with the FIA as a National Competition with Authorised Foreign Participation).

MSUK Steward (Interclub): Esmor Jones

MSUK Steward (International): Rod Parkin

Event Stewards: Fergus Whatling, Henry Woodgate.

Race Director: Andy Dee Crowne

Chairman of Stewards - Masters International Grids: Marc van Geel

Race Director – Masters International Grids: Richard Cuene-Grandidier

International Clerks of the Course: Julian Floyd (Senior Clerk of the Course), Andy Dee-Crowne, John Hopkinson

Clerks of the Course: Nick Fielding, Gary Tanner & Ken Tyrer.

Assistant Clerks of the Course: Annie Goodyear, Fee Dee-Crowne & Kyle Jackson (Masters **National** Races Only)

Secretary of the Meeting: Ian Danaher

Assistant Secretaries of the Meeting: Donna Skipworth Michel, Myra Whatling, Jasmine Walker & Keely Dee-Crowne.

Safeguarding Officer: Jasmine Walker & Andy Dee-Crowne

Chief Scrutineer: John Hopwood

Deputies to the Chief Scrutineer: Mathew Lampkin-Smith & Nigel Edwards

Chief Timekeeper: Nick Palmer.

Startline Judges: Rob Lyall and TBC

- 01. Wristbands and Vehicle Passes will either be sent to all Competitors or made available for Collection at Silverstone Customer Corner (previously known as Welcome Centre). Competitors will be advised by their respective Race Co-ordinators concerning arrangements.**
- 02. Signing-on and Scrutineering.** Signing on will be via E-Mail using an MSUK Declaration document forwarded to you. Please complete and return at your earliest convenience. There will be two Race Admin Offices. If your race is based in the National (Old) Paddock this will be on the first floor of Race Control Building in the National Paddock. If your race is based in the International Paddock (Wing) this will be in the Wing building Entrance 04, first floor, Race Control end.
- 03. Scrutineering for all races will be available on Thursday 25th August from 14:00h to 19:00h (see note 03 below). On Thursday 25th August Specifically Historic Formula Junior will be Scrutineered in their allocated Garages, between 4.00pm-5.00pm and MRL Pre-War between 5.00pm-6.00pm, anyone not present at that time must report to the scrutineers. For all cars other than those mentioned wishing to scrutineer on Thursday 25th the cars and drivers safety wear must be taken to the Scrutineering bay for scrutineering. On Friday 26th August the following exceptions will apply, Masters International Grids (F1 cars, MEL and MSCL) and HGPCA cars which will be scrutineered in their**

allocated garage areas & multicar preparers awnings. In the National Paddock Single seaters within the allocated garages will be scrutineered within the garages. All remaining cars including Multi Preparers will need to be brought to the relevant Scrutineering bay. **Scrutineering** for the National Paddock will be in the Scrutineering Bay and for the International Paddock in Garage 40 and 41.

04. **Safety Wear.** All drivers are required to have their personal safety wear checked for conformance to current FIA/MSUK regulations when your car is being scrutineered.
05. **Qualifying.** All groups, with the exception of Masters F1 based in pit garages, will start qualifying by joining the Pit Lane via the Assembly Area. Cars should proceed to the Assembly Area 15 minutes before their published qualifying session start time. After the chequered flag, drivers should slow down and return to their allocated Paddock area via the Pit Lane. Competitors must qualify in the relevant session for every race entered. Drivers wishing to qualify out of session must obtain written permission from the Clerk of the Course and will start from the back of the grid. Qualifying times and results will be available from the Electronic event Notice Board. **N.B.** Sessions may begin before the published time so please be ready to receive SMS or e-mail messages from Race Control or listen for Public Address announcements.
06. **Parc Ferme:** Notification of Parc Ferme will be advised by the respective Grid Organisers or Drivers Briefing Notes.
07. **Qualifying and Racing Special Notice.** All race groups that are located in the National Paddock will practice and race in the mornings. All race groups that are located in the Wing Paddock will practice and race in the afternoons.
Qualification. With the exception of Masters International Grids, drivers entered for a race must complete three laps in official practice to qualify. The fastest time set by each car will determine the first race grid position.
Grid for Race 2:
Historic Formula 2, will be determined by the finishing order of Race 1. Competitors who fail to finish Race 1 will be gridded at the back of the Race 2 grid in order of retirement. Competitors who qualifies for Race 2 but did not start may join at the rear of the Race 2 grid behind the Race 1 retirement competitors subject to the approval of the Clerk of the Course.
Pre '66 Grand Prix Cars (HGPCA), as per series regs
Historic Formula Junior the grid for both races is set by the qualifying session.
Reserves: Subject to qualification, reserves will be admitted to the races if spaces are available in the order published in the entry list. 20% more cars than are allowed to race may practice.
08. **Grid Formation. All races will be a 2 x 2 Rolling start.**
09. **Race Starting Procedure:** All cars should proceed to the Assembly Area 15 mins before the scheduled start of their race. Pre-gridding and the one minute and 30 second countdown will take place in the Assembly Area and drivers will then be released onto the Pit Lane and go into the race start procedure. When instructed by the Clerk of the Course the pace car, with yellow roof lights illuminated, will move off, if starting from the International (Wing Pits). If starting from the National Pits: **Historic Formula Junior and Historic Formula 2 will have one and a half Green Flag laps** for all other races going from the National Pits **they will have a half green flag lap** (n.b. Should there be a change in weather conditions which would necessitate an additional green flag/formation lap the race duration will commence once the last car starts the additional green flag/formation lap.). The pace car will dictate the speed of the green flag laps. Competing cars should follow at a safe distance from the pace car maintaining their grid positions.

The lead cars must have the pace car in full sight for the duration of the green flag laps, should the need arise to delay or abort the start. The pace car will indicate an impending race start by extinguishing its yellow roof lights and entering the pit lane. Competing cars must then hold their position and speed, as set by the pace car, and as the front row of the grid approaches the start line the red lights on the starting gantry will be extinguished denoting the start of the race. There will be no acceleration or increase in speed before the red light is extinguished. There shall be no overtaking or changing of direction prior to crossing the start line. (n.b. should a competitor suffer a mechanical problem they should indicate this to other competitors by raising their arm and safely pulling off the circuit into the pit lane or adjacent to a marshal post).

It is strictly forbidden for cars to deliberately back up or hold other competitors during the green flag laps in attempt to gain a competitive advantage. It is also strictly forbidden to excessively brake, weave and accelerate in an attempt to warm tyres. Any car which in the opinion of the Clerks of the Course fails to maintain its position and speed set by the pace car prior to crossing the start line or is guilty of any of the preceding instructions will be penalised as follows;

In addition to any offences outlined in the MSUK Yearbook any infringements of this race start procedure may result in a time penalty of up to 60 seconds or disqualification from the race.

10. **Race Starting Procedure – For Masters International Grids**, Please refer to Drivers Briefing Notes which will be published on the event notice board.

Race Starting Procedure – For Tony Dron Memorial Trophy For MRL Historic Touring Cars Grid, will be a staggered rolling start with the use of 2 pace cars leading each group. Historic Touring Car Challenge and Tony Dron Trophy will have the 1st start signalled by the lights and U2TC and Sixties Touring Car Challenge will start 2nd after 20 seconds by the starting flag.
11. **Practice Starts/Weaving**: Drivers who are judged to have made practice starts or who demonstrate excessive weaving during the warmup/green flag laps will be liable to exclusion.
12. **Red Flag. Masters International Grids**: refer to the International Sporting Code and briefing notes which will be published on the event notice board.
All other grids: Should any race be 'red flagged', notwithstanding the provisions of MSUK Q5.4 it may be restarted, at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance. Only cars running at competitive racing speed when the red flag is displayed will be allowed to take part in the restarted race and 'Parc Fermé' conditions will apply between the red flag being shown and the start of the restarted race.
The grid for the restarted race will be the order in which the cars passed the Finish Line at the end of the lap preceding the lap on which the red flag was shown, and the result of the race will be the order in which the cars cross the Finish Line when the chequered flag is shown at the conclusion of the restarted race. Except for Masters International Races, if a red flag is used twice in the same race, the restart will be put to the end of the normal timetable and will run if time allows.
13. **Red Flag Race Stoppage in Endurance Races (races 40 minutes or greater)**
Masters International Grids: refer to the INTERNATIONAL SPORTING CODE and briefing notes which will be on the event notice board.
All other grids: In the event of a Red Flag the race will have been deemed to be suspended and any deficit laps incurred by a competitor will be carried forward into any restart, if such takes place.
14. **New Drivers**. Drivers taking part in their first race on this circuit must contact a Clerk of the Course for a Briefing before their practice sessions alternatively please report to the Clerk of the Course prior to the start of your compulsory briefing and advise him you are new to the circuit, and he will brief you separately of any additional points you need to address. For the timings of group briefings please see the table on page 4 of these instructions. These Briefings are mandatory and will be in the Race Administration buildings (first floor) of your respective Paddock. Any driver unable to attend their scheduled Briefing must see a Clerk of the Course before their practice session. For the groups not listed new drivers are requested at their mandatory briefing to stay behind and report to the Clerk conducting the briefing for their new to circuit briefing.
15. **Documentation**. Drivers are reminded that HTP or VIF's for all cars, if applicable, must be available for inspection at scrutineering.
16. **Engines/Silencing**. Engines must not be run **before 08.00h** each morning and must not run **after 19.30h** each evening. All races must comply with their normal Championship or Series Regulations.
17. **Decals**. Competitors are reminded that race sponsor's decals must be prominently displayed on competing vehicles if supplied. Failure to display decals may result in exclusion.
18. **Qualifying & Races** may start earlier than published so please be aware of the grid scheduled before yours and be in the Assembly Area in plenty of time for your grid. Do ensure you or your team have with them your listed contact details, e.g., Mobile Phone, or mobile device for receiving e-mails as messages relating to your race will be sent either by SMS text or e-mail in advance of your race.

19. **Safety Car.**

For Masters International Grids (MRL for F1 cars, MSCL and MEL): operation of the safety car will only occur during races (INTERNATIONAL SPORTING CODE Appendix H2.10)

All other grids, races and qualifying may be neutralised by the use of a Safety Car if necessary (MSUK Regulation Q, Appendix 3.)

20. **Pit Garage Allocation.** As per Race Co-ordinators instructions and the Competitor Guide.

21. **Pit Wall and Grid Safety.** No personnel will be admitted to the Pits without a Team Wristband. Drivers should ensure that only their personnel are on the Pit Wall for their race(s) and who must follow Pit Marshals instructions without argument. The Pit Wall must be clear of all personnel for all race starts. No personnel are allowed on a starting Grid.

22. **Pit Lane Closures:** National Pit Lane will be closed to all activity and track access immediately after Friday morning practice has finished and after Saturday and Sunday morning races have finished. The International Pit Lane will not be opened for activity or track access before Friday afternoon practice or Saturday, or Sunday afternoon racing starts. During the time the Pit Lane is closed there is to be no use of the Pit Wall. Anyone found on the Pit Wall will be asked to leave by the marshals. Refusal may result in a penalty for the entrant which may include cancellation of the race entry (or entries) from the Meeting.

23. **Start and Finish Line.** Although we will be operating and accessing the circuit from both Paddocks, we will only be using the Start and Finish Line located at the Wing Pit Complex.

24. **Podiums. There will be two.** National Paddock competitors - after the chequered flag continue round and enter the National Pit Lane and stop as directed by the race marshals. Wing Paddock competitors - after the chequered flag continue round the full circuit and enter the Pit Lane and stop as directed by the race marshals. Race winners' trophies plus second and third overall will be presented at the podium immediately following each race. For all Masters races (international and National), podiums will be as per published 2022 Regulations. For HGPCA there will be a double podium for each race as per published Regulations.

25. **Timekeepers** will be located in the Wing Race Control building.

26. **Timing Modules:** Please ensure you have fitted a fully charged and working transponder on your car as per the MSUK Regulation Q12.8.1. It is vital that everyone has a working transponder. Any car without a working transponder will during qualifying receive a warning, failure to correct for the race will result in a time penalty of 30 seconds being added to their time. **If you do not have a Transponder and wish to hire one you will need to go to <https://www.tsl-timing.com/>** prior to the event. You will be advised by the company where your Transponder will be available for collection.

27. **Race Control** will be located in the International Paddock Race Control building as will the Race Director, Clerks of the Course, The Stewards will be located in the Business Centre, on the first floor of the wing. The Masters FIA Race Director will be located adjacent to Race Admin at the Wing. For the National Paddock there will be a Clerk available in the Race Administration building during qualifying and racing for grids competing in events there. The Clerk will be leaving the National Paddock 30 minutes after events close for that paddock each day. If you are called to see a Clerk of the Course please do not enter race control, a Clerk will be situated either in race admin at the National pits or the Office next to Race control at the wing.

28. **Pit Stops.** Competitors will use which ever Paddock Pit Lane they are located in for any pit stops or driver changes.

29. **Non-UK Competitors** (National Grids) must be in possession of an appropriate licence and medical certificate issued by their ASN (as per MSUK Regulation). Competitors intending to race with a competition licence which is **NOT** issued by MSUK, regardless of their license status, must have a proof of permission from their ASN (National Governing Body) to compete in a National Meeting with Approved Foreign Participation (FIA INTERNATIONAL SPORTING CODE 2.3.7). For some countries this approval is on the competitor's licence e.g., Germany and Denmark. For remaining countries this should come in the form of a letter. **Warning: It is the competitors' responsibility to have the correct permission and they may not be allowed to compete without it.**

30. **Non-UK Competitors (International Grids)** must be in possession of an appropriate licence and medical certificate issued by their ASN (INTERNATIONAL SPORTING CODE Article 9 and Appendix L Chapter 1)

31. **Drivers Briefings:** These are **mandatory** for all drivers – see schedule below. Penalties apply for non-attendance as per MSUK G.5.3.5 will be subject to a fine of £205.

Special Notes:

32. **Fuel Storage – Important Notice. Q.12.25.3 applies.** A maximum of 5 gallons of fuel may be stored in any pit garage. All fuel should be stored in appropriate metal containers complying with the relevant British or (European) Standard, away from any source of ignition, in a well-ventilated area externally. Containers must be marked ‘Petroleum Spirit – Highly Flammable’. All vehicle refuelling is to take place in the open air and not in the garages and teams must ensure that fire extinguishers are available in close proximity prior to any refuelling taking place. There is no re-refuelling or transfer of fuel from one container to another to take place in the garages. Further information can be found in the ‘The Classic 2022 - Site Safety Rules - Competitor & Multicar Preparer’ document.

Methanol – Any vehicle using Methanol must include a Motorsport UK approved additive and display an orange disc affixed adjacent to the competition numbers on both sides. (J5.13.6 – J5.13.6.1) Methanol may not be stored anywhere without prior permission from the Circuit Safety Officer and this must be agreed prior to the event.

You are reminded that there is to be no re-fuelling during any of the races as per your individual race instruction.

33. **Where camera are permitted but not mandated by the Organiser,** they may be mounted in any location on the vehicle which is considered safe by the chief scrutineer. The mounting of any camera must be specifically approved by the chief scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the drivers body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film company, the Chief Scrutineer has the discretion to approve non-mechanical mountings. Camera positions are also subject to Series/Championship/Event regulations as appropriate.

34. **Track Limits: With the exception of the Masters International Grids, All Grids will be regulated by MSUK regulations Q 12.21.2 – Q12.22.1** For contravention of these rules the penalties described will be applied.

35. **Speeding in Pit Lane:**

Masters International Grids:

Masters International Series grids only will be regulated by the INTERNATIONAL SPORTING CODE (Appendix H and L Chapter IV) posted on the event notice board.

All other grids: The Maximum speed in the Pit Lane is 60kph (37.2mph) –there will be a speed gun in operation and aside from specific race penalties relating to the severity of the offence other penalties may be applied as per MSUK Regulation C2.1.

36. **Two Driver Races.**

Reminder for all pit stop Races: Maximum speed in the Pit Lane is 60kph (37.2mph) – a speed gun will be in operation. For all races the pit stop will be monitored by the time keeping system which records the entry and exit from the pit lane. The median target time for those whose Pit Stop is in the **National Paddock will be 20.2 Seconds plus the stationary time below, In the International Paddock it will be 30.7 seconds plus the stationary time listed below,** allowing for your regulated stationary time the combined time is used to report any infringements to the Clerk of the Course. A “Pit Lane Open” board will be shown for 2 laps after the pit is opened and a “Pit Lane Closed” board will be shown at the end of the “Pit Window”.

MRL Royal Automobile Club Tourist Trophy for Historic Cars (Pre’63 GT): Will have a mandatory stop and where relevant, driver change between the 20th and the 40th minutes. All cars must be at rest for a minimum 60 seconds during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to remain at rest for the mandatory period will incur a stop-and-go penalty. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty. 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. There will be no refuelling allowed.

37. **Yokohama Trophy for Masters Sports Car Legends and Endurance Legends, Transatlantic Trophy for Pre-66 Touring Cars & International Trophy for Classic GT Cars (Pre’66):** refer to relevant Series Sporting Regulations and Specific Briefing Notes which will be posted on the event notice board.

MRL Royal Automobile Club Woodcote & Stirling Moss Trophy Race: Will have a mandatory stop and where relevant, driver change between the 20th and the 40th minutes. All cars must be at rest for a minimum 60 seconds

during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to remain at rest for the mandatory period will incur a stop-and-go penalty. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty. 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. There will be no refuelling allowed.

Tony Dron Memorial Trophy for MRL Historic Touring Cars Race: Race will feature a mandatory pit stop and, where relevant, driver change, between the 15th and 30th minutes. All cars must be at rest for a minimum of 60 seconds during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to remain at rest for the mandatory period will incur a stop-and-go penalty. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty. 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. There will be no refuelling allowed

MRL Pre-War Sportscars: Will feature a mandatory stop and driver change and where relevant between the 15th and the 30th minutes. All cars must be at rest for a minimum 15 seconds during the pit stop – regardless of whether a driver change is to take place or not. Any car failing to remain at rest for the mandatory period will incur a stop-and-go penalty. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty. 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. There will be no refuelling allowed.

HSCC Thundersports Endurance Race (Sunday): There will be a mandatory pit stop at which a driver change may occur. The Pit Lane will only be open for driver changes between the 15th and 25th minute and all cars, even those not changing drivers, must come to rest at their pit garage and make a minimum one-minute stop in this window. No refuelling will be allowed.

Penalties: If the car does not remain stationary for one full minute there will be a penalty of either one extra minute added to its race time or the car could be called in for a Drive Through Penalty. (It is the team's responsibility to time the stop, but it will be monitored and checked by race officials.) If a car does not stop within the allocated time window, there will be a 30 second penalty. Speeding: Any infringement of this speed limit will incur a time penalty of up to 2 Minutes, which will be added to any other time penalties incurred. Failure to take the mandatory pit stop will result in exclusion from the results.

38. **All teams and competitors** please read the accompanying Health and Safety Regulations in the 'The Classic 2022 - Site Safety Rules - Competitor & Multicar Preparer' document"
39. **Environmental Health:** All Grid co-ordinators you are reminded that Environmental Health Officers will be onsite for the duration of the meeting and will be looking for you to have the appropriate documentation available for inspection if you are providing catering.
40. **SECURITY: If you have any concerns regarding suspicious persons, vehicles or packages within the paddock please call Event Control: 01483 524424 and they will direct someone from the Security Team to deal with your problem.** Competitors are reminded to secure all valuables away at all times and to secure motorhomes and caravans.
41. **Children within the Paddock, Pits and Garages:** Silverstone Circuits Ltd (SCL) has restrictions that prohibit children 16 years old and under from the paddock during the event as it is deemed to be a 'workplace' and can be very hazardous therefore children aged 16 or under must be accompanied and under the direct supervision of an adult at all times. Children are not allowed to ride cycles on site without direct supervision of an adult and must wear cycle helmets. **Please note that children 16 years old and under are not allowed in the Pit Lane, on the track or grid and in the Garages.**
42. **Silverstone Circuits Ltd (SCL)** and the organisers (Goose Live Events Limited and HSCC) accept no liability for non-conformance to the above
43. **Working at Height:** An area which has been of growing concern year on year is the working practices being employed to install awnings on the larger vehicles and work at height from the top of vehicles. Motorsport UK, HSCC and the organisers are working closely together to ensure all competitors and multicar preparers are compliant in their working practices and will be monitoring closely the work activities. Contravention of the Working at Height Regulations may result in exclusion from the event. (A8.1.2)

44. **Drugs and Alcohol:** all competitors and drivers must ensure that they comply with the FIA and MSUK anti-doping and anti-alcohol policy and regulations. (G15.1.4 and H38.1 - H38.4.) Clerks may undertake randomised 'spot checks' to ensure compliance. Any person who fails the prescribed limits or evades or refuses to comply with testing will be excluded from the meeting and reported to the Stewards for their licence to be suspended under (H.38.4)
45. **Cancellation:** The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the organisers and promoters will not be liable for any loss or expense incurred by entrants for drivers, or any other parties.

Competitor Timetable: All Driver Briefings will be held on Friday 26th August. For National Paddock competitors these will be held in the Apex Suite which is one of the Woodcote Suites on the 1st Floor. For International Paddock Competitors these will be in the Auditorium in the Wing Complex.

Race	Sign On	Scrutineering Friday	Qualifying Friday	Drivers Briefing Friday	Race Saturday	Race Sunday
Historic Formula Junior	E-Mail	07:30	09:00 - 09:18	12:45	09:00 - 09:20	09:00 - 09:20
MRL Pre-War Sports Cars 'BRDC 500'	E-Mail	08:00	09:31 - 09:58	10:30	11:25 - 12:05	-
Tony Dron Memorial Trophy for MRL Historic Touring Cars	E-Mail	08:45	10:12 - 10:39	09:15	10:20 - 11:05	-
HSCC Historic Formula 2	E-Mail	09:30	10:52 - 11:10	14:30	09:40 - 10:00	11:00 - 11:20
MRL Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy	E-Mail	10:15	11:24 - 11:51	09:15	-	09:40 - 10:30
Royal Automobile Club Historic Tourist Trophy (MRL Pre '63 GT)	E-Mail	10:45	12:04 - 12:31	11:15	-	11:40 - 12:30
Frank Williams Memorial Trophy For Masters Racing Legends	E-Mail	11:15	13:31 - 13:51	12:00	13:05 - 13:25	13:30 - 13:50
Masters GT4 Classic Silverstone Challenge	E-Mail	11:45	14:05 - 14:32	12:20	13:45 - 14:15	17:15 - 17:45
Ignition GP 90s F1 Demo	E-Mail	12:15	14:45 - 15:00	09:45	14:35 - 14:50	15:40 - 15:55
Masters Endurance Legends	E-Mail	12:45	15:13 - 15:43	12:00	17:10 - 17:50	14:50 - 15:20
HSCC Thundersports	E-Mail	13:15	15:57 - 16:24	14:30	-	16:15 - 16:55
International Trophy For Classic GT Cars (Pre '66)	E-Mail	13:45	16:38 - 17:05	12:45	15:50 - 16:40	-
HGPCA Pre '66 Grand Prix Cars	E-Mail	14:15	17:18 - 17:36	15:30	15:10 - 15:30	14:10 - 14:30
Adrian Flux Trophy For Transatlantic Pre '66 Touring Cars	E-Mail	14:45	17:50 - 18:17	12:00	-	18:15 - 19:00
Yokohama Trophy For Masters Sports Car Legends	E-Mail	15:15	18:30 - 19:00	12:00	18:10 - 19:00	-
Group C Demo	E-Mail	16:00	-	13:45	16:50 - 17:00	17:55 - 18:05

For scrutineering on Thursday please see paragraph 2.

We, the HSCC together with Silverstone Circuits Ltd (SCL) and Goose Live Events Ltd, would like all race cars to be on display to the public so please do not clutter the Paddock areas with unnecessary support vehicles. Remove road cars and trailers and help us put on a really good show for spectators. This is very important. Please make sure you park in your race allocated Paddock area only. Do not park elsewhere as we as Organisers need to know where you are.

We hope you have an enjoyable race meeting.