

2026 BIRKETT SIX-HOUR RELAY RACE (v2: 20/10/26)

PLEASE ENSURE ALL DRIVERS ARE CURRENT 750 MOTOR CLUB MEMBERS.

MEMBERSHIP IS AVAILABLE FROM £30 PER ANNUM AND CAN BE COMPLETED ONLINE HERE

PLEASE ALSO ENSURE ALL DRIVER ENTRY FORMS ARE SUBMITTED TO THE CLUB PRIOR TO THE MEETING.

CORRECT TRANSPONDER NUMBERS ARE CRITICAL TO THE RUNNING OF THE EVENT. IF YOU NEED TO HIRE ANY TRANSPONDERS PLEASE USE THIS LINK BEFORE 3PM ON THURSDAY, AND ONE WILL BE READY FOR COLLECTION AT THE RACE-ADMIN OFFICE. TRANSPONDERS MUST BE FITTED PRIOR TO SCTUTINEERING.

SUSTAIN FUELS

EST. 750 MOTOR CLUB 1951
THE BIRKETT SIX-HOUR RELAY
SILVERSTONE - OCTOBER 24, 2026

FINAL INSTRUCTIONS:
Silverstone GP

Birkett Six-Hour Relay
Saturday 24th October 2026

Thank you for your entry for the 76th anniversary running of the 'Holly' Birkett 6 Hour Handicap Relay Race. This event will be run in accordance with the current Motorsport UK National Competition Rules (NCR's.) The following Final Instructions are for your information. Please ensure that you read and understand the timetable plus the various regulations regarding the pits, car change over and, most importantly, the procedure if the Safety Car is brought into action. For those who have not competed in the Birkett before, this is not a 10-lap sprint or the final BTCC round. There will be very considerable differences – e.g. physical size, type of car, speed differentials, braking distances and cornering abilities - between many of the cars taking part; however, the slower cars are as equally committed in their cornering and as entitled to their piece of circuit as the faster cars. Be aware that any Observer's report suggesting inconsiderate, reckless or careless driving will be dealt with most severely by the Clerk of the Course and will reflect upon the whole Team. 'The Birkett' has a good safety record and we wish it to remain that way.

ADDITIONAL SUPPLEMENTARY REGULATIONS & FINAL INSTRUCTIONS

MOTORSPORT UK Permit No: 208280
MOTORSPORT UK Steward: ..... E. Jones
Senior Clerk of Course: ..... L. Spurr
Clerks of Course: ..... B. Murphy, D. Weston
Assistant Clerks: ..... B. Adcock, J. Allwood-Hewitt
Event Stewards: ..... V. Thompson, M. Flippance
Chief Marshall: ..... J. Harding
Safety Car: ..... A. Raybould, J. Baines, L. Bailey
Chief Handicapper: ..... G. Groombridge
Chief Timekeeper: ..... S. Burr
Chief Scrutineer ..... S. Dockray
Secretary of the Meeting: ..... N. Emmerson
Safeguarding Officer: ..... N. Emmerson

TIMETABLE (FRIDAY 23rd) :
SCRUTINEERING STARTS 14.00
HANDICAPPERS OFFICE OPEN FOR INQUIRIES ..... 17.00 to 19.00
SCRUTINEERING ENDS 20.00

TIMETABLE (SATURDAY 24TH):
SCRUTINEERING STARTS 07.00
SCRUTINEERING ENDS 08.45
QUALIFYING SESSIONS START 09.00
TEAM MANAGERS BRIEFING 10.30
CLOSE OF TEAM HANDICAPPING 10.45
QUALIFYING ENDS 11.00
1st CARS TO ASSEMBLY AREA ..... no later than 11.20
1st CARS ONTO GRID 11.30
RACE STARTS 11.45
RACE FINISHES 17.45
AWARDS CEREMONY (CLUB RACING FANZONE) ..... 18.00 ish

SIGNING ON: Drivers will need to sign on for the meeting using the link below:

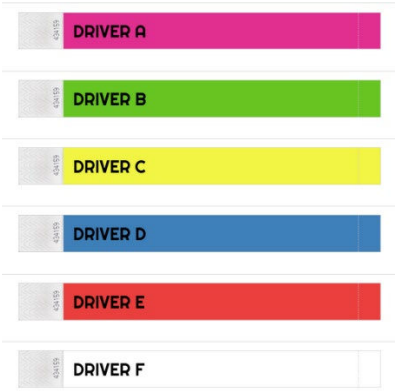
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Please can you make sure all drivers in your team are aware of this process and Sign On is completed by 8pm on Friday the 23rd October at the latest.

Drivers will need to upload a photograph of their licence in order to complete the signing on process (even if they have already raced with the 750MC in 2026.) International licences of the appropriate grade are acceptable with the relevant permissions.

SCRUTINEERING:
ALL CARS MUST BE SCRUTINEERED PRIOR TO COMPETITION. Cars may be scrutineered on Friday from 1400 - 2000, or on Saturday from 0700 – 0845. Please ensure that the correct numbers (Black on White Backgrounds, or Fluorescent Yellow on Windows) and letters are displayed on vehicles. Numbers and letters will be for sale in the office at the Scrutineering Bay. Transponders must be fitted and able to be tested at scrutineering so please ensure "hired" transponders are collected from Race Admin prior to arrival at the scrutineering bay.
Once passed an official scrutineering sticker will be issued.
Note: Helmets and FHR devises which do not bear a Motorsport UK (or MSA) approval sticker must be presented to the Scrutineers who will visually inspect the equipment and issue a sticker accordingly.

DRIVER WRISTBANDS:
ALL Driver's must wear a coloured wristband that corresponds with their driver letter (see diagram below). These wristbands MUST be collected from the Race Administration office in advance of Practice.



ACCESS: For those who are not participating in the Friday testing session organised by Silverstone, there will be access to the Copse Runway from 2pm to allow for "early" arrivals. Access to the full paddock and garages will be from 6pm on Friday evening. Only support vehicles (1 per team) displaying the correct vehicle pass will be permitted in the area behind the garages. E-tickets for team members will have been sent directly to Team Managers for distribution.

DRIVERS WHO HAVE NOT COMPETED ON ANY SILVERSTONE CIRCUIT CONFIGURATION BEFORE MUST ATTEND A FIRST TIME AT CIRCUIT BRIEFING. THESE WILL BE HELD ON THE 1st FLOOR OF RACE CONTROL AT 7.45AM & AGAIN AT 8.30AM ON SATURDAY MORNING.

PRACTICE: Team Managers must ensure that ALL drivers complete a minimum of 3 laps in order to qualify. Transponders MUST be on the car for qualifying and the car must carry the correct numbers & letters.
In order that cars get the maximum amount of time on circuit, qualifying will be continuous from 9.00 – 11.00. Breakdowns will be only recovered if possible, without halting the session. The end of each session will be indicated by the chequered flag on the start/finish line after which drivers should leave the circuit at the usual point; this may be supplemented by the use of the Safety Car. The next group of cars will then be released from Assembly Area. The Safety Car may be introduced at any stage on instruction from the Clerk of Course. Cars in groups A – D inclusive who do not arrive in time or be safely released for their session will be permitted to practice out of session having first sought permission from the Clerk of Course.

ASSEMBLY / NOISE TESTING: THE ASSEMBLY AREA WILL BE ON THE COPSE RUNWAY AT THE WELLINGTON STRAIGHT END – FAMILIARISE YOURSELF WITH THE LOCATION IN ADVANCE PLEASE. Cars should be there at about 15 minutes prior to the scheduled start of their session where they will be noise tested prior to being released onto the track; NO CARS MAY JOIN FROM THE PITLANE. DO NOT GO TO THE USUAL ASSEMBLY AREA FOR THE NATIONAL CIRCUIT.

Practice Times are as follows:

A cars 9.00-9.20
B cars 9.20-9.40
C cars 9.40-10.00
D cars 10.00-10.20
E cars 10.20-10.40
F cars 10.40-11.00

COMPETITION NUMBERS: All cars MUST have clearly legible numbers as per MOTORSPORT UK regulations. Any car which has poorly visible (to the timekeepers) numbers will be notified and failure to amend numbers to the timekeepers' satisfaction will result in that car's laps not being counted. Driver letters should be a minimum of 5" high and should be similarly legible. PLEASE ENSURE THAT THE CORRECT LETTERS ARE CARRIED ON EACH CAR, AS PER THE ENTRY LIST. Mandatory 750MC flag decals and Birkett decals will be available at scrutineering which must be displayed on each car.

LETTERS & NUMBERS (£1.50 ea.) WILL BE FOR SALE AT THE SCRUTINEERING BAY. A SUPPLY OF WHITE BACKGROUNDS (£3 ea.) WILL ALSO BE AVAILABLE ON THE DAY.

SHARED CARS: Where a car is shared by more than one driver, the letter corresponding to the drivers who are not in the car at any given time. Must be struck through with suitable tape or similar. Only laps completed by Practiced Car and Driver combinations will count towards the classification.

HANDICAPS: Provisional handicaps will be available online from 5:00pm on the Friday. Final handicaps will be available at approximately 11:00 on Saturday. Any queries regarding the handicaps may be directed to the Handicapper via the email address: handicappers@750mc.co.uk or in person at the handicappers office on the 1st floor of Race Control.

TEAM MANAGER'S BRIEFING: There will be a Mandatory Team Managers Briefing in Garage 0 at 10.30am on Saturday Morning, a representative from each team MUST be in attendance. Failure to attend may result in the imposition of a 'Stop Go' penalty in the race.

GRID ASSEMBLY: The first car from each team will assemble in the assembly-area and will be arranged in grid order; when signalled to do so they will proceed on track from the Wellington Straight to the startline grid. The second car should be in the Team's pit garage. Cars do not have to run in team letter order.

START PROCEDURE: The cars will be formed on the grid to ensure that the race starts at exactly 11:45; The race will be started behind the Safety Car. The Safety Car's revolving yellow/amber lights will be turned on at the two-minute signal and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Control Line, the Safety Car will leave the grid and the race will have been deemed to have started.
(i) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal.
(ii) Cars will remain in single file without overtaking, except that a car falling behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
(iii)Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the start line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
(iv)A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during this lap.
(v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn. Overtaking is not permitted before passing the green flag on the Start/Finish line.
(vi)All laps undertaken in this start procedure will be deemed to be counted as race laps

CHANGE-OVER: Each Team will have its next car either in its garage or on the 'apron' in front of its garage, ready for change-over. Cars leaving the circuit for change-over will do so along the usual circuit-exit lane; on entering the pit area cars will proceed along the centre lane of the pitlane and continue past their garage, returning to the paddock after garage 6C or, for those in garages 7A – 12E, at the far end of the pitlane. Cars returning to or entering the garages will only do so through the rear garage door.
Outgoing cars may not leave their position on the apron of their garage until their incoming car has passed them, and should proceed along the outer lane of the pitlane to join the circuit. Drivers must take great care during this change-over procedure to avoid incidents in the pitlane. A speed limit of 60 km/h (38mph) will be in force along the front of the garages. This 'change-over' will be monitored (we do have a speed gun!) and any Team contravening the above instructions will either be held at the pitlane exit or will receive a time-penalty.

BREAKDOWNS ON CIRCUIT: In the case of any car breaking down on the circuit, the Team Manager is allowed to release their Team's next car to continue the race; permission is not required from the Clerk of Course. It is the decision of the Team Manager how long they wait before the next car is released but they should be aware that if two cars from the same team are mobile on the circuit, no laps are scored until one of them returns to the pits. Drivers of cars breaking down should attempt to pull off onto the inside (right) of the circuit where feasible to facilitate recovery of the vehicle; that car will be considered to have ceased racing once the driver is out of the car. Breakdowns will be delivered to the rear of the pit garages, not down the pitlane.

Car-to-pit or Pit-to-Car radios are only permitted in accordance with NCR Chapter 12 Appendix 4 Art.4.12. Mobile phones / tablets are not permitted to be carried in a car as per NCR Chapter 12 Appendix 4 Art. 4.17

COMPETITORS EQUIPMENT: Competitors are reminded that NCR Ch.9 covers Competitors Personal Safety Equipment which falls under Eligibility regulations. Contravention of the NCR may lead to disqualification

RE-FUELLING & CAR REPAIRS: Cars may be worked on either in the garage or in the area behind. No work may be done on the 'apron' or in the pitlane. Refuelling may be carried out either in or behind the garages, under the following regulations:-

- A driver shall vacate the car and the engine be stopped throughout any refuelling operation. In addition the Entrant (Team Manager) shall ensure that throughout the refuelling one person shall stand by the car with a fire extinguisher at the ready.
- No more than 25 litres of fuel may be kept in any pit (garage). Storage of fuel is only permitted in containers having a screw cap or other approved safety cap and complying with the Law and local Fire Regulations. (Proper petrol cans or 'jerry' cans are recommended.)
- If any fuel is stored in a pit (garage), the entrant (Team Manager) of the car shall ensure that an effective fire extinguisher is kept adjacent to such fuel.

PIT PERSONNEL: A maximum of two timekeepers and a Team Manager per Team will be permitted in the Pit Lane or on the Pit Wall. These people MUST be wearing a fluorescent tabard displaying the team number. These tabards need to be collected from the Administration Office prior to practice starting, where a £30 (CASH) refundable deposit will be required for their use. Personnel in the garages should be kept to a minimum. Pit Marshals will, for safety reasons, remove unauthorised personnel. Extreme care must be taken when going to and from the pit wall, as the pitlane will be active all day.

GARAGES are allocated on the attached listing. The area directly behind the garages on both sides of the through road is for competing cars and one 'support' vehicle only; any non-competing cars, tow cars, trailers, transporters etc must not park there, but in the vast areas of parking available elsewhere. Team managers must ensure that this is complied with and that an access lane to the rear of their garage is maintained at all times.

HANDICAP & RESULTS: Provisional overall and handicap results will be issued every half hour. Note that these results will remain provisional for only 30

minutes after the time of their availability/issue to competitors. After that period of time, no queries/appeals may be made. In the event of wet weather the handicappers reserve the right to adjust the handicap for the entire field to reflect the likely reduced number of laps that will be completed. Additionally the handicappers reserve the right to amend, within the first 4.5 hours of the event, the handicap of any team in which the performance of any of its members is significantly better than the times provided by them. When handicaps are issued, any cars which are significantly faster than the remainder of the team will be given a maximum number of laps they are permitted to complete and any cars which are significantly slower than the remainder of the team will be given a minimum number of laps they have to complete; any variation from the maximum or minimum may result in the handicap being recalculated.

SAFETY CAR: In order to prevent the race being stopped, a Safety Car will be used. In order that the race-time 'lost' whilst under the control of the Safety Car shall not affect the handicap, time so spent shall be considered to be 'dead time' and the handicap will be progressively adjusted to allow for the time notionally lost.
The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
Flashing yellow lights may also be used at the start-line and at other points around the circuit.
All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, Light Panels or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
Following the safety car extinguishing its lights, and prior to passing the green flag at the start/finish line, the-race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals' posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
Each lap covered while the Safety Car is in service will be counted as a race lap.
Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

FINISH PROCEDURE: After the chequered flag has been shown on the start/finish line (1745) cars will proceed slowly to, and leave via, the pit exit road and down the pitlane to the paddock.

AWARDS: We will aim to have a prize giving for successful teams at the Club Racing Fanzone outside of Race Control at approximately 6pm.

TRANSPONDERS

TRANSPONDERS will be used for the purposes of lap-counting.
It is a requirement that all competitors carry a working transponder whilst on the circuit. Please provide transponder numbers to the timekeepers if they have not already been provided to the organisers. Those competitors who have no transponder will need to hire a temporary transponder at a cost of £30 and can collect it from Race Admin. Failure to comply will result in laps not being counted.
At the end of the race any transponders that have been hired from the organisers should be returned to the Race Administration office - charges of £400 will be levied for each non-returned transponder.

RACE PENALTIES: As per the table below, during the race no car may commence a Penalty while the Safety Car is operating. Cars that have commenced a Penalty will be allowed to complete it during the SC period. Chapter 12 Appendix 10 Article 2 (j) It is the drivers responsibility to comply with the Flag Signals for penalties and NOT to wait for any communication from team radio or pit boards.

Offence	Practice	Race
Excess speed in pitlane	Black Flag	Stop & Go, 2 seconds for each kph over the limit
Overtaking under a yellow flag	Black Flag	Stop & Go for 60 seconds
Overtaking under Safety Car conditions	Black Flag	Stop & Go for a minimum of 30 seconds
False start		Stop & Go
Failure to respect starting positions		Stop & Go
Wrong direction in pitlane	Disqualiication of Driver	Disqualification of Driver
Unsafe Release of Car during Changeover	Black Flag	Stop & Go for a minimum of 30 seconds
More than 3 laps under black flag or black & orange without stopping	Disqualiication of Driver	Disqualification of Driver (which may attract licence points), Stop & Go for the Team for a minimum of 5 minutes
Teams having two cars on track at the same time.	Black Flag (if without CoC permission.)	For each lap where two cars are circulating no laps will be scored
Laps completed by Non-practiced Car and Driver combinations	N/A	Disqualification of Driver with no laps being scored
Exceeding track limits	Black Flag after third report	Second report: Black & white warning flag Next Report: Five second time penalty Next report: Ten second time penalty Next Report: Drive Through Penalty Next Report: Black Flag (Disqualification of Driver which may attract licence points)

LIVESTREAMING

We are delighted to confirm that the 76th running of the Birkett Relay Race will be streamed live throughout the six-hour event by Alpha Live. As well as five manned circuit cameras, in-car and static pitlane feeds, competitors will be able to view a position display alongside and listen to the live commentary overlay. You can follow the stream via YouTube and Facebook, which will be shared via 750MC channels at the start of the day.

COMMENTATOR FORMS

Below is a link to an online commentator's form which we would greatly appreciate it if as many drivers as possible could complete in order to aid the commentary team who will be voicing the Live Streaming for the event.

https://docs.google.com/forms/d/e/1FAIpQLSf-ha9ZNUeLVKIPbisLn_HmLeGLa3YtVWBFxw9FVsCb6m4YvQ/viewform?usp=publish-editor

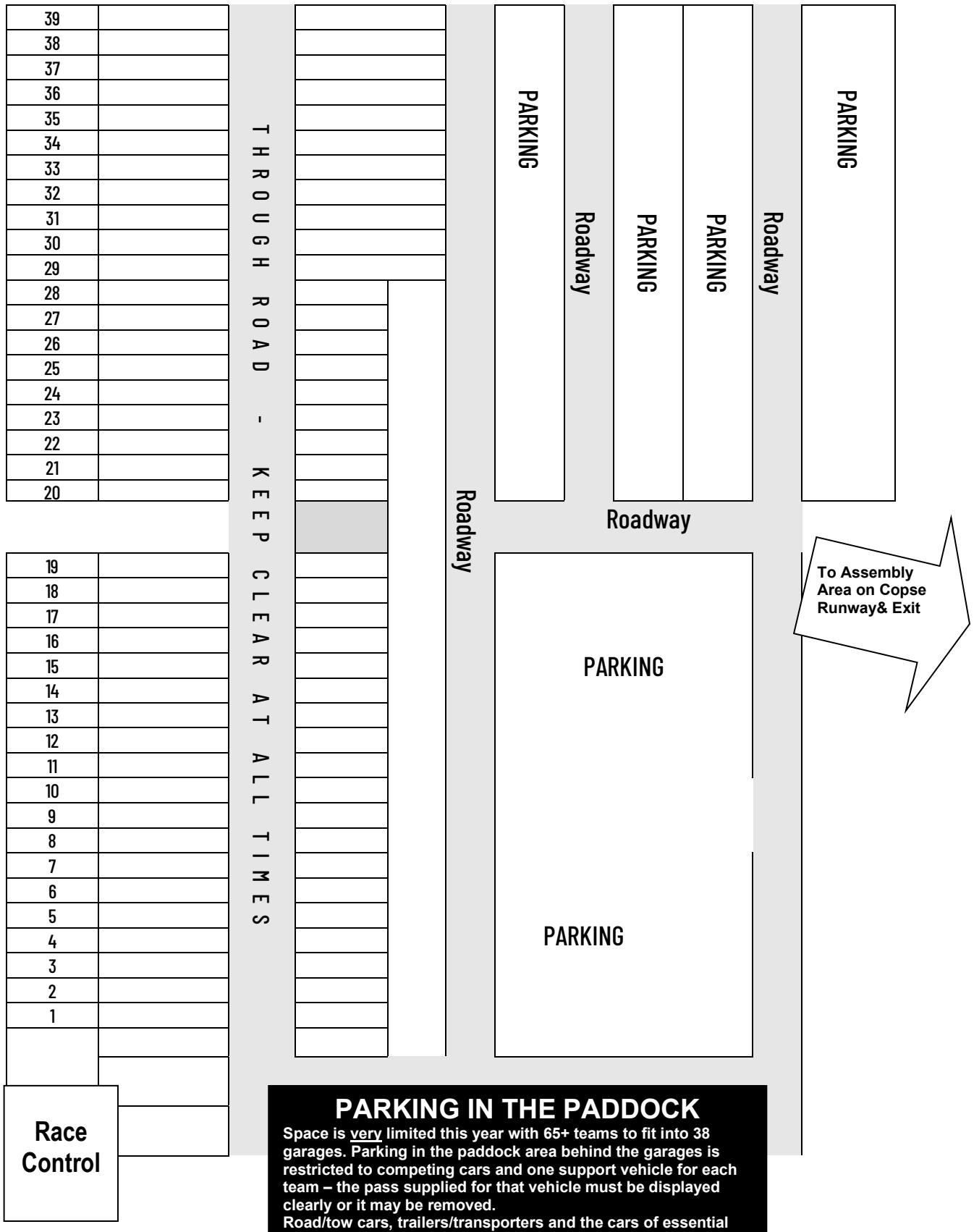
Sustain Fuel Supplies:

Sustain Fuel will be available at the circuit from Friday morning onwards.

Supersport 99 Octane fuel will be priced at just **£1.95 per litre**, whilst sustainable C70 100 Octane fuel will be **£6.35 per litre**.

Teams and drivers wishing to pre-order fuel should call Suresh on 07852 559805 or email suresh.nahar@coryton.com

PIT GARAGE AND PADDOCK PLAN:



PARKING IN THE PADDOCK

Space is <u>very</u> limited this year with 65+ teams to fit into 38 garages. Parking in the paddock area behind the garages is restricted to competing cars and one support vehicle for each team – the pass supplied for that vehicle must be displayed clearly or it may be removed.

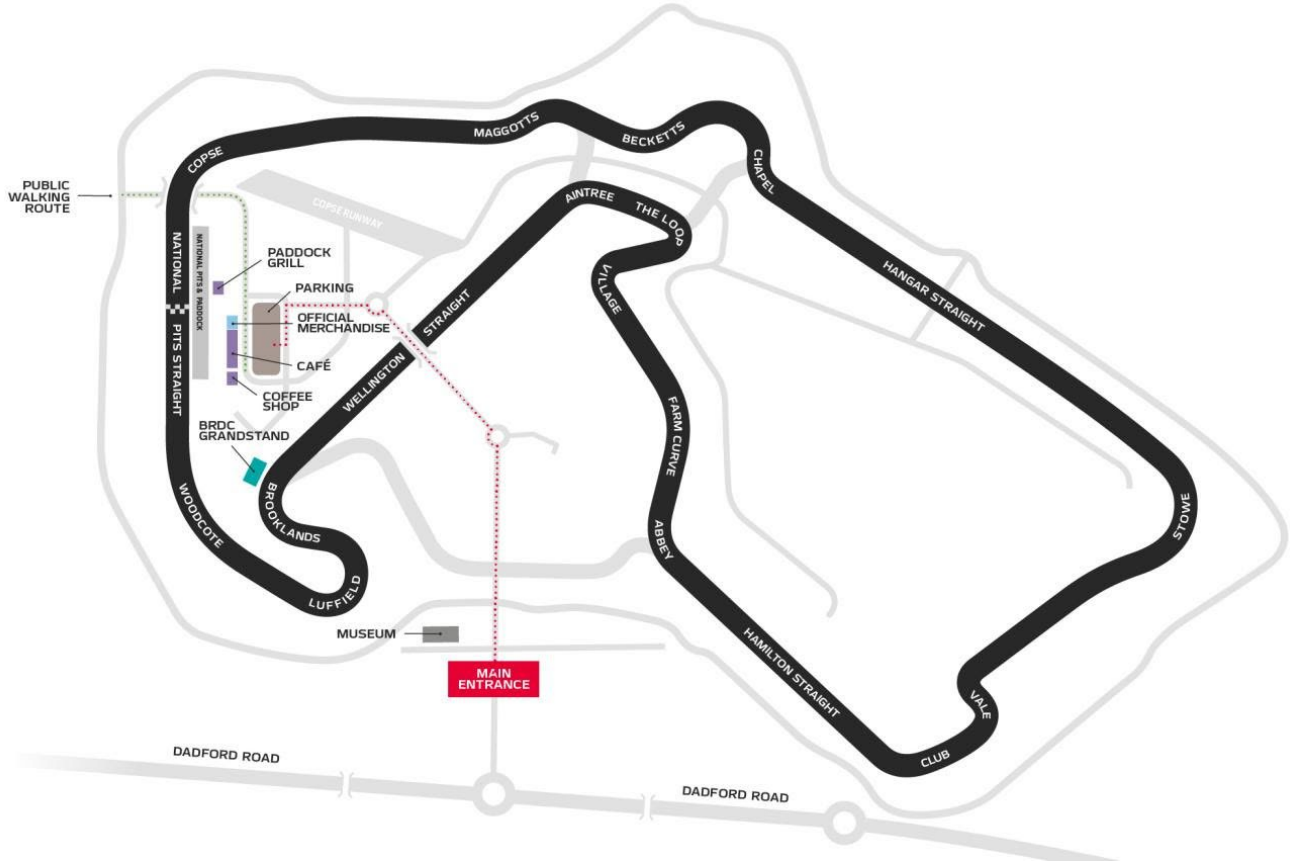
Road/tow cars, trailers/transporters and the cars of essential helpers must be parked outside the paddock in one of the many large car parks or the Copse Runway– this rule will be enforced and any offending vehicles will be removed.

PIT ALLOCATION & TEAM RACE NUMBERS:

GARAGE	TEAM 1	TEAM 2
39	49 - Innovation Racing	
38	67 - Fearless Few	55 - Three Amigos
37	65 - The 'A' Series	62 - ReTyred & Fast
36	60 - Happy Flappers	66 - Alfabolics
35	58 - PDC Racing	59 - Daniels Motorsport Masters
34	57 - Galower Build	63 - Zee Zee and Zee Tops
33	50 - Team 264	
32	53 - Triple Seven	56 - Team TBC
31	51 - Ahhh Seoul	52 - Cursley Motorsport
30	45 - Dads 'n' Lads	47 - BMW 116 Assasins
29	43 - CAP Supatune 1	44 - CAP Supatune 2
28	42 - CAP Dye Hard	31 - Supatune Pick & Mix
27	40 - CAP Team Deranged	41 - CAP-ture The Flag
26	38 - CAP Fast Boys	39 - CAP Charles Ivey
25	36 - The Tourenwageneers	37 - Simon Green Motorsport
24	64 - BOSS Cats	
23	22 - St Winifreds School Choir	33 - Racing Dads Club
22	28 - Mazda Misfits	29 - Barnard Racing
21	27 - On The Spectrum - In Support of Child Autism UK	
20	17 - Routec Racing BMW's	48 - TPE Precision
19	SUSTAIN FUELS	SUSTAIN FUELS
18	61 - LM Racing with Driver61	
17	35 - LM Racing 'The Other Lot'	
16	24 - Army Sportscar Racing	25 - RAF Motorsports Association
15	21 - Top 22 Racing Drivers	32 - Three Tenors
14	23 - Puretrack Racing	
13	20 - Britalia Recovery Racing	30 - Only Alfas
12	15 - Bald & Grey	16 - NMTGTR
11	13 - Scared Shiftless	14 - Motion Motorsport
10	11 - Lock Stops & Two Smoking Tyres	12 - Team J-Spec
9	9 - Missed Every V-Apex	10 - Run Baby Run
8	7 - GLD Racing	8 - Stock Hatch Boys
7	4 - Vag-Tec	6 - BMWCCR Class 6
6	2 - BMWCCR M2 Racing	46 - BMWCCR BMWCup
5	1 - London Gentleman Racers	54 - CTS Motorsport
4	3 - 80's Heroes	5 - Team 5G's
3	26 - Motor City Performance	34 - Random Racers
2	18 - Random Hatchback Racers	19 - Random V8 Racers
1	750MC	750MC

TRACK MAP:

Note we will be using the "Regular" GP layout (see map below) NOT the "Historic" GP circuit (with the quicker Vale section) which had been used for the Birkett up to 2017.



PADDOCK PLAN:

