

Knockhill Day & Night Race Meeting

Final Instructions (Issued 17/09/26)



- The Classic Sports Car Club** will organise and promote a Race Meeting at Knockhill Circuit on **Saturday 26th September 2026**.
 - This meeting will be held under the National Competition Rules of Motorsport UK Edition 4 (incorporating the provisions of the International Sporting Code of the FIA) and the event Supplementary Regulations. These Final Instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.
 - Motorsport UK Permit number: 208617 (Interclub).
The following Championship races will also take place:
Alpha Lexis Law Firm Jaguar Championship: Permit No. CH2026/R078 (C)
The Morgan Challenge: Permit No. CH2026/R079 (C)
Scottish Classic Sports & Saloon Championship: Permit No, CH2026/R113 (D)
 - SIGNING ON and RACE LICENCE:**
Signing on **MUST** be done in advance, from Thursday 17th September 2026. There is no signing on at the meeting. Any competitor not digitally signed on by 17:30 on Wednesday 23rd September could be issued with a Motorsport UK fine and may not be allowed to compete.
CSCC competitors will sign on via their ProSolve account [Login \(prosolvehosting.co.uk\)](https://login.prosolvehosting.co.uk). If this is the first time you have used this system, you log in with your email address and click on 'Set up or change your password' to set a password of your choice (there is no need to contact the office).
Scottish Classic Sports & Saloon Championship competitors will sign on via your own entry system.

Any CSCC driver who has NOT yet sent us a copy of their 2026 race licence, must email a copy of their licence by 17:30 on Wednesday 23rd September to info@classicsportscarclub.co.uk. You will not be allowed to compete until we have received a copy of your race licence. If you've already sent us a copy of your 2026 licence, please do not send this again. With driver briefings moved until after qualifying we have no way of seeing you until you line up for assembly, by which time it may be too late, so please follow these instructions.
Scottish Classic Sports & Saloon Championship competitors will upload a copy of their licence to their entry system.
 - ACCESS:**
Please forward these final instructions and separate paddock plan to any team members, before the event so they know when/when not to access the venue and where they must park.

Personnel tickets: 1st drivers/single drivers will receive 4 x e-tickets, 2nd drivers will receive 2 x e-tickets.
E-tickets will be sent directly from Knockhill circuit so please check your junk email.
There are no vehicle passes.
Absolutely no animals allowed at the venue.
Wristbands will no longer be issued for access to the pit-wall, instead, hi vis tops/arm bands are mandatory or recommended, depending on the category. Note that high vis is mandatory for all nighttime sessions: [Regulations page](#)
- | Event days | Thursday | Saturday | Sunday |
|--------------------------------------|----------|----------|--------|
| Access to Paddock 2: | Anytime | | |
| Access to Paddock 1: | From 5pm | | |
| No racing engines to be run before: | | 08:00 | |
| No racing engines to be run after: | | 22:00 | |
| No excessive noise/generators after: | | 22:30 | |
| Paddock 1 to be vacated by: | | | 08:00 |
| Paddock 2 to be vacated by: | | | 09:00 |
| Paddock 5 to be vacated by: | | | 12:00 |
- If you wish to stay overnight on Saturday but won't be up early, you may re-locate to Paddock 5 where you may stay until midday.
- PADDOCK PARKING:**
Please be considerate to your fellow racers, park in the correct area allocated.
 - DRIVER CONTACT NUMBER:**
All drivers must have a working mobile phone at the event so that officials can contact them in the paddock. Please can all CSCC drivers ensure that their mobile number is correct within their ProSolve account and you are ready to take a call anytime you are not competing in your car.
Save the following numbers to your phone, so they don't show up as an unknown number if you are contacted:
CSCC Secretary of the Meeting: 07305 094376 **CSCC Office:** 01225 810655
Please note that the Secretary number above is not used outside of a race meeting.
 - ENTRY AMENDMENTS:**
During the event, please inform the Event Secretary as soon as possible, in person at Race Admin (in the Race Control building), by phone on 07305 094376 or by email at info@classicsportscarclub.co.uk, if you will be unable to take part in your race.
This is important as it ensures the race grid is correct. Double check the entry list NOW and then the results at the event, to ensure that every aspect of your entry is correct. Let us know as soon as possible if there are any errors. Is your car in the correct Class? Is

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your Car number what you expected (we may have changed it if there is a combined race)? Are you listed in all races you think you have entered? Is your 2nd driver showing in the entry list?

If you need to make a substitution (either car or driver, but not both), or class change, before the start of competition, please speak to the Event Secretary at the earliest opportunity. (Please refer to NCR Ch. 3 App. 11 Art 1.1L).

9. TRANSPONDERS AND RESULTS:

Please note that we will be using SMART Timing for this event, not TSL: www.smart-timing.co.uk

All competitors are required to use an AMB/MyLaps 260, or equivalent MyLaps TR2 or X2 direct-powered or battery transponder. It should be mounted and located as per the manufacturers' instructions. If you need to rent a transponder, this **MUST** be done in advance, please contact Ian Sharp at SMART Timing by email at sharpy@compuserve.com. You may not be able to hire a transponder at the circuit. Cars with non-working transponders may be listed as "car XX also competed at this event" and may not be placed, timed or shown in the results. Note that those drivers who ignore time-keepers instructions at the bottom of results, risk not being timed during the race, with a subsequent loss of awards/championship points.

10. BULLETINS and AMENDMENTS:

Competitors must regularly check the electronic notice board on our website, throughout the event. All results, amendments, official bulletins and important documents will be published here.

www.classicsportscarclub.co.uk/knockhill

11. GARAGES: No garages will be assigned to competitors at Knockhill, but they may be used for shelter by pit crew and drivers during their specific session.

12. SCRUTINEERING, VIDEO and RADIO'S:

Scrutineering will take place in the **Scrutineering Bay**, for the categories listed below. You must have a driver or team member present with your car and race kit at the specified time.

Any car that is either new to the CSCC or is a new-build (from any series/championship) will also be required to have their car scrutineered before driving on the track. All other CSCC cars will receive basic checks as they enter the assembly area.

Saturday: 07:45 - 09:15: Cars new to the CSCC or new builds, this includes Scottish friends driving within CSCC daytime races.

07:30 - 08:30: Alpha Lexis Law Firm Jaguar Championship

09:00 - 10:30: Adams & Page Swinging 60's/Midland Classic Restorations Ecurie Classic K/Hawthorn Jaguar Challenge

17:15 - 18:45: Classic Night Race Lights Check

18:40 - 19:45: Modern Night Race Lights Check

Ref NCR Ch. 12 App. 4 Art. 4.5 - If a car is included in the list of races to be Scrutineered, it must not be driven on track in any session until inspected, even if the Scrutineering group listed is not the primary race entered.

For those categories where cameras are not mandatory, it is strongly recommend that competitors have working in-car video equipment, which, if used, must be fitted to the vehicle prior to scrutineering and qualifying. Batteries should be charged and memory cards cleared before competition. The CSCC has a number of its own cameras, which will be fitted to certain cars, please don't see this as a reflection of your driving standards, it allows us to view standards of cars around you and may help you in any judicial decision. The Motorsport UK Clerks and CSCC Driver Liaison have the right to request your video footage and you must hand this to an official. The Club/Venue have the right to retain and use this video.

The use of radios, including, pit to car/car to pit, are only permitted in pit-stop races at this meeting (NCR Ch. 12 App. 4 Art. 4.12b), but you must have an appropriate licence to be made available for inspection if required.

Please note: NCR Ch. 12 App. 4 Art. 4.17 - Mobile phone or tablet devices are prohibited from being carried in the competing vehicle whilst on the circuit.

13. DRIVERS BRIEFING(S):

Face-to-face drivers briefings will now take place after qualifying and are mandatory for all drivers. **ALL DRIVERS MUST READ THE DRIVER BRIEFING NOTES BEFORE GOING ON TRACK FOR QUALIFYING.** These driver briefing notes will be emailed to you separately from Wednesday 23rd September and also posted on the event noticeboard. Mandatory briefings will be held in the Media Centre. Briefing times can be found on the timetable published on the event page. If a driver is in more than one race, they need only attend one briefing per day, provided (a.) this is before any race session and (b.) that they let the official know which other races they are taking part in, whilst attending the briefing. Briefings will start on time, therefore please arrive early, to allow time to sign-in and (where relevant) to tell us which driver is driving first. CSCC and sponsor stickers will be available to collect from the briefing room. If you are late by even a minute, or miss your briefing, you will be asked to attend the next scheduled briefing before you are allowed to race. This could leave you short of time, therefore please arrive early in the first place! At the end of each briefing, drivers taking part in night racing will be asked to stay behind for an additional briefing.

If this is your first ever race, or you have never raced at Knockhill before, you must attend a new to circuit briefing before going on track to qualify. Please see the timetable for briefing times.

If you do not attend a briefing you may be liable for a Motorsport UK Fine of £290 (NCR Ch. 5 Part A App. 5 Art. 2.3h)

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14. ASSEMBLY AREA:

Qualifying: As drivers approach the entry to the assembly area in one, orderly queue, before qualifying, they will have their cars noise tested. Competitors are referred to NCR Ch. 7 App. 8 Art. 3.3.

Race: Keep an eye on CSCC notice board announcements, SMART live timing and what is actually taking place on track. Whilst the Tannoy is used at Knockhill, please do not exclusively rely on this, you will not hear it from the restaurants and toilets for example! The Clerks will always try to run ahead of schedule (up to 30 minutes ahead) and may shorten the break(s), to maximise the chances of fitting in all races. Arrive early, if a red flag occurs in the session before yours, we may start your session early. If you are not ready for 'starters orders', you run the risk of losing your place. Following a delay at Silverstone we give our full support to assembly Marshals to hold a competitor back that is not ready, allowing those behind to carry on to start the green flag lap. You may become a pitlane starter in this situation. Please see 22. Consecutive sessions.

15. LIGHT PANELS/FLAG SIGNALS:

Light panels are operational at Knockhill and exist at strategic parts of the circuit. These light panels will take priority and may be supplemented with flag signals.

The showing of red signals at all flag marshalling posts signifies that the qualifying or race has been stopped. You must actively look for signals, they are sometimes out of your direct line of sight, or are some distance away.

If a red signal is displayed in qualifying, return to the pit lane. In a race, stop on the grid where indicated by Marshals. **DON'T BLINDLY FOLLOW THE PERSON IN FRONT, USE YOUR OWN EYES AND BRAIN.**

Car specific signals (Black, Black and Orange, Black and White) are displayed to ALL cars, at the start line/control line only, with a number board showing the car number in question. Look left each time you pass the start position (you will need to look, this position is not straight ahead of you), as this post can display multiple numbers at once.

At night time, the brightness of the LED light panels will be reduced. In place of flags the Marshals are issued with yellow and green traffic wands, these have the same priority as flags.

Pit lane exit: Competitors must not exit the pit lane when the red lights at the pit exit are illuminated.

Do not cross the solid, blue painted tarmac, driver's right, when joining the track, at any time.

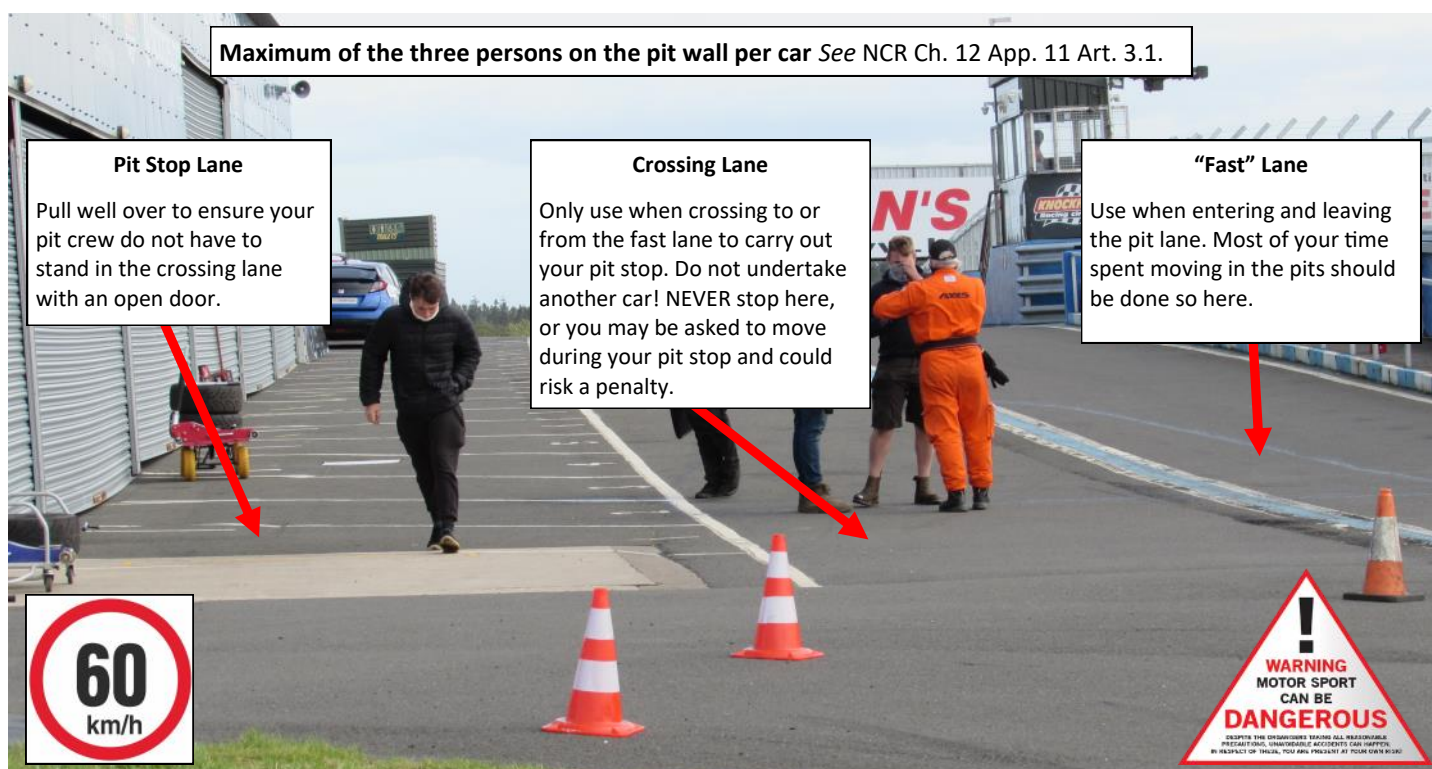
16. STOPPING ON TRACK:

If you see smoke in your mirrors you must pull off the track immediately, fluids spilled are a considerable hazard and likely to require significant time spent clearing up, particularly in the darkness. Should you stop on track it is vital to give a 'thumbs up' signal when approached by a Marshal to indicate you believe you are in good health and can exit the car to a place of safety without their assistance. Then immediately move yourself to a position of safety, do not stop to look at damage or what's fallen off! If you remove your steering wheel to get out, make sure it is securely replaced on the steering boss and do not leave the area of your car unless requested to do so. You will be required to steer the car when being recovered. If you have a disability or impairment that may hamper your ability to exit a vehicle without assistance, please notify the Event Secretary at the earliest opportunity.

Live Snatch is NOT permitted.

17. PITS/PIT LANE:

Please read and understand the pit stop regulations on the CSCC website for your specific series/championship. [Regulations | csccl](https://www.classicssportscarclub.co.uk/regulations)
([classicsportscarclub.co.uk](https://www.classicssportscarclub.co.uk))



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The pit lane speed limit is 60kph. The pit-in timing line is at the same location as the 60kph speed limit board, whilst the pit-out timing line is where the 60kph limit ends (sign with strike-through).

When stopping in the pit lane, cars will remain parallel to the pit lane.

No person under the age of 16 is allowed in the pit lane. No smoking or vaping and no re-fuelling may take place in the pit lane and the riding of all motorcycles/cycles/electric scooters is forbidden.

The Pit Lane will be used for pit stops in almost all sessions, so please do not leave equipment, tyres, trolleys etc. in the pit lane, except during your sessions, even then, they must be left as close to back of the pit lane as possible, preferably in the garages.

The penalty box is towards the centre of the pit lane by Race Control.

- Be safe, above all other considerations. Brief your team where to stand and tell them to take utmost care if moving from the pit wall. If they impede a car or create an unsafe situation, **you** risk a penalty.

- Be flexible where you stop in the pit lane. Ask your mechanics/driver to come to you in an area of space.

- If you are impeded, please report to the Judicial Clerks within 30 minutes of the race end, with video evidence.

- You, the drivers, are responsible for your crews safety, you must warn them of the dangers of the pit lane. The pits should never be used for spectating. **New for 2026:** For team members in pit-stop categories, it is mandatory to wear a high-vis top/tabard when on the pit-wall and in the pit-lane. Any colour high vis with reflective areas, except shades of solid red, pink, orange or yellow that could be confused with a flag. It is mandatory for drivers in two-driver teams with a pit-stop to wear a pair of high vis armbands of any colour when in the pit-lane or pit-wall (out of car). The exception is in those moments immediately before/during/after a driver change. At this time the armbands may be removed. It is highly recommended for all pit-crew to wear high vis in the pits/pit wall during sprint (non pit-stop sessions). The CSCC will bring a limited number of tabards for loan on the day, for use in the pits. Note that all personnel in the pits during night sessions must wear hi vis with reflective areas.

18. SAFETY CAR:

A Safety Car may be used in all Qualifying and Race Sessions as per NCR Ch. 12 App. 8 Art. 2. The CSCC has been granted an exception from Motorsport UK to use the Safety Car in Qualifying sessions. See Bulletin on event page.

The Safety Car is located at the 'Tri-Oval' and will enter the circuit after the Hairpin (top of 'Tri-Oval') and will exit the circuit via the top of the 'Tri-Oval' after the Hairpin.

A 'waved' yellow signal and 'SC' board will be displayed at the Control line. The 'waved' yellow signals and 'SC' boards will be displayed simultaneously around the circuit. **No overtaking, you must maintain a speed to catch up the car in front.**

*NCR Ch. 12 App. 8 Art. 2.8 While the **Safety Car** is in operation competing **Vehicles** 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 **Vehicles** following it are about to pass or are passing the pit exit. A **Vehicle** re-joining the **Track** must proceed at an appropriate speed until it reaches the end of the line of Vehicles behind the **Safety Car**.*

During a race, if you are the leader when the Safety Car signals are displayed, please slow down sensibly and open a large gap to any cars ahead that you may have been about to overtake/lap so that by the time you cross the Control Line there is a large safe gap ahead of you for the Safety Car to enter the circuit, directly in front of you. This will certainly be extremely useful to Race Control and will reduce the number of Safety Car laps whilst dealing with any on track incident.

If the leading car is not behind the Safety Car, the Safety Car may wave past a car/cars until the leading car is behind the Safety Car. As the Safety Car enters the 'Tri-Oval' the green Signal will be displayed at the Control Line and the "SC" board withdrawn. Following this display of the start signal, yellow signals and 'SC' boards at the signalling posts will be withdrawn and be replaced with a 'waved' green signal for one lap. **No overtaking/overlapping before the control line.**

19. CODE 60: All competitors must read and understand this section, particularly if you are new to the CSCC. Judges Of Fact will be issued with calibrated speed guns, with which to monitor Code 60. These can be moved to any part of the circuit as required.

Timekeepers will also report speeding offences.

Code 60 may be used in all Race Sessions (but not qualifying) as per NCR Ch. 12 App. 8 Art. 3.

A Code 60 signal will be waved at the Control Line and simultaneously at all signalling posts in use around the circuit. The signal will continue to be 'waved' for a minimum of one lap and until all vehicles have visibly slowed down, following which the signal will then be held stationary until the Clerk of the Course withdraws the Code 60. Yellow signals will continue to be waved at the incident, but green signals will not follow. **All competing cars will react immediately**, release the throttle, gently reduce their speed to 60kph and should remain behind the car in front. Note: It is essential that drivers avoid sharp braking when slowing down, keep on the same line and use your mirrors in case drivers behind are unsighted.

While the Code 60 is in operation, competing vehicles may enter the pit lane, but must not re-join the track if the pit exit signal is red. When the Clerk of the Course orders withdrawal of the Code 60, all signalling posts will then immediately replace the Code 60 signal with a green signal. The 'waved' green signal will be shown simultaneously at all signalling posts. Racing will resume as soon as the green signal is displayed. Overtaking is strictly forbidden until the green signal is displayed.

Any infringements may be penalised by a time penalty, see series/championship regulations for penalties.

Each lap or race time covered while the Code 60 is in operation will be counted as race time or racing laps.

WEAVING: Drivers indulging in excessive weaving (more than the cars width) when the Safety Car/Code 60 is in use, will render themselves liable to a Motorsport UK penalty.



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20. QUALIFYING:

All drivers will be required to bring their cars to the assembly area, as described in section 14 of these final instructions and the timetable. The qualifying session will cease when the chequered flag is shown at the finish line and repeater position. Competitors should safely and progressively slow their cars after the finish line and proceed around the circuit with no overtaking, exiting the circuit at a slow speed, via the Pit-Lane. Some categories may be held in Parc Ferme after the session, but most categories will be directed through Parc Ferme and back into the paddock. Speeds must be minimal in the paddock, remember that members of the public will be walking around here.

Any cars qualifying for 3 laps out of session must speak to the Clerk Of The Course for instructions, in good time before the session. They will give you clear instructions about what to do next.

Grid positions are determined by times recorded in official qualifying, except:

Alpha Lexis Law Firm Jaguar Championship, The Morgan Challenge and the Scottish Classic Sports & Saloon Championship, where the grids will be set as per the Series/Championship regulations.

Co-ordSport Tin Tops/Wheeler Property Turbo Tin Tops/Trackday Solutions Puma Cup will have a split two-part start as per NCR Ch. 12 App. 6 Art. 6.15. Tin Tops and Turbo Tin Tops will start ahead, Puma Cup cars will start 10 seconds back.

A competitor must either complete three laps, or have raced over the course within the preceding 24 months. (NCR Ch. 12 App. 6 Art. 3.1) If the 3 laps are not completed in the allocated, timetabled session, they may, with the consent of the Clerk of the Course, be completed in a suitable alternative session (if space is available and suitable) but only the times recorded in the proper session will be used to determine grid position. Cars qualifying wholly out of their session will complete 3 laps only, will not be timed and will be required to strike out their number with tape and must start from the back of the grid. (NCR Ch. 12 App. 6 Art. 3.4)

2 car teams only: Only 1 car may be on track at any time, in either qualifying or race.

2 driver and/or 2 car teams: If a double header takes place, the driver in the second race will take up the grid position of the finishing position of the driver in the first race.

21. **RACE START:** Standing Starts will be used for all races. The starting signal for all races, except Co-ordSport Tin Tops/Wheeler Property Turbo Tin Tops/Trackday Solutions Puma Cup, will be given by lights. In the event of any starting lights failure, the Starter will revert to the use of the Scottish National Flag. Co-ordSport Tin Tops / Wheeler Property Turbo Tin Tops / Trackday Solutions Puma Cup will have a split two part start as per NCR Ch. 12 App. 6 Art. 6.15. Tin Tops/Turbo Tin Tops will start when the red lights go out, ahead of the Puma cars who will start on the drop of the Scottish National flag.

Standing Start:

Cars will be organised in grid order within the assembly area. The countdown will start in the assembly area, a one-minute board and 30 second board shown in the assembly area and then the cars will be released for **two** green flag laps. The front row of cars will set the pace, fast enough to build warmth into tyres and brakes, but under full control. You will pass the grid the first time without stopping. As you approach the start line at the end of the 2nd green flag lap you must slow to allow Marshals to direct you to the correct grid position. Once all drivers are stationary, the 5 second board will be shown and the red lights will be displayed. At some time between 2 and 7 seconds, the red lights will be switched off signalling the start of the race.

Trackday Solutions Puma Cup:

These drivers are starting 2nd, behind the Co-ordSport Tin Tops/Wheeler Property Turbo Tin Tops cars at the split standing start. The starting instructions above apply to you, with the following differences: Your race will begin when the Scottish National Flag is dropped, approximately 10 seconds after the grid ahead have started. You must look for warning signals, in case of an issue with the category that started ahead of you. This is vital for everyone's safety, particularly at the first corners, where a competitor may be in need of assistance, out of sight in a dip or over a crest.

SESSION END:

At the end of the session, indicated by a chequered flag, all competitors must progressively and safely slow down, with no overtaking, after taking the chequered flag. This allows any cars ahead, still on their last competitive lap, the opportunity to pull away and create a gap. Competitors should safely and progressively slow their cars after turn 1 and proceed around the circuit, exiting via the Pit-Lane and into Parc Ferme. Some categories may be held in Parc Ferme but most categories will be directed through Parc Ferme and released back into the paddock. Speeds must be minimal in the paddock, remember that members of the public will be walking around here. If a race must be stopped and it is not possible to re-run it within its allocated time schedule, it may be transferred to the end of the programme and re-run if time permits. Also, irrespective of NCR Ch. 12 App. 6 Art. 9.1b, the Organisers reserve the right NOT to restart any race should a race stop become necessary.

Consecutive Sessions

If you are in back-to-back sessions, it is imperative that you are organised and refuel or swap cars near the assembly area. There is a risk that you may not be allowed to join the grid if you take too long or you cannot be seen. If you have pit crew, it can be useful for them to communicate to Marshals/Scrutineers in either Parc Ferme, Assembly Area or both, as a reminder that they will have a car racing in the next session.

Please ensure that once you have left the circuit, that you drive slowly but directly to the assembly area, where you may refuel/

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change tyres. Have your fuel, tyres, a drink and any mechanic support ready for you. Do NOT return to your place in the paddock for this, as the race may well start without you.

22. NIGHT SESSIONS:

Lighting/Visibility at Night: Please see NCR Ch. 10 App. 6 Art. 3 & 4

In brief: You need working indicators (front and rear), brake lights, tail lights and headlights. Your side numbers areas must be lit. More detail: A minimum of 2, maximum of 4, forward facing white lights. These do not need to be the original headlights. An LED light bar is acceptable but will count as two of your forward-facing lights. All lights must be securely mounted and safe, suggest fitment of fuse and relay. They must be mounted at a height below the base of the windscreen (forward facing lights must not be roll cage mounted). Front and rear indicators are required. Electrics: Any lights powered by the car's electrical system must be isolated by the electrical cut-off. Switches do not need to be original, but the direction indicator switch must be located where it can be reached by the seated and belted driver. The original wiring loom is not required. Coloured or flashing identification lights are permitted to be fitted, but must not be of a type or colour that could be confused with 'circuit vehicles' or Marshal lights. Those cars taking part in the night sessions must have their lights fitted and working, for inspection before qualifying for the night races. Additional lighting not required in series regulations, or by Motorsport UK, may be removed during daylight sessions. Team members in assembly and pit lane must wear high visibility, reflective jackets/vests during darkness hours.

All cars taking part in the night sessions will report to the Scrutineering Bay as per the Timetable, for lighting checks, at this time, all cars must display the reflective numbers that will be issued by the CSCC. Please note that side numbers must be lit as per NCR Ch. 10 App. 6 Art. 4.11. Lit side panels are acceptable.

23. RESULTS:

Qualifying and Race results will be available to view on the official noticeboard on the CSCC event page.

www.classicsportscarclub.co.uk/knockhill

The time at which the clock will start for queries or protests to be lodged will be the time that results are published on the official noticeboard. Cars with non-working transponders may be listed as "car XX also competed at this event" and may not be placed, timed or show in the results, so please don't ignore any warnings printed at the bottom of the qualifying results.

24. JUDICIAL and RACE CONTROL:

Racing with the CSCC is a non-contact sport. **In the first instance and within 30 minutes of that track session ending, please report any on-track driving issues with the CSCC Driver Liaison, located within the Race Control building. Any contact with another car MUST be reported, within 30 minutes.** They can then refer matters to a Judicial Clerk.

Should you be called for a judicial action; we will initially communicate via the Driver Representatives, that particular drivers/entrants will be requested for attendance, along with their onboard camera/memory card.

Should a protest/appeal be required to the Stewards of the meeting, this should first be communicated to the Event Secretary either in person at Race Admin, or by phone on 07305 094376 so the time can be logged. All results of these actions will be provided electronically to applicants and published on the official noticeboard for all drivers to be made aware.

As per NCR Ch. 2 App. 3 Art. 1.8, A Competitor is not permitted to record the Judicial Proceedings. This means the recording of sound and/or via video and covers any Judicial held by a Clerk of the Course or whilst in any Judicial process with the Driver Liaison team and/or a Clerk of the Course.

Competitors are also reminded of the Motorsport UK Social Media policy and must take care that they and their team members adhere to this at all times. The Motorsport UK Social Media Policy can be viewed [here](#).

Reporting incidents at the circuit and the CSCC - All on track incidents involving car-to-car contact, however minor, must be reported to Driver Liaison at the circuit, within 30 minutes of the end of the session, always bring onboard video footage if available. Driver Liaison are located in race control. If a member has any concern about driving standards, they should speak to their Driver Representative, or the Driver Liaison team at the circuit, not two weeks later to the office. For reasons of time and not always having access to all evidence and witnesses, any incidents only reported once the race meeting has finished, may not be investigated by the CSCC office.

Drivers should be aware that any incident investigated at the circuit may also be independently reviewed by the CSCC Committee and could result in a member receiving one of the level warnings within the [Club Discipline](#) document. It is in a member's interest to make the Driver Liaison team aware of any circumstances and evidence they have regarding the incident, within 30 minutes of the session ending. Having done this, they may also contact the CSCC office by email, giving their point of view on the events, which may assist the Committee, before they issue a decision.

25. AWARDS CEREMONY:

Prize giving takes place 30 minutes after the race ends and will take place in the Media Centre (the same place as your briefing). Your team/family are welcome. We won't put out a Tannoy announcement, so please attend in good time to collect your award. Awards not collected at the meeting, or requested shortly afterwards, will be recycled for future events. For series/championships that have double headers, the prize giving for both races, will take place 30 minutes after the end of the final race for that category.

26. OTHER INFORMATION:

Due to certain clauses in our contract with the circuit, your attention is drawn to the following:

Any driver failing to comply with a black & orange flag, whose vehicle is confirmed as having dropped fuel, will be responsible for any

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charges made on the organising club in respect of consequent track repairs. Furthermore, any driver who fails to stop when dropping fluids, will cause the session to be stopped by the use of the red signal.

Persons not in possession of a valid appropriate licence and insurance may not drive motorcycles, or other vehicles within the confines of the circuit. Motorcycles/cycles may not be driven along the pit road at any time during the meeting. **Electric scooters are forbidden in all locations.**

Markings must not be made on floors or any part of the circuit or paddock surface. Pegs/screws/bolts must not be hammered in or inserted into any tarmac or solid surface. In both cases this includes without limitation the circuit surface and the pit and paddock area. This includes damage caused by trailers which must be left sited on blocks, not directly onto the ground as limited weight restrictions apply. Any person who damages any tarmac surface may be excluded from the Venue and, where such person is a Club or Team representative or Competitor, the Club, Team or Competitor shall on demand reimburse the circuit for the total cost of rectification of any such damage.

The circuit operator is not liable to any club, team or competitor for any damage in the course of removal of any vehicle from the circuit.

Placards, banners, advertisements, stickers, decals or leaflets must not be attached, erected, installed or placed anywhere around the Venue, including without limitation on any windows, fascias, hospitality suites or doors, without the circuit's express prior written permission. Any cost incurred by the circuit to rectify or repair any damage caused by any breach of this provision shall be immediately reimbursed by the relevant Club, Team or Competitor on demand.

The flying of Drones is strictly prohibited.

Should we (Classic Sports Car Club) as organisers of the meeting become liable for any circuit fine (regardless of amount) and the cost of any repair, the offender may be held responsible and in consequence will have to reimburse Classic Sports Car Club for the full amount plus any legal costs that may be incurred. By signing-on for this meeting you are also deemed to be unequivocally agreeing to the arrangement.

Those entering the paddock or race track do so at their own risk, motorsport is dangerous. The CSCC takes no responsibility for damage to property caused by a third party.

27. **OFFICIALS:** Officials will receive separate instructions, with a link to signing-on in advance of the meeting.

Motorsport UK Steward:	Richard Crozier
Event Stewards:	John Aston, Mike Southworth
Clerks of the Course:	Philip Dunlop (Senior), Graham Lindley, Simon Staveley, Mark Noble, Steve Burns, Justine Alwood-Hewitt
Chief Medical Officer:	Dr Charlie Hall
Chief Timekeeper:	Ian Sharp
Event Secretary:	Hannah Gardin, Jo Lewkowicz (Deputy)
Chief Scrutineer:	Tony Harman
Chief Marshal/Observer:	Alan Barron
Chief Flag:	TBC
Chief Pit Lane:	TBC
Safeguarding Officer:	David Smitheram

Testing is available at the circuit on Friday 25th September and can be booked directly with the circuit: [Car Testing At Knockhill](#)

Tyre Support: Adams & Page won't be available at our Knockhill round but if you require tyres, please contact them in advance.

	Adams and Page Ltd		Opening times	Call us now
			Monday - Friday: 8:00am - 5:30pm	01494 525 971
			Saturday: 8:00am - 12:30pm	
			Sunday and Bank Holidays: closed	info@adamsandpage.co.uk