

Equipe Classic Racing

18.04.2026 - Oulton Park (International)
Final Instructions – Issue ONE

This meeting is organised by MotorSport Vision Racing, governed by the National Competition Rules of Motorsport UK, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

1. PERMIT

This event will be held under the following Motorsport UK Permit numbers:
Interclub: 207061 National: 207062

2. OFFICIALS

Motorsport UK Steward – Jerry Lucas
Event Stewards – John Leck, Ray Sumner
Senior Clerk of the Course – Andy Stevens
Clerks of the Course – Bob Banthorpe, Claire Wood, Emma Featherstone
Event Secretary – Harley Isted
Chief Incident Marshal – Geoff Cooper
Chief Scrutineer – Clive Morse
Chief Marshal – Margaret Simpson
Chief Medical Officer – Dave Hillier
Chief Flag – Rob Nickson
Deputy Chief Flags – Paul Newns
Chief Pits – Brigette Broadbent
Chief Start Line – Nicola Goode
Chief Assembly/Paddock – James Elder
PC Radios – Gill Sumner, Margaret Battersby
Chief Timekeeper – Gethin Rees
Commentators – Paul Jurd, David Russell-Wilkes
Safety Car Driver – Allan Farrimond
Safety Car Observer – Andrew Wychertley
Marshals/Event Officials - Members of the BMMC and other Motorsport UK recognised Clubs
Ambulances – Central Ambulance Service Ltd
Medical Services – Central Ambulance Service Ltd
Rescue Unit – MSV OP
Recovery – Cross Country Recovery, MSV
Safeguarding Officer – Harley Isted

3. COMPETITORS CIRCUIT ACCESS

It is important that you follow instructions regarding parking within the paddock areas.

Area	Access Day	Time
Paddock	Thursday	17:00
Garages (If garage booked for testing)	Thursday	17:00
Garages	Friday	18:00

Please note that this is strict timing due to a private event on Thursday 16th, anyone turning up before 17:00 will not be allowed entry into the circuit.

The paddock must be vacated by all competitors and teams by no later than 21:00 on Saturday 18/04, staying onsite overnight is not permitted.

4. SIGNING ON FOR COMPETITORS

All competitors will sign on using the below link. The only method to sign-on will be through this link and it must be done **no later than 48 hours before** your first session on track. This is to ensure that you aren't prevented from joining your relevant session:

[18 April – Oulton Park - Drivers' sign-on](#)

When signing on all drivers must be in possession of, as required: a) Drivers and Entrants Motorsport UK Competition Licence. b) Drivers Medical Certificate (if not incorporated in the Licence). c) Valid Club Membership (where applicable). You may be asked to produce your licence at any time during an event, so please ensure you have it at the venue.

Any competitor holding a competition licence not issued by Motorsport UK **MUST** specify this on the entry form for the event. Further they can only participate with authorisation from their ASN (as required by the FIA International Sporting Code) and **MUST** present this written authorisation when signing on.

5. SIGNING ON FOR ALL SENIOR OFFICIALS

All officials will sign on using the below link:
[18 April – Oulton Park - Officials' sign-on](#)

6. NOTICE BOARD

The official notice board will be on the dedicated event page, on the MSVR website:
<https://www.msvr.co.uk/car/events/2026/april/op-18>

7. TIMING SCREEN

The Official Timing Screen will be the Starters timing screen in the Pit Lane.

8. SCRUTINEERING

All competitors must ensure that their vehicle and PPE complies with the relevant Motorsport UK National Competition Rules.

In accordance with NCR Ch.12 App.4 Art.4.1, a minimum of 25% of vehicles and drivers' PPE will be physically inspected by a Motorsport UK scrutineer at each event. These cars will be pre-selected by the scrutineers to ensure that every car/competitor is seen at least once every four race events that it competes in. The time slot for these checks can be found on the event timetable.

Visual scrutineering will be conducted on all competing vehicles just before noise testing at the entrance of the assembly area. Scrutineers will have the power to perform random spot-checks on both cars and drivers' equipment throughout the event.

Any guest championships/series will need to make MSVR aware in advance of the event if they wish to have their grid checked in its entirety by a scrutineer.

If you are unsure of your vehicle's ability to meet the required safety criteria set out in the Motorsport UK National Competition Rules, then please find a Scrutineer and ask them to check this for you. If your car hasn't been checked within the past three events, please seek out a scrutineer to make them aware. Allow plenty of time before your first session on track.

9. ELIGIBILITY

Eligibility may be checked by a member of the Motorsport UK Technical Commission. These Technical Commissioners will be considered as Judges of Fact within the Regulations. The Championship/Series licensed Eligibility Scrutineers are also considered Judges of Fact and empowered to undertake any measurements or examinations of vehicles.

10. DRIVERS RACING FOR THE FIRST TIME AT OULTON PARK

Competitors must make their Clerk of the Course aware if it is their first time racing at the venue, this can be done at the end of the drivers briefing.

11. DRIVERS BRIEFINGS

All competitors are required to attend a briefing at the time and location shown on the event timetable.

The briefing may be supplemented by written notes, which will include any specific information for your series/championship and will be treated as an official event document.

The organisers reserve the right to call extra briefings as appropriate. Attendance of the drivers briefing is mandatory.

12. ENGINE / NOISE POLLUTION

Engines must not be run before 0830 hours OR after 1830 hours.

Noise testing will take place at the entrance to the assembly area for all vehicles,

No vehicle should go on track without first having passed a noise test.

13. PIT LANE

Please note the mandatory speed limit in the Pit Lane of **60 km/h for all categories.**

The Penalty Box is in the Pit Lane adjacent to Race Control, unless otherwise specified by the relevant Championship Regulations.

Competitors must not exit the pit lane when the red light at the pit exit is illuminated. Competitors must also not cross the solid white blend line when re-joining the track from the pit lane.

Please keep the outer lane clear at all times.

14. QUALIFYING

All cars will start qualifying from the Pit Lane.

Cars parked in the paddock and garages will be required in the Assembly Area 20 minutes prior to their qualifying. On instruction from marshals, cars will proceed from the Assembly Area into the Pit Lane.

Please make yourself familiar with the location of the Assembly Area and Parc Fermé, before your first practice session.

15. RACE START PROCEDURE

All competitors should assemble in the Assembly Area 20 minutes prior to your session (or when called, if earlier).

The 1-minute and 30-second countdown will take place in the Assembly Area and cars will then proceed to the grid via the full circuit, on their green flag lap.

Standing start: Cars should form up on the grid at the end of this lap in the normal manner. When the grid is complete, the 5-second board will be displayed before the red lights are illuminated. The race starts when the red lights are extinguished.

Rolling start: Cars will be lead on this lap by the Safety Car and should take up the correct formation towards the end of this lap in the normal manner. The Safety Car will pull into the pit lane, and the race starts when the red lights are extinguished.

In the event that any category takes more than four minutes to complete the formation lap the race time may be reduced. Should there be a failure of the starting lights, the National Flag will be used instead.

Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

In ideal conditions the racing programme may be brought forward by up to 20 minutes and competitors should ensure that they are in the correct location in good time.

Rolling Start: Equipe Sports Prototypes, Equipe Historic Championship, Equipe 70s, Equipe Sports Racing Cars

Standing Start: Equipe GTS with Equipe Libre

All grids will have green flag laps.

16. GRIDS

Grids will be in accordance with the track licence or Race Championship/Series Regulations.

17. COUNTDOWNS

For all races, the countdown will start at the 1-minute signal unless otherwise specified in Championship Regulations.

18. LIVE SNATCH

Live snatches will not be performed at this event.

19. SAFETY CAR

The Clerk of the Course has the option to deploy a Safety Car for all races. The Safety Car will join the circuit from the Pit Lane exit and leave the circuit by entering the Pit Lane. Safety Car regulations are available in the NCR's or as detailed in Championship Regulations.

The Safety Car will be located adjacent to the pit lane entrance for the first lap of the race.

20. END OF PRACTICE, QUALIFYING AND RACE PROCEDURE

At the end of each session all competitors must slow down after taking the Chequered Flag and leave the circuit by turning RIGHT into the Parc Fermé at the pit lane entry (before the Medical Centre). Marshals at Deer Leap will display Yellow Flags.

All competitors will remain under Parc Fermé conditions until advised by the Scrutineers.

21. RED FLAGS

In the case of a red flag during practice or qualifying, all cars must slow down, being prepared to stop, and enter the pit lane.

In the case of a red flag during a race, all cars must slow down, being prepared to stop, and stop at the rear of the grid. Always follow marshals' instructions.

Any category generating a Red Flag may be placed at the end of the programme subject to time remaining available.

22. CONTROL FLAGS

Control Flags: Control flags (Black/White, Black/Orange etc.) with car numbers may be shown from the control line on drivers' right at the line. The same information may also be shown from electronic panels displayed alongside the start lights in addition to or as an alternative to the flags on the line.

23. TRACK LIMITS

At this event infringements of 'track limits' as defined by NCR Ch.12 App.7 Art.1.6 can be detected by an automatic system that will identify the offending car and produce a photograph of the infringement.

This photographic evidence will be considered as a fact and may be used by the Clerk of the Course for judicial procedures in accordance with Motorsport UK NCR's.

The above mechanism for such infringements does not preclude marshals, officials and Judges of Fact from reporting infringements.

24. JUDGES OF FACT

Judges may be appointed in accordance with NCR Ch.12 App.3 Art.2.1. Timekeepers: To declare the individual lap times and the order in which the cars cross the timing line throughout the competition.

Scrutineers: In addition to the Championship/Series Eligibility Scrutineers, eligibility may be checked by a member of the Motorsport UK Technical Commission.

25. RESULTS

Results of Qualifying and Races can be found on the virtual notice board on the MSVR website (<https://www.msvr.co.uk/car/events/2026/april/op-18>) where they will be available once any outstanding judicial matters have been resolved.

26. SIGNALLING LIGHTS

There are signalling light panels at various locations around the circuit. In accordance with NCR Ch.12 App.8, these lights take priority and may be supplemented with flags.

27. TIMING

All competitors are required to use an AMB TranX 260, AMB MYLAPS X2 or MYLAPS TR2 Racing transponder. This can be either direct or battery powered. Transponders can be purchased from TSL at www.tsl-timing.com in advance of the meeting.

If you need to hire a transponder for this meeting you must do so by the Wednesday prior to the event. This can be done by visiting the TSL-timing shop ([click here](#)). Don't leave it until the race weekend, the timekeepers may not be able to supply a transponder if you have not pre-ordered one - this could lead to you being in breach of NCR Ch.12 App.5 Art.2.2.

28. JUDICIAL PROCEDURES

All paperwork must be lodged with the Event Secretary (or other authorised event official) who will then process this as appropriate. Time limits related to judicial procedures can be found in the NCR's.

Judicial forms will be sent electronically to the recipient using the email that they signed on for the event with. For judicial and appeal purposes the issue time of the decision will be taken from when the decision is notified in writing either in the hearing, on the official notice board or by electronic notification. Whichever method is earliest will be deemed to be the time the decision was received.

All decisions will be posted on the official virtual noticeboard, which can be found on the dedicated event area of MSVR website (www.msvr.co.uk/car).

At the discretion of the Judicial officials, Judicial Hearings may be recorded. Note that no competitor is allowed to record the proceedings (see NCR Ch.2 App.7 Art.16.7).

29. SPECIAL CIRCUIT NOTICES

The use of e-scooters is prohibited at all MSVR events and MSV venues.

Smoking and vaping are forbidden in the working areas of the venue, this includes but is not limited to, the pit lane, assembly area, garages, and Parc Fermé.

MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.

Any cables laid across the paddock MUST be covered with a proprietary cable cover.

Tail lifts must NOT be left unattended in the 'mid' position. It is strongly recommended that extended tail lifts are fitted with warning lights.

Please refer to Appendix A in the Supplementary Regulations for this race meeting. If you have any questions regarding these, please get in touch with a member of the MSVR team who will be happy to help you.

You will need to show your Competitor/Official/Marshal e-ticket or permanent pass to be able to gain entry to the venue and in some cases the paddock.