



2020 BIRKETT 6 HOUR RELAY RACE

**PLEASE ENSURE ALL DRIVERS ARE CURRENT
750 MOTOR CLUB MEMBERS.**

***MEMBERSHIP IS JUST £25 PER ANNUM AND CAN BE
COMPLETED ONLINE AT www.750mc.co.uk***

**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 LET THE
CLUB KNOW IN ADVANCE AND ONE WILL BE READY
FOR COLLECTION AT SIGN-ON.***



FINAL INSTRUCTIONS:

Silverstone GP

Birkett Six Hour Relay

Saturday 24th October 2020

Thank you for your entry for the 70th anniversary running of the 'Holly' Birkett Handicap 6 Hour Relay Race. The following Final Instructions are for your information. Please ensure that you read and understand the timetable plus the various regulations regarding the pits/garages, 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 entitled to their piece of circuit as the faster cars; the faster cars are also entitled to overtake. Be aware that any Observer's report suggesting inconsiderate, reckless or careless driving will be dealt with most severely by the Clerk of Course and will reflect upon the whole Team. 'The Birkett' has a good safety record and we wish it to remain that way.

These final instructions should be read in conjunction with the instructions issued on Covid-19 specific procedures that have been issued by the organisers, these can be downloaded at the following link:

https://www.750mc.co.uk/ugc-1/1/28/0/race_meeting_procedure_for_competito.pdf

ADDITIONAL SUPPLEMENTARY REGULATIONS & FINAL INSTRUCTIONS

MOTORSPORT UK Permit No:	118425
MOTORSPORT UK Steward:	D. Brice
Clerk of Course:	B. Cottrell
Deputy Clerks:	B. Murphy, D. Ellwood
750 M.C Stewards:	S. Herbert, L. Pullen
Chief Marshall:	Peter Harding
Safety Car:	A. Raybold, J. Baines
Covid-19 Officer:	T. Gregory
Chief Handicapper:	C. Ayre
Chief Timekeeper:	T. Stevens
SCRUTINEERING STARTS.....	07.30
QUALIFYING SESSIONS START.....	09.00
SCRUTINEERING ENDS	09.30
CLOSE OF TEAM HANDICAPPING	10.45
QUALIFYING ENDS	11.00
1 st CARS TO ASSEMBLY AREA	no later than 11.20
1 st CARS ONTO GRID	11.30
FORMATION LAP	11.35
RACE STARTS	11.45
RACE FINISHES	17.45
TROPHY COLLECTION (FROM RACE ADMIN)	18.00

SIGNING ON: Drivers will need to sign on for the meeting using the standard Motorsport UK PDF signing on form which is available to download at the following link:

https://www.750mc.co.uk/ugc-1/1/28/0/2020_competitor_sign-on_pdf.pdf

Please can you make sure all drivers in your team are aware of this process!

Drivers will need to send the completed form along with a copy / photograph of their license to nicky@750mc.co.uk in advance of the event. Please use the wording "2020 BIRKETT SIGN ON" as the subject of the email. International licences of the appropriate grade are acceptable with the relevant permissions.

SCRUTINEERING:

For the majority of competitors there will be no pre-event scrutineering before going onto track as this will have been covered by completion of the self-declaration (see Signing On For Competitors)

Scrutineers are permitted to make checks on a small number of vehicles at each event along with checks on competitors' equipment such as overalls, helmets, etc. If you are selected for checks you will be informed in advance of the event by email or on the day by SMS. If selected drivers MUST go to the scrutineering bay prior to taking to the track, scrutineers will be available from 4.30pm until 6.00pm on Friday evening and from 7.30am until 9.30am on Saturday. Note: No scrutineering labels will be issued.

Note: The issuing of Motorsport UK scrutineering stickers for new Helmets & FHRs is currently suspended. **Please ensure that correct numbers (Black on White or Fluorescent Yellow) and letters are displayed on vehicles. Numbers and letters will be for sale at signing on.**

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.

DRIVERS WHO HAVE NOT COMPETED ON ANY SILVERSTONE CIRCUIT CONFIGURATION BEFORE MUST READ THE FIRST TIME AT CIRCUIT NOTES WHICH WILL BE AVAILABLE AT:

<https://www.750mc.co.uk/briefing-notes/birkett-relay-24th-october.htm>

QUALIFYING: Team Managers must ensure that ALL drivers complete a minimum of 3 laps in order to qualify. Transponders should be in 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 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.

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 10 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.

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 approx 5" high and should be similarly

legible. **PLEASE ENSURE THAT THE CORRECT LETTERS ARE CARRIED ON EACH CAR, AS PER THE LISTS.** Mandatory 750MC flag decals and Grove and Dean Birkett decals will be available at signing-on for each car.

LETTERS & NUMBERS (£1 ea.) WILL BE FOR SALE AT SIGNING ON. A LIMITED SUPPLY OF WHITE BACKGROUNDS (£3 ea.) WILL ALSO BE AVAILABLE ON THE DAY.

HANDICAPS: Provisional handicaps will be available online from 8.00am. Final handicaps will be available at approximately 1100. Any queries regarding the handicaps should be directed to the Handicapper via the email address: handicappers@750mc.co.uk

TEAM BRIEFING: This will be available to download from the following link:
<https://www.750mc.co.uk/briefing-notes/birkett-relay-24th-october.htm>

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 1145; 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 Start/Finish 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. Cars will remain in single file without overtaking, except that a car that falls 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 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 startline.

(vi) All laps undertaken in this start procedure will be deemed to be counted as race laps

(vii) Cars are not allowed to overtake until they cross the finish line.

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 his 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 Q8.1.10.

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.
- Not more than 5 gallons 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 £20 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. **Face Coverings MUST be worn at all times in the Pit Garages, Pit Lane and Pit Wall.**

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.

RESULTS: Provisional overall and handicap results will be issued on the 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. The handicappers reserve the right to amend, within the first 4 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, 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, 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 unless specified to the contrary in Championship regulations.

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.

In exceptional circumstances the following may apply:

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: Due to the current restrictions there will be no presentation but trophies for successful teams will be available for collection from the Race Admin office at 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 when they sign on. 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 £350 will be levied for each non-returned transponder.

RACE PENALTIES: As per the table below:

Offence	Qualifying	Race
Excess speed in pitlane	Black Flag	Stop & Go, 1 second for each kph over the limit x 2
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 position		Stop & Go
Wrong direction in pitlane	Disqualification of Driver	Disqualification of Driver, Stop & Go for team of 5 minutes.
More than 3 laps under black flag without stopping	Disqualification of Driver	Disqualification of Driver, Stop & Go for team of 5 minutes.
Having two cars on track at anytime		For each lap where two cars are circulating no laps will be scored
Exceeding track limits	Black Flag after 3rd 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)



LIVESTREAMING

We are delighted to confirm that the 70th running of the Birkett Relay Race will be streamed live throughout the six-hour event by Alpha Live, accessible on both Facebook and YouTube. 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 the Alpha YouTube and Facebook pages, which will be shared via 750MC channels at the start of the day.

www.750mc.co.uk/live

<https://facebook.com/750MotorClub>

TEXT MESSAGE UPDATES

Team Managers please note that we will be using the 750MC SMS update system during the event, and may wish to contact drivers/teams individually or collectively via text messages to the team manager. Please ensure that your mobile number is has been correctly supplied to the 750MC team, and/or make staff aware should you not wish to utilise this service during the Birkett.



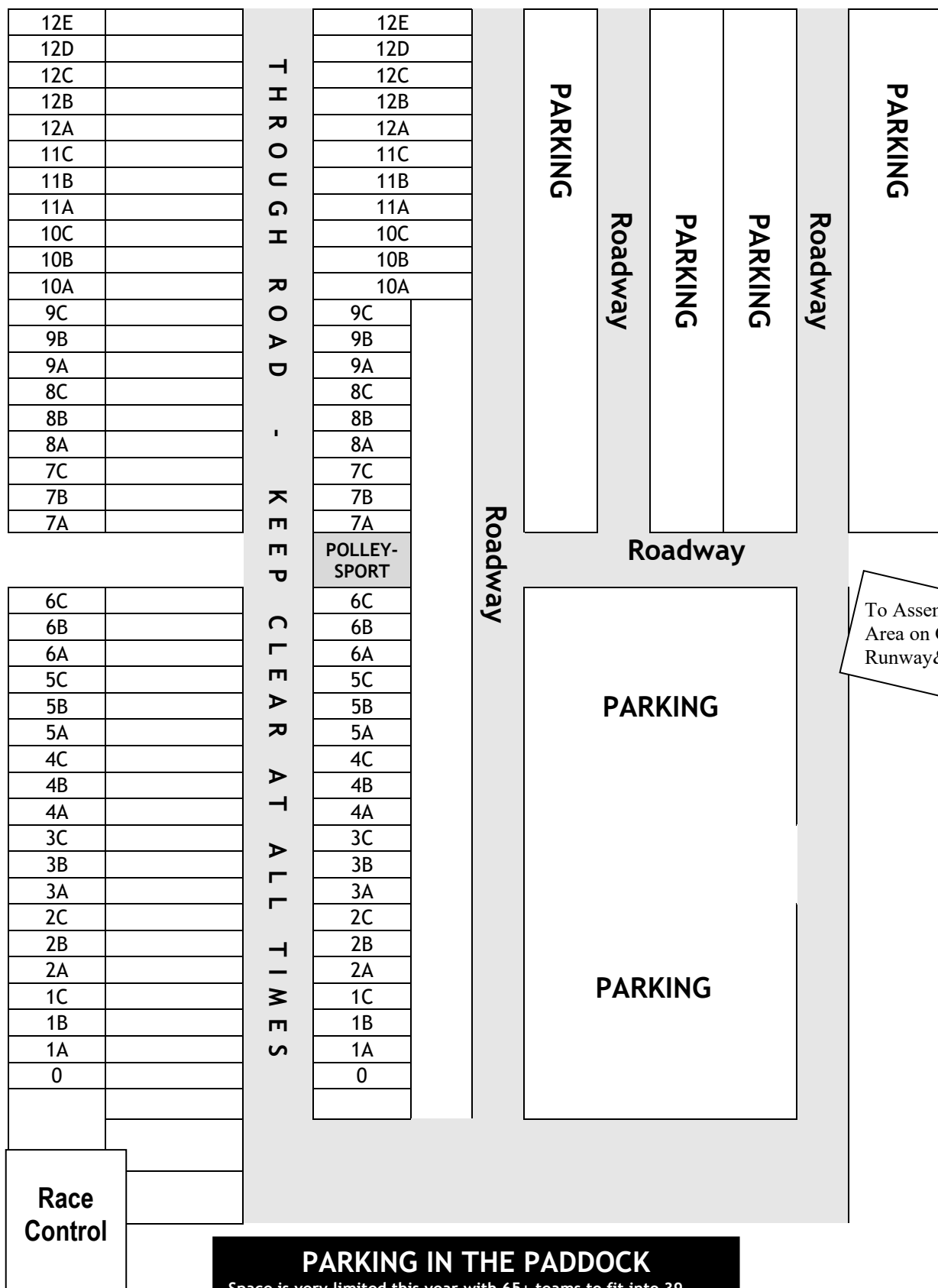
TYRE SERVICE:

Polleysport will be in attendance at this meeting and can supply and fit any Yokohama & Nankang tyres you pre-order - 01354 688111.



SCRUTINEERING &
PARC FERME

Pit Garage & Paddock Parking Plan



To Assembly
Area on Copse
Runway & Exit

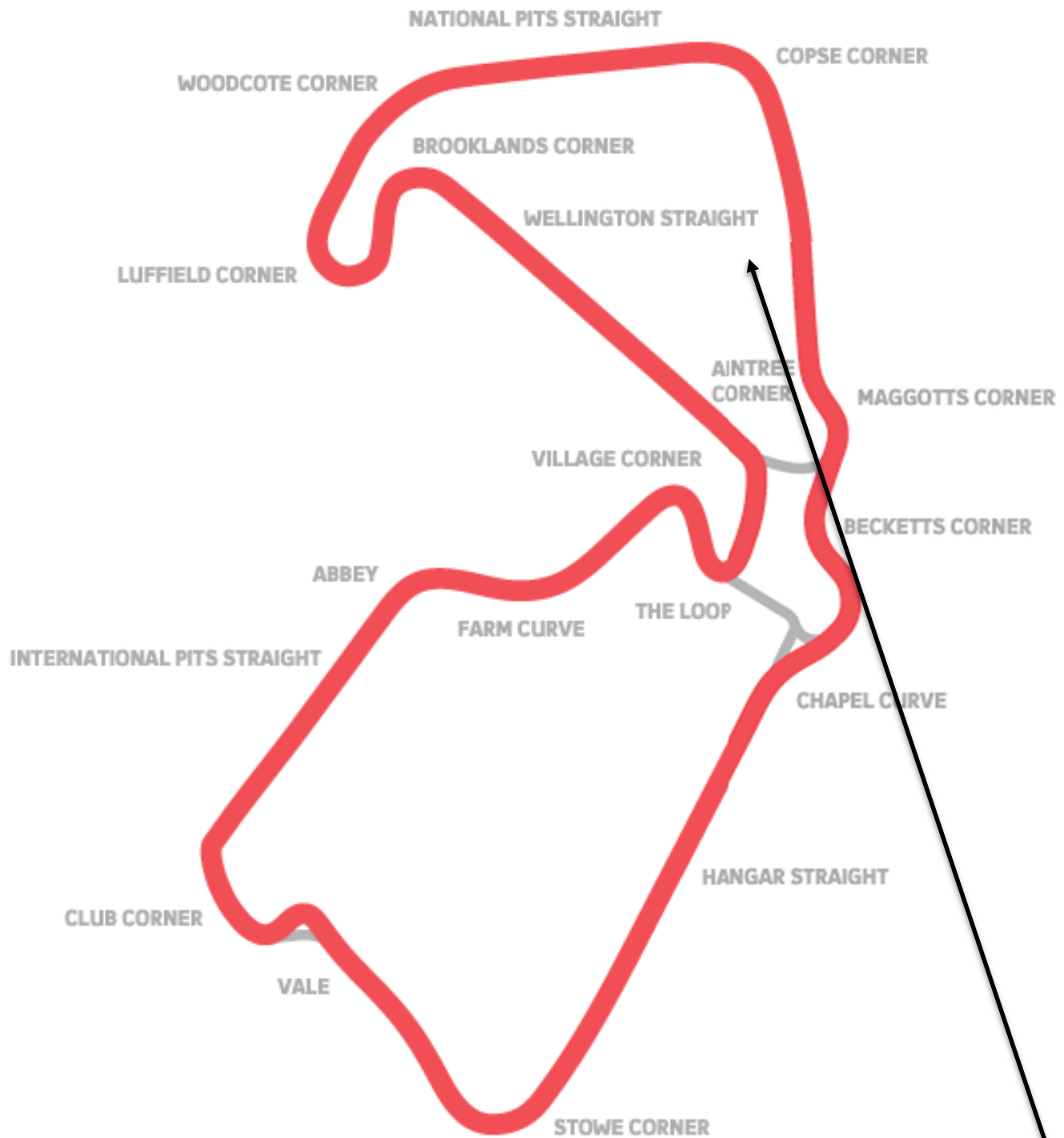
Pit Allocation & Race Numbers

GARAGE	TEAM 1	TEAM 2
12E	45 - JPR Funcup Boys	49 - JPR Saker Boys
12D	69 - The Long And The Short Of It	64 - NOC Racing
12C	61 - Flying Tangerine Racing	62 - Red Rascal
12B	60 - Team Billy Bob	24 - RAW Motorsport
12A	55 - Team Five Five	57 - Touch 'N' Go
11C	56 - Armed Forces Race Challenge	
11B	58 - RAF Team Spitfire	59 - RAF Team Hurricane
11A	54 - Royal Navy (RNRMMMA)	
10C	52 - Army Motorsport 1	53 - Army Motorsport 2
10B	44 - The CALM Boxster Boys	
10A	43 - The CALM Inbetweeners	11 - The CALM 4 Pots
9C	46 - CMMC Allsorts	
9B	47 - Zest Race Car Engineering 1	48 - Zest Race Car Engineering 2
9A	38 - CoordSport CSCC Tin Tops	
8C	37 - Se7en Motorports	39 - Simpson Motorsport
8B	36 - Intersport Racing	40 - Fanatic Motorsport
8A	35 - Moores Motors	19 - Crossacre
7C	28 - Forty40 Racing	31 - SRR Liqui Moly
7B	29 - Four Sides	50 - Four Corners
7A	65 - Routec Racing Flyers	66 - Routec Racing Triers
6C	25 - Futura Classico	26 - Can It Racing
6B	22 - St Winifreds School Choir	23 - PDC Racing
6A	70 - Mazda Misfits	
5C	27 - Team7 WASPP	67 - Premature Acceleration
5B	18 - Mostly Rusty Two Seaters	21 - Team Kennedy
5A	17 - All The M's in MR2s	14 - Rogue's Troopers
4C	16 - Revolution Racing	63 - Brake Dancers
4B	34 - McMillan Motorsport - Southern	20 - Mad Cat Racing
4A	32 - McMillan Motorsport Northern Monkeys	33 - McMillan Motorsport - Midlands
3C	13 - Ginger Ralph Malph Racing	15 - Billy Boys
3B	10 - Run Baby Run	12 - Coupe de Grace
3A	8 - Off Their Zeds	68 - Team Turkey
2C	5 - RnR Performance Cars	42 - Outcasts
2B	7 - Six Sevens	41 - Cockwombles
2A	4 - Area Motorsport 2	51 - Area Motorport 1
1C	3 - RJ Motorsport	30 - RJ Motorsport v2.0
1B	2 - Morgans For Fun	
1A	1 - The Three Amigos v3.0	6 - Random Racers
0		

**FACE COVERINGS MUST BE WORN AT ALL TIMES IN THE GARAGES,
PITLANE & PITWALL**

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.



ASSEMBLY AREA

LET'S HELP STOP THE SPREAD OF CORONAVIRUS



Scan this QR code with your
NHS COVID-19 App to check-in



Silverstone Circuits - National Paddock

Silverstone Circuit, NN12 8TN

**DOWNLOAD THE
NHS COVID-19 APP**



Download on the
App Store



GET IT ON
Google Play

Guidance for wearing face masks and coverings

High density – compulsory

Lower density – compulsory unless socially distanced (+2m)

This guidance is for any person involved in any event in the defined areas and is to be read in conjunction with existing guidance.

Age: This guidance applies to anyone aged 6 years or over.

* **Enclosed areas** (including vehicles) unless occupants are from the same household. The organiser must be satisfied that they reside together.

** **Trackside** includes any person within the restricted area that includes the track.

Fixed venue (Kart)

Paddock

Assembly areas

Grid

Parc fermé

Awnings

Enclosed areas*

Incident intervention

Marshal posts

Trackside**

Fixed venue (Race/Speed)

Assembly areas

Grid

Pits & pit wall

Pit garages / awnings

Enclosed areas*

Incident intervention

Paddock / parc fermé

Marshal posts

Trackside**

Non-fixed venue (Rally/Club Sport)

Event control

Enclosed areas*

Incident intervention

Assembly/service areas

Time controls

Section and test starts

Marshal posts