

C1 RACING SERIES - EVENT BRIEFING NOTES**SILVERSTONE 24HR – 20TH – 22ND MAY 2022**

These notes are to be read in conjunction with the Silverlake C1 Racing Series Sporting & Technical Regulations and specifically for this event will be considered to form part of those regulations. A breach of any item listed below may result in a penalty.

1. Pit Lane / Pit Stops

1.1 The Pit Lane shall be divided into two lanes. The lane closest to the pit wall will be referred to as the “Fast Lane” and the lane closest to the pit garages will be referred to as the “Working Lane”.

- a. The only area in the Pit Lane where any work can be carried out on a car is the Working Lane.
- b. Cars may enter or remain in the Fast Lane only whilst the Driver is sitting in the car behind the steering wheel in their normal position with their belts fully fastened, and under its own power.
- c. It is forbidden to paint or draw lines or markings on any part of the Pit Lane.
- d. No equipment may be left in the Fast Lane.
- e. No umbrellas or unsecured structures are permitted on the pit wall at any time. Properly secured pit perches are permitted. Teams may be asked to remove any perch/structure considered not to be secure and/or appropriate – the decision of the Clerk of the Course shall be final.
- f. Teams are required to keep the number of personnel in the pit lane and on the pit wall within the limits included in Series Regulation 2.10.4.

1.2 When stopped in the Working Lane all cars must park for all Official sessions with the front of the car toward the pit garages at an angle of approximately 45 degrees. A car may not be worked on unless stopped in this manner.

1.3 Cars shall only be permitted to stop outside the pit garage allocated to the car. Unless serving a penalty in the Stop/Go Box, stopping or parking a car, even temporarily, outside of the zone assigned to that car is not permitted at any time. Notwithstanding this, should any driver overshoot their assigned zone in the Pits and stop beyond it, the car may only regain access to its own zone by being pushed, providing that it is safe to do so.

1.4 When moving from the Working Lane to the Fast Lane the car must be under the guidance of a Car Controller. The Car Controller must position themselves in view of the driver via the windscreen. They must check that the Pit Lane is clear such that the car can be released without impeding any other vehicle. When the Car Controller is satisfied that the car can be released it must be pushed backwards by personnel other than the Car Controller so that they can remain focused on the safe release of the car into the Pit Lane.

1.5 All tyres, fuel and equipment must remain behind the line identified by the red arrow in the below picture until the incoming car is stationary. Refueller and Fireman must also stay behind the line until the car has stopped.



1.6 The Fireman and Extinguisher must have unimpeded access to the car at all times during a refuelling pit stop. Refuelling jugs and extinguisher must be placed behind the above identified line once refuelling is completed.

1.7 Whilst refuelling is taking place, only the refueller and fireman are permitted to be close to the filler areas of the car. No other person is permitted to be within a 2-metre distance of them until the fuel flap is closed after refuelling has been completed.

1.8 Pit Lane Speed Limit is 40KPH

1.9 The stop / go penalty box will be marked by cones and located at the pit entrance in front of the race control building.

2. Fuel and Refuelling

2.1 In accordance with Series Regulation 2.11.6, all fuel is to be provided by the circuit. Fuel is 97 octanes unleaded only. Only fuel drawn from the circuit's fuel system directly into properly numbered fuel jugs may be used during the race. Teams must obtain fuel receipts for each purchase, and must make these receipts available to the Series Organisers on request. Throughout the duration any live qualifying, practice or race session, no decanting between fuel containers is permitted.

2.2 Teams may store no more than two full 20 litre maximum capacity Tuff jugs per car in any garage at any one time during the event. Fuel should be moved from the fuel station to the team's garage in a safe manner. Additional Fuel must not be stored in the garage or pit lane. Each entry should designate a fuel storage area away from any sources of ignition away from their garage.

2.3 Teams must use Tuff Jugs fitted with club-specified, unmodified spouts during the race for all refuelling activities. All Tuff jugs must be clearly labelled with the race number of the car. Throughout the duration any live qualifying, practice or race session, refuelling may only take place in the pit lane.

2.4 To clarify Series Regulation 2.11.7 further, all four wheels must remain in contact with the ground during refuelling. For the avoidance of doubt nothing may be done to raise any part of the car in a manner to take the car from a normal horizontal position.

3. Pre-Session Procedures

3.1 Circuit access for both Friday sessions (Qualifying & Night Practice) will be from the pit lane.

3.2 The assembly area for the Race on Saturday will be on the Copse Runway. See paddock plan. All cars must be in the assembly area in good time. See minute-by-minute timetable.

3.3 For the race, cars will be released from the assembly area (Copse runway) onto the Wellington Straight. Cars must then proceed under caution to the starting grid to be gridded by marshals.

3.4 No team personnel will be permitted onto the grid, unless expressly permitted by the Clerk of the Course.

4. Track Limits

4.1 Track Limits will be monitored around the track, with particular focus at Turn 1, 7 and 10.

4.2 Track Limits: 3 warnings, 4th infringement will result in a Drive Through Penalty (for the car), 5th infringement will result in a 1-minute stop/go penalty, and so on. This penalty will be reset to zero every racing hour.

4.3 Night Practice: repeat offenders may receive a black flag. Team manager will be requested to report to race control.

4.4 Qualifying: any lap time set with Track Limit infringements will be removed, but the lap will count as a Qualifying Lap.

4.5 Race: Warnings will be issued via the Pit Lane officials. After a third infringement, a car will receive a Black and White Flag. A fourth infringement will result in a Drive Through Penalty – Team Manager will be requested to visit the Clerk of the Course to confirm penalty. Further infringements may result in stop/go penalties being issued.

5. Race Start

5.1 The race start timings will be in accordance with the published minute-by-minute timetable. Cars will be released by green flag to start the pace lap behind the safety car. The safety car will set the pace – please keep up with the cars in front – NO DROPPING BACK!

5.2 All cars must stay in position during the formation lap. No overtaking is permitted! Any car that falls out of position to the back of the pack on this lap may not retake its former position and must start from the back of the grid.

5.3 At the end of the formation lap all cars must be lined up and tightly grouped for the rolling start. The Safety Car will slow, and cars will be backed up at Turn 15 (the Loop) and must be lined up in position (two by two) before Turn 16 (Brooklands).

5.4 The safety car will switch off its lights to indicate we are going for a start. All cars should head towards the Start line maintaining your speed, formation and position.

5.5 Should the safety car lights remain switched on beyond turn 16, this may mean that an additional formation lap will take place. The most common reason for this happening is if the field has spread out too much, so please stay as close as safely possible to the cars in front.

5.6 Please note that once the gantry lights are switched off, racing may commence. It is permitted therefore to overtake before the start/finish line.

6. Driving Standards

6.1 ALL drivers to take care whilst on track during all sessions. There need not be any contact caused by careless driving, last minute lunges, or by not giving each other racing room. This is a 24-hour race, make the most of it!

6.2 Slower drivers / cars must pay attention and look in mirrors before overtaking cars in front, checking that no faster cars are approaching,

6.3 Faster drivers / cars must take care when overtaking slower cars. Remember if you are the faster drivers / car, it's your responsibility to find a way around the slower car.

6.4 Slower drivers / cars must hold their line, which may not need to be the optimum racing line.

6.5 Any careless driving will be addressed. Driving standards must be irreproachable.

7. Paddock

7.1 Motorhomes and RVs must be parked in the areas designated for the purpose on the paddock plan.

7.2 No race entry may take more than their allocated space however teams may consolidate and merge space by agreement, so to create a wider frontage in which support activities (food provision, mechanical work, or sleeping etc.) take place.

7.3 Each entry will be allocated three WORKING vehicle passes, which must be displayed in any vehicle parked in the paddock. Only working vehicle will be permitted access to the paddock.

7.4 Under no circumstances should any pegs or stakes be used to anchor tents or other structures in the paddock.

8. Scales and Weighing

8.1 The weighing scales for the event will be the C1 Racing Club scales set up in the Scrutineering Bay.

9. HuTags

9.1 Any driver without a HuTag can collect one from the from Club HQ (under Race Control) for £10 cash payment.

9.2 All drivers must have a C1 Racing Club specific HuTag. No competitor will be permitted onto track without wearing a HuTag. Upon arriving at Pit Exit, drivers must ensure their vehicle comes to a stop or walking pace alongside the HuTag reader panel and present their HuTag at the panel until the red light has turned to Green. Once the Green light shows, you are free to go towards Pit Exit. Drivers must note that the Green/Red lights on the HuTag reader panel are separate to the circuit operated Green and Red Pit Lane Exit Lights, which must also be complied with. Only the Pit Exit Lights control when a vehicle can and cannot exit the Pit Lane, not the lights on the Hu-Tag reader panel.

10. Cars

10.1 All cars must include the windscreen, rear screen and drivers side glass at all times when on circuit. If a car loses any of these on circuit, it must pit for repairs on the lap of the incident. It may only re-join the circuit once the relevant repairs have been completed.

10.2 All cars are recommended to be equipped with functioning Club-specified spotlights.

10.3 In accordance with Regulation 5.6.3 any car that loses a mirror must have it refitted to comply with 5.6.3.2 and 5.6.3.3 at the next pit stop.

10.4 In accordance with Regulation 5.6.4, it is not permitted to continue on track with bumpers missing. Should a bumper be damaged it is permitted to secure it or bring it back to close to the original shape by use of repair tape.

11. Safety Car

11.1 The safety car will be available for use in all official sessions.

11.2 During the race the Safety Car will be scrambled when safe to do so, which may not necessarily be in front of the leader. If that is the case, it should be noted that for operational reasons cars may **NOT** necessarily be waved passed to find the leader for the restart. This will be at the sole discretion of the Clerk of the Course, who's decision shall be final.

11.3 The Safety Car will be released from Pit Exit and join the track at the first corner.

11.4 Cars must form up behind the Safety Car, as quickly and safely as possible, with no more than five lengths separating them. Overtaking is forbidden unless a car is signalled to do so from the Safety Car by means of a hand signal or green light from the Safety Car observer, signalling that they should pass.

11.5 When the Safety Car is in operation, cars may enter the Pit Lane but may only re-join the track when the green light at the end of the Pit Lane is on. It will be on at all times except when the Safety Car and the last car in the line of cars following it are about to pass the pit exit.

11.6 When the Safety Car is called in, it will turn off the lights under the bridge on Wellington Straight to signal that it will enter the Pits at the end of this lap. When it enters the Pits, the first car in line will dictate the pace until it crosses the line. Yellow flags and SC boards will be replaced with Green flags until the last car crosses the control line. Cars may not overtake until they pass the control line.

12. Red Flag

12.1 In practice and qualifying, all cars should slow down and return to the pit lane.

12.2 In the race, all cars should slow down and stop on the startline unless instructed otherwise by marshals/officials.

12.3 In all cases, cars will be under parc ferme conditions at the showing of the red flag. All work must cease on cars in the pit lane, and team personnel may not touch the cars in the pit lane or on the start line.

13. End of the Race/Parc Ferme

13.1 After taking the chequered flag (track right), all cars must SLOW DOWN, complete an in lap and leave the circuit via the pit lane entrance.

13.2 At the end of the race all cars will be under Parc Ferme Conditions. Work must cease on any cars being worked on in the pit lane.

13.3 Following the in-lap after taking the chequered flag, cars must enter the pit lane and make their way to the scrutineering bay. Once the scrutineering bay is full, all remaining cars must remain queued up in single file in the 'fast lane' where they will be considered to be under parc ferme conditions. Please be aware that any car that is not placed under Parc Ferme conditions by following the above instructions may be subject to disqualification from the race result.

13.4 All team members must vacate the pit wall after the end of the race and before the cars start to filter down the pit lane.

13.5 No team members are permitted to remain on the pit wall, in the scrutineering area, or in the 'fast lane' whilst cars are queued up under Parc Ferme conditions. Anybody considered to have done so may be considered to have breached Parc Ferme Conditions, unless they have received express permission from the Clerk of the Course or C1 Racing Club personnel.

13.6 Drivers may vacate their cars whilst they are under parc ferme conditions, however they must stay close to their vehicle to enable them to take instruction from event staff.

14. Driver Nominations

14.1 Qualifying & Night Practice: No later than 1pm on Thursday 19th May via the online driver nomination form. The same driver must start both sessions.

14.2 Race: No later than 1pm on Saturday 21st May.

15. Additional Information

15.1 Drivers must switch on their headlights within two laps of night-time has been declared and failure to do so may result in a penalty. Night-time will be declared via a message on timing screens and a "Lights On" board displayed at the control line.

If you have any questions about these notes, or anything else concerning the race meeting, please contact me. I would much rather answer what might seem to be a silly question, than to have to summon you during the weekend.

Finally, may I wish you an enjoyable and successful weekend of racing.



Luke Souch
Senior Clerk of the Course