

C1 RACING SERIES - EVENT BRIEFING NOTES**SNETTERTON 300 CIRCUIT – 15TH / 16TH OCTOBER 2022**

On behalf of the BRSCC, welcome to Snetterton Circuit for the final C1 Racing Club event of the 2022 series. This event sees the second of two ‘double header’ events this year. 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 three areas. The lane closest to the pit wall will be referred to as the “Travelling Lane”, the middle lane will be referred to as the “Pushback/Crossing Lane” and the area closest to the pit garages (concrete area) will be referred to as the “Working Area”.

- a. The only area in the Pit Lane where any work can be carried out on a car is the Working Area.
- b. Cars may enter or remain in the Travelling Lane or Pushback/Crossing Lane only whilst the Driver is sitting in the car behind the steering wheel in their normal position with their belts fully fastened.
- c. Cars may not stop or travel in the “Pushback/Crossing Lane”. This is only to be used to move across to your Working Area, and to be pushed back after your pit stop in order to exit into the Travelling Lane.
- d. It is forbidden to paint or draw lines or markings on any part of the Pit Lane.
- e. No equipment may be left in the Travelling Lane or the Pushback/Crossing Lane.
- f. 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.
- g. 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 specifically permitted by a BRSCC or C1 Racing Club Official). 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 Travelling 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 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 back inside the garage once refuelling is completed.

1.6 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.

1.7 Pit Lane Speed Limit is **40KPH**

1.8 The stop / go penalty box will be marked by cones and located in front of the circuit office building. **Cars may not stop at their pit box before or after serving a stop / go penalty. Any car deemed to have stopped at their pit box in the same visit to the pits will NOT be considered to have served their stop / go penalty.**

1.9 **Any pit stop made under safety car conditions (i.e. where a car crosses the pit entry line when Safety Car boards and flags are shown) will be subject to a minimum mandatory pit stop time. The minimum pit stop time will be published by event bulletin. Should the Safety Car be on track, pit exit will be closed whilst the train is passing and will be indicated by the pit exit lights being illuminated either red for closed or green for open.**

2. Fuel and Refuelling

2.1 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.

2.2 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 or race session, refuelling may only take place in the pit lane.

2.3 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 All cars must report to the assembly area for both Qualifying and the Races which will be located at the far end of the paddock. All cars must be in the assembly area in good time, at least 20 minutes before the scheduled start time.

3.2 Where possible, please exit the garages at the rear. Cars are permitted to exit from the front of the garages but must stay hard right so not to interfere with any other live session. They should then exit the pit lane by turning right at the end of the garages.

3.3 For the race, cars will be formed up in Grid Formation in the assembly area. Cars will then be released onto the back of the grid to be gridded by the marshals.

3.4 A maximum of **TWO** team members per car will be permitted in the assembly area.

4. Track Limits

4.1 Track Limits will be monitored around the track by judges of fact and circuit cameras/pressure pads. Please note that no protest or appeal can be made against a Judge of Fact (G10.1.1 refers).

4.2 **Brundle/Nelson Complex** - at Turn 8, the old runway forms an escape road. If you are forced to use this, continue through the escape road and re-join the track safely after Turn 9. Drivers deemed to have gained an advantage by cutting across the grass may be penalised.

4.3 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.

4.4 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 and timing screens where possible. After a third infringement, a car will receive a Black and White Flag. A fourth infringement will result in a Drive Through 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 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 from Turn 8 (Brundle) and must be lined up in position (two by two) before Turn 10 (Bomb Hole).

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 11 (Coram), 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. **NO CONTACT!** There need not be any contact caused by careless driving, last minute lunges, or by not giving each other racing room. This is a long 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 impeccable.

7. Scales and Weighing

7.1 The weighing scales for the event will be the C1 Racing Club scales set up in C1 Racing Club HQ.

8. RACE WITH RESPECT

8.1 You are all reminded of Series Regulation 3.1 - By competing in the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which can be found here: <https://bit.ly/3MQOVNc>

8.2 Disrespectful behaviour on track or in the paddock will not be tolerated by the BRSCC or C1 Racing Club. Any instance of poor behaviour should be reported to the Clerk of the Course. Any aggrieved party should not react – let the officials deal with it!

9. HuTags

9.1 Any driver without a HuTag can collect one from the from Club HQ 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 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 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.

10.3 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 which must be done at the next pit stop.

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 the pit lane exit.

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 between Turn 8 and Turn 10 to signal that it will enter the Pits at the end of that lap. When it enters the Pits, the first car in line will dictate the pace until it crosses the control 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

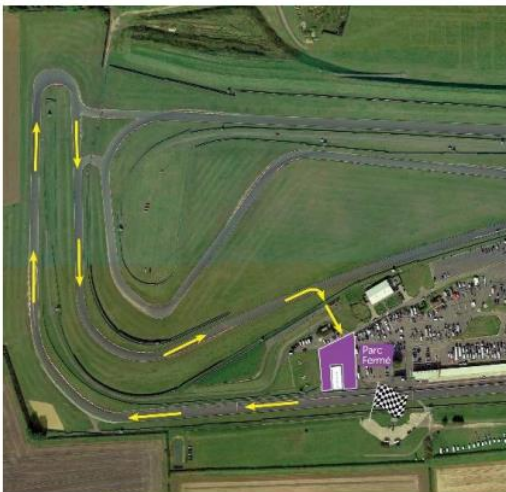
12.1 In qualifying, all cars should slow down and return to the pit lane.

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 Session/Parc Ferme

13.1 After taking the chequered flag (track right), all cars must SLOW DOWN, and leave the circuit via the exit gate at TURN 3 (Palmer – track right). There will be a light panel at the edge of the track to identify the exit (see below), and be aware that marshals may be trackside to signal you in so please be cautious. Please do not take the chequered flag more than once!



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 exit at Turn 3 and make their way directly into the designated Parc Ferme area.

13.4 No team members are permitted to enter the Parc Ferme area. 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.

13.5 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: No later than 1pm on Friday 14th October via the online driver nomination form.

14.2 Race 1: No later than 12:00pm on Saturday 15th October.

14.3 Race 2: No later than 10:20am on Sunday 16th October.

15. Additional Information

15.1 All drivers must complete a minimum of three laps in Qualifying.

15.2 Mandatory First Time Driver Briefing – 08:30 Saturday – Hospitality Suite above the Circuit Office

15.3 Mandatory Driver & Team Managers Briefing – Group 1 (Garages 1-13) – 12:00 Saturday – Hospitality Suite above the Circuit Office

15.4 Mandatory Driver & Team Managers Briefing – Group 2 (Garages 14-26) – 12:30 Saturday – Hospitality Suite above the Circuit Office

15.5 Light panels may be used to supplement/replace flag signals around the circuit. These carry the same authority as flag signals in accordance with Q12.24.3

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
Clerk of the Course