

EVENT BRIEFING NOTES**SILVERSTONE 24HR – 19TH – 21ST MAY 2023**

On behalf of the BRSCC, welcome to Silverstone for the 2023 Silverlake C1 Racing Club 24 Hour. 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 permanently paint or draw lines or markings on any part of the Pit Lane, however the use of removeable tape is permitted (no LED lights).
- 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. Example below.



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 A maximum of 4 people (including the driver) may work on the car at any time in the pit lane during a pit stop. Working on the car is defined as any person touching the car or refuelling the car.

1.7 Extinguisher must have unimpeded access to the car at all times during a refuelling pit stop. Refueller and extinguisher must go behind the line once refuelling is completed.

1.8 If a car is up on jacks at any time during the pit stop, the engine must be switched off.

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

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

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 may be used during the race. No decanting is permitted.

Teams may store no more than two full 20 litre maximum capacity Tuff jugs per car at any one time during the event. Storage of greater quantities of fuel by teams presents a fire hazard. Failure to comply may result in the team (and all respective entries) being disqualified from the event. Teams, their awnings and support activities may be inspected for fire safety and will implement the recommendations of any inspector. Fuel should be moved from the fuel station to the back of the garage in a safe manner. Fuel must not be stored in the garage or pit lane. Each entry should have a designated fuel area away from any sources of ignition at the back of the 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; only two Tuff jugs may be used per car; and each jug may only be used once per stop. Refuelling may only take place in the pit lane.

2.3 To clarify 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 & Practice) will be from the pit lane.

3.2 The assembly area for the Race on Saturday will be the dedicated assembly area behind the medical centre/inside of Brooklands Corner. All cars must be in the assembly area in good time.

3.3 For the race, cars will be released from the assembly area 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.

3.5 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, 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), and so on. The track limits count will be reset to zero every racing hour.

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

4.4 Race: Warnings will be issued via the Race Control Radio 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 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. **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! C1 Racing Club Driving Standards Policy applies.

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 driver / 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 two 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 Club Racing scales set up in Garage 0.

8.2 Drivers (including their mandatory racewear) will be weighed randomly during the event.

9. Hutags

9.1 Any driver without a HuTag can collect one from the from C1 Club HQ (under Race Control) for £10.

9.2 All drivers must have a C1 Racing Club issued 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 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 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 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 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/lights will be replaced with Green flags/lights 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 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 - DO NOT RETURN TO YOUR GARAGE. 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 18th May via the online driver nomination form. The same driver must start both sessions.

14.2 Race: No later than 1pm on Saturday 20th May.

15. Race Receiver – Race Control to Car/Team Manager Radio

15.1 New for this event is the mandatory Race Control to Car/Team Manager radio. Please ensure you have installed the in-car receiver in accordance with the C1 Racing Club build notes and the regulations.

15.2 It is the drivers and teams' responsibility to ensure they can hear the Clerk of the Course at all times. The only guaranteed configuration of equipment is that supplied by BRSCC/C1 Racing Club. The use of any another earpieces/helmet intercom is at the risk of the drivers/team.

15.3 It recommended that the receiver is switched off when changing drivers, as there can be a momentary short circuit if the receiver remains switched on when headsets are swapped. This could cause the receiver to stop working until it is turned off and on again.

15.4 All drivers and Team Managers must follow the instructions in any message transmitted from Race Control without fail. Failure to comply with an official instruction may result in a penalty.

15.5 The Channels in use for this event will be advised by Event Bulletin.

16. Additional Information

16.1 All drivers must complete a minimum of three laps in Qualifying and Night Practice. (Out lap, One Full Lap, In Lap).

16.2 Drivers must switch on their headlights once night-time has been declared and failure to do so may result in a penalty.

16.3 Mandatory First Time Driver Briefing (only for drivers who have not raced on the Silverstone GP Circuit before) – 18:20 Friday – Race Control Garages

16.4 Mandatory Team Managers Briefing – 11:00 Saturday – Race Control Garages

16.5 Mandatory Drivers Briefing Garages 1A to 7C – 12:00 Saturday – Race Control Garages

16.6 Mandatory Drivers Briefing Garages 8A to 12C – 13:00 Saturday – Race Control Garages

16.7 Signalling lights/light panels exist at strategic parts of the circuit, to supplement flag signals. These signalling lights/light panels will carry the same authority and jurisdiction as flag signals. Therefore, breaches of signals given by Light Signals or Light Panels will be treated in the same way as breaches of flag signals and hence dealt with in accordance with the NCR's, notably C.1.1.6., G.5.3.2., Q.12.24.3. and Q.12.24.5.

16.8 If a driver is involved in an incident they should indicate to the marshals if they are OK by signalling with a 'thumbs-up' at the front of your vehicle. If you can safely exit your vehicle, do so and then stand in a suitable/safe location.

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 post-race.

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

Luke Souch
Clerk of the Course

Rob Briggs
Clerk of the Course

Adam Buttercase
Assistant Clerk of the Course