

C1 RACING SERIES - EVENT BRIEFING NOTES**BRANDS HATCH INDY – 18TH AUGUST 2024**

On behalf of the BRSCC, welcome to Brands Hatch for the penultimate round of C1 Racing Club event of the 2024 series. 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 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 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 permanently paint or draw lines or markings on any part of the Pit Lane, however the use of removeable tape is permitted.
- 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 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. Marshals may use a stop board to prevent the car crossing the yellow line.

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.

1.10 Mandatory pit stops may only take place 15 minutes after the start of the race, including any start under a safety car. Any stop commenced before this time will not be counted towards the 3 mandatory stops.

1.11 During any Qualifying or Race session, it is not permitted to refuel or change wheels inside the garage. This may only take place in front of the garage as per the pit stop regulations.

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 2.11.6 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. 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 out of the travelling lane so not to interfere with any other live session. They should then exit the pit lane by turning right at the end of the Race Control Buildings.

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 using the MSV Track Limit Sensors specifically at turns 1, 2 and 3. Please note that no protest or appeal can be made against a Judge of Fact (G10.1.1 refers).

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

4.3 Race: 1st – No action, 2nd – First warning, 3rd – Black and White Flag, 4th – Drive Through Penalty, 5th – Warning, 6th – Stop/Go Penalty. Warnings will be issued on Timing Screens where possible.

4.4 Track Limits will be reset to zero every racing hour.

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 the exit of Graham Hill Bend and you must be lined up in position (two by two) by the end of Cooper Straight.

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 the entry to Clearways 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 irreproachable.

7. Scales and Weighing

7.1 The weighing scales for the event will be the C1 Racing Club scales , we reserve the right to use the circuit scales post session and any difference in the 2 scales will be noted.

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. HuTag

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. Note you need to tag out even if you haven't changed driver.

9.3 At the start of qualifying you will be released from assembly into the pit lane, this is the **only** occasion you do not need to tag out when the session starts.

9.4 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. In exceptional circumstances, the Clerk of the Course may permit a car to continue without one or more of these elements, where it is considered safe to do so by the Series Eligibility Scrutineer or another licenced Motorsport UK Scrutineer.

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. However the Clerk of the course will make best endeavours to wave cars past to pick up the leader, this may be after the incident has been dealt with by the marshals.

11.3 The Safety Car will be released from Turn 3 onto the Cooper Straight.

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 3 and Turn 4 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/lights and SC boards 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 Session/Parc Ferme

13.1 After taking the chequered flag (track right), all cars must complete a full lap and enter the pit lane, follow marshals' instructions and be directed into the designated Parc Ferme area in the Scrutineering Bay.

13.2 Do not take the chequered flag more than once!

13.3 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.

13.4 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 The Secretary of the meeting must be informed of the order in which drivers will drive during both qualifying and race sessions by the following times:

14.2 Qualifying: No later than 1pm on Saturday 17th August via the online driver nomination form.

14.3 Race: No later than 12pm on Sunday 18th August via the online driver nomination form.

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

15.1 Please ensure you have installed the in-car receiver in accordance with the C1 Racing Club build notes.

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/Team WhatsApp.

16. Common causes of Penalty's

16.1 Refueling issues for instance (but not limited to) Refueler visor not down, Incorrect clothing

Opening the fuel flap before the door is shut, not turning engine off

16.2 Too many people on the car. Its 4 including driver so you should assume 3 team members only.

16.3 Speeding, and not traveling in the correct lane.

Please read the procedural regulations and know them

17. Additional Information

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

17.2 Mandatory New driver briefing (For drivers new to Brands Hatch only): 09:30 in the Inner Paddock Briefing Room

17.3 Team Manager Briefing – 11:45 in the Inner Paddock Briefing Room

17.4 Grid positions will be based on fastest qualification times, except for the highest 10 positions. Prior to the grid being issued, there will be a draw to determine those positions, the team in P1 will draw the first ball, this will be their position, then P2 will draw, followed by P3 etc. to determine the top ten grid. This will be done at the Team Manager briefing.

The draw will be witnessed by, and the final grid order determined by the Clerk of the Course.

17.5 Light panels are the primary source of signals, but flags may be used to supplement/replace light signals around the circuit. These carry the same authority as light 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 we wish you an enjoyable and successful day of racing.

Darren Holmes
Clerk of the Course